

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Les Donovan at 8:30 a.m. on February 15, 2001 in Room 245-N of the Capitol.

All members were present except: Senator Goodwin  
Senator Schodorf

Committee staff present: Hank Avila, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes  
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee: William E. (Charlie) Wasytk, Wichita  
James Gwennap  
Tom Whitaker, KS. Motor Carriers Assn.  
Ken Gudenkauf, KDOT

Others attending: See attached list.

**SB 155: Designating US 75 in Kansas "Combat Wounded Veterans Highway"**

Mr. William E. (Charlie) Wasytk, Commander, Chapter 558, Military Order of Purple Heart, Wichita, Kansas asked for passage of this bill in recognition of wounded combat veterans from all wars (Attachment 1) Kenneth Bradstreet, Kansas Department Adjutant of the Military Order of the Purple Heart provided written testimony which suggested the name should include "Purple Heart" (Attachment 2). Mr. Wasytk advised that interested military organizations have agreed to the "Purple Heart" name rather than "Combat Wounded." No other conferees appeared and the **SB 155** hearing was closed.

**SB 72: Re motor vehicles; defining farm custom harvesters**

Sheila Walker, Director, Kansas Division of Motor Vehicles provided written testimony (Attachment 3).

James P. Gwennap of Smith County Kansas explained the issues which led to introduction of **SB 72**. Definition of farm custom harvester and "incidental" farm usage seem to be at the center of the problem (Attachment 4).

Tom Whitaker, Executive Director, Kansas Motor Carriers Association advised members his organization is strong in opposition to **SB 72**. They believe this bill would open the door for anything to be considered a farm custom operation (Attachment 5). He advised that the additions proposed in this bill would allow farm vehicles to operate almost without restrictions or safety controls on Kansas public highways. Ken Gudenkauf, Assistant Bureau Chief, Bureau of Traffic Engineering, Kansas Department of Transportation also appeared in opposition to the bill. Mr. Gudenkauf testified as to how these changes would be a disservice to Kansas taxpayers (Attachment 6). In response to members questions staff explained that "incidental" usage referred to one's own farm operations, but did not include doing work for pay for other farmers. The Legislature in 1992 enacted a law providing for a special tag for custom harvesting operations which gives farmers special breaks. No other conferees were present and **SB 72** hearing was closed.

**Approval of minutes**

Senator Salmans moved to approved minutes of the February 8 and February 13, 2001 meeting. Senator Harrington seconded the motion. Motion carried.

**SB 155: Designating US 75 in Kansas "Combat Wounded Veterans Highway"**

The committee returned to discussion of **SB-155**. Senator Harrington moved to amend the bill to read "Military Order of Purple Heart" in lieu of "Combat Wounded Veterans." Senator Jackson seconded the motion. Motion carried. Discussed Fiscal Note (Attachment 7) regarding funding for installation of

CONTINUATION SHEET

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE at 8:30 a.m. on February 13, 2001 in Room 245-N of the Capitol.

signs and removal of Blue Star memorial markers and what this would mean to the "Blue Star" sections of US 75 highway. It was clarified that the Blue Star markers would be removed only where intersection with US 75 occurs and the Medal of Honor Danny Peterson section would remain. Senator Harrington moved to recommend SB 155 as amended favorable for passage. Senator Jackson seconded the motion. Motion carried.

The meeting adjourned at 9:30 a.m.

The next meeting is scheduled for February 20, 2001

SENATE TRANSPORTATION COMMITTEE  
GUEST LIST

DATE: February 15, 2001

NAME	REPRESENTING
Andy Shaw	KMCA
Apar Dunkel	DOB
William E. Walsh	MOPTH
Ron McMurtrey	KDOT
Ken Gudenkauf	KDOT
Deann Williams	KMCA
Tom Whitaker	Ks Motor Carriers Assn
GARY DAVENPORT	Ks Motor Carriers Association

*William E. (Charlie) Wasylk - Chapter 558 Wichita*

To: Honorable Committee Members

Re: Highway for Combat wounded veterans

First, I want to tell you how much I appreciate what we are trying to do here today. I know you have a very busy schedule ahead of you so anytime you give to the veterans is very much appreciated. I will try and make my concerns and facts as fast and short as possible.

We as combat wounded veterans (of all wars) want some recognition and that is why we are asking for a highway to be named after all of us here in Kansas. We want everyone to remember how much freedom cost when they see a highway sign honoring the veterans because they gave a lot of themselves fighting for this great country of ours. For some it cost more then others, but for all of us it costs a lot. We were some of the lucky ones we made it home, wounded but home at least. Many of the soldiers did not make it back. Perhaps someone in your family was wounded or gave the ultimate sacrifice and died in a foreign land. That, my friends it what freedom cost, lives.

