

SESSION OF 2026

**SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2571**

As Amended by House Committee on Local  
Government

**Brief\***

HB 2571, as amended, would require two municipalities to enter into a cost-sharing agreement (agreement) when territory under the jurisdiction of each municipality abuts opposite sides of the same road, street, or highway.

The agreement would allocate responsibilities for the improvement, operation, and maintenance of public services and infrastructure related to the roadway. The bill would prohibit a governing body from undertaking a material improvement on the roadway unless authorized by the agreement.

“Municipality” would be defined for this purpose as any county, city, or other political subdivision of the state.

Municipalities participating in any agreement for a highway, road, or street that was abutted on opposite sides by territory under the jurisdiction of two municipalities as of July 1, 2026, would be required to execute that agreement on or before January 1, 2027. For any highway, road, or street that becomes subject to the provisions of the bill after July 1, 2026, the bill would require the agreement to be executed by the municipalities within 180 days from the date of the action that caused the highway, road, or street to become subject to the provisions of the bill.

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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 <https://klrd.gov/>

The agreement would include, but not be limited to, provisions for:

- Roadway construction and maintenance;
- Drainage;
- Signage;
- Utilities; and
- Any other public services or infrastructure customarily provided for highways, roads, or streets.

### **Background**

The bill was introduced by the House Committee on Local Government at the request of Representative Brunk.

### ***House Committee on Local Government***

In the House Committee hearing, **proponent** testimony was provided by the Mayor of the City of Bel Aire and a representative of the City of Emporia. The proponents generally stated that when a larger city and a smaller city abut opposite sides of the same road, if the road is not a priority for the larger city, then the construction and maintenance of the road may be fully assumed by the smaller municipality. The proponents indicated the cost-sharing agreement required by the bill would promote fairness in road maintenance responsibilities.

Written-only proponent testimony was provided by a representative of the League of Kansas Municipalities (LKM).

No other testimony was provided.

The Committee amended the bill to include a requirement that two municipalities, starting on July 1, 2026, must execute an agreement on or before January 1, 2027, or within 180 days if an action causes a highway, road, or street to become subject to the provisions of the bill.

### **Fiscal Information**

According to the fiscal note prepared by the Division of the Budget on the bill, the Kansas Department of Transportation (KDOT) indicates enactment of the bill would not have a fiscal effect on the agency. The bill could affect how the agency drafts and reviews agreements but would not affect its expenditures or revenues. KDOT notes the bill primarily affects interactions between municipalities, and the agency would have no direct involvement.

LKM indicates enactment of the bill could increase or decrease expenditures for cities depending on the composition of the cost-sharing agreements. LKM notes the bill would provide additional opportunities for counties to either join more cost-sharing agreements, therefore increasing expenditures, or have additional cities in certain projects through cost-sharing agreements, therefore lowering expenditures. However, a fiscal effect cannot be estimated.

The Kansas Association of Counties (KAC) indicates enactment of the bill could increase or decrease county expenditures depending upon the composition of the cost-sharing agreements. However, KAC estimates any fiscal effect on counties to be negligible.

Cost-sharing agreements; road maintenance