

SESSION OF 2019

**SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2126**

As Amended by Senate Committee on  
Transportation

**Brief\***

HB 2126, as amended, would regulate the use of electric-assisted scooters (e-scooters), which would be defined by the bill as every self-propelled vehicle having at least two wheels in contact with the ground, an electric motor, handlebars, a brake, and a deck designed to be stood upon while riding.

The bill would amend the Uniform Act Regulating Traffic on Highways (Act) to prohibit any person from operating an e-scooter on any interstate highway, federal highway, or state highway. The bill would permit the governing body of a city or county to adopt an ordinance or resolution further restricting or prohibiting the use of e-scooters on public highways, streets, or sidewalks within such cities or counties. The bill would apply traffic regulations applicable to bicycles to e-scooters. The bill would not prohibit e-scooters from crossing a federal or state highway.

The bill would also amend the Act to add a fine of \$45 for unlawful operation of an e-scooter.

The bill would also include the new definition of e-scooter in vehicle registration statutes. The bill would exclude e-scooters from registration.

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\*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>

## **Background**

HB 2126 was introduced in the House Committee on Transportation at the request of the League of Kansas Municipalities (LKM) on January 31, 2019.

In the House Committee hearing on February 13, 2019, a representative of the LKM testified as a proponent. The representative testified e-scooters have been introduced in several major cities but current Kansas law does not clearly define e-scooters. A representative of the Association of Chiefs of Police, the Kansas Sheriffs Association, and the Kansas Peace Officers Association; the mayor of the City of Manhattan; the City of Overland Park; and the transit director for the City of Wichita submitted written-only proponent testimony. No neutral or opponent testimony was provided.

The House Committee amended the bill to remove a section classifying e-scooters as nonhighway vehicles at the request of the revisor; to clarify that e-scooters are not required to be registered or insured; to permit the use of e-scooters on public highways, streets, or sidewalks within cities and also to permit cities or counties to adopt ordinances further restricting or prohibiting the use of e-scooters within such cities or counties; to apply law applicable to bicycle operation to e-scooters; and to reduce the proposed penalty for the unlawful use of e-scooters from \$75 to \$45 (to match penalties in current law for violations relating to bicycles).

At the hearing of the Senate Committee on Transportation on March 13, a representative of the LKM testified as a proponent. Written-only proponent testimony was provided by a representative of the Association of Chiefs of Police, the Kansas Sheriffs Association, and the Kansas Peace Officers Association and by the City of Overland Park. No neutral or opponent testimony was provided.

The Senate Committee adopted a technical amendment requested by the Committee's revisor.

According to the fiscal note prepared by the Division of the Budget on the bill, as introduced, the Department of Revenue indicates the bill would require costs totaling \$2,180 from the State General Fund in FY 2020, including \$1,940 for systems testing and other information technology costs and \$240 for updating policies and procedures. The Kansas Highway Patrol indicates the bill would have no fiscal effect on the agency. The LKM indicates the bill would have a negligible fiscal effect on local government revenues and expenditures. Any fiscal effect associated with enactment of the bill is not reflected in *The FY 2020 Governor's Budget Report*.