

Approved: April 29, 1994

Date

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairman Rex Crowell at 1:30 p.m. on January 27, 1994 in Room 519-S of the Capitol.

All members were present except: Rep. Shallenburger, Excused
Rep. Haulmark, Excused

Committee staff present: Hank Avila, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Donna Luttjohann, Committee Secretary

Conferees appearing before the committee: Mike Lackey, KDOT
Adolphe Wildgrube, Independence, KS
Betty McBride, Dept. of Revenue

Others attending: See attached list

Chairman Crowell recognized Mike Lackey who made a request to the Committee to introduce legislation regarding length limitations on trucks. Rep. Smith made a motion to introduce the legislation. It was seconded by Rep. King. The motion carried.

The second bill request made by Mr. Lackey was to allow the fines to be doubled in construction zones. Rep. King made the motion to introduce a bill. It was seconded by Rep. Correll. The motion carried.

Chairman Crowell opened the hearing on HCR 5029 opposing the State of Kansas converting to the metric system.

Mike Lackey was recognized as the first proponent of the resolution. He informed the Committee of KDOT's conversion progress and plans for future conversion by the deadlines specified by the Federal Highway Administration. He stated that the cost of converting highway signs is not given extra funding from the federal government but, money could be spent from the highway fund for the purpose of converting highway signs to metric. His full testimony is Attachment 1.

The Chairman recognized Adolphe Wildgrube as a proponent of the resolution. Mr. Wildgrube offered the history of the required change and testified that through his contact with U.S. congressmen and women from Kansas, he believes they were unaware of the effect the federal mandate is having on the states. See Attachment 2.

The hearing for HCR 5029 was closed by the Chairman.

Chairman Crowell called the Committee's attention to the minutes of January 11, 1994. There were no corrections, additions or deletions and the minutes were approved.

The Chairman adjourned the meeting at 2:45 p.m. with the next meeting scheduled for February 1, 1994, in Room 519-S of the Capitol.

HOUSE TRANSPORTATION COMMITTEE

[illegible]



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TESTIMONY BEFORE
HOUSE TRANSPORTATION COMMITTEE

REGARDING
ISSUES RELATED TO THE CONVERSION TO THE METRIC SYSTEM OF
MEASUREMENT BY THE KANSAS DEPARTMENT OF TRANSPORTATION

January 27, 1994

Mr. Chairman and Committee Members:

Section 5164 of the Omnibus Trade and Competitiveness Act of 1988 has designated the metric system of measurement as the preferred system of measurement in the United States. The conversion plan for the Federal Highway Administration mandates that by September 30, 1996, all federal construction contracts will be in metric units. Failure to convert to the metric system could jeopardize all federal highway funds appropriated to the State of Kansas. This has necessitated the conversion to the metric system by the Kansas Department of Transportation.

The attached briefing outlines the efforts that KDOT is taking to make this conversion in an efficient and timely manner. Funds have been budgeted to accomplish the conversion in the amount of \$187,000 for FY94 and \$1,455,000 in FY95.

KDOT plans call for the complete conversion within the FHWA guidelines. KDOT's timetable for the conversion is as follows:

October 1995	Standards converted
April 1996	Computer programs converted
May 1996	Publications converted
September 1997	Equipment converted

CONVERSION TO THE METRIC SYSTEM OF MEASUREMENT

KANSAS DEPARTMENT OF TRANSPORTATION

HISTORICAL BACKGROUND

The metric system of measurements (or SI, System International d'Unites) was devised in France around the time of the French Revolution. For the past 200 years, there have been periodic efforts by government and professional society leaders to convert the United States to metrics. These efforts have been largely unsuccessful. In the meantime most other countries have made the conversion. In 1990, there were only three countries that had not made the conversion to metrics: the United States, Burma (Myanmar), and Liberia.

NECESSITY FOR CONVERSION

The conversion to metrics is necessitated by a predominance of metric usage in the global economy. Since 1992, the European Community has specified that products with nonmetric labels would not be permitted for sale. Two of the largest U.S. trading partners, Canada and Mexico, are predominately metric countries. Japan has identified the nonmetric nature of U.S. products as a specific barrier to the importation of U.S. goods. All of these issues point to the pressing need for the U.S. to convert to the metric system.

