

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairperson Rep. Gary Hayzlett at 1:40 p.m. on March 20, 2000 in Room 519-S of the Capitol.

All members were present except:

Representative Aday, excused
Representative Phill Kline, excused

Committee Staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Research Department
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Senator Stan Clark
Ruth Clark, representing Murray Bean
Fred Wasse Miller, Monument, Kansas
Sean Morley, Derby, Kansas
Randy Allen, Executive Director, Kansas Association of Counties
Dana Fenton, Intergovernmental Relations Coordinator, Johnson County
Tom Wiggins, Valley Center, Kansas
Joe Krahn, Chief, Bureau of Right-of-Way, Kansas Department of Transportation
Rex Morley, Derby, Kansas

Others attending:

See attached list

SB 478 - junkyard and salvage control act, county and township highways

Chairman Hayzlett opened hearings on **SB 478** and called on Senator Stan Clark as the first conferee. Senator Clark gave a brief background of the Highway Beautification Act passed by Congress in 1965 and the statutes the state adopted in 1967 to be in compliance. However, the state expanded this Act to include county roads, township roads and city streets. **SB 478** would eliminate the enforcement on city streets, county and township roads and leave only those provisions as provided by federal law. (Attachment 1)

Fred Wasse Miller, Monument, Kansas, provided testimony in support of **SB 478**. He told the committee he believed that the state should not be more strict than the federal regulations that govern the Beautification Act. He said this was an issue of the ability to own property and use it in a reasonable manner and if problems are reported they should be handled by local control and not by the state. (Attachment 2)

Ruth Clark read testimony provided by Murray Bean. He shared his thoughts and opinions on how many vehicles he could have on his personal property. He said one reason he lived in the country was so his vehicles wouldn't bother his neighbors and current law takes away his freedom by telling him how much personal property he can own and where he can keep it. He asked for passage of **SB 478** which would strike county and township roads. (Attachment 3)

Sean Morley, Derby, Kansas, presented several reasons to the committee for his support of **SB 478**. (Attachment 4)

There were no other proponents listed.

Chairman Hayzlett then called on Randy Allen, Executive Director, Kansas Association of Counties, who spoke in opposition to **SB 478**. He told the committee the Association was concerned that the bill transfers responsibility for enforcing restrictions on junkyard operations within 1,000 feet of the right of way of a county or township road from the Secretary of Transportation to counties. To the Association it was not a matter of local control but of an unfunded mandate. He said to his knowledge there had not been multiple complaints about the current enforcement system and urged the committee to report the bill unfavorably. (Attachment 5)

CONTINUATION SHEET

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE, Room 519-S Statehouse, at 1:40 p.m. on March 20, 2000.

Dana Fenton, Intergovernmental Relations Coordinator for Johnson County, also spoke in opposition of **SB 478**. He said current state law was good because it sets a minimum standard for all 105 counties to follow in establishing their own resolutions and not have a situation where there could exist numerous variations. He also told the committee that many counties do not have the resources to enforce compliance with State law, therefore, the enforcement powers of the State are needed for those counties. (Attachment 6)

Tom Wiggins, Valley Center, Kansas, was listed as a neutral conferee but asked to be listed as a proponent. He said it was his opinion **SB 478** should be passed because it would save the state money. He then listed examples to reinforce this opinion. (Attachment 7)

Joseph Krahn, Chief of the Bureau of Right of Way, Kansas Department of Transportation, provided background information on the responsibility KDOT has in controlling junkyard and salvage sites along the state highway system. (Attachment 8)

Rex Morley, Derby, Kansas, also was listed as a neutral conferee but asked to be listed as a proponent. He listed five reasons which he hoped would allow the committee to make an educated and fair decision when voting on **SB 478**. (Attachment 9)

Following questions from the committee Chairman Hayzlett closed hearings on **SB 478**.

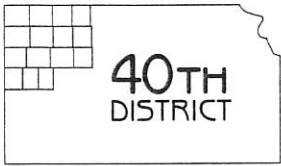
The minutes of the House Transportation Committee for March 14th, 15th and 16th were presented for approval or corrections. Representative Long made a motion to accept the minutes as written, seconded by Representative Dreher and the motion carried.

