

Approved: 1-29-97
Date

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Gary K. Hayzlett at 1:30 p.m. on January 22, 1997 in Room 526-S of the Capitol.

All members were present except: Rep. Ted Powers, excused

Committee staff present: Hank Avila, Legislative Research Department
Julian Efird, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Jackie Buchanan, Committee Secretary

Conferees appearing before the committee: Dean Carlson, Secretary, Kansas Department of Transportation
Betty McBride, Director, Division of Vehicles, Kansas
Department of Revenue

Others attending: See attached list

Chairman Hayzlett advised the committee of the "Transportation Committee Rules for 1997" which is taped to the inside back cover of their bill books. (Attachment 1)

The Chair called on Dean Carlson, Secretary, Kansas Department of Transportation, for a briefing concerning the reorganization that is underway in the Department with the closing of twelve area offices by January 1, 1998, and downsizing. Sec. Carlson advised to date, all positions vacated have been accomplished through attrition and transfers and KDOT has not had to resort to furloughs or layoffs. As part of the reorganization if the agency was to continue to operate efficiently and effectively, staff reductions need to affect both management and workers, and the only way to make reductions at all levels was to close some office locations. (Attachment 2)

Several members of the committee expressed concern of highways being icy and snow-covered and not being treated with the closing of some of the area offices. Sec. Carlson said with the weather forecasts predicting bad weather well in advance of the storms, the department is pre-treating in the early parts of the storm, and he felt they still would be able to do the job as well as before closing the of some of the area offices.

Chairman Hayzlett called on Betty McBride, Director, Division of Vehicles, Kansas Department of Revenue, who requested introduction of a bill which would allow persons over 21 and under 65 with a good driving record and no reportable medical impairments to obtain a driver's license valid for six years. This proposal would amend K.S.A. 8-240 changing the fees for a driver's license examination to coincide with the additional two-year extension for certain regular licenses. (Attachment 3)

Representative Shore made a motion to introduce this bill, seconded by Representative Dillon and the motion carried.

Representative McKinney requested introduction of a bill to raise motor fuel tax one cent for a 3-year period to be used solely for the construction, reconstruction and maintenance of bridges and culverts on the state highway system.

Representative McKinney made a motion to introduce this bill, seconded by Representative Correll and the motion carried.

Meeting was adjourned at 2:30 p.m.

The next meeting is scheduled for January 23, 1997.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

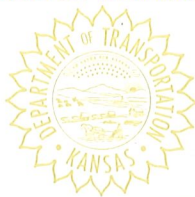
DATE: January 22, 1997

NAME	REPRESENTING
Rick Scheibe	KDOR
Ken Clark	KDOR
Betty M ^e Bride	KDOR
Steve Blank	Habbull + Assoc.
Vicki Harding	DotA, DPS
Maureen Jean Smith	KMHA
Ken Baker	Economic linklines
Bill Watts	KDOT
E. Dean Carlson	KDOT
Nancy Bogina	KDOT
Duane Waterworth	Division of the Budget.
William Sanders	Gov's office
Jacquie Dukes	KTADA
TOM WHITAKER	Ks MOTOR CARRIERS ASSN.
Clint Riley	KDWP
NORMAN STERBERT	THE POLK Co.
Diana Helten	
Joe Helten Jr.	self
Florence Rau	

TRANSPORTATION COMMITTEE RULES
1997

1. A substitute motion is in order, but no additional substitute motion shall be in order until the prior substitute motion is disposed.
2. Amendments to motions are not in order.
3. A motion requires a second to be in order.
4. A motion to take from the table shall be in order only when such item is on the agenda or is taken up by the Chair. The motion requires a simple majority and is non-debatable.
5. No conferee shall be interrupted during presentation of their testimony, except with the permission of the Chair.
6. Questioning of a conferee shall be limited to the subject matter of the agenda for the day.
7. Granting excused absences is reserved to the chair.
8. A request from any member that their own vote be recorded shall be granted.
9. All conferees are requested to submit enough copies of written testimony for all committee members and staff.
10. Smoking is prohibited in committee rooms.
11. Adjournment is reserved to the Chair.
12. In any case where committee rules do not apply, House Rules shall govern. All powers, duties and responsibilities not addressed above are reserved to the Chair.

