

SESSION OF 2018

SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2511

As Amended by Senate Committee on
Transportation

Brief*

HB 2511, as amended, would extend from four years to five years the period of time an original commercial driver's license (CDL) issued on and after July 1, 2018, would be valid. The bill would extend from four years to five years the period of time before expiration of a CDL. The bill also would make conforming and technical amendments to law.

Background

The bill was introduced by the House Committee on Transportation at the request of Representative Lusker. In the House Committee hearing, Representative Neighbor appeared as a proponent. She stated the change would align the validity period with that of a hazardous materials endorsement for a CDL, for which fingerprinting and clearance from the Transportation Security Administration are required. A representative of the Kansas Cooperative Council stated the bill would save its members money and increase efficiency and noted it is not uncommon for more than half of the employees at an agriculture cooperative to have CDLs. A representative of the Kansas Agribusiness Retailers Association, the Kansas Grain and Feed Association, and Renew Kansas provided written-only proponent testimony. A representative of the Division of Vehicles provided neutral testimony. No opponent testimony was presented.

*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <http://www.kslegislature.org>

In the Senate Committee on Transportation hearing, Representative Lusker appeared as a proponent on behalf of Representative Neighbor. Representatives of the Kansas Cooperative Council and the Kansas Motor Carriers Association also provided proponent testimony. A representative of the Kansas Agribusiness Retailers Association, the Kansas Grain and Feed Association, and Renew Kansas provided written-only proponent testimony. A representative of the Division of Vehicles provided neutral testimony. No opponent testimony was presented.

The Senate Committee amended the bill to specify the date of initial license issuance as on and after July 1, 2018.

According to the corrected fiscal note prepared by the Division of the Budget on the bill, as introduced, the Kansas Department of Revenue (KDOR) estimates enactment of the bill would reduce state revenues by \$189,062 annually beginning in FY 2023: \$95,207 from the State Highway Fund; \$24,791 from the State Safety Fund of the Department of Education; \$13,022 from the Truck Driver Training Fund of the Board of Regents; \$3,956 from the Motorcycle Safety Fund of the Department of Education; and \$52,086 from the Photo Fee Fund of KDOR. KDOR estimates the bill would require additional expenditures of \$1,470 for programming costs. Any fiscal effect of the bill is not reflected in *The FY 2019 Governor's Budget Report*.