Chairman Hayzlett adjourned the meeting at 3:30 p.m. The next meeting of the House Transportation Committee will be Tuesday, March 21.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: March 20, 2003

NAME	REPRESENTING
St. Clark	Senate
Keith Clark	Senate
Fred Wassmuth	
Joe Krahn	KDOT
Nancy Bogina	KDOT
SEAN MORLEY	CITIZENS OF KANSAS
Rep. D. Morley	The People
Tom Wigginton	citizens
Dana Youngers	
Scott Brunner	-DOB
Tom Whitaker	Ks Motor Carriers Assn
Marcie Less	Sedgewick County
Dana Fenton	Johnson County
Randy Allen	Kansas Association of Counties



COMMITTEE ASSIGNMENTS

CHAIR: INFORMATION TECHNOLOGY
VICE CHAIR: UTILITIES
MEMBER: AGRICULTURE
FINANCIAL INSTITUTIONS & INSURANCE
RULES & REGULATIONS

Stan Clark

TESTIMONY BEFORE THE HOUSE TRANSPORTATION COMMITTEE

**SENATE BILL NO. 478
MARCH 20, 2000**

Chairman Hayzlett and members of the committee:

Thank you for scheduling this hearing on automobile graveyards. In 1965, Congress passed Lady Bird Johnson’s Highway Beautification Act which tried to limit the number of highway billboards, restricted their location and provided chain-linked screening fences around auto salvage yards.

In 1966, the Kansas Legislative Summer Interim topics included a study on how to implement this act since the penalty for noncompliance is 10% of the federal highway funds the state receives (pages 13-16).

The 1967 Kansas Legislature adopted the necessary statutes to be in compliance with the federal law (page 17), but in one place they decided to be more stringent than the federal law required. Federal Law in 23 CFR § 751.3 and § 751.9 (pages 18-20) requires that automobile graveyards with 10 or more inoperable vehicles located within 1000 feet from the nearest edge of the right-of-way and visible from the main traveled way of all Federal-aid Primary and Interstate Highway systems be screened from sight. The Kansas Legislature expanded the definition to include county roads, township roads and city streets (page 21). Enforcement of this statute is by the Kansas Department of Transportation. If you have 10 or more inoperable vehicles closer than 1000 feet, you have to pay \$50 annually to the secretary of transportation for a license and maintain the screened fence (pages 21 & 10).

The legislation before you today seeks to eliminate the enforcement by KDOT on city streets, county and township roads. In an era of tight budgets, surely we can save some money by not having KDOT officials patrolling city streets, county and township roads counting vehicles in farmyards and guessing whether they are operable or not. At a time when local units of government want more “home-rule” authority, this is an area

that we can grant their desire and agree that local zoning and health ordinances are more appropriate enforcement than KDOT.

You have a series of pictures with my testimony. (page 3) The first picture is taken on US 83-383 along the west edge of Oakley looking towards the northwest. This is about 1½ miles south of where I live. There are 2 farmsteads. The one on the right has a nice home that is about 10 years old with a large cedar windbreak, to the west is another farmstead that is probably 60 years old.

(page 4) This is a close-up of the older farmstead.

(page 5) This photo is of the older farmstead taken from the township road. If you look very closely, you can see a couple of older vehicles through the trees on the west side of the house.

(page 6) This is a picture of the farmstead taken from the township road west of the house looking towards the northeast. You can see several older vehicles.

Last July, KDOT issued a letter to the owner Murray Bean giving him 45 days to either remove the vehicles or pay the \$50 license fee and build the screening. At the time he had 12 inoperable vehicles. He contacted me, and I asked Hank Avila in Legislative Research to research this topic for me. A couple days before the time limit expired Mr. Bean, using typical western Kansas common sense, pulled 3 of his vehicles 1000 feet north of the property line and left 9 in his yard to reluctantly comply with state law.

(pages 7 & 8) Now every time I drive to town, along with the 2000 other vehicles that use US 83-383 everyday, we can look off to the west and see 3 vehicles sitting out in the middle of a field all because of KDOT's enforcement of a law.

The bill as it was originally introduced in the Senate excluded only township and county roads from KDOT enforcement and left city streets. The Senate Elections and Local Government committee expanded to provisions to only require enforcement as required by Federal law. Pages 9 and 10 of my testimony contains a proposed balloon that removes any question of compliance with federal law which I would encourage you to adopt

I was hoping that this was the end of this issue. In December, I received another phone call from Fred WasseMiller. His dad had just received the same letter. Fred is here today to testify for his dad. Following Fred, my wife, Ruthie, will give testimony for Mr. Bean.

