

MINUTES OF THE SENATE COMMITTEE ON WAYS AND MEANS.

The meeting was called to order by Chairperson Dave Kerr at 11:00 a.m. on February 5, 1998 in Room 123-S of the Capitol.

All members were present except:

Committee staff present: Alan Conroy, Legislative Research Department
Russell Mills, Legislative Research Department
April Holman, Legislative Research Department
Norman Furse, Revisor of Statutes
Michael Corrigan, Revisor of Statutes
Judy Bromich, Administrative Assistant
Ann Deitcher, Committee Secretary

Conferees appearing before the committee: E. Dean Carlson, Secretary,
Department of Transportation
Nancy Bogina, Special Assistant to Secretary,
Department of Transportation
Mike Lackey, Assistant Secretary,
Department of Transportation
Robert Haley, Director, Div. of Administration,
Department of Transportation

Others attending: See attached list

Senator Salmans reviewed the Subcommittee report for the Kansas Department of Transportation. (Attachment 1)

Senator Kerr asked how much spread there should be between the new and old interest rates before it pays to refinance.

Secretary E. Dean Carlson, Department of Transportation, said they are about at trigger point. All 94 variable rates would be redone to keep a favorable rate. He said there's not much savings at the one and one-half percent range of spread, but there would be a \$5 million savings at the higher rate.

The Subcommittee concurred with the Governor's recommendations in Fiscal Year 1999, except for the following:

On page 3, section 2a, line 5, deleted the word "added" and inserted the phrase "propose to add". On page 7, section 2i, line 5, they inserted a period after "concern" and deleted entirely the phrase "that this is a bad law and it ought to be repealed".

Senator Salisbury moved and Senator Feleciano seconded that the amendment to the Subcommittee's report be approved. The motion carried on a voice vote.

Senator Salisbury moved and Senator Morris seconded to adopt the Subcommittee report for the Department of Transportation. The motion carried on a voice vote.

The Chairman adjourned the meeting at 12:10 p.m.

The next meeting is scheduled for February 9, 1998.

SENATE WAYS AND MEANS COMMITTEE GUEST LIST

DATE: Feb 5, 1998

NAME	REPRESENTING
Ken Behr	Economic Lifelines
Wendy Naums	Economic Lifelines
Tom Whitaker	KMCA
Dorlene Mann	ABATE of KS

DRAFT SUBCOMMITTEE REPORT

Agency: Kansas Department of Transportation

Bill No. –

Bill Sec. –

Analyst: Efird

Analysis Pg. No. 3

Budget Page No. 455

<u>Expenditure Summary</u>	<u>Agency Req. FY 99</u>	<u>Gov. Rec. FY 99</u>	<u>Senate Subcommittee Adjustments</u>
Agency Operations	\$ 207,990,436	\$ 207,692,071	\$ (3,950,355)
Debt Service	74,569,420	74,569,420	0
Other Operations	606,456,464	605,037,236	0
TOTAL	<u>\$ 889,016,320</u>	<u>\$ 887,298,727</u>	<u>\$ (3,950,355)</u>
State General Fund	\$ 96,576,359	\$ 97,288,222	\$ 0
State Highway Fund	683,909,681	681,934,395	-- (3,950,355)
All Other Funds	108,530,280	106,470,141	0
TOTAL	<u>\$ 889,016,320</u>	<u>\$ 887,298,727</u>	<u>\$ (3,950,355)</u>
FTE Positions	3,139.5	3,129.5	0.0

Agency Req./Governor's Recommendation

After a decrease of almost \$300.0 million in KDOT expenditures from FY 1997 to FY 1998 as a result of reduced financing for projects after completion of the Comprehensive Highway Program., the KDOT requested expenditures in FY 1999 increase by almost \$29.0 million. No change in expenditures financed from State General Fund (SGF) demand transfers assumes a cap on the anticipated increase of funds that would be available during FY 1999 absent any change in statutory provisions. KDOT requests that its FTE level be maintained at 3,139.5 FTE positions, with no reductions taken due to retirements.

The Governor's FY 1999 recommendations allow the State General Fund demand transfers to increase by 2.4 percent. Reduction of 10.0 FTE positions due to retirements in the current fiscal year is recommended by the Governor to be reflected in the FY 1999 FTE position count. The post-CHP period that began in FY 1998 is recognized by the Governor's FY 1999 recommendations which concur with the KDOT requests for higher level of expenditures in the maintenance program (\$9.3 million increase over FY 1998) and the emphasis on preservation of agency operations (\$8.8 million increase over FY 1998). Additional funding in the construction program as requested by the agency also is recommended by the Governor, although that increased funding (\$15.7 million over FY 1998) is dedicated to paying off the cost of bonded indebtedness due to principal and interest payments being recognized for projects constructed during the Comprehensive Highway Program and considered as non-reportable expenditures at that time.