BENEFITS OF METRIC CONVERSION

International Acceptance and Competitiveness. As mentioned earlier, most of the world uses metrics. It is increasingly difficult for American firms and industries, that are still using English measurements, to compete in countries where metrics are the standard. A U.S. conversion to metrics would put American businesses on an equal footing with their foreign competitors.

Consolidation or Redesign. Many U.S. businesses have already converted to metrics; General Motors, IBM, and Otis Elevator to name a few. The conversion process allows industries an opportunity to rethink their designs and to incorporate efficient practices. As a result of the conversion, they have realized increased international competitiveness and a reduction of their parts inventories. IBM reduced its number of fasteners from 30,000 to 4,000 and the liquor industry reduced the number of container sizes from 53 to 7.

Simplicity. The metric system of measurement is an extremely easy system to use. It is completely decimal based, so there is no need to convert from one measurement to another (e.g. feet to miles, tablespoons to cups, etc.). The experience of every country that has converted has been that the metric system is easier to learn

and easier to use than the current English system.

One Unit for Each Property. There is only one unit for measuring each physical property. For example, under the current system, pressure may be measured by psi, psf, kips/SF, inches of mercury or other units. In the metric system there is only one unit, the pascal. Another example involves power, which is measured only in watts as opposed to hp, btu's, watts, and several other units.

LEGAL BASIS FOR HIGHWAY CONVERSION

The Metric Conversion Act of 1975, Public Law 94-168, made it a national policy to coordinate and encourage the widespread use of the metric system on a voluntary basis.

Section 5164 of the Omnibus Trade and Competitiveness Act of 1988 went even further in that it designated the metric system as the preferred system of measurement in the United States. It mandated that all U.S. agencies would convert from the current English system of measurement to the metric system prior to the end of FFY92. The Department of Commerce later interpreted this deadline to mean that federal agencies had until that date to have conversion plans prepared.

The Federal Register of June 11, 1992 contained an approved timetable for the FHWA conversion plan. This timetable mandated that, by September 30, 1996, all newly authorized direct Federal-Aid construction contracts would be in metric units only.

Executive Order 12770 from President Bush, dated July 25, 1991, solidified the federal government's resolve to convert the United States to the metric system. The intent of this order was that federal agencies were to convert to the metric system within a fixed period of time under the leadership of the U.S. Department of Commerce.

KDOT'S ACTIVITIES

KDOT's conversion to the metric system began in November of 1992. For a change of this magnitude, KDOT is looking at a long-term conversion due to the significant amount of lead time required for adjustments to be made properly on KDOT projects. Project development from field survey to letting averages three to five years depending on the size and complexity of the improvement.

Among the policies established was the decision not to operate a dual system for plans and contracts. It was decided that there should be consistency within a project. Those projects let in English measurement would be completed in English measurement. Likewise those projects let in metrics would be completed in metrics.

"Metrication" training sessions were conducted for Department clerical personnel statewide. This training was completed in January 1993. This training involved the acceptance of various standards, rules, and factors to be used when corresponding in metric units.

In December 1992, timelines for the Department's conversion were issued. All areas of the Department were encouraged to accept the metric conversion and to begin immediately to identify those areas of concern that would be affected by the conversion. The various bureaus were told to commit existing resources to: conversion of publications and programs; training of personnel; and, acquisition of metric equipment. A general timetable for the Department follows:

October 1995	Standards converted
April 1996	Computer programs converted
May 1996	Publications converted
September 1997	Equipment converted

The Department is on schedule for the activities identified on the timelines.

OUTSTANDING ISSUES/CONCERNS

U.S. Department of Commerce Efforts. Throughout this process the Department has not received much direction from the U.S. Department of Commerce. KDOT is being mandated to complete a major conversion in a relatively short period of time. Other federal agencies could also be contributing to this effort. In addition, there is a concern that other state agencies that interface with federal mandates and funding might not be preparing conversion plans.

Public Education. Another area of concern is the initiation of a public education campaign in regard to this conversion. A massive public relations effort will be needed to facilitate the public's acclimatization to metrics in everyday living. This educational effort should be done at the federal level on a nationwide basis prior to the conversion of the nation's highway signs.