As you sit here today thinking about the highway and listening to us please think way back when our forefathers came to this land. Think of the fighting they did to begin this great country and to make it free for all of us. Many countries have tried to take it over but did not succeed thanks to the soldiers of that time. We came out the victors each time.

Because we have freedom and enjoy it so much think of these simple pleasures. You can go out to eat when and where you want, you can have a party and invite the people you want there, and for the most part you can do whatever you want. You have freedom! Other people in other countries can only dream about the democracy we have here in the United States and it is because of your great veterans that you have it. When our country called us for help, we went, we did not run away. Maybe we did complain when we had to go but we fought anyway because we love our freedom so much. Freedom means a chance for all of us to do the things we want and we hope it means a lot to you too.

Next time you get in your car and drive down the highway please think of a veteran. A wounded veteran laying in a field somewhere. Hoping someone will come and help him soon because no one wants to die far away from home. But some of us did. However most of us were lucky we came back and now we can enjoy the freedom we earned just like you folks do too.

SENATE TRANSPORTATION  
COMMITTEE -DATE: 2-15-01  
ATTACHMENT: 1

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Right now, today, think of all the veterans that are out there protecting you at this very moment. Guarding our borders so no one can attack us without going through a line of American soldiers first. You are looking at combat wounded veterans today. Right now. Our country asked for our help and we said we would. We did not hide either. So be darn proud of being an American. When you see a flag look at it and remember what it means to all of us and how much it cost to keep it where it is at.

Keep thinking of owning your own home, of writing to the President if you want without harm coming to you. We can do that here in America and not be beaten or put in jail. It is called freedom. I enjoy my freedom each and everyday. When I get up and do what I want, I enjoy it. I am sure you people enjoy it too. When, we as voters, thought that you were good enough to be here to make our laws for us. Well, you can thank a veteran for that, because you have a chance to do it. We are glad you took time out of your lives to help us out.

So I am asking you to look deep down in your hearts when you make your decision on the naming of the highway, Military Order of the Purple Heart Highway, for us veterans to honor combat wounded veterans. When you are deciding please think of your home, of your children, and your grandchildren that they may all live in peace forever. And hope that they never have to fight a war.

Look at us wounded veterans and think of the ones that are too wounded to travel so far, and that are bed ridden or the ones that are in wheelchairs and could not make it today it is too much of a hardship on them. We remember them while we are here. And we are standing here for them too. Finally, I would like for you to take a little time to remember them too. Thank you all for your time,

I would also like to add that one of our members did some checking on how many men and women were killed, wounded, or missing in action. It is almost above 2 million people. He said if you took each one and had them stand abreast to one another - four wide that the line would go from Oklahoma to Nebraska. That folks is the price for freedom. It cost a lot. Of course you cannot put a dollar amount on each one, that still would not help bring them back. The people who lost family members in the wars wanted their loved ones home. That is all they wanted and still have peace.

The President said on Tuesday of this week he would like to boost the morale of the veterans by giving them more money. Instead of that he should have said 'We should all respect the veteran for what he or she has done for us'. People think that most of the WW1 Vets are gone, and a lot WW2 vets are dying so we do not have them to care for anymore. But what about Korea, Viet Nam, Desert Storm, and all the veterans today that are guarding you right now by protecting our home land.

By the way the WW1 vets came home to big parades. When WW2 vets came home they also had parades. When Korea came home, the same. But when the Vietnam vets came home, nothing! You did not want us. We did what we were asked and that is all we did.

How many ran out to greet the Viet Nam vets? Not very many. That is why this road is so important to us. So people will remember how much freedom cost. No matter how bad you may think it was to be in Viet Nam in the first place. We are a very proud people and will always be proud. I walk tall because I had a chance to help this great country of ours.

*William E. Wasylk*

William E Wasylk "Charlie"  
3372 Riverdale Rd  
Wichita, Ks 67204

**From:** "Ken Bradstreet" <kenbradst@cadvantage.com>  
**To:** "Les Donovan" <donovan@senate.state.ks.us>, "Nancy Harrington" <Harrington@senate.state.ks.us>  
**Date:** Wed, Feb 7, 2001 11:03 AM  
**Subject:** SB 155

Dear Senators,

My name is Kenneth Bradstreet and I serve as Kansas Department Adjutant of the Military Order of the Purple Heart. The Department is made up of over 200 combat wounded veterans at the present time. We have Chapters at Topeka, Salina, Wichita, Emporia and Montgomery County.

