

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairperson Kenneth King at 1:30 p.m. on February 14, 1996 in Room 526-S of the Capitol.

All members were present except:

Representative Delbert Crabb, excused
Representative Tony Powell, excused

Committee staff present: Hank Avila, Legislative Research Department
Tom Severn, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Dean Carlson, Secretary of Transportation
John B. Kemp
Erwin Knocke, KDOT Commissioner, Arkansas City, Kansas
E.D. Crockett, KDOT Commissioner, Garden City, Kansas
Gene Murray, KDOT Commissioner, Paola, Kansas
Floyd Grimes
Representative Jene Vickrey

Others attending: See attached list

SB 491 - abolishing the state highway advisory commission

Hearing opened. The Chair called Secretary of Transportation Dean Carlson as the first proponent. He stated the Advisory Commission was established in 1975 at the time the Legislature established the Department of Transportation and transferred to it all the functions of the preceding State Highway Commission. It was felt prudent at that time, when the State had little experience with the Cabinet form of governance, to appoint an Advisory Commission to review the Secretary's decisions and to safeguard the public's interest. In summary, he stated, as time has passed, newer and more effective ways have been found to obtain public input and the Commission's duties are limited to responsibilities that could be assumed easily by Department staff. (Attachment 1) A list of the current State Highway Advisory Commission was distributed. (Attachment 2)

John B. Kemp stated while he was Secretary of Transportation the Advisory Commission was asked to recommend to the Secretary specific project improvements for economic development and geometric improvements to connecting links and they still select projects for those programs. However, he was of the opinion the project prioritization and selection for these programs could be accomplished by KDOT staff. He concluded he did not believe the state highway program would suffer if **SB 491** was enacted and this is an opportunity for both monetary savings and savings of staff time. (Attachment 3)

This concluded the testimony of the proponents.

The first opponent to stand before the committee was Gene Murray, Chairman of the Advisory Commission. He presented a background of the Commission and stated their duty, as described in statute 75-5003, was to provide public input to KDOT staff and the Secretary concerning status and improvements to highways in the state and approve monthly bid letting and perhaps could be described as an oversight commission. He stated their budget over the past three years has ranged between \$7 million to \$10 million dollars for economic development and geometric link projects and if the Commission was abolished, these decisions would apparently be made by the Secretary or KDOT staff. In summary, he states, the real challenge will be in the next five to ten years when funding becomes more and more critical and it will take strong public support from all over the state to accomplish funding for a new Comprehensive Highway Program and KDOT will need the

CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION, Room 526-S Statehouse, at 1:30 p.m. on February 14, 1996.

help and support of the Highway Advisory Commission to accomplish this. (Attachment 4)

Erwin Knocke stated there has been a commitment to the stated responsibility of the Commission which is to monitor KDOT as a citizen's oversight body. He asked the committee to not pass **SB 491** but instead recommend that the KDOT staff and the Advisory Commission continue to work cooperatively to meet the highway needs of Kansas for now and into the 21st century. (Attachment 5)

The next opponent was E.D. Crockett of Garden City, Kansas. He stated he has spent a lot of hours contemplating what the results of abolishing the Commission would mean and he has come to the conclusion that it would not be in the best interest of the people of Kansas nor the Kansas highway system to abolish the Commission. He listed the public contact from local citizens and the limited veto power over the Secretary to choose the locations for highway projects as reasons the Advisory Commission should be retained. He asked the committee to oppose this bill. (Attachment 6)

Floyd Grimes told the committee the abolishment of the Kansas Advisory Commission would alter the checks and balances system relative to the Kansas Department of Transportation. He urged the committee to defeat **SB 491** and permit the advisory commission and the Kansas Department of Transportation to cooperatively serve the State of Kansas. (Attachment 7)

Representative Vickrey stated this bill would cut off public input to due process and asked the committee to consider the people who live in rural communities and to make sure that their needs would be addressed with the next Comprehensive Highway Program. He felt without the Advisory Commission this would not be the case. He asked for the committee to oppose **SB 491**.

There being no other proponents or opponents the Chair closed hearings on **SB 491**.

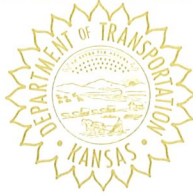
Chairman King adjourned the meeting at 2:50 p.m.