Signage Conversion. As indicated earlier, there has been no decision as to when the nation's highway signs are to be converted to metrics. KDOT would need at least a two-or-three-year lead time for planning and budgeting a conversion of this magnitude to ensure that it is done properly. There is general agreement that this conversion should NOT be done on a dual basis. Converting signs to dual measurements and then later to exclusively metrics would not only be very expensive but would also result in public confusion and the general perception on the public's part that: "I don't need to learn metrics if the old measurements are still there."

This conversion of signage goes even further than the concerns of the Department. Many local units of government will be hard pressed to come up with the resources to convert signs within their

jurisdictions. They will probably view this as another unfunded mandate with which they will have to deal.

Tourism Industry. The tourism and travel industry will be hit hard by the metric conversion. Once the conversion is made, they will be required to revamp many of their publications (books, maps, tour guides, schedules, etc.) that refer to mileage measurements and KDOT reference markers.

Taxation Concerns. Another area that has received little attention is the conversion to metrics in areas that are taxed in English measures. For example, the motor fuel tax is assessed on a gallonage basis. The indication from the FHWA is that the federal motor fuel taxes will not be converted to metrics and there are no plans to convert them in the future. To protect against undesirable consequences to tax collections, there should be a review of all State taxes to ensure that concerns are addressed for any taxes that are based on English measures (alcoholic beverage taxes, mineral severance taxes, royalties, etc.).

Management and Budget
January 25, 1994

TESTIMONY OF ADOLPH WILDGRUBE
IN SUPPORT OF HCR 5029, AT
TRANSPORTATION COMMITTEE HEARING 1/27/94

I wish to thank all those present for coming, and particularly, all persons that contributed to, or had a part in preparing HCR 5029, as it pertains to the total conversion of our highway system to metric.

I am Adolph Wildgrube, 74 yrs old, married, retired from John Deere Company Equipment Manufacturing, Coffeyville, Kansas, worked in quality control for 27 years, retired at age 72. Completing 3 1/2 terms as a board member on Rural Water District #4, Representing Montgomery County on SEE KAN RC&D Board, Erie, Kansas, Representing Montgomery County on SEK AAA Board, Chanute, KS, active in governmental affairs since 1968.

My delivery may be at 30 miles per hour, which could be like 48.28 KM/hr or at 55 miles per hour equal to 88.51 KM/hr.

Since the federal voluntary conversion to metric law in 1976, I have maintained an on-going concern over the conversion to metric in general. So, I wanted to know more about the total conversion of our highway system to metric.

My Congressional pen pal, Mr. Eldon Rudd, from Arizona, used to keep me up-dated every year after 1975 on the status of the metric conversion in Congress. I believe he retired in about 1988.

On or about September 23, 1993, Kansas Department of Transportation had a meeting in Topeka, with all Kansas County Road Department Supervisors to unveil publicly the grandiose plan for total conversion of our highway system to metric.

In attendance from Independence, Kansas was Mr. Don Gaston, Public Works and Road Department Supervisor for Montgomery County, Kansas. He in turn briefed the Montgomery County Commission. That September 23rd date triggered my instinct to investigate, do a discovery, or an outreach.

Upon contacting the Kansas Delegates in Congress about October 18, Senator Kassebaum, Senator Dole, and Representative Glickman's staff people were not aware of this conversion of our highway system to metric by the F.H.W.A. in process.

Also, upon contacting 6 area Kansas Legislators after October 18, 1993, they had no knowledge of this total conversion of our highway system to metric, by K.D.O.T.

HOUSE TRANSPORTATION
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Attachment 2-1

Part 1
30 pages " 2 } (included)
" 3 } samples
what you can share
GPH

Samples
Part 2
Part 3
Included
Back
side

(2)

With a copy of Public Law 100-418, 100th Congress, HR4848, August 23, 1988 in hand, I had questions. Matter of fact there are (certain conditions in the law) that I feel are being totally ignored by the Federal Highway Administration in administering the conversion of our highway system to the metric system:

Specific in the law: Public Law 100-418

Paragraph
#11

↓
Language.. (1) to the extent economically Feasible (1) yes or no
Conditions (2) cause significant inefficiencies (2) yes or no
Exceptions (3) use is impractical (3) yes or no
Guidelines (4) impact on society (4) yes or no
(5) effect on the economy (5) yes or no
(6) effect on small business (6) yes or no
(7) increased cost to consumer (7) yes or no

Any one constitutes a threat to our life style.