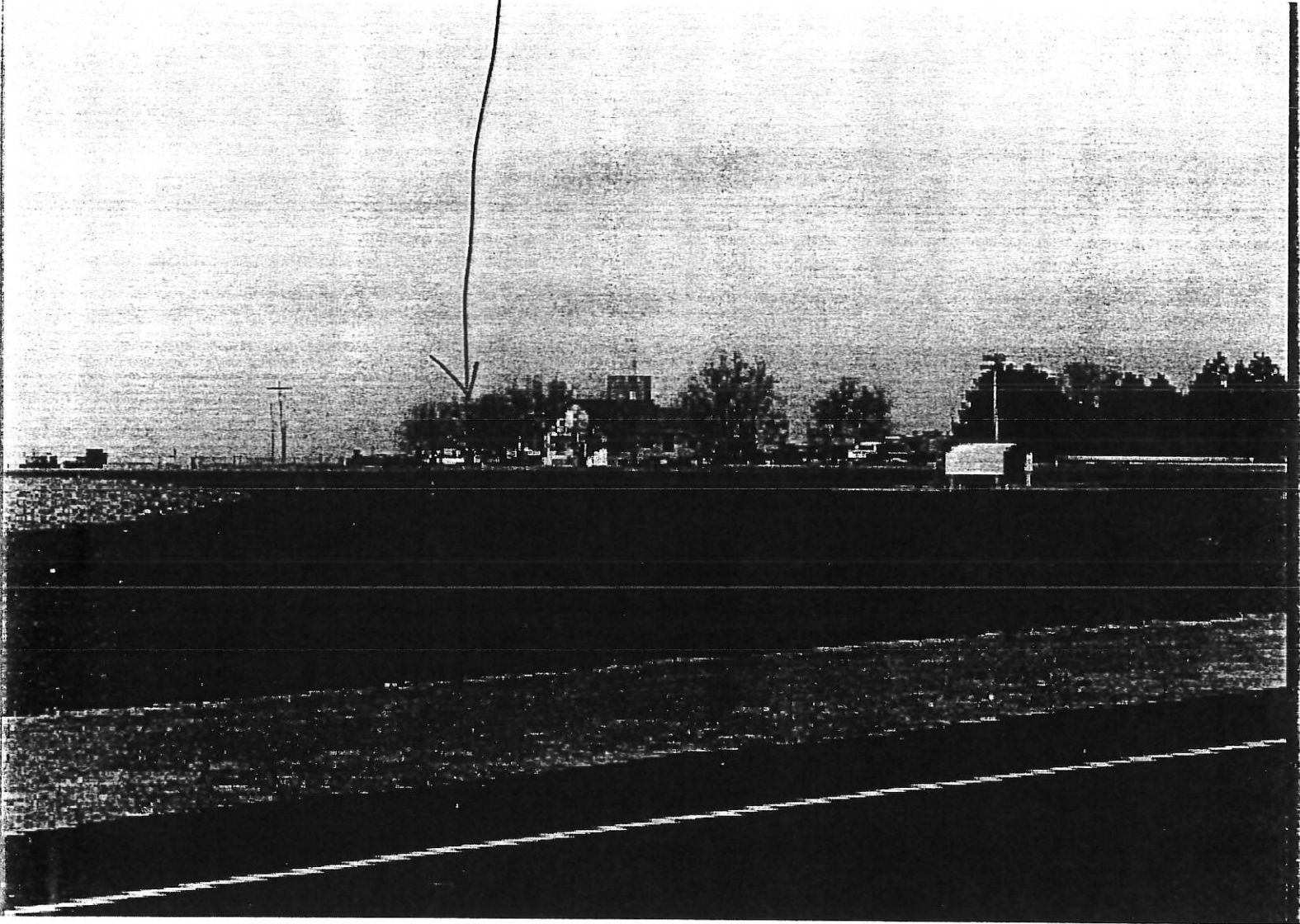
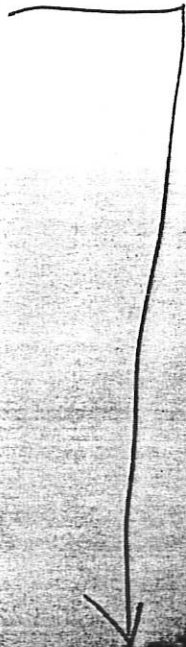
The bill as it was originally introduced in the Senate excluded only township and county roads from KDOT enforcement and left city streets. The Senate Elections and Local Government committee expanded to provisions to only require enforcement as required by Federal law. Pages 24 and 25 of my testimony contains a proposed balloon that returns "state highway" to the statute and removes any question of compliance with federal law. I would encourage you to adopt the balloon.

I have attached copies of Hank's letter to me (page 12), the 1966 Interim Report (pages 13-16), the Federal Law (pages 18-20), 1967 legislation (page 17), 1973 (page 21) and 1978 (pages 22 & 23) amendments and the current law (pages 9-11) to the end of my testimony.