I did not realize that SB 155 was so far along in the procedure. Having only been apprised of its existence and content in the past few days, the hearing date takes me unaware. I did not know of the date and time until Mr. Wasyk sent me an e-mail last night. Mr. Wasyk did not follow procedure when starting the project and as a result it is hard to help. Even so, the Department Commander feels that it is a worthy project and we will cooperate in its progress though a change must be made. We do not have time to advise the patriot membership of the project and so there might be a few who do not concur. It will also keep attendance on the 15th at a minimum due to scheduling

Department Commander Charles Rayl and I discussed the bill this morning and agreed that a change should be made in the highway name. Instead of "combat wounded" highway, we ask that it be changed to "Purple Heart" highway and that the marker signs display the Purple Heart Medal.

The Purple Heart dates back to George Washington who instituted it at Newburgh, NY in 1782 as a cloth Badge of Merit. It is the oldest of military medals and is awarded only to service people wounded or killed by action of an enemy act.

Sincerely,

Kenneth G. Bradstreet  
Kansas Department Adjutant Military Order of the Purple Heart  
1018 Prairie St.  
Emporia, KS 66801-6442  
E-mail kenbradst@cadvantage.com

- SENATE TRANSPORTATION  
COMMITTEE -DATE: 2-15-01 -  
ATTACHMENT: 2

2-1



Sheila J. Walker, Director  
Division of Vehicles  
915 SW Harrison St.  
Topeka, KS 66626-0001



(785) 296-3601  
FAX (785) 291-3755  
Hearing Impaired TTY (785) 296-3909  
Internet Address: www.ink.org/public/kdor

Division of Vehicles

TESTIMONY

**TO:** Senator Donovan, Chairman  
Senate Transportation Committee Members

**FROM:** Sheila J. Walker, Director of Vehicles *Sheila J. Walker*

**DATE:** February 15, 2001

**SUBJECT:** Senate Bill 72

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Chairman Donovan and members of the Senate Transportation Committee, my name is Sheila Walker, and I serve as Director of the Kansas Division of Motor Vehicles. I appreciate the opportunity to provide written testimony today regarding Senate Bill 72.

As introduced, Senate Bill 72 amends K.S.A 2000 Supp. 8-126, defining "farm custom operations" as performing custom work such as grain harvesting, hay harvesting, hay grinding, custom tillage and other custom farm husbandry, where the transporting of the farm machinery is only incidental to the custom work performed.

Section 2 amends K.S.A. 2000 Supp. 8-142, authorizing the operation of a farm truck or farm trailer on the state highways to transport farm machinery, supplies, or both, as long as the transportation is incidental to its use. The operation of a farm truck or farm trailer on the state highways to transport farm machinery used in farm custom operations is also authorized in this section.

Section 3 amends K.S.A. 2000 Supp. 8-143 and expands the use of farm tags. A vehicle licensed as a farm truck or truck tractor may be used by the vehicle owner to transport farm machinery within 150 air miles of the headquarters of the owner for farm custom operations.

The effective date of this bill would be July 1, 2001.

Senate Bill 72 does not have any administrative impact on the Department of Revenue, and State Highway Fund revenues would not be affected by the passage of this bill. But please take the following issues into consideration:

- How would enforcement of the 150-mile radius limit be handled?
- Also, not all custom operators are farmers – they are not all issued farm truck registrations.

Again, the Division of Vehicles can implement the requirements of this bill with no major administrative problems. We appreciate your taking our concerns into consideration.

SENATE TRANSPORTATION

COMMITTEE -DATE: 2-15-01 -

ATTACHMENT: 3



RR 2 Box 189  
Smith Center, KS 66967

Dear Mr. Chairman,

Thank you for allowing me the opportunity to speak in favor of SB 72. Having lived in Smith County, KS all of my life, I've seen many changes in agriculture. One of the changes involves custom farm work, which SB 72 addresses. For years, performing custom farm work for fellow farmers has been very important to a farm's survival. There are two reasons that come to mind. One reason is that custom farm work provides extra income and the other reason is that it eliminates the need for each farm to own all the equipment necessary to farm. Since the agricultural economy has struggled in recent years, performing custom farm work has become increasingly more important.