These concerns were then identified to all 6 Kansas Congressmen and Senators by myself, the first letter dated November 10, 1993 and the 2nd letter November 18, 1993. The second letter contained a copy of the letters I sent to the other 5 for a total of 6 letters that mailing.

Each received copies of my comments on the Federal Register notice dated August 30 for public comment on this conversion of our highway system to metric.

Representative Glickman was sent an additional letter on that comment process, (I think it is grossly Flawed).

Doing a follow-up on my letters, I called each Congressman's office and talked to make sure my letters had been received and shared with the Congressman's Legislative Assistant's. Such as: Senator Dole -- Greg Schnacke
Senator Kassebaum -- Joel Bacon
Representative Glickman -- Alice Freese
Representative Slattery -- Suzanne Klinker
Representative Pat Roberts -- Jeff Trundahl
Representative Jan Meyers -- Keith Yehle

I know our Congressman are much better informed on this issue than perhaps 90 days ago.

The reading I get from 5, some have contacted F.H.W.A., all seem to be waiting (except Jan Meyers - no response) for the results to be published of the August 30 publication in the Federal Register. Results to be announced by F.H.W.A.. Some have indicated a need for possible legislation.

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Congress needs to look at and review the F.H.W.A. plan if it is within the law or the intent of Congress, and the F.H.W.A. plan may be in gross conflict. Is Congress totally at fault for allowing it to happen?

Timing for action is ideal by the Kansas Legislation and the Congress, as Congress on October 23, 1993 voted on the Highway Appropriation bill for 1994, not to fund the installation of the metric highway signs in the state in 1994. could this spending diversion be used to shelter some F.H.W.A. jobs?

They claim it is a postponement for economic reasons, but that doesn't change the law. Most likely political, because it keeps those metric signs out of sight of the electorate during the politicians 1994 re-election campaigning.

All agencies of the Federal Government are to be converted to metric by 1992 per the law.

With all the facts mentioned in Paragraph #11, as marked, lets give total attention to the fact that of all the federal agencies, the U.S. Highway System has thousands & thousands of times more daily public visability, exposure and usage, than all of the other agencies combined.

Congress needs to review the need for an exception of this agency specifically, because this is where the society of over 250 million people are impacted with the vastness of exposure to the ultimate effect. That, plus, the economic impact and most will be forced to learn the metric language. Just another hassle for the adult population.

Most commodities have contact with transportation somewhere, that will necessitate restructuring of business procedures and retraining. The metric conversion of our highway system will be an impediment to any local government, also the private sector in performance of the usual people services.

A petition drive was conducted in Montgomery County, Kansas in December, by Concerned Citizens of Montgomery County opposing this highway conversion to metric. 802 signatures were obtained, petitions were forwarded to Kansas Congressional Delegates, F.H.W.A. and K.D.O.T. Respondants indicated much skepticism, strong opposition, with absolutilly no personal benefit, except much frustration, more taxes and higher prices.

As of now, the F.H.W.A. appears to be on a collision course with our society. Are they trying to compete with our natural disasters?

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(4)

I wholeheartedly support the intent and purpose of HCR 5029, and I would further encourage the committee and the legislature , on behalf of the well-being of all Kansans, to support and prevail on Congress to review, rethink and reprioritize solely the conversion of our highway system totally to metric.

Thank you for the opportunity.


Adolph Wildgrube

See 2nd page

AN ACT

Public Law 94-168
94th Congress, H.R. 8674
December 23, 1975
Amended by
Public Law 100-418
100th Congress, H.R. 4848
August 23, 1988

Who voted
for this?
against the
voting record

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That this Act may be cited as the "Metric Conversion Act of 1975".

SEC. 2. The Congress finds as follows:

(1) The United States was an original signatory party to the 1875 Treaty of the Meter (20 Stat. 709), which established the General Conference of Weights and Measures, the International Committee of Weights and Measures and the International Bureau of Weights and Measures.