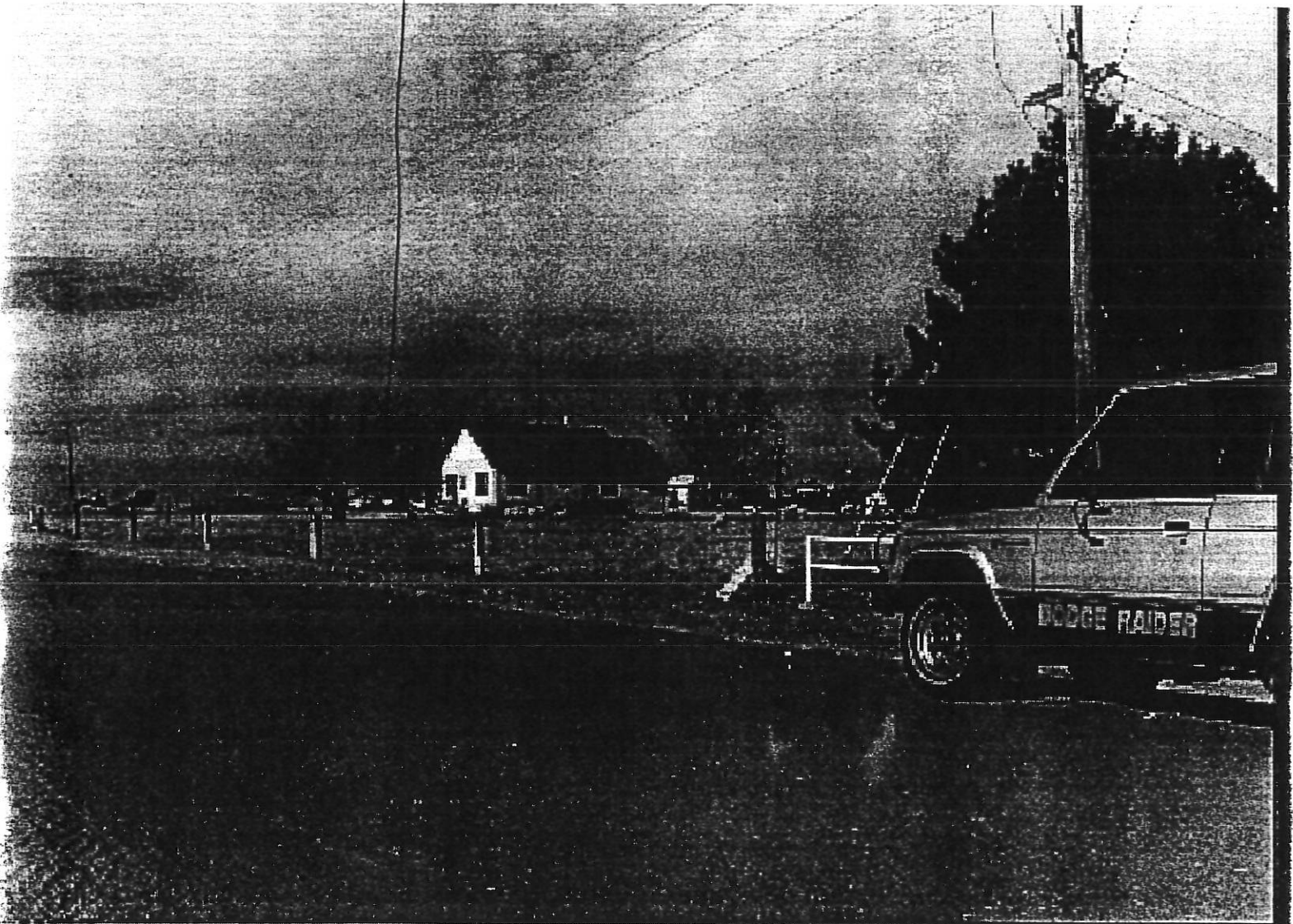
Mister Chairman, I will gladly stand for questions.



