

SESSION OF 2025

**SUPPLEMENTAL NOTE ON SENATE BILL NO. 8**

As Recommended by Senate Committee on  
Transportation

**Brief\***

SB 8 would require the driver of a vehicle approaching a stopped vehicle displaying hazard warning signal lamps, road flares, or caution signals to proceed with caution and change lanes away from the stopped vehicle if it is possible and safe to do so. If it is not safe or possible to change lanes away from the stopped vehicle, the bill would require the driver to proceed with due caution and reduce the speed of the vehicle and maintain a safe speed for the road, weather, and traffic conditions. These provisions would be added to the Uniform Act Regulating Traffic on Highways.

The bill would add a fine of \$75 for unlawful passing of a stationary vehicle to the uniform fine schedule for traffic infractions.

**Background**

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

***Senate Committee on Transportation***

In the Senate Committee hearing, representatives of AAA Kansas; Kansas Highway Patrol; Kansas Association of Chiefs of Police, Kansas Peace Officers Association, and

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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/>

Kansas Sheriffs Association; and Kansas Department of Transportation provided **proponent** testimony. The proponents stated the bill would require approaching motorists to move over for all stopped vehicles, as required in current law for stopped emergency, waste collection, and utility or telecommunications vehicles, which would add to the safety of motorists stopped on the side of the highway.

Written-only proponent testimony was provided by representatives of the League of Kansas Municipalities and Safe Kids Kansas.

No other testimony was provided.

The Senate Committee recommended the bill be placed on the Consent Calendar.

### **Fiscal Information**

According to the fiscal note provided by the Division of the Budget on the bill, the Office of Judicial Administration indicates enactment of the bill could increase the number of cases filed in district courts because it would create a new traffic violation, but an accurate estimate on the fiscal effect of the expenditures by the Judicial Branch cannot be given until the courts operate under the bill's proposed changes. The bill could result in the collection of docket fees and fines, which would be deposited into the State General Fund.

The Kansas Department of Transportation indicates enactment of the bill could increase the number of fines collected, which would increase revenues in both the Traffic Records Enhancement Fund and the Seat Belt Safety Fund, each of which receive a percentage of all district court fines, penalties, and forfeitures. However, the agency is unable to estimate a fiscal effect given it cannot estimate how many citations would be issued.

The Kansas Department of Revenue indicates the bill would have no fiscal effect on the agency.

The League of Kansas Municipalities states the bill would have no effect on Kansas cities.

The Kansas Association of Counties states the bill could have a fiscal effect on Kansas counties depending on the number of citations issued.

Any fiscal impact associated with enactment of the bill is not reflected in *The FY 2026 Governor's Budget Report*.

Transportation; highway; move over; fines; vehicle; safety