(2) Although the use of metric measurement standards in the United States has been authorized by law since 1866 (Act of July 28 1866; 14 Stat. 339), this Nation today is the only industrially developed nation which has not established a national policy of committing itself and taking steps to facilitate conversion to the metric system.

(3) World trade is increasingly geared towards the metric system of measurement.

(4) Industry in the United States is often at a competitive disadvantage when dealing in international markets because of its nonstandard measurement system, and is sometimes excluded when it is unable to deliver goods which are measured in metric terms.

(5) The inherent simplicity of the metric system of measurement and standardization of weights and measures has led to major cost savings in certain industries which have converted to that system.

(6) The Federal Government has a responsibility to develop procedures and techniques to assist industry, especially small business, as it voluntarily converts to the metric system of measurement.

(7) The metric system of measurement can provide substantial advantages to the Federal Government in its own operations.

SEC. 3. ~~It is therefore declared that the policy of the United States shall be to coordinate and plan the increasing use of the metric system in the United States and to establish a United States Metric Board to coordinate the voluntary conversion to the metric system.~~

It is therefore the declared policy of the United States --
(1) to designate the metric system of measurement as the preferred system of weights and measures for United States trade and commerce.

Also page 4, Line 4+5

Pub. Law 94-168 Amended

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December 23, 1975

(2) to require that each Federal agency, by a date certain and to the extent economically feasible by the end of the fiscal year 1992, use the metric system of measurement in its procurements, grants, and other business-related activities, except to the extent that such use is impractical or is likely to cause significant inefficiencies or loss of markets to United States firms, such as when foreign competitors are producing competing products in non-metric units;

(3) to seek out ways to increase understanding of the metric system of measurement through educational information and guidance and in Government publications; and

(4) to permit the continued use of traditional systems of weights and measures in nonbusiness activities.

SEC. 4. As used in this Act, the term-

(1) "Board" means the United States Metric Board, established under section 5 of this title;

(2) "engineering standard" means a standard which prescribes (A) a concise set of conditions and requirements that must be satisfied by a material, product, process, procedure, convention, or test method; and (B) the physical, functional, performance and/or conformance characteristics thereof;

(3) "international standard or recommendation" means an engineering standard or recommendation which is (A) formulated and promulgated by an international organization and (B) recommended for adoption by individual nations as a national standard; and

(4) "metric system of measurement" means the International System of Units as established by the General Conference of Weights and Measures in 1960 and as interpreted or modified for the United States by the Secretary of Commerce.

SEC. 5. (a) There is established, in accordance with this section, an independent instrumentality to be known as a United States Metric Board.

(b) The Board shall consist of 17 individuals, as follows:

(1) the Chairman, a qualified individual who shall be appointed by the President, by and with the advice and consent of the Senate;

(2) sixteen members who shall be appointed by the President, by and with the advice and consent of the Senate, on the following basis-

(A) one to be selected from lists of qualified individuals recommended by engineers and organizations representative of engineering interests;

(B) one to be selected from lists of qualified individuals recommended by scientists, the scientific and technical community, and organizations representative of scientists and technicians;

New Text Deleted-Text

15 U.S.C. § 205a et seq.

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Pub. Law 94-168 Amended

(C) one to be selected from a list of qualified individuals recommended by the National Association of Manufacturers or its successor;

(D) one to be selected from lists of qualified individuals recommended by the United States Chamber of Commerce, or its successor, retailers, and other commercial organizations;

(E) two to be selected from lists of qualified individuals recommended by the American Federation of labor and Congress of Industrial Organizations or its successor, who are representative of workers directly affected by metric conversion, and by other organizations representing labor;

(F) one to be selected from a list of qualified individuals recommended by the National Governors Conference, the National Council of State legislatures, and organizations representative of State and local government;

(G) two to be selected from lists of qualified individuals recommended by organizations representative of small business;

(H) one to be selected from lists of qualified individuals representative of the construction industry;

(I) one to be selected from a list of qualified individuals recommended by the National Conference on Weights and Measures and standards making organizations;

(J) one to be selected from lists of qualified individuals recommended by educators, the educational community, and organizations representative of educational interests; and

(K) four at-large members to represent consumers and other interests deemed suitable by the President and who shall be qualified individuals.