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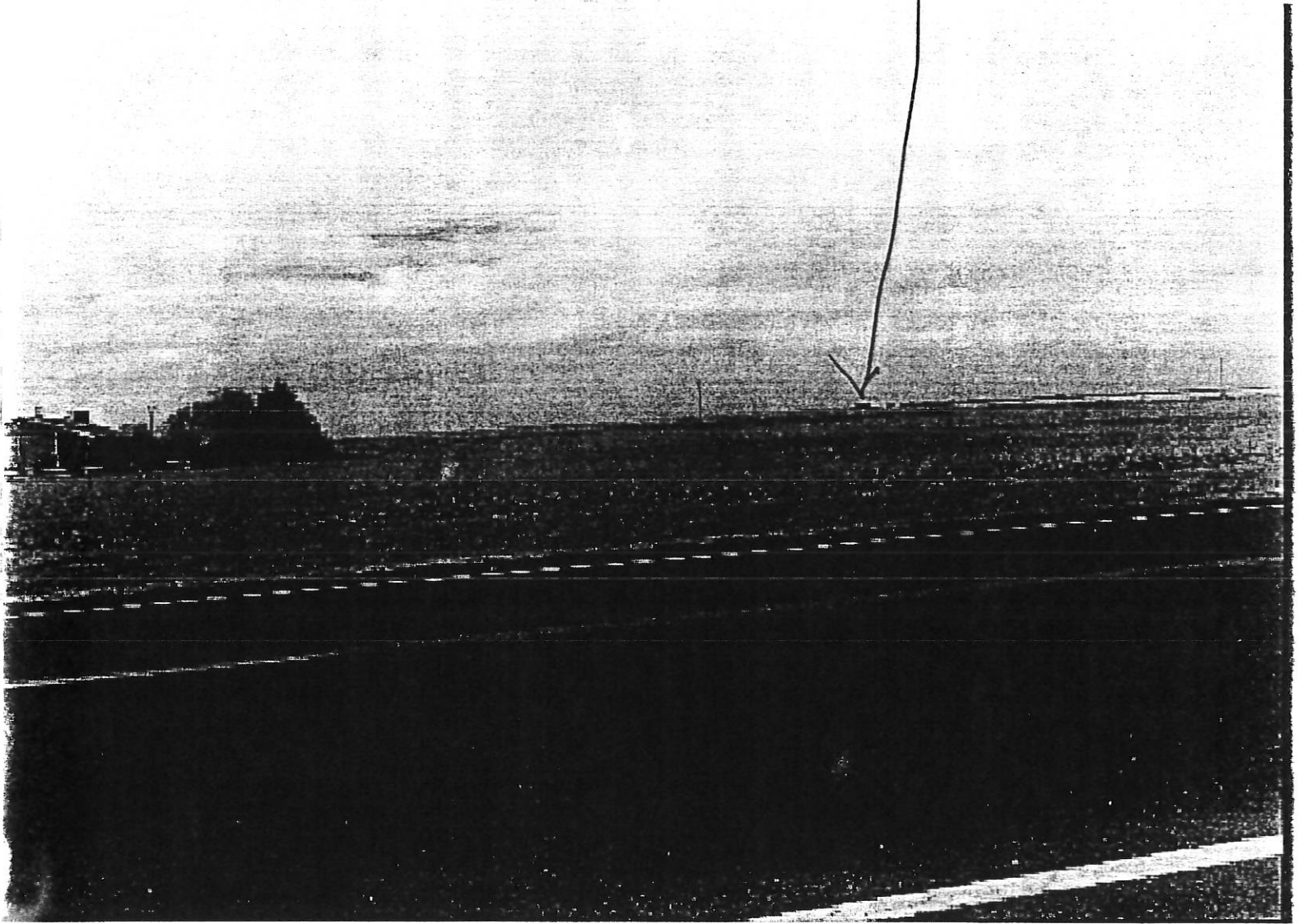


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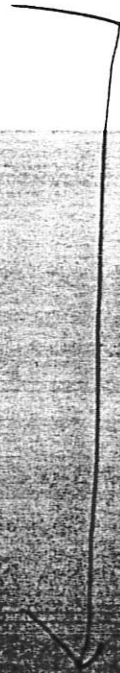




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Vehicles
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**TESTIMONY BEFORE THE HOUSE
TRANSPORTATION COMMITTEE**

SENATE BILL 478

MARCH 20, 2000

**FRED WASSEMILLER
MONUMENT, KANSAS**

Chairman Hayzlett and Members of the Committee:

I am Fred Wassemiller from Monument, Kansas, in the northwest part of our great state and a life-long resident of this state. I am addressing you on Senate Bill 478 concerning the state's ability to police automobile graveyards on county and township roads. I, as well as others, believe that the state should not be more strict than the federal regulations that govern this.

On December 14, 1999, my father, who also is a life-long resident of Kansas (81 years) except for 4 years during WW II, was visited by a KDOT Right-Of-Way Agent at his farm. Dad's farm is located one-half mile south of US 40 and along County Road 340. We have a large collection of cars, trucks, tractors, farm machinery and other collectibles. The largest part of this is located on the back side of the farmstead, away from the road, but they are within 1000 feet of the township road, 480 to 880 feet. Our machinery, buildings, corrals, feed and cedar windbreak blocks the visibility, for the most part, of our collection of cars. I emphasize that our cars are a collection, not junk. We are not a junkyard nor do we deal in the selling of salvage parts. My father, two close family friends and I have rebuilt numerous cars and tractors. We participate in parades and shows. We were the first in our county to show classic hot rods: 1916 Bucket T, 34 Ford Coupe, 37 Ford Coupe and 30 Ford Coupe. We use our collection of cars for rebuilding others, as well as repair of our farm equipment. There are nine (9) individuals involved in the ownership of the cars that Dad has allowed to be parked on his property at no cost to anyone. He is an avid antique buff and loves having them to look at and talk about.