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2/5/98
Attachment 1-1*

CHANGE FROM FY 1998		
	<u>Agency Request</u>	<u>Governor's Recommendations</u>
Dollar Change:		
State General Fund	\$ 0	\$ 2,317,832
All Other Funds	<u>28,946,081</u>	<u>25,163,944</u>
TOTAL	<u>\$ 28,946,081</u>	<u>\$ 27,481,776</u>
Percent Change:		
State General Fund	0.0%	2.4%
All Other Funds	<u>3.8</u>	<u>3.3</u>
TOTAL	<u>3.4%</u>	<u>3.2%</u>
FTE Positions	0.0	(10.0)

Also included in the Governor's recommendation is funding for Interim Plan Construction Costs that includes a shift of funds into the category of system enhancements for FY 1998 (noted in that section) and FY 1999. KDOT previously had not programmed any funds for system enhancements after FY 1997. The Governor's recommendations include spending \$10.6 million in FY 1999 for system enhancements. The Governor's Budget Report has the explanation that some system enhancement will continue in the interim years to meet growing highway demands and traffic pattern changes. Over the two year period (FY 1998 to FY 1999), the Governor recommends \$15.6 million in system enhancement. KDOT program information not included in its budget indicates that two U.S. 169 projects are allocated most of the FY 1999 system enhancement funds: \$5.9 million for 8.5 miles of new Super 2 Lane roadway in Allen County and \$3.2 million for 3.0 miles of new Super 2 Lane roadway in Anderson County. Other funding of under \$1.0 million is allocated to K- 57 in Anderson County for 2.2 miles of new Super 2 Lane roadway and of under \$0.6 million to a bridge overlay in Ford County on U.S. 56.

Interim Plan Construction Costs (In Thousands)		
	<u>FY 1999 Agency Req.</u>	<u>FY 1999 Gov. Rec.</u>
Project Category:		
Substantial Maintenance	\$ 161,389	\$ 161,389
Major Modification	163,081	163,081
Priority Bridges	17,871	17,871
System Enhancement	10,633	10,633
TOTAL	<u>\$ 352,974</u>	<u>\$ 352,974</u>

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Attachment 1-2*

Senate Subcommittee Recommendation

The Subcommittee concurs with the Governor's recommendations in FY 1999, except for the following item:

1. Remove all funding associated with salary base enhancements next fiscal year. For Agency Operations, the reductions include \$3,950,355 for a 1.5 percent base salary increase for classified employees, 4.0 percent unclassified base increase, 2.5 percent classified step movement, and classified longevity pay of \$40 per year of service. Of the reduction, \$2,746,502 is allocated to state operations and \$1,203,853 is allocated to capital improvements–construction.
2. The Subcommittee notes the following items:
 - a. The Governor recommends changing the title of the Kansas Quality Program to the Kansas Savings Incentive Program in FY 1999, and maintaining the three current purposes of the program: salary bonuses of up to \$1,000; acquisition of technology equipment, and employee professional development training. A fourth purpose, official hospitality, is added to the program in order to allow expenditures in connection with professional development training. No bill had been introduced in time for the Subcommittee to review this item or any other appropriations bill item. Additional Subcommittee recommendations may be made after a bill is introduced and reviewed regarding this item and any other KDOT budget matter.
 - b. Information was reviewed about the bond repayment schedule for bonds authorized in conjunction with the Comprehensive Highway Program. Between March 1992 and October 1994, the agency issued a total of \$890 million in highway revenue bonds for paying a portion of the costs of the accelerated highway program. The bonds were issued in six series, with principal amounts of \$250 million – Series 1992, \$125 million – Series 1992A, \$250 million – Series 1993, \$125 million – Series 1994, \$50 million – Series 1994A, and \$90 million – Series 1994B. In May 1993, the agency issued highway refunding bonds totaling \$147.405 million – Series 1993A to advance refund a portion of the Series 1992 bonds. The Secretary indicates that KDOT may refinance several of the current bond issues, including the only one that is a variable rate, in order to secure more advantageous interest rates. Current market conditions suggest substantial savings may be achieved by locking in lower interest rates at this time. The principal to be refinanced is about \$200 million from several different issues.

