

SESSION OF 2020

SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2420

As Amended by Senate Committee on
Transportation

Brief*

HB 2420, as amended, would define a “military surplus vehicle” in the Uniform Act Regulating Traffic on Highways and in law regarding vehicle registration.

The bill would define such a vehicle as one that meets the following requirements:

- Has three or fewer axles;
- Meets size and weight limits in continuing law;
- Is less than 35 years old; and
- Was manufactured for use in the U.S. military forces or the military force of any other country with substantially similar vehicle standards as the U.S. military and subsequently authorized for sale to civilians.

The definition would exclude a fully tracked vehicle.

The bill would authorize the owner of a military surplus vehicle to register it upon payment of an annual fee of \$26. A special interest vehicle license plate would be furnished; the bill would require a decal be displayed on the license plate to identify the vehicle as a military surplus vehicle.

*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>

The bill would authorize a military surplus vehicle to be used as are other vehicles of the same type but would prohibit use of a military surplus vehicle to transport passengers for hire.

The bill would prohibit a military surplus vehicle from being registered until a vehicle identification number inspection has been completed by the Kansas Highway Patrol.

Background

The bill was introduced by Representative Williams.

In the House Committee on Transportation hearing, Representative Williams and a private citizen provided proponent testimony, and two representatives of Global Parts Auto Group, Inc., a representative of the Specialty Equipment Market Association (SEMA), and a private citizen provided written-only proponent testimony. They discussed uses of these vehicles, their safety features, and business opportunities related to refurbishing and reselling these vehicles, specifically those known as Humvees. The Vehicle Services Manager, Division of Vehicles, Kansas Department of Revenue (KDOR), also provided written-only proponent testimony and described current challenges in registering some of these vehicles.

Representatives of the Kansas Department of Transportation (KDOT) and the League of Kansas Municipalities provided neutral testimony, and a representative of the Kansas Association of Counties (KAC) provided written-only neutral testimony. They requested limits on the size and weight of vehicles to be registered as military surplus vehicles. No opponent testimony was provided.

The House Committee amended the bill to require a military surplus vehicle to meet size and weight limits in

continuing law and to specify a military surplus vehicle may not transport passengers for hire.

In the Senate Committee on Transportation hearing, Representative Williams, Senator Hawk, and a private citizen provided proponent testimony. A private citizen and representatives of Global Parts Auto Group, Inc., KDOT, and SEMA provided written-only proponent testimony. A representative of the KAC provided written-only neutral testimony. No opponent testimony was provided.

The Senate Committee amended the bill to add to the definition of “military surplus vehicle” a requirement that the vehicle have three or fewer axles and to include such vehicles manufactured for use by the military forces of any other country whose vehicle standards are substantially similar to those of the U.S. military.

According to the fiscal note prepared by the Division of the Budget on the bill as introduced, KDOR and KDOT estimate enactment of the bill would increase State Highway Fund revenues by \$9,200 in FY 2021 from the application fee and the one-time license plate fee that would be applicable to these vehicles. KDOR also indicates the agency would require \$7,366 from the State General Fund to modify the motor vehicle system. The KAC indicates enactment of the bill could increase road maintenance costs for local governments, but a precise estimate of those costs could not be calculated. Any fiscal effect associated with enactment of the bill is not reflected in *The FY 2021 Governor’s Budget Report*.