What really concerns us as property owners, taxpayers and law-abiding citizens is that our rights to own property and pursue happiness are at stake. The state is wanting to come 1000 feet off the edge of county and township roads to regulate what we park on our property. The legal right-of-way is only 60 feet, 30 feet on each side of the section line.

Where the cars are parked now is best for the beautification of the highways and interstate roadways. If they were to be moved 1000 feet from

the township road, it would put them in clear view and would locate them on property that is now and should remain in farming production. The vehicles are now located on grass acreage around the farmstead, and the cattle grazing can keep the area clean. Clearly there is an issue of the ability to own property and use it in a reasonable manner, as you desire. No one or two individuals should be able to come and say you own junk when to you it is treasures.

In visiting with other landowners and neighbors, I kept getting the same response, "They could not believe that the state is doing this or that they should have the right to." In rural Kansas, most all farmsteads are next to county or township roads, so I urge you not to take away rural Kansans' freedom to own or operate their property. If there are problems, leave it to local controls to deal with those problems, where families, friends and neighbors deal with the affairs of their local communities. Those local officials that say, "we do not want this on our plate," should not run for those offices where they need to make decisions. Some things are too large for local control, but this is definitely not one of them. I urge you to remove county or township roads from the present state law and support Senate Bill 478.

**TESTIMONY BEFORE THE HOUSE
TRANSPORTATION COMMITTEE**

SENATE BILL 478

MARCH 20, 2000

TESTIMONY OF MURRAY BEAN

PRESENTED BY RUTH CLARK

Ladies and Gentlemen,

My Senator, Stan Clark, asked me to share my thoughts and opinions on how many vehicles I can have on my personal property.

The reason I have lots of old vehicles on my property is because I can't afford new ones. I use the old vehicles for parts to keep my old vehicles running that I drive.

When I'm working on a vehicle, it's handy to have parts vehicles close by rather than having to store them over a thousand feet away.

By having them close by, my sheep keep the weeds cleaned up around them. If I have to park them a thousand feet from the roadway, I have to farm around them and I can't get close enough to get all the weeds like my sheep can.

When a person is restoring an antique vehicle, he will very often have to buy the whole vehicle just to get the one part that he needs. Then you keep it around just in case you need something else off of it later.

Some people collect salt and pepper shakers or whatever, I collect old cars. It hurts seeing them go to the crusher when there are still so many good, usable parts on them. We've become a throwaway society and now it's costing the country to deal with it. I'm doing my part by getting all the good I can out of what I have. Besides, the old cars have character. The new ones look like frozen pop cans on wheels, ready to explode.

I like having old vehicles that I can sit and see out of my window. Beauty is in the eye of the beholder. What some people have in their yards, I may think is ugly, but they have it because they like it.

By having my vehicles close to my house in my sheep pen, people don't steal as much off of them either. I have a

ram sheep that will keep them from stealing unless they're really fast. Picture this: a vehicle with the hood up, someone leaning over the fender taking a part off that doesn't belong to them, when out of nowhere, from behind, Wham!, they get butted. They may not have teeth marks from a guard dog, but they get the point.

This is one reason I live in the country, so that my vehicles won't bother my neighbors. The farmers have more to worry about than how many vehicles I have.

I think you can utilize my tax money for better reasons than to pay someone a big salary and send them out in a \$25,000 vehicle to tell me how many vehicles I can have. Then, if I have too many, I have to move them a thousand feet from the roadway or get rid of them. Some people don't own enough land to move them that far away. If I get too many vehicles, my wife will keep me in check and she won't cost any taxpayer money. Maybe you could send someone out to tell people that they can't have a rock with a Jayhawk or a Wildcat or, heaven forbid, a Cornhusker on it in their yard. Beauty is in the eye of the beholder.

I appreciate living in America, especially Kansas, where I have the freedom to express my opinions. I feel the current law takes away some of my freedom by telling me how much personal property I can own and where I can keep it. Thank you for the opportunity to exercise my freedom of speech by sharing my thoughts on keeping all the vehicles I want, where I want, on my property.

Sincerely,

Murray L. Bean

Chairperson and members of the committee:

My name is Sean Morley from Derby Ks. in Sedgwick Co. I come from a long line of Kansans and am proud of where I live. I am here before you today as a proponent for Bill 478. Here are a few reasons I think you should pass it and make it law.

1. Less restrictive zoning
2. Allowing citizens rights to hobbies
3. Changes to Bill
 - A. Increase cost of license
 - B. Adding coverage for Individuals
 - C. Adding any car in any condition to eliminate any vagueness in law
4. Personal experience
5. HR 2372

In conclusion I thank you for allowing me to speak to you today and hope you will consider the changes to Bill 478 and make a decision in the favor of the people.