The issues that led me to have SB 72 introduced stem from the fact that we are being ticketed for illegal use of a farm tag. We have been pulling an implement of husbandry behind a farm tagged truck. As equipment has gotten larger and the increasing miles between farms, a truck has become the quickest and safest means to transport farm machinery from farm to farm. I would like to stress the fact that custom farm work being performed is work with machinery on a farmer's owned or leased land. Nothing for hire is being done on the roadway. I have paid approximately \$3,200.00 in fines and attorney fees for violating KSA 8-142. Other custom operators across the state have faced similar situations. There are some whom have never faced such incidences.

The Motor Vehicle Licensing Department had advised me there was no problem pulling an implement of husbandry behind a farm tagged truck to perform my own work. On one occasion I was ticketed coming home from grinding my own hay. Shown in the attachment, other people have had similar problems with proper tagging of trucks.

If I'm forced to use commercial tags, I will be spending nearly \$6,000.00 for tags and insurance. Now I spend approximately \$1,200.00. Since I'm not performing custom work on the highway, I don't feel commercial tags are applicable. Also, I would have to pass the cost on to our already troubled agricultural economy. Most farmers just can't afford any extra costs. If I decide I can't justify commercial tags and have to sell out, I'll have to get a job in town, another farmer lost.

I'm asking that the committee consider allowing farm tagged trucks to move farm machinery up to 150 miles from home to perform off road custom work. Again I stress off road custom work. Extra income has become very vital to a farm's survival. Thank you for your time. Please feel free to ask questions or call me anytime at 785-389-5111 or 785-389-5661.

James P. Gwennap

SENATE TRANSPORTATION

COMMITTEE -DATE: 2-15-01

ATTACHMENT: 4

4-1

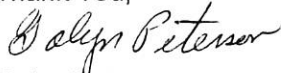
January 29, 2001

Gwennap Hay Co.  
RR2 Box 189  
Smith Center. Ks. 66967

Dear James,

I received your letter and information in regards to the use of farm tags. We have been told from different Highway Patrol and D.O.T. Inspectors what tags we should use. We have been on farm tags , then regular tags, then farm tags and now regular tags with a Private Carrier Permit. We have always received different answers for our questions from the Hwy Patrol, D.O.T Inspector and the State. I would like to be able to just get a farm tag but that will not happen unless the laws would change. If I can do anything to help you just let me know. It is tough enough making ends meet without paying for the high price of a regular tag. This not only affects me but many farmers in this area. Please keep me informed.

Thank You,



Galyn Peterson  
1120 Hwy 183  
Stockton, Kansas 67669  
785-425-6729 Day  
785-425-6453 Night



# KANSAS MOTOR CARRIERS ASSOCIATION

P.O. Box 1673 ■ Topeka, Kansas 66601-1673 ■ 2900 S. Topeka Blvd. ■ Topeka, Kansas 66611-2121  
Telephone: (785) 267-1641 ■ FAX: (785) 266-6551 ■ www.kmca.org

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TOM WHITAKER  
Executive Director

## LEGISLATIVE TESTIMONY

By the  
**Kansas Motor Carriers Association**

Appearing before the Senate Transportation Committee  
Senator Les Donovan, Chairman

Thursday, February 15, 2001 State Capitol, Topeka, Kansas

### In Opposition to Senate Bill No. 72

#### MR. CHAIRMAN AND MEMBERS OF THE SENATE TRANSPORTATION COMMITTEE:

My name is Tom Whitaker, executive director of the Kansas Motor Carriers Association. I appear here this morning representing of 1,450 of our member firms and the highway transportation industry. We are here today in strong opposition to Senate Bill No. 72.

KMCA opposes any expansion of the allowable uses of the farm vehicle registration. The farm registration category, adopted in 1955 was to provide the individual farmer a reduced registration fee for use of a straight truck for his or her own farming activities. In 1984, the legislature allowed an 85,500 lb. truck-tractor semi trailer to be registered as a farm vehicle. Since that time, the use of the farm straight truck has been replaced by tractor-trailer combination vehicles. At no time was there legislative intent to include the use of vehicles in farm custom operations under the allowable uses for a farm-registered vehicle.

- SENATE TRANSPORTATION  
COMMITTEE -DATE: 2-15-01 -  
ATTACHMENT: 5

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**Senate Bill No. 72 – Page 2**

Senate Bill No. 72 defines “farm custom operations” as performing custom work such as, but not limited to, grain harvesting, hay harvesting, hay grinding, custom tillage or other custom farm husbandry, where transporting of the farm machinery is only incidental to the custom work performed. This definition would seem to open the door for anything to be considered a farm custom operation.