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Attachment 1-3

**Repayment Schedule for Bonded Debt as of January 1998
For the Comprehensive Highway Program**

Fiscal Year	Principal	Interest	Total
1993	\$ 0	\$ 18,543,589	\$ 18,543,589
1994	465,000	34,363,172	34,828,172
1995	890,000	44,921,533	45,811,533
1996	9,765,000	47,225,986	56,990,986
1997	14,825,000	46,582,829	61,407,829
1998	11,350,000	47,238,568	58,588,568
1999	27,730,000	46,646,918	74,376,918
2000	40,650,000	44,948,251	85,598,251
2001	42,720,000	42,902,523	85,622,523
2002	44,945,000	40,696,560	85,641,560
2003	47,325,000	38,352,870	85,677,870
2004	49,880,000	35,819,554	85,699,554
2005	52,770,000	32,973,558	85,743,558
2006	55,830,000	29,923,853	85,753,853
2007	59,100,000	26,661,284	85,761,284
2008	62,325,000	23,483,045	85,808,145
2009	65,780,000	20,066,798	85,846,798
2010	69,465,000	16,366,798	85,831,543
2011	73,525,000	12,348,949	85,873,949
2012	77,720,000	8,259,967	85,979,967
2013	57,300,000	3,998,390	61,298,390
2014	23,870,000	1,190,417	25,060,417
2015	13,125,000	211,750	13,336,750
TOTAL	<u>\$ 901,355,000</u>	<u>\$ 663,726,905</u>	<u>\$ 1,565,081,905</u>

- c. The Subcommittee learned about the post-Comprehensive Highway Program plan for FY 1998 to FY 2001. The Subcommittee would like to point out that, according to KDOT's plan, total expenditures in the next four years for capital improvement projects will exceed total expenditures for the CHP's first four years. Spending over the next four years is projected at almost \$1.5 billion for projects. The Governor's FY 1998 recommendations concur with the first year of the agency's four-year spending plan and support spending in three of the four CHP categories. Systems enhancements originally were not included in the FY 1998 to FY 2001 projects. FY 1998 and FY 1999 system enhancements have been included in the revised plan.

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Attachment 1-4*

**Kansas Comprehensive Highway Program and
KDOT Interim Highway Project Listing FY 1998 - 2001**

	FY 90-93 4 Yr CHP	FY 94-97 4 Yr CHP	FY 90-97 Total CHP	FY 98-01 Total Post
Substantial Maintenance	\$ 288,685	\$ 433,324	\$ 722,009	\$ 675,080
Major Modification	658,137	1,029,728	1,687,865	685,073
Priority Bridges	93,286	73,314	166,600	108,713
System Enhancements	96,515	479,201	575,716	15,635
Total	<u>\$ 1,136,623</u>	<u>\$ 2,015,567</u>	<u>\$ 3,152,190</u>	<u>\$ 1,484,501</u>

d. As a result of KDOT receiving more revenue and maintaining higher cash balances than anticipated when estimates were prepared in 1989 prior to the CHP, the status of the State Highway Fund will allow KDOT to embark on a four-year post-Comprehensive Highway Program by using accrued balances to offset the shortfall in current revenues to sustain enhanced expenditures the next few years. The revised CHP expenditures show the savings in that eight-year plan.

**Change in Estimated Construction Cost for Comprehensive Highway Program
(In Millions)**

	1995	1997	Difference
Total Cost	\$3,331.5	\$3,152.1	\$ (179.4)

Source: FY 1996-1997 CHP Plan and 1997 Interim Highway Project Listing.

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Attachment 1-5

The status of the agency's investments and cash as of December 31, 1997, is reported as follows:

**KDOT Investments and Cash as of December 31, 1997
(In Millions)**

Investments	Carrying Value	Pct. of Holdings	Pct. Yield
U.S. Govt. Securities	\$ 45.1	8.0%	5.5%
Govt. Agency Securities	398.1	70.6	5.7
Mortgage Backed Securities	15.5	2.7	7.8
Municipal Securities	3.1	0.5	7.9
Commercial Paper	102.0	18.1	5.8
Subtotal—Investments	\$ 563.8		
Cash	42.9		5.6
Grant Total	<u>\$ 606.7</u>		

- e. Two of the six demand transfers from the State General Fund that are capped by the Governor's recommended 2.4 percent growth in FY 1999 over FY 1998 affect KDOT. The Subcommittee notes that when ever transfers are capped, there is a loss of revenue in the millions of dollars for KDOT.