Kansas Republicans opposed gun measure

Eagle news services

WASHINGTON — Here's how Kansas members of Congress were recorded on major roll call votes last week.

Gun control: Voting 218-205, House members on March 15 urged a House-Senate conference committee to act within two weeks on a juvenile crime bill (HR

1501) that requires criminal background checks on buyers at weekend gun shows. The

two chambers differ on whether to allot 72 or 24 hours for the computerized checks of police records. The bill began moving through Congress last April, soon after the massacre at Columbine High School in Littleton, Colo. It cleared both chambers but has been stalled since August. Kansas Democrat Dennis Moore of Olathe voted for the measure. Republicans Jerry Moran of Hays, Jim Ryun of Topeka and Todd Tiahrt of Goddard

HOW THEY VOTED

voted against the measure.

Property rights: Voting 226-182, the House on March 16 passed a bill (HR 2372) making it easier for plaintiffs to win claims that government has illegally confiscated their property. The "takings" bill is an outgrowth of the GOP's 1995 Contract With America. In part, it gives developers and homeowners more tools to fend off restrictive zoning. The Constitution entitles property owners to "just compensation" if their holdings are confiscated. This bill makes it easier for plaintiffs to get their constitutional claims into federal court, where chances of victory are greater. These cases usually are litigated for long periods on the local and state level before becoming ripe for federal court. Supporters said the bill is needed to counter overzealous regulations, while foes said it would hamper local policies in areas such as environmental protection. Moran, Ryun and Tiahrt voted for the bill. Moore voted against it.

Aviation funding: Voting 319-

101, the House on March 15 gave final congressional approval to a bill (HR 1000) providing \$40 billion for the Federal Aviation Administration over the next three years while requiring airlines to provide better passenger service. The bill pays for capital improvements at airports of all sizes, pays for an upgrade of the nation's air traffic control system and subsidizes passenger service to smaller cities. It raises the airport ticket tax on pass-through travelers from \$3.00 to \$4.50, sets a \$25,000 fine on unruly passengers, establishes a commission to study the weakening financial condition of travel agencies and increases regulation of sightseeing flights over national parks. In addition, it increases the number of flights allowed at New York's La Guardia and Kennedy airports, O'Hare Airport in Chicago, and Reagan National Airport near Washington. Moran, Ryun and Moore voted for the bill. Tiahrt voted against it.

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KANSAS
ASSOCIATION OF
COUNTIES

Testimony concerning SB 478
House Transportation Committee
March 20, 2000
Presented by Randy Allen, Executive Director
Kansas Association of Counties

Mr. Chairman and members of the committee, my name is Randy Allen, Executive Director of the Kansas Association of Counties. Thank you for the opportunity to testify *in opposition to SB 478*. We are concerned that the bill transfers responsibility for enforcing restrictions on junkyard operations within 1,000 feet of the right of way of a county or township road from the Secretary of Transportation to counties. Some may call this a matter of local control. We think it is more like an unfunded mandate. Absent land use restrictions (e.g. zoning regulations) which prohibit the location of automobile junkyards within 1,000 feet of a county or township road, enforcement responsibility would shift from the state to counties. We did not ask for this responsibility, nor was our Association (which represents all 105 member counties) approached prior to this legislative session to discuss this matter and explore alternatives.

It is our understanding that currently, the Kansas Department of Transportation investigates sites on a complaint-only basis. As such, KDOT is accustomed to this responsibility and acts when there is reason to respond. To my knowledge, there have not been multiple complaints about the current enforcement system. Absent demonstration of a compelling statewide case, I urge the committee to report the bill unfavorably.

If you have questions, I would be happy to respond.

The Kansas Association of Counties, an instrumentality of member counties under K.S.A. 19-2690, provides legislative representation, educational and technical services and a wide range of informational services to its member counties. Inquiries concerning this testimony should be directed to Randy Allen or Judy Moler by calling (785) 272-2585.

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email kac@ink.org

House Transportation Committee
March 20, 2000
Attachment 5

**TESTIMONY ON SB 478
HOUSE TRANSPORTATION COMMITTEE
MARCH 20, 2000**

**DANA FENTON, INTERGOVERNMENTAL RELATIONS COORDINATOR
JOHNSON COUNTY, KANSAS**



Mister Chairman and members of the Committee, my name is Dana Fenton and I serve as the Intergovernmental Relations Coordinator for Johnson County. Thank you for accepting this testimony in OPPOSITION to SB 478.

This bill would delete the State requirement that salvage yards be located more than 1,000 feet from County and Township roads. The purpose of this testimony is to communicate to the State Legislature that current law is useful and needed.