Should anyone operating a motor vehicle that is somehow connected to farming be allowed to pay a reduced registration fee, when in fact, those individuals are operating vehicles on the same highways as others that pay the higher registration fee? This issue is about fairness and equality. We do not believe that it is fair to other highway users to allow this additional use of the farm vehicle registration.

Attached to our testimony are the fees for registration and a current schedule of categories of vehicle registration. You will notice the great disparity between a farm vehicle, which could have a gross weight of 85,500 lbs. for \$600 and a regular registration fee for that same vehicle at \$1,925. In addition, we have attached a comparison of the operating requirements for commercial trucks and farm trucks. The information provided illustrates the privilege granted to those that use the farm vehicle registration category.

KMCA, and particularly our 500 farm-to-market trucking companies, has grown increasingly upset by those individuals that illegally haul for hire with the farm registration. They compete unfairly against those that must comply with the numerous rules, regulations and fees to operate safe and profitable trucking companies. If it were politically possible, our members would ask for a complete repeal of the farm registration category, especially for those that operate tractor-trailers.

Mr. Chairman, we respectfully request that the Senate Transportation Committee reports Senate Bill No. 72 adversely. I thank you for the opportunity to appear before you today. I will be pleased to respond to any questions you may have.

## VEHICLE REGISTRATION FEES

<u>GROSS WEIGHTS</u>	<u>REGULAR</u>	<u>LOCAL</u>	<u>6,000 -MILE</u>	<u>CUSTOM HARVESTER</u>	<u>FARM</u>
0 – 12,000 lbs.	25.00	25.00	25.00	25.00	25.00
12,001 – 16,000 lbs.	100.00	60.00	60.00	60.00	35.00
16,001 – 20,000 lbs.	130.00	100.00	100.00	100.00	40.00
20,001 – 24,000 lbs.	195.00	130.00	130.00	130.00	50.00
24,001 – 26,000 lbs.	310.00	175.00	175.00	175.00	70.00
26,001 – 30,000 lbs.	310.00	175.00	175.00	175.00	70.00
30,001 – 36,000 lbs.	370.00	210.00	210.00	210.00	70.00
36,001 – 42,000 lbs.	470.00	240.00	240.00	240.00	70.00
42,001 – 48,000 lbs.	600.00	310.00	310.00	310.00	70.00
48,001 – 54,000 lbs.	800.00	410.00	410.00	410.00	70.00
54,001 – 60,000 lbs.	1,000.00	470.00	470.00	470.00	180.00
60,001 – 66,000 lbs.	1,200.00	570.00	570.00	570.00	360.00
66,001 – 74,000 lbs.	1,525.00	750.00	750.00	750.00	600.00
74,001 – 80,000 lbs.	1,725.00	880.00	880.00	880.00	600.00
80,001 – 85,500 lbs.	1,925.00	1,000.00	1,000.00	1,000.00	600.00

Prepared By:

Kansas Motor Carriers Association

February 2001

## Commercial Truck Requirements

KCC Authority  
\$1,725.00 annual reg. Fee  
Property Tax (Power & Trailer)  
\$3,500 per combination unit  
Federal Heavy Use Tax - \$550 annually  
CDL  
Drug/Alcohol Testing - \$75.00 per test  
Medical Qualifications  
Driver Qualifications  
Hours-of-Service  
USDOT Minimum Equipment Standards  
(Out-of-Service)  
Annual/Post Trip vehicle inspection  
Workers' compensation - \$2,600 per employee  
Liability Insurance - \$3,500 to \$6,000 per truck  
\$750,000 minimum  
Cargo Insurance  
\$300 for grain  
\$1,000 for livestock  
Employee to administer compliance program

## Farm Truck Requirements

None  
\$600.00 annual reg. fee  
Property Tax (Power only)  
Exempt  
Exempt  
Exempt  
Exempt  
Exempt  
Exempt  
Exempt  
Exempt  
Exempt  
Exempt  
Exempt  
10,000/50,000/25,000  
Exempt