The next meeting is scheduled for February 15, 1996.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: February 14, 1996

NAME	REPRESENTING
Erwin Knocke	KDOT Commissioner
E. D. Crockett	KDOT COMMISSIONER
GENE MURRAY	KDOT COMMISSION
Flopp J Grimes	SELF
Stacia Criser	Self
Stacy Miller	self
A R Ochs	KDOT COMM
Tom Whitaker	Ks Motor Carriers Assn
John B. KEMP	self
Dean Chesnut	SELF
Charles Joy	SELF
Betty McBride	KDOR - DMU
Rick Sheibe	KDOR - DMU
Nelda Davis	CENTRAL PLAINS AREA Agency on Aging



KANSAS DEPARTMENT OF TRANSPORTATION

E. Dean Carlson
Secretary of Transportation

Docking State Office Building
Topeka 66612-1568
(913) 296-3566
TTY (913) 296-3585
FAX (913) 296-1095

Bill Graves
Governor of Kansas

**TESTIMONY BEFORE THE
HOUSE COMMITTEE ON TRANSPORTATION
Regarding S.B. 491
Eliminating the State Highway Advisory Commission**

February 14, 1996

Mr. Chairman and Committee Members:

On behalf of the Kansas Department of Transportation, I am here today to provide testimony in support of S.B. 491. The proposed legislation would repeal K.S.A. 75-5002 and 75-5003, thereby eliminating the State Highway Advisory Commission.

In 1975, the Kansas Legislature established the Kansas Department of Transportation and transferred to it all of the powers, duties, obligations, and functions of the preceding State Highway Commission. The State Highway Advisory Commission was also established at that time. The Commission's twelve members (two from each of KDOT's six geographical districts) are appointed by the Governor.

The Commission's sole statutory responsibility is the authority to disapprove, by a two-thirds vote, the location of a highway or its construction. This responsibility has been exercised only once. It may have seemed prudent to safeguard the public's interest by having an advisory body present to review the Secretary's decisions 20 years ago, when the State had had little experience with the Cabinet form of governance and concerns existed that a Secretary might have too much independent authority. However, the State has had ample time to make the transition from a Commission to a Secretary, and I believe that the State is quite comfortable with this form of governance.

In the 20 years since the State Highway Commission was abolished, the Department has also developed a number of improved methods for obtaining public input. While the Highway Advisory Commission can provide an entree to the Department for the public, I believe that a direct dialogue between the Department's representatives and the public is more important. Our contact with

*House Transportation Committee
February 14, 1996
Attachment 1*

the public includes not only Headquarters staff, but District Engineers and Area Engineers in the field as well. Our public contact is carried out through numerous mechanisms, including letters from the public, phone calls, formal and informal meetings, public hearings, and community outreach activities. Another important means of obtaining public input for the Department is through you, the Kansas Legislature.

An additional responsibility of the Commission is a delegated one. The Secretary has delegated the responsibility for evaluating and selecting certain projects for two programs -- Geometric Improvements on City Connecting Links and Economic Development Projects -- to the Commission. This delegation was made in response to prior Commissioners' expression of concern that their role was not as meaningful as they would like. These programs involve the distribution of approximately \$7 million in funds annually (\$11 million during the Comprehensive Highway Program). Although delegating the selection process for these projects is certainly one way to manage the programs, the Department believes that there are other objective methods for making these determinations which would be valid and may result in less parochial choices. Also, where economic development activities are involved, the Secretary would have more flexibility to work with the Secretary of Commerce in supporting or enhancing new capital investments.

Members of this Commission, like many others before them, have questioned the value of their role. The Department has tried, over the years, to enhance the Commission's role and provide it with responsibilities that are more fulfilling. We have also tried to provide them with more information and involve them in public events. However, those attempts have not provided solutions that are truly satisfying, either to the Commission or to the Department. From the Commission's viewpoint, it appears that the responsibility and authority provided them is still too meager; from the Department's viewpoint, the amount of staff time devoted to Commission-related activities seems disproportionate to the value those activities add.

The discontent which has been expressed by this Commission has been expressed by Commissions in the past. Each time, the Department has worked with the Commission to review and expand their activity in Department affairs. Still, unhappiness has persisted on the part of some members of the Commission, underscoring the difficulty of finding a meaningful, ongoing role for an advisory committee.