*House Transportation
Attachment 1
1-22-97*



KANSAS DEPARTMENT OF TRANSPORTATION

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Secretary of Transportation

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Bill Graves
Governor of Kansas

Testimony before the House Committee on Transportation
Regarding Office Closures

January 22, 1997

Mr. Chairman and Members of the Committee:

As you requested, we are providing testimony concerning the reorganization that is currently underway in the Department of Transportation.

During public meetings in July and August of 1996, the Department of Transportation announced plans to reorganize its field operations. The reorganization plan calls for the closure of 12 offices by January 1, 1998. Those locations are listed on Attachment A. Responsibilities previously carried out by those offices will be reassigned elsewhere. To date, all positions vacated have been accomplished through attrition and transfers and KDOT has not had to resort to furloughs or layoffs.

The Department's current reorganization is one in a series of work force reductions that KDOT has undertaken in an effort to be more efficient and effective in its use of employees and resources. In 1973, the State Highway Commission consisted of a work force of 4,209 employees. In 1974-75, the work force was reduced due to a slowdown in work on the Interstate System. In 1985, the Department work force was reduced again. Those reductions were primarily due to decreasing needs for maintenance personnel as we began the 1R contract maintenance program and privatized some other types of work. Currently, the Department has 3,238.5 employees; approximately 23 percent fewer than in 1973.

Over the past several years, personnel reductions have been necessary for several reasons: retirement reduction legislation, workloads returning to normal levels in certain areas of the Department at the end of the Comprehensive Highway Program, and the Governor and the Legislature's five-percent reduction over two years. The Department initially made its reductions primarily through

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committee review of vacant positions and adherence to a previously developed plan of attrition to pre-CHP staffing levels. However, as we assessed the effect of those staff cuts, we had several concerns: most reductions were being taken in lower level positions, primarily in the field, and some areas were being hit harder than others. KDOT had already reduced its maintenance forces to the bone and we did not want to become more top-heavy with supervisory staff. It became apparent that position-by-position reductions were beginning to have some negative effects, and a broader view was needed.

These potential effects of staff reductions lent additional weight to concerns that had previously begun to surface that some updating might be needed in the Department's field operations. Our field office organization had been in place for a number of years, and some inconsistencies had developed. District Two, headquartered in Salina and District Four, headquartered in Chanute, basically have the same workload. However, before the reorganization, District Four had five Area Offices and District Two had four Area Offices. After the reorganization, they each have four Area Offices. It soon became apparent that if the agency was to continue to operate as efficiently and effectively as possible, staff reductions needed to affect both management and workers, and the only way to make reductions at all levels was to close some office locations.

To evaluate the potential for office closures, we reviewed KDOT office locations with regard to geography, staffing, proximity to other offices, and workload. We attempted to balance the number of area offices in each District by geography and workload, and maintain as nearly as possible the number of equipment operators available to do the routine maintenance in each subarea that we had prior to reorganization. We attempted to equalize supervisory and management spans of control, particularly in areas where the number of equipment operators and other personnel had already been reduced.

We also used information that had been obtained by reevaluating our methods of assigning routes and boundaries for routine activities such as snow removal. Our new assignments are based on rational work boundaries for efficient operation, rather than strict adherence to county lines.

Since the Department's field operation had not been reviewed so comprehensively for a number of years, we did identify some opportunities for improvement. We believe the reorganization plan that resulted from this assessment will enable us to reduce FTE personnel and operating costs and achieve some additional operating efficiencies without adversely affecting the level of service we are able to provide.

Unfortunately, in order to make these changes, some difficult decisions had to be made. The most painful of these was our decision to close 12 offices. Most

of these locations were selected because of their proximity to other locations that could handle the workload for both areas and our decision to be more consistent in the distribution of area offices. One satellite maintenance office was closed because it was inefficient to manage and was the only such facility remaining in the state. One regional materials lab was co-located with district facilities, and the number of regional geology offices was reduced by one. Related changes include some additional contracting-out of equipment maintenance, pavement marking, and rest area maintenance, as well as reassignment of some personnel.