Several years ago, Johnson County adopted a resolution similar to State law. The reason for passing this resolution was to establish stricter standards in regards to salvage yards. During this time the State of Kansas and Johnson County have worked together to enforce State law and the County resolution. Oftentimes, Johnson County code enforcement officers have stumbled upon salvage yards hidden in the unincorporated areas when development occurs. The State's records are invaluable in determining if a salvage yard has legally been established. In summary, Johnson County has enjoyed a very good partnership with the State of Kansas.

This testimony may appear to give credence to the assertion that County resolutions can replace current State law in regards to salvage yards. Current state law is good because it sets a minimum standard for counties to follow in establishing their own resolutions. Also, many counties do not have the resources to enforce compliance with State law. Thus, the enforcement powers of the State are needed for those counties.

If this bill were to be enacted into law there could develop a situation whereby each County adopts a resolution slightly different than other counties. With 105 counties in the State of Kansas, there could exist numerous variations on the same theme. In this case, we believe that a State law establishing minimum standards for all 105 counties is that best model.

Mister Chairman and members of the Committee, we respectfully request that this committee not report SB 478 favorable for passage. Thank you and I will be glad to stand for questions.

Mr. Chairman and The Committie Members;

My name is Tom Wiggins. I am from Valley Center

Thank you for letting me testify before you about Bill 478.

I believe this Bill should be passed because it will save the state some money.

I have a friend in the north part of our state who has a collection of special interest cars. His property is located about 5 miles from the nearest black top highway. The property has evergreen trees on the edge for screening. There are some holes in the screening. The state beutification department has harrassed him several times and has tried to take him to court.

The citizens attorney had the case prepared to go to court and the state dropped their charges against him. The state found they couldn't win in a court of law. It seems that the attorney had taken some pictures along the highway of violations and asked the state why they weren't enforcing the law in accordance with the federal guide lines on the highway system.

My point is; The state spent alot of money on attorneys trying to enforce their law in an area where no one could see really what was on the property and then drop the case.

I myself am going through a trial with Sedgwick County about zoning violations that do not exist. The county supeonea Randy Brittain to testify against me in my trial. He has made 3 trips to Wichita to testify against me. I am glad that this has happened because he has helped my case. I visited with Mr. Brittain last friday and he indicated that he would like to see this bill passed. It seems that he just has too much area to cover and he is spread too thin.

This bill will not affect me one way or the other. But I think the state will save more money in the long run.

Thomas Wiggins
9764 N. Meridian
Valley Center, Ks 67147

STATE OF KANSAS



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
HOUSE TRANSPORTATION**

**REGARDING SENATE BILL 478
SALVAGE CONTROL ACT
March 20, 2000**

Mr. Chairperson and Committee Members:

I am Joseph Krahn, Chief of the Bureau of Right of Way. On behalf of the Department of Transportation (KDOT), I am here today to testify on Senate Bill 478 regarding the Salvage Control Act.

We are extremely supportive of the amendment offered by Senator Stan Clark. This amendment will ensure that KDOT will continue to exercise junkyard and salvage control over all of the state highway system.

KDOT is responsible for administering the Kansas Junkyard and Salvage Control Act. This law was enacted in 1967 to comply with the federal Highway Beautification Act which requires states to regulate salvage storage locations within 1,000 feet of interstate and federal-aid primary highways. Failure to do so subjected the state to a penalty equal to 10% of certain categories of federal highway funding.

When the Kansas Legislature enacted the law in 1967, it went beyond the federal mandate by making the law applicable to every public road in the state. The law requires salvage yards to be screened from view from the roadway unless the location is in an industrial area.

Over the years, KDOT has responded to numerous requests from legislators, local officials, law enforcement, and citizens concerned with salvage storage locations that have developed in their communities along county or township roads and city streets. We have succeeded in getting many of these locations screened or abated. KDOT has developed an excellent working relationship with the Department of Revenue's Division of Motor Vehicles, the Department of Health and Environment, state and local law enforcement personnel, and the federal Environment Protection Agency.

I thank you for the opportunity to provide background information on this bill and would be happy to respond to any questions.

House Transportation Committee
March 20, 2000
Attachment 8

Chairperson and members of the committee:

My name is Rex Morley. I live in Derby, Ks. in Sedgwick Co.. I am a fourth generation Kansan born in Oketo Kansas in 1944. I am here today to address you about Bill 478. These are a few points I would like to speak about today.

1. Nuetrality
2. Proposal for changes
 - A. Add any car to Bill 478
 - B. Add individuals to Bill 478
 - C. Reasons for changes
3. Agreement
4. Personal experience
5. Why if changes are done should Bill 478 be passed.

In conclusion I thank you for allowing me to address you today and hope you will make an educated and fair decision when voting on Bill 478.