Eliminating the Commission would not result in a large financial savings. (We estimate those savings at approximately \$28,000 annually in direct expenditures, plus the cost of considerable staff support.) However, it is the type

of change that seems to be consistent with the public's desire to shrink government by abolishing programs or activities that can be eliminated without damaging government's effectiveness.

In summary, although the creation of the State Highway Advisory Commission was, no doubt, responsive to concerns at the time; over time, through no fault of its own, the Commission has become an anachronism. As time has passed, the Department's operating practices have become more objective, and newer, more effective ways have been found to obtain public input. Currently, in practice, the selection of almost all projects is handled by Department staff, operating under priority formulas that take into account various objective indicators of need. Those project selection processes are subject to legislative oversight, and that oversight is exercised regularly, through such mechanisms as annual reporting requirements and legislative post audits. The Commission's duties are limited to responsibilities that could be assumed easily by Department staff. Therefore, we respectfully request the Committee's support of S.B. 491.

SEPTEMBER 1995

STATE HIGHWAY ADVISORY COMMISSION

	NAME/ADDRESS	TELEPHONE	TERM EXPIRES
DIST. 1	Mark Armstrong Box 115 Route #1 Muscotah, KS 66058	913/872-8721	January 31, 1997
DIST. 1	Herman A.J. Ochs 1203 5th Avenue Leavenworth, KS 66048	913/682-0559	January 31, 1996
DIST. 2	Joseph Conlon Vice-Chairman 318 NE 9th Abilene, KS 67410	913/263-3797	January 31, 1996
DIST. 2	Paul Elmore 1373 N Maple McPherson, KS 67460	316/241-1845	January 31, 1996
DIST. 3	Bert Blank 398 Seventh Street Phillipsburg, KS 67661	913/543-5389	January 31, 1997
DIST. 3	Dennis Sloan 711 E. Washington Oberlin, KS 67749	913/475-2875	January 31, 1997
DIST. 4	Gene Murray Chairman 606 East Wea Paola, KS 66071	913/294-3186	January 31, 1997
DIST. 4	Eddie Hamilton 440 North Lee Columbus, KS 66725	316/429-2028	January 31, 1998
DIST. 5	Erwin Knocke 2540 Valley View Drive Arkansas City, KS 67005	316/442-0400	January 31, 1997
DIST. 5	Johnny Barker 134 West Avenue A Attica, KS 67009	316/254-7919	January 31, 1998
DIST. 6	Elvin Crockett 1015 Lamplighter Garden City, KS 67846	316/276-7264	January 31, 1998
DIST. 6	Tony Alvarez Southgate Plaza Liberal, KS 67901	316/624-0326	January 31, 1996

*House Transportation Committee
February 14, 1996*

Secretary to the Commission: Janet Cook (913/296-3526) *attachment 2*

Statement Before the Kansas House Committee on Transportation
Regarding S.B. 491 on February 14, 1996 by John B. Kemp,
8004 El Monte St., Prairie Village, Ks. 66208-5049

Mr. Chairman and members of the House Transportation
Committee, I am pleased to once again appear before you.

I am here today to speak in favor of Senate Bill 491.

The men and women who served on the State Highway
Advisory Commission when I was Secretary were all dedicated
individuals. I'm confident that those who have served since
I was here were also very sincere and dedicated persons. In
supporting S.B. 491 I imply no lack of confidence in those
who have served as State Highway Advisory Commissioners.

The statute that created the Department of Transpor-
tation in 1975 placed all of the duties and responsibilities
of the State Highway Commission in a Secretary of Trans-
portation to be appointed by the Governor and to serve at
the pleasure of the Governor. It also created the State
Highway Advisory Commission. While I was not an employee
of Kansas at that time, I have been told that some legislators
were concerned about placing all of the responsibilities of
the State Highway Commission in a single Secretary. I under-
stand that the State Highway Advisory Commission was a com-
promise. However the Advisory Commission was not given any-
thing to do except to review and to make recommendations to
the Secretary about improvements.

KDOT now has in place a comprehensive system for the
review of the State Highway System and for prioritizing the
improvements. We established a project prioritization
system and a pavement management system while I was there.
To the best of my knowledge and belief those systems as re-
fined and improved are working well.

