

SESSION OF 2016

SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2643

As Recommended by House Committee on
Transportation

Brief*

HB 2643 would authorize the Secretary of Transportation (Secretary) to increase the speed limit on certain highways outside of an urban district by 5 miles per hour (mph). The highways on which speed limits could be increased from 65 mph to 70 mph would be those that are not separated multilane highways (current speed limit of 75 mph) or any county or township highway (current speed limit of 55 mph).

Background

At the House Committee on Transportation hearing, Representative Kleeb provided proponent testimony on the bill. He cited good pavement conditions in Kansas and provided information on speed limits in nearby and other western states. Neutral written testimony from the Kansas Department of Transportation (KDOT) states it would conduct an engineering study on specific corridors when requested to determine whether the posted speed limit should be increased and would base a decision to increase a speed limit in a specific area on the results of those studies, engineering principles, and professional judgment.

A representative of the Kansas Motor Carriers Association (KMCA) offered opponent testimony that requested repeal of the "buffer" that allows certain speeding violations to not be reported to the Division of Vehicles,

*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>

considered a moving violation, or used in certain insurance-company decisions [KSA 2015 Supp. 8-1560d]. The KMCA representative also stated the association supports strict enforcement of speed limits. A representative of the Kansas Highway Patrol submitted written opponent testimony, providing information on the lengthy process for a speed limit investigation and stating any benefit could be offset by the increased risk of serious injury or fatality crashes.

According to the fiscal note prepared by the Division of the Budget, KDOT indicates it is unable to estimate the full fiscal effect of the bill because the number of rural highways on which the agency would choose to increase speed limits is unknown. However, KDOT believes any increased expenditures associated with the enactment of the bill could be absorbed within the agency's existing resources.