We expect the reorganization to reduce expenditures in our field operation by approximately \$3.1 million annually for salaries and utilities. In addition, we expect to incur a one-time expenditure reduction of approximately \$2.4 million for equipment we will not need to purchase and buildings we will not need to construct or improve at those office locations.

In addition to reducing expenditures and improving management efficiency, this reorganization will allow the Department to address external changes that affect our operations. For instance, in the area of equipment maintenance, the Department's equipment has gradually been upgraded. The equipment we now use requires specialized tools and computerized analysis equipment. The cost of acquiring such items for all of the types of equipment KDOT uses would be prohibitive. Most equipment has warranties and will be serviced by the dealer. For all of these reasons, we do not need the same number of mechanics who were required in the past. Under the reorganization, KDOT employees will continue to perform routine and preventive maintenance, while some work will be contracted out, generally to local mechanics or dealer services.

Our reorganization efforts are proceeding on schedule. Planned closing dates for each office were established at the beginning of the reorganization, but the actual closing dates have been earlier in some cases. This has occurred because the employees were much quicker in making decisions about what they wish to do than we anticipated. The actual closing dates are being set as the number of personnel remaining at a location becomes too small for efficient operation. At this time, we have closed the Winona Satellite Office, the Burlington Subarea Office, the Manhattan Geology Office, and the Anthony Area Office. The St. John and Augusta Subarea Shops have also been closed, and the Shawnee Construction Office will officially close on February 1. In several of these cases, some remaining personnel are continuing to work out of other locations until they can relocate or find other positions. We believe it will be possible to achieve most of the staffing cuts through attrition, but that depends somewhat on the ability of certain staff members to relocate or accept alternate positions.

Attachment A

**Kansas Department of Transportation
Locations Scheduled for Closure**

- *Anthony Area Office
- *Augusta Sub-Area Office
- Baxter Springs Regional Materials Lab
- *Burlington Sub-Area Office
- Dighton Area Office
- Ft. Scott Area Office
- Kingman Construction Office
- Leoti Sub-Area Office
- *Manhattan Regional Geology Office
- **Shawnee Construction Office
- *St. John Sub-Area Office
- *Winona Satellite Office

* Closed as of January 15, 1997

** To be closed February 1, 1997

All remaining locations to be closed by January 1, 1998

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Division of Vehicles

To: The Honorable Gary Hayzlett, Chairman
House Committee on Transportation

From: Betty McBride, Director, Division of Vehicles
Kansas Department of Revenue

Date: January 17, 1997

Subject: Proposed legislation

A handwritten signature in black ink, appearing to read "Betty McBride", is written over the "From:" line of the letterhead.

Mr. Chairman, Members of the Committee:

My name is Betty McBride, Director of the Kansas Division of Vehicles. I want to express my appreciation to this committee for the opportunity to appear before you today, on behalf of the Kansas Department of Revenue, to seek introduction of our proposed legislation for the 1997 session of the Kansas Legislature.

Our legislative proposal would allow persons over 21 and under 65 with a good driving record and no reportable medical impairments to obtain a driver's license valid for six years. This proposal would amend K.S.A. 8-240 changing the fees for a driver's license examination to coincide with the additional two year extension for certain regular licenses.

K.S.A. 8-246 would be amended changing the fee to obtain a replacement license from \$4 to \$8.

K.S.A. 8-247 would be amended as follows:

1. All licenses issued to persons over 21 years of age and under 65 years of age shall expire on the sixth anniversary of the date of birth of the licensee;
2. All licenses issued to persons under 21 years of age and over 65 years of age shall expire on the fourth anniversary of the date of birth of the licensee;

K.S.A. 8-1325 would be amended requiring identification cards to expire on the sixth birthday of the applicant following the date of original issue.

Mr. Chairman, members of the committee, we ask that this bill be introduced and given favorable consideration. I would stand for your questions at this time.

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