While I was Secretary several of the Advisory Com-
missioners expressed a concern about the fact that they had
nothing meaningful to do. In an effort to provide them with
something of substance, we asked them to recommend to the
Secretary specific project improvements to be made in two
small set-aside programs; one for economic development and
the other for geometric improvements to connecting links. I
further told them that unless I had a very specific reason
for doing so I would not change their project selections, but
I reserved the right to do so.

I understand that the Advisory Commission still selects
projects for those two small programs. In my opinion the
project prioritization and selection for those two programs
could be accomplished by KDOT staff either by folding them
into the project prioritization system or by the formulation
of a separate system.

House Transportation Committee
February 14, 1996
Attachment 3

My observation of the operation of the Kansas Department of Transportation under several secretaries appointed by Governors of both major political parties is that the Department is well organized and structured and that it conducts its business in an efficient and effective manner. In my opinion the state highway program would not suffer if S.B. 491 is enacted and there would be both direct monetary savings and ~~in~~ savings of staff time for support of the Advisory Commission.

If we are serious about downsizing government, if we wish to give more than lip service to this objective, here is an opportunity.

I respectfully recommend your favorable consideration of S. B. 491.

The Highway Advisory Commission is comprised of twelve members. There are two members from each of the six highway districts in the state. All of the members of the commission have been and are still civic leaders in their respective communities. Many have had experience on school boards, mayors and city councils, county commissions, chambers of commerce and economic development activities. The commissioners represent a wide variety of public experience from all sections of the state. We have a scheduled meeting once a month and some months we may have additional meetings with county, city or state officials to discuss a KDOT project or problem. The attendance at monthly meetings has been between nine to eleven members and we receive a fee of thirty-five dollars per meeting and mileage. Our yearly budget is \$28,000.

Often citizens approach us with a suggestion or complaint. If we do not have an answer, we refer them to the proper KDOT personnel or in some cases arrange meetings to discuss the problem. This could be problems concerned with safety, highway signs, off ramps, speed limits, bridges, right-of-way, congested roads, and many other problems concerned with highways.

Our duty, as described in statute 75-5003, is to provide public input to KDOT staff and the Secretary concerning status and improvements to highways in the state and approve monthly bid lettings. It may be described as an oversight commission.

I will have to say that we have been mostly a rubber stamp as far as approving the monthly bid lettings. However, I am sure that every commissioner is quietly monitoring the progress of the Comprehensive Highway Program and would have been very alarmed if the KDOT engineers had not convinced us that things were going along as planned.

The advisory commission works very closely with KDOT staff to review and recommend Economic Development and Geometric Link projects. Economic Development and Geometric Link projects are selected on a budget that is provided by the Secretary of Transportation. During the past three years this budget has ranged between a high of approximately 10 million to this year's budget of approximately 7 million. As Chairman of the Commission I would certainly be willing to work with the Secretary on any project that he thought should be expedited. Apparently, this will be a Secretary or KDOT staff selection if the commission is abolished. This has been a very popular program with the commissioners and their districts. We wonder what will happen to this in the future if the commission is abolished.

Last Friday we had our regular meeting with ten members present. We had a very informative and positive discussion with the KDOT Staff concerning oversight commissions such as ours. The question is: Has the pendulum been pushed too far by the commission concerning public input or is KDOT wanting to make these decisions without the public input that this commission provides? It was the unanimous opinion of the commissioners that we could play a cooperative and productive role. Assuming that the

legislature lets us survive, it looks like we are both going to have to give some and work together to continue to build a transportation network in Kansas that is second to none.

The real challenge will be in the next five to ten years when funding becomes more and more critical, the present Comprehensive Highway Program will be completed, and attempts will be made for a new Comprehensive Highway Program. It will take strong public support from all over the state to accomplish this, and KDOT will need the help and support of the Highway Advisory Commission.

I have enormous respect for the Secretary and the KDOT staff for the job they are doing in completing the present Comprehensive Highway Program and the many other projects that KDOT is involved in all over the state.

I respect the opinion of the Secretary and the KDOT staff but I think it is a mistake in the long term to abolish this commission.

GENE MURRAY CHAIRMAN HIGHWAY ADVISORY COMMISSION STATEMENT HOUSE TRANSPORTATION AND UTILITIES COMMITTEE 2/14/96

I am ERWIN KNOCKE, a member of the KDOT Advisory Commission. I also thank the House Transportation Committee for this opportunity to appear and support the Advisory Commission and address the question "is it to be or not to be".