As used in this subsection, each "list" shall include the names of at least three individuals for each applicable vacancy. The terms of office of the members of the Board first taking office shall expire as designated by the President at the time of nomination; five at the end of the 2d year; five at the end of the 4th year; and six at the end of the 6th year. The term of office of the Chairman of such Board shall be 6 years. Members, including the Chairman, may be appointed to an additional term of 6 years, in the same manner as the original appointment. Successors to members of such Board shall be appointed in the same manner as the original members and shall have terms of office expiring 6 years from the date of expiration of the terms for which their predecessors were appointed. Any individual appointed to fill a vacancy occurring prior to the expiration of any term of office shall be appointed for the remainder of that term. Beginning 45 days after the date of incorporation of the Board, six members of such Board shall constitute a quorum for the transaction of any function of the Board.

15 U.S.C. § 205a et seq.

~~New Text Deleted-Text~~

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Pub. Law 94-168 Amended

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(c) Unless otherwise provided by the Congress, the Board shall have no compulsory powers.

(d) The Board shall cease to exist when the Congress, by law, determines that its mission has been accomplished.

SEC. 6. It shall be the function of the Board to devise and carry out a broad program of planning, coordination, and public education, consistent with other national policy and interests, with the aim of implementing the policy set forth in this Act. In carrying out this program, the Board shall-

(1) consult with and take into account the interests, views, and conversion costs of United States commerce and industry, including small business; science; engineering; labor; education; consumers; government agencies at the Federal, State, and local level; nationally recognized standards developing and coordinating organizations; metric conversion planning and coordinating groups; and such other individuals or groups as are considered appropriate by the Board to the carrying out of the purposes of this Act. The Board shall take into account activities underway in the private and public sectors, so as not to duplicate unnecessarily such activities;

(2) provide for appropriate procedures whereby various groups, under the auspices of the Board, may formulate, and recommend or suggest, to the Board specific programs for coordinating conversion in each industry and segment thereof and specific dimensions and configurations in the metric system and in other measurements for general use. Such programs, dimensions, and configurations shall be consistent with (A) the needs, interests, and capabilities of manufacturers (large and small), suppliers, labor, consumers, educators, and other interested groups, and (B) the national interest;

(3) publicize, in an appropriate manner, proposed programs and provide an opportunity for interested groups or individuals to submit comments on such programs. At the request of interested parties, the Board, in its discretion, may hold hearings with regard to such programs. Such comments and hearings may be considered by the Board;

(4) encourage activities of standardization organizations to develop or revise, as rapidly as practicable, engineering standards on a metric measurement basis, and to take advantage of opportunities to promote (A) rationalization or simplification of relationships, (B) improvements of design, (C) reduction of size variations, (D) increases in economy, and (E) where feasible, the efficient use of energy and the conservation of natural resources;

(5) encourage the retention, in new metric language standards, of those United States engineering designs, practices, and conventions that are internationally accepted or that embody superior technology;

~~New Text Deleted-Text~~

15 U.S.C. § 205a et seq.

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(6) consult and cooperate with foreign governments, and intergovernmental organizations, in collaboration with the Department of State, and, through appropriate member bodies, with private international organizations, which are or become concerned with the encouragement and coordination of increased use of metric measurement units or engineering standards based on such units, or both, such consultation shall include efforts, where appropriate, to gain international recognition for metric standards proposed by the United States, (and, during the United States conversion, to encourage retention of equivalent customary units, usually by way of dual dimensions, in international standards or recommendations;)

(7) assist the public through information and education programs, to become familiar with the meaning and applicability of metric terms and measures in daily life. Such programs shall include-

(A) public information programs conducted by the Board, through the use of newspapers, magazines, radio, television, and other media, and through talks before appropriate citizens' groups, and trade and public organizations;

(B) counseling and consultation by the Secretary of Education; the Secretary of Labor; the Administrator of the Small Business Administration; and the Director of the National Science Foundation, with educational associations. State and local educational agencies, labor education committees, apprentice training committees, and other interested groups, in order to assure (i) that the metric system of measurement is included in the curriculum of the Nation's educational institutions, and (ii) that teachers and other appropriate personnel are properly trained to teach the metric system of measurement;