**CURRENT DEMAND TRANSFERS FROM STATE GENERAL FUND
TO OTHER STATE FUNDS**

(In Thousands)

Fund	FY 1998			FY 1999		
	No Law Change	Proposed or Actual	Reduc.	No Law Change	Proposed	Reduc.
State Highway	\$ 97,487	\$ 85,840	\$(11,647)	\$ 104,637	\$ 87,899	\$(16,738)
Local Ad Valorem Tax Reduction	50,688	47,771	(2,917)	54,326	48,917	(5,409)
Co.-City Revenue Sharing	38,570	35,709	(2,861)	41,376	36,566	(4,810)
City-Co. Highway	17,000	10,737	(6,263)	18,000	10,995	(7,005)
Water Plan	6,000	6,000	-	6,000	6,000	-
School Dist. Cap. Improve.	19,000	19,000	-	21,500	21,500	-
State Fair	113	113	-	210	210	-
TOTAL	\$ 228,858	\$ 205,170	\$(23,688)	\$ 246,049	\$ 212,087	\$(33,962)

FY 1998 – the four transfers were capped at 1.75 percent over actual FY 1997.

FY 1999 – the Governor recommends an increase of no more than 2.4 percent for the four transfers.

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Attachment 1-6*

- f. A total of \$1.2 million is dedicated for Emergency Medical Services (EMS) 800 MHZ radio equipment and approximately \$800,000 remains to be spent. The Subcommittee asks that the EMS Subcommittee review this program and consider stopping expenditures for the equipment based on information provided by Senator Salmans.
- g. In addition to the city of Wichita's railroad abatement problem, other Kansas cities with railroad and roadway conflict areas include Abilene, Salina, Olathe, Herrington, Marysville, Rossville, and St. Marys. In October of 1994, the Corps of Engineers completed a Reconnaissance Report evaluating the feasibility of a joint federal levee and railroad relocation project at Marysville, Kansas. Based on 100-year flood protection, the Corps elected to consider benefits against the total cost of the project. Calculated Corps benefits for project alternatives ranged from \$2.1 million to \$3.0 million, while total costs respectively ranged from \$12.3 million to \$20.3 million. With costs exceeding benefits by a large margin, none of the plans investigated, which included a potential federal levee, were considered economically feasible. Corps of Engineers studies at Marysville, Kansas were terminated based on the Reconnaissance Report findings.
- h. The Subcommittee is concerned about what happens to surplus highway equipment when the agency spends \$32 million for new and replacement machines. Under current state law, the property is transferred to the State Surplus Property Program that is operated by the Department of Corrections. The Subcommittee believes that if KDOT were allowed to sell its surplus equipment at auction, then additional revenue could be generated for the State Highway Fund. The Subcommittee recommends a post audit study of the State Surplus Property Program in order to determine if it is operated in an effective and efficient manner, or if alternative procedures for selling surplus state property, such as by auctions, might produce more revenue.
- i. After hearing about the problems associated with the one-for-four retirement law that was enacted in 1993, the Subcommittee wants to reiterate its concern that this is a bad law and it ought to be repealed. This report is intended to flag the problem and add to the number of flags being raised about this issue.
- j. Performance indicators supplied by KDOT.

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Attachment 1-7

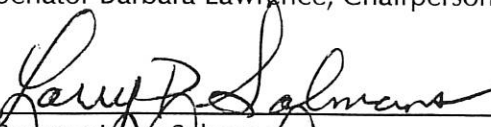
SELECTED KANSAS DEPARTMENT OF TRANSPORTATION PERFORMANCE MEASURES

Comprehensive Highway Program (CHP) and Interim Program Goals

	Pre-CHP (1988-1989) Average	CHP (1990-1997) Average	Total CHP	Interim Pgm. (1998-2001) Goals
Major Modification Program				
Interstate Miles	13	17	135	70
Non Interstate Miles	33	205	1,641	204
Priority Bridge				
Number of Bridges	17	24	188	113
Substantial Maintenance				
Number of Miles	1,234	1,276	10,212	4,458
System Enhancement				
Total Spending (State and Local)	0	\$106,911,875	\$855,295,000	N/A
\$2.5 million/county				
Number of Counties	N/A	N/A	105	N/A
\$390,000/yr on Trns. Imp. for Handicapped and Elderly (Increased to \$1,000,000/yr in FY95)				
Total \$ Encumbered	0	\$618,750	\$4,950,000	\$4,000,000
Other Non-H.B.2014 Goals:				
Total % SHS rated good or acceptable	62.4	71.7	75.8	76.0
Other Non-H.B. 2014 Measures:				
% Bridges on SHS obsolete or deficient				
% Miles on SHS rated good or acceptable	23.1	24.2	18.1	18.5
-Interstate	51.7	72.0	83.2	84.0
-NonInterstate	63.9	71.5	74.9	75.0
Safety				
Fatalities/100,000,000 (Vehicle Miles Traveled)	2.3	1.7	1.8	1.8
% Fatalities with alcohol involvement	41.0	26.3	24.2	24.0
% Ks Drivers wearing seatbelts	45.2	57.2	53.2	60.0

