

SESSION OF 2025

**SUPPLEMENTAL NOTE ON SENATE BILL NO. 113**

As Recommended by the House Committee on  
Transportation

**Brief\***

SB 113 would add driving a motor vehicle at 100 miles per hour (mph) or more, or driving a motor vehicle more than 35 mph over the posted speed limit, to the definition of the crime of reckless driving.

Continuing law states a person would be guilty of reckless driving if such person operates a vehicle in willful or wanton disregard for the safety of persons or property. Under the bill, driving at a speed of 100 miles mph, or 35 mph or more over the posted speed limit, would constitute reckless driving without regard to any culpable mental state.

The bill would not require a mandatory revocation of the driving privileges of a person convicted of reckless driving based solely on driving over 100 mph or 35 mph over the speed limit.

**Background**

The bill was introduced by Senate Committee on Transportation at the request a representative of the Kansas Highway Patrol.

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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/>

### ***Senate Committee on Transportation***

In the Senate Committee hearing, representatives of Kansas Highway Patrol, Kansas Department of Transportation (KDOT), and the Kansas Association of Chiefs of Police, Kansas Sheriffs Association, and Kansas Peace Officers Association provided **proponent** testimony. Proponents generally stated the bill would increase safety for motorists and law enforcement officers on Kansas highways.

Written-only proponent testimony was provided by representatives of Safe Kids Kansas and AAA Kansas.

No other testimony was provided.

### **Fiscal Information**

According to the fiscal note prepared by the Division of the Budget, the Office of Judicial Administration indicates enactment of the bill would have a fiscal effect on Judicial Branch operations but that effect cannot be estimated.

KDOT indicates enactment of the bill would increase fines collected and placed in the Traffic Records Enhancement Fund and Seat Belt Safety Fund, but a precise fiscal effect cannot be estimated.

The Kansas Sentencing Commission and the Department of Revenue indicate enactment of the bill would have no fiscal effect on the agencies.

The Kansas Association of Counties indicates enactment of the bill would have a fiscal effect on counties but that effect cannot be estimated.

Any fiscal effect associated with enactment of SB 113 is not reflected in *The FY 2026 Governor's Budget Report*.

Transportation; speeding; reckless driving