The mission statement of the Commission reads as follows on page 2 in "Responsibility and Authority Statements": "The Commission is responsible for reviewing the status of the state's highways in order to propose and recommend to the Secretary plans for improvement of the entire system of roads and highways." Several other functions are listed, including the authority by a vote of two-thirds of its members, to disapprove individual road projects.

My perspective is from one who is in his 8th year of Commission service. First appointed by Governor Hayden, and then with key recommendations, reappointed by Governor Finney. I have served under five Secretaries of Transportation - two of whom were brief interim appointees. They have all been very professional and effective in their appointed position. I have served with 25 - 30 different commissioners - all seem to be active in their hometowns and surrounding areas. Many have noteworthy credentials in community service, interacting with many other citizens.

There has been a commitment to our stated responsibility: to monitor KDOT as a citizen's oversight body. The check and balance system is desirable from a citizen's standpoint, and should not be eliminated.

Further, 20 years ago, when KDOT and the ADVISORY COMMISSION were established, there was concern and debate about the needs of lower populated areas. It was through input from the House that the Advisory Commission was formed.

*House Transportation Committee
February 14, 1996
Attachment 5*

Ten years ago, when the COMPREHENSIVE HIGHWAY PROGRAM was being planned and shaped, there was again concern about non-metropolitan areas. For the last ten years, the commission has had the responsibility of designating between six to ten million yearly GEOMETRIC DESIGN AND ECONOMIC DEVELOPMENT PROJECTS throughout the six statewide highway districts. This is not a large amount when spread over 105 counties and there are three to four times as much in requests than there is in funding. A number of grants have gone to mid-size or smaller towns across the state, with excellent examples of the grant being matched or exceeded with community funds and noteworthy self-help efforts to revitalize that community. HEART and EXTRA EFFORT do not always register very high in computerized ratings.

I am from Cowley, the "10th largest" county in Kansas, but from a "mid-sized" town - Arkansas City. There are two commissioners from each of the six districts, so a significant number of commissioners have been from small to mid-size towns. The perspective there seems slightly different than it is in more metropolitan areas where road projects are more easily initiated.

I have never heard the thought expressed that Kansas should return to the "old style" commissioner system, but neither have we wanted to see the elimination of the advisory commission. However, there have been requests for the opportunity to offer suggestions in planning future road projects. The 1995 Commission cost was \$28,000 which splits out to approximately one-third for wages...less than \$1,000 a year for each of twelve commissioners. Two-thirds of the total was for auto expenses, and a rare motel bill with no food allowance. It is not a matter of money.

Coming full circle - we ask this committee to recommend the House NOT pass this bill. Instead, you might recommend that the KDOT staff and the Advisory Commission continue to work cooperatively to meet the highway needs of Kansas - for now and into the 21st century.

E. D. CROCKETT
1015 LAMPLIGHTER LANE
GARDEN CITY, KANSAS 67846

Good Afternoon

First of all, I want to thank the committee for allowing me the opportunity to voice my opposition to Senate Bill 491.

I want you to know that this is my first experience in addressing or ever attending one of these hearings, so please bear with me if I appear to be an amateur.

I would assume that establishing my credibility as a witness here should be the first thing I do.

I have been a member of the Highway Advisory Commission since January of 1994.

Prior to this appointment, I served 4 years as a Finney County Commissioner. Before that I was employed by the Kansas Department Of Transportation as an engineer for 37 1/2 years. I began my highway career in 1950 and retired in 1987. From 1970 to 1987 I was the District Engineer for District Six at Garden City. During my 17 years as District Engineer, I served 5 years under the old Highway Commission System and the remaining 12 years under the present Kansas Department of Transportation System.

I have served on both sides of the highway fence. As you can see I have been involved in and concerned about Kansas highways for nearly 50 years. That is exactly why I have driven for 7 hours coming to Topeka and will drive another 7 hours tonight going home in order to express my opposition to this bill.

I have spent a lot of hours contemplating what the results of abolishing the Commission would, or more important, could

*House Transportation Committee
February 14, 1996
Attachment 6*

mean. I have come to the conclusion that it would not be in the best interest of the people of Kansas nor the Kansas highway system to abolish the Commission. I do not make this statement lightly. Most people who know me know that I am one who calls a spade a spade and if I felt it was in the best interest of the state and its people to not have a highway commission, I would be here saying so.