Prepared by the Kansas Motor Carriers Association  
March 99

**“Truckers upset over illegal farm hauling”**

**GARDEN CITY TELEGRAM – November 4, 1999**

**\*\*\***

**“Truckers call foul over farmers hauling grain”**

**HAYS DAILY NEWS – November 4, 1999**

**\*\*\***

**“Truckers call foul over farmers hauling grain”**

**HUTCHINSON NEWS – November 5, 1999**

**\*\*\***

**“Truckers cry foul over farmers hauling grain”**

**OTTAWA HERALD – November 4, 1999**

**\*\*\***

**“Truckers unhappy with use of farm trucks”**

**PARSONS SUN – November 4, 1999**

**\*\*\***

**“Truckers believe farmers are hauling illegally”**

**SALINA JOURNAL – November 4, 1999**





KANSAS DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY OF TRANSPORTATION

E. Dean Carlson  
Secretary of Transportation

Docking State Office Building  
915 SW Harrison Street, Rm.730  
Topeka, Kansas 66612-1568  
Ph. (785) 296-3461 FAX (785) 296-1095  
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Bill Graves  
Governor

TESTIMONY BEFORE THE  
SENATE TRANSPORTATION COMMITTEE

REGARDING SENATE BILL 72  
RELATING TO MOTOR VEHICLES; CONCERNING FARM TRUCKS OR TRUCK  
TRACTORS; DEFINING FARM CUSTOM OPERATIONS

FEBRUARY 15, 2001

Mr. Chairman and Members of the Committee:

I am Ken Gudenkauf, Assistant Bureau Chief, Bureau of Traffic Engineering, I am here to provide testimony to the committee regarding Senate Bill 72. The proposed legislation amends K.S.A. 8-126 to add a definition for "farm custom operations," and amends K.S.A. 8-142 and K.S.A. 8-143 to allow more freedom of operations by a farm truck or truck tractor.

Adding language "*(c) farm machinery, supplies, or both, when such transporting is incidental to the use of the farm machinery: or (d) farm machinery within 150 air miles of the headquarters of the owner of such truck or truck tractor used for farm custom operations*" is a concern to us. These farm vehicles would be allowed to operate almost without restriction on the public highways in Kansas.

The limitation of 150 air miles of the headquarters emphasizes the fact that farming operations have changed considerably from the family farm concept. Most farming exemptions were granted in the days when farming operations were confined to a small geographic area. Now farming operations can be almost statewide. With this proposed legislation, a company can setup a couple of headquarters in the state, which authorizes them to operate on all highways in Kansas.

Our state has an enormous investment in the public highway system and costs are continually rising to enhance and maintain the system. Allowing virtually unlimited use of the public highway system without appropriate fees is a disservice to the taxpayers of Kansas.

Each exemption of this nature results in a reduction of revenue to the State Highway Fund. Any new exemption seems to encourage another, and any further reduction in funding sources for the Comprehensive Transportation Program is a concern to us.

Because there is now a very fine line between success and failure of the Comprehensive Transportation Program, we must oppose any further erosion of projected revenues and, therefore, oppose Senate Bill 72.

SENATE TRANSPORTATION  
COMMITTEE - DATE: 2-15-01  
ATTACHMENT: 6

6-1



DIVISION OF THE BUDGET  
State Capitol Building, Room 152-E  
Topeka, Kansas 66612-1575  
(785) 296-2436  
FAX (785) 296-0231  
<http://da.state.ks.us/budget>

Bill Graves  
Governor

Duane A. Goossen  
Director

February 14, 2001

The Honorable Les Donovan, Chairperson  
Senate Committee on Transportation  
Statehouse, Room 136-N  
Topeka, Kansas 66612

Dear Senator Donovan:

SUBJECT: Fiscal Note for SB 155 by Senator Harrington, et al.

In accordance with KSA 75-3715a, the following fiscal note concerning SB 155 is respectfully submitted to your committee.

SB 155 would designate a portion of U.S. Highway 75 (US-75) as the Combat Wounded Veterans Highway. Currently, this section of US-75 is part of the Official North-South Blue Star Memorial Highway.

KDOT states that this bill would cost approximately \$1,800 in FY 2002. The costs would include \$300 for sign construction and installation and \$1,500 for removing three Blue Star memorials located at rest areas. To the extent that donations are received, the net state cost would be reduced accordingly. The cost estimate includes plan preparation and review for three hours, sign manufacture, and sign installation for one sign per rest area. Cost for removing the Blue Star memorials is based on a crew of four maintenance personnel taking two hours per rest area to dismantle and haul away the stones and plaques, and reseeding the area. KDOT states that this bill's fiscal effect could be absorbed within current resources.

Sincerely,

Duane A. Goossen  
Director of the Budget

7-1

cc: Bill Watts, Transportation

— SENATE TRANSPORTATION  
COMMITTEE -DATE: 2-15-01 —  
ATTACHMENT: 7