Source: KDOT Management and Budget Unit


 Senator Barbara Lawrence, Chairperson


 Senator Larry Salmans


 Senator Paul Feleciano, Jr.

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 Attachment 1-8

SELECTED KANSAS DEPARTMENT OF TRANSPORTATION PERFORMANCE MEASURES

Comprehensive Highway Program (CHP) and Interim Program Goals

	Pre-CHP (1988-1989) <u>Average</u>	CHP (1990-1997) <u>Average</u>	Total CHP	Interim Pgm. (1998-2001) <u>Goals</u>
Major Modification Program				
Interstate Miles	13	17	135	70
Non Interstate Miles	33	205	1,641	204
Priority Bridge				
Number of Bridges	17	24	188	113
Substantial Maintenance				
Number of Miles	1,234	1,276	10,212	4,458
System Enhancement				
Total Spending (State and Local)	0	\$106,911,875	\$855,295,000	N/A
\$2.5 million/county				
Number of Counties	N/A	N/A	105	N/A
\$390,000/yr on Trns. Imp. for Handicapped and Elderly (Increased to \$1,000,000/yr in FY95)				
Total \$ Encumbered	0	\$618,750	\$4,950,000	\$4,000,000
Other Non-H.B.2014 Goals:				
Total % SHS rated good or acceptable	62.4	71.7	75.8	76.0
Other Non-H.B. 2014 Measures:				
% Bridges on SHS obsolete or deficient				
% Miles on SHS rated good or acceptable	23.1	24.2	18.1	18.5
-Interstate	51.7	72.0	83.2	84.0
-NonInterstate	63.9	71.5	74.9	75.0
Safety				
Fatalities/100,000,000 (Vehicle Miles Traveled)	2.3	1.7	1.8	1.8
% Fatalities with alcohol involvement	41.0	26.3	24.2	24.0
% Ks Drivers wearing seatbelts	45.2	57.2	53.2	60.0

Source: KDOT Management and Budget Unit

Flag

Senate Committee Recommendations

The Committee concurs, except for the following adjustments to the Subcommittee report:

1. No action should be taken in regards to item 2(h) regarding a post audit study since a recent report on this subject was prepared.
2. In regards to item 2(i), the phrase " that this is a bad law and it ought to be repealed" should be deleted so that the recommendation reads: " After hearing about the problems associated with the one-for-four retirement law that was enacted in 1993,

*S WJM
2/5/98*

Attachment 1-9

the Subcommittee wants to reiterate its concern. This report is intended to flag the problem and add to the number of flags being raised about this issue."

3. The revised program recommended by the Governor in FY 1999, the Kansas Savings Incentive Program, described in item 2(a), should be referred to as a "proposed" plan in regards to a fourth purpose noted by the Subcommittee. The Senate Ways and Means Committee has not had the opportunity to review the Governor's proposal since no bill has been submitted yet to date establishing the new program purposes.

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2/5/98

Attachment 1-10

DRAFT SUBCOMMITTEE REPORT

Agency: Kansas Department of Transportation

Bill No. —

Bill Sec. —

Analyst: Efird

Analysis Pg. No. 3

Budget Page No. 455

Expenditure Summary	Agency Est. FY 98	Gov. Rec. FY 98	Senate Subcommittee Adjustments
Agency Operations	\$ 199,170,222	\$ 198,916,934	\$ 0
Debt Service	58,885,170	58,885,170	0
Other Operations	602,070,239	602,070,239	0
TOTAL	\$ 860,070,239	\$ 859,816,951	\$ 0
State General Fund	\$ 96,576,359	\$ 94,915,339	\$ 0
State Highway Fund	670,017,687	669,764,399	0
All Other Funds	93,476,193	93,476,193	0
TOTAL	\$ 860,070,239	\$ 859,816,951	\$ 0
FTE Positions	3,139.5	3,139.5	0.0