(C) consultation by the Secretary of Commerce with the National Conference of Weights and Measures in order to assure that State and local weights and measures officials are (i) appropriately involved in metric conversion activities and (ii) assisted in their efforts to bring about timely amendments to weights and measures laws; and

(D) such other public information activities, by any Federal agency in support of this Act, as relate to the mission of such agency;

(8) collect, analyze, and publish information about the extent of usage of metric measurements; evaluate the costs and benefits of metric usage; and make efforts to minimize any adverse effects resulting from increasing metric usage;

(9) conduct research, including appropriate surveys; publish the results of such research; and recommend to the Congress and to the President such action as may be appropriate to deal with any unresolved problems, issues, and questions associated with

15 U.S.C. § 205a et seq.

~~New Text Deleted-Text~~

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metric conversion, or usage, such problems, issues, and questions may include, but are not limited to, (the impact on workers (such as costs of tools and training) and on different occupations and industries, possible increased costs to consumers, the impact on society and the economy, effects on small business,) the impact on the international trade position of the United States, the appropriateness of and methods for using procurement by the Federal Government as a means to effect conversion to the metric system, the proper conversion or transition period in particular sectors of society, and consequences for national defense;

(10) submit annually to the Congress and to the President a report on its activities. Each such report shall include a status report on the conversion process as well as projections for the conversion process. Such report may include recommendations covering any legislation or executive action needed to implement the programs of conversion accepted by the Board. The Board may also submit such other reports and recommendations as it deems necessary; and

(11) submit to the Congress and to the President, not later than 1 year after the date of enactment of the Act making appropriations for carrying out this Act, a report on the need to provide an effective structural mechanism for converting customary units to metric units in statutes, regulations, and other laws at all levels of government, on a coordinated and timely basis. in response to voluntary conversion programs adopted and implemented by various sectors of society under the auspices and with the approval of the Board. If the Board determines that such a need exists, such report shall include recommendations as to appropriate and effective means for establishing and implementing such a mechanism.

SEC. 7. In carrying out its duties under this Act, the Board may

(1) establish an Executive Committee, and such other committees as it deems desirable;

(2) establish such committees and advisory panels as it deems necessary to work with the various sectors of the Nation's economy and with Federal and State governmental agencies in the development and implementation of detailed conversion plans for those sectors. The Board may reimburse, to the extent authorized by law, the members of such committees;

(3) conduct hearings at such times and places as it deems appropriate;

(4) enter into contracts, in accordance with the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 471 et seq.), with Federal or State agencies, private firms, institutions, and individuals for the conduct of research or surveys, the preparation of reports, and other activities necessary to the discharge of its duties;

(5) delegate to the Executive Director such authority as it deems advisable; and

~~New Text Deleted-Text~~

15 U.S.C. § 205a et seq.

December 23, 1975

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Pub. Law 94-168 Amended

(6) perform such other acts as may be necessary to carry out the duties prescribed by this Act.

SEC. 8. (a) The Board may accept, hold, administer, and utilize gifts, donations, and bequests of property, both real and personal, and personal services, for the purpose of aiding or facilitating the work of the Board. Gifts and bequests of money, and the proceeds from the sale of any other property received as gifts or requests, shall be deposited in the Treasury in a separate fund and shall be disbursed upon order of the Board.

(b) For purpose of Federal income, estate, and gift taxation, property accepted under subsection (a) of this section shall be considered as a gift or bequest to or for the use of the United States.

(c) Upon the request of the Board, the Secretary of the Treasury may invest and reinvest, in securities of the United States, any moneys contained in the fund authorized in subsection (a) of this section. Income accruing from such securities, and from any other property accepted to the credit of such fund, shall be dispersed upon the order of the Board.

(d) Funds not expended by the Board as of the date when it ceases to exist, in accordance with section 5(d) of this Act, shall revert to the Treasury of the United States as of such date.

SEC. 9. Members of the Board who are not in the regular full-time employ of the United States shall, while attending meetings or conferences of the Board or while otherwise engaged in the business of the Board, be entitled to receive compensation at a rate not to exceed the daily rate currently being paid grade 12 of the General Schedule (under section 5332 of title 5), including travel time. While so serving, on the business of the Board away from their homes or regular places of business, members of the Board may be allowed travel expenses, including per diem in lieu of subsistence, as authorized by section 