

SESSION OF 2004

**CONFERENCE COMMITTEE REPORT BRIEF ON
HOUSE BILL NO. 2833**

As Agreed to March 30, 2004

Brief*

The bill would enact the Governors Of Kansas Hometown Heritage Act and authorize special designations for a number of roads and highways.

Governors Hometown Heritage Act. The bill would require the Secretary of Transportation to install governor's hometown signs identifying any city or community that was the residence of a successful candidate for Governor of Kansas the first time that person was elected governor. Those signs would be installed if:

- ! the governing body of the city or the board of county commissioners for an unincorporated community adopts a resolution requesting the installation of the signs;
- ! the city or unincorporated community is located on a state highway; and
- ! the Secretary receives donations amounting to 150 percent of the initial installation cost to pay for installing, maintaining, and replacing the sign.

A city or community that was the hometown of a governor, but which is not located on a state highway, could request a sign from the Secretary of Transportation. In those instances, the city or unincorporated community would be required to reimburse the Secretary for the cost of the sign and be responsible for the installation, repair, maintenance, and replacement of the sign.

The governing body of any city, or the County Commissioners for any unincorporated community, that was a territorial capital of Kansas would be authorized to request the Secretary of

*Conference committee report briefs are prepared by the Legislative Research Department and do not express legislative intent. No summary is prepared when the report is an agreement to disagree. The conference committee summary report may be accessed on the Internet at <http://www.kslegislature.org>

Transportation to install a territorial governor's sign under the same procedures, conditions and limitations provided for the governor's home town signs.

The Secretary of Transportation would be required to design the signs. The Secretary of Commerce would be required to conduct a competition for the design of a governor's hometown in cooperation with the Executive Directors of the State Historical Society, Kansas Arts Commission, and the Kansas Humanities Council; and others selected by the Secretary. The logo, which would be put on the hometown signs, would have to include a representation of the state capitol dome. The bill specifies information to be included on the territorial capital signs.

Special Designation of Certain Highways

- ! Segments of US 24, K-177, and K-18 west from Topeka through Manhattan to its junction with I-70 would be designated as the 75th US Army Highway;
- ! US 77 from I-70 south to the northern boundary of Cowley County would be designated the 89th Division of the US Army Highway (the current designation for that segment of US 77 as the official north-south Blue Star Memorial Highway Route would be repealed by the bill);
- ! Segments of US 24, US 59, and K-92 northeast from Topeka to Leavenworth would be designated as the 95th Division of the US Army Highway;
- ! US 400 east from its junction with Lyon Road in Labette County to its junction with Queens Road would be designated as the 930th Ordnance Ammunition Company By-pass;
- ! K-20 highway from the west city limits of Horton west to the junction with US 75 would be designated as the Kickapoo Veterans Memorial Highway;
- ! K-4 highway for its full extent in Wabaunsee County would be designated as the Maisie DeVore Highway;
- ! K-96 highway from its junction with US 50 to its junction with Wilson Road would be designated the Bob Dole By-pass;

The Secretary of Transportation would be required to place signs along those highways indicating the appropriate designation. Those signs and associated costs would be paid for with donations made for that purpose. Prior to placement of designation signs the Secretary would have to receive donations in an amount equal to 150 percent of the initial placement cost. The amount required in excess of placement costs would be used for maintenance or replacement of the signs in the future. The Secretary would be authorized to accept and administer gifts and donations for those signs.

Conference Committee Action

In the Conference Committee, the House conferees agreed to the Senate version of the bill with a technical amendment to the provision authorizing placement of territorial capital signs.

Background

The introduced version of the bill, which provided for special designations of a number of highways, was supported during the House Transportation Committee's hearing by Command Sergeant Major Fred W. Bogatay, U.S.A.R. No opponents to the bill presented testimony at the House Committee's hearing.

At the Senate Committee's hearing on the bill a representative of the University of Phoenix requested authorization for exit signs for certain institutions of post-secondary education. That authorization was included in the bill as an amendment. (The same authorization was amended into SB 289 by the House Committee on Transportation. That bill was on House General Orders when the Senate Committee took action on this bill.) Other Senate Committee amendments include:

- ! Designation of the Maisie DeVore Highway as in HB 2707 (The bill was in the Senate Transportation Committee when the Committee took action on this bill.);
- ! Designation of the 930th Ordnance Ammunition Company Bypass as in HB 2136 (The bill was in the Senate Transportation Committee when the Committee took action on this bill.);

- ! Designation of the Kickapoo Veterans Memorial Highway as in HB 2623 (The bill was in the Senate Transportation Committee when the House Committee took action on this bill.); and
- ! Designation of the Bob Dole By-pass.

At the Senate Committee's hearing on HB 2707 Rep. Burgess and a representative of the Kansas Motor Carriers Association testified in support of the bill. At the Committee's hearing on HB 2623, the Chairman of the Kickapoo Tribal Association and the Mayor of Horton testified in support of the bill. At the Committee's hearing on HB 2136 Representative Jack testified in support of the bill.

The Senate Committee of the Whole amended the bill to include provisions of the Governor's Hometown Heritage Act. Those provisions also were included in SB 289 as that bill was passed by the Senate. The Senate Committee of the Whole also deleted a provision that would have required the Secretary of Transportation to mark highway exits for certain institutions of higher education.

The Division of the Budget's fiscal notes for the introduced versions of HB 2833, and the other bills amended into it that would create special highway designations, state that installation of signs for specially designated highways would be approximately \$500 each. The Division of the Budget's fiscal note on the Governors Hometown Heritage Act (SB 289) states that the cost of fabrication, purchase, footings, travel, and labor for initial installation of those signs would be approximately \$615 each for those on a conventional road and \$3,290 each for those on a freeway or expressway. All signs authorized by the bill would be paid for by donations as required by the bill. The fiscal note on SB 289 goes on to say that expenses of the Department of Commerce would be increased by \$15,000 to \$25,000 for materials associated with marketing and conducting the competition for design of the Governors Hometown logo. The fiscal note indicates that those expenditures would be financed from the Economic Development Initiatives Fund and that those expenses were not included in *The FY 2005 Governor's Budget Report*.