Agency Est./Governor's Recommendation

The agency's revised FY 1998 estimate is an increase of almost \$16.5 million more than approved by the 1997 Legislature. Kansas Quality Management (KQM) funding of \$1,909,764 is included as an addition to agency operations expenditures. The 1997 Legislature pre-authorized any available funding to be expended in addition to \$197,558,963 authorized in the agency operations expenditure limitation. No adjustment in the agency operations expenditure limitation is required in FY 1997 since the KQM financing may be spent in addition to any limited amount. Also added to FY 1998 expenditures is \$2,894,144 of unobligated building projects funding that reappropriates without limit for projects previously approved but not encumbered or started in FY 1997.

The Governor's recommendations provide for a reduction in agency operations from the total expenditures authorized by the 1997 Legislature. Funding for 10.0 FTE positions totaling \$251,738 in salary turnover savings is recommended to be reduced by the Governor in order to reflect positions which will not be refilled due to retirements. The Governor concurs with increases in expenditures for the construction, local support, maintenance, and management programs, exclusive of the salary adjustments. The Governor's recommendations also incorporate the expenditure of KQM funding totaling \$1,909,764 and building funds of \$2,894,144. No reduction in FTE positions is recommended in FY 1998 to reflect the retirement savings associated with the staffing lost due to retirements and for which positions were not allowed to be refilled.

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2/5/98*

Attachment 1-11

Interim Plan Construction Costs				
(In Thousands)				
	<u>FY 1998</u>		<u>FY 1998</u>	
	<u>Agency Req.</u>		<u>Gov. Rec.</u>	
Project Category:				
Substantial Maintenance	\$	155,117	\$	155,117
Major Modification		167,758		167,758
Priority Bridges		17,487		17,487
System Enhancement		5,002		5,002
TOTAL	\$	345,364	\$	345,364

Also included in the agency's revised request for Interim Plan construction costs is a shift of \$5.0 million into the category of system enhancements for FY 1998. KDOT previously in its budget reviewed by the 1997 Legislature had not programmed any funds for system enhancement after FY 1997. The Governor's recommendations concur with spending \$5.0 million in FY 1998 for system enhancement. The Governor's Budget Report has an explanation that some system enhancements will continue in the interim years to meet growing highway demands and traffic pattern changes. Over the two year period (FY 1998 to FY 1999), the Governor recommends \$15.6 million in system enhancements. KDOT program information (not included in its budget) indicates that two K-10 projects are allocated most of the FY 1998 system enhancement funds: \$1.7 million for phase one and \$3.3 million for phase two in Douglas County to construct a portion of the South Lawrence Trafficway (2.1 miles of new Super 2 Lane on a 4 Lane right-of-way from U.S. 59 northeast and east to Haskell Avenue).

Summary of Current Year Adjustments				
	<u>Agency Req.</u>		<u>Gov. Rec.</u>	
Substantial Maintenance	\$	625,000	\$	625,000
Design/Right-of-Way Contracts		8,000,000		8,000,000
State Construction Projects		3,670,800		3,670,800
Special City/County Hwy. Projects		2,030,163		2,030,163
Local Projects		(786,794)		(786,794)
Debt Service		171,603		171,603
Carryover Building Funds		2,894,144		2,894,144
Aid to Local Units		(161,942)		(161,942)
Retirement Reductions		0		(251,738)
Other Operating/Salary Base		(24,210)		(25,760)
Total Adjustments	\$	16,418,764	\$	16,165,476

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Attachment 1-12

Senate Subcommittee Recommendation

The Subcommittee concurs with the Governor's recommendations in FY 1998. No bill had been introduced in time for the Subcommittee to review prior to making its KDOT recommendations.

FY98

Senate Committee Recommendations

The Senate Committee concurs.


*S WJM
2/5/98
Attachment 1-13*

Senate Subcommittee Recommendation

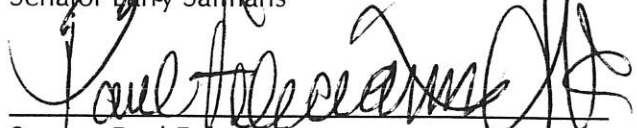
The Subcommittee concurs with the Governor's recommendations in FY 1998. No bill had been introduced in time for the Subcommittee to review prior to making its KDOT recommendations.



Senator Barbara Lawrence, Chairperson



Senator Larry Salmans



Senator Paul Feleciano, Jr.

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2/5/98
Attachment 1-14