There are a number of reasons I feel the Commission should not be abolished one of them being the public relations function we perform. As members of the Commission, we are the public contact that the local average citizen has to voice his concerns and opinions to. Sometimes we get input on state affairs that have nothing to do with highways. A quick for instance would be drivers license problems. I know that statements have been made by people supporting the bill that Kansas Department of Transportation can get the same input by holding public hearings and information meetings. I think I can predict with 90% accuracy who will attend staff sponsored meetings. It will not be attended by those average citizens you meet in the check out line at the grocery store or the coffee drinkers you see at the cafe. You legislators know the people I mean. I mean the average Joe Citizen who pays most of the highway bill. These people are the ones we need to continue to get input and support from.

Another reason and probably the most important reason to me for maintaining the Commission is the limited veto power the Commission has over the right of the Secretary of Transportation

to choose the locations for highway projects. I am in no way suggesting that this right is being abused. Nor, am I advocating that the Commission be given more power in the selection process. I am asking you to open your minds to what could occur if this veto power didn't exist. I can predict from past experience that when the current highway program expires and there is not enough money available to even satisfy the maintenance needs of the system, more and more political pressure will be applied for spending the funds available in specific locations. The less populated and more rural areas then will need every means at their disposal to see that the available funds are distributed equitably. If you research the available information about the 1975 bill which created the current Department of Transportation you will find that many of the legislators at that time had the same concerns I have now. That was the reason the limited veto power was designated and the current advisory commission system established. My feelings are it is just as important to retain the commission and the veto power today.

I am sure you have been told or will be told by proponents of Senate bill 491 that the Commission has only exercised its veto power once in the last 20 years. This fact only confirms to me that the system has worked as anticipated by those legislators years ago.

I know that the budget figure of \$28,000 per year was presented to the Senate as the cost saving for eliminating the Commission. I just want you to know that within the past year thru my Department of Transportation contacts, I was able to get

permission for the Drivers License people to utilize on old Kansas Department of Transportation stockpile site on some excess right of way for the purpose of conducting truck maneuvers during the C.I.D. license test. This saved the Department of Revenue \$1,500 per month they had been paying for several years for a location to conduct these maneuvers on. So, in effect, the commission now only costs the state \$10,000 per year.

I would just like to close by saying that I have no bones to pick with anyone in the Kansas Department of Transportation including Sec. Carlson. I think we have excellent leadership over there. I know that the present Commissioners are more than willing to assist and work with them in any way we can.

I also would like to say this - I don't know how many of you legislators were here when the 1989 highway bill was passed. I do know that the people of the state owe that group and ex Governor Hayden a debt of gratitude. I can assure you that our highway system would be a total disaster by now if you hadn't passed the bill.

I would also urge you to start making whatever studies and preparation it takes to plan ahead for additional highway funding. Take it from one who has been there, with the truck volumes we have now days and the age of a lot of the system the deterioration rate will be so fast you won't believe it, especially in the western 2/3 of the state.

Again, thank you for allowing me to express my opposition to this bill.

Mister Chairman and members of the Kansas House
Transportation Committee:

My name is Floyd J. Grimes and I live in Paola. I
have spent much of my life involved with public service but
appear before you today as a private citizen.

The position that I have taken is to oppose SB 491.

I believe that citizen input will be diminished if SB
491 abolishes the Kansas Highway Advisory Commission.

I believe abolishment of the commission will alter the
checks and balances system relative to the Kansas
Department of Transportation. Granted, utilization of the
commission's statutory authority has rarely been used, but
I believe the perception that a state agency is subject to
a review process on a year round basis is desirable.

During the past five years, I have had numerous
occasions to interact with the secretaries of
transportation and their staffs. I have found them to be
cooperative and professional. Because of the attitude I
heard today expressed by the advisory board chairman and
the professional nature of the staff of the Kansas
Department of Transportation, I believe any disagreement of
mission or purpose can be resolved without abolishing the
advisory commission.

My expectation as a private citizen is for the
legislature to defeat SB 491 and permit the advisory
commission and the Kansas Department of Transportation to
cooperatively serve the great State of Kansas.

Thank you for giving me the opportunity to speak at
this time.

*House Transportation Committee
February 14, 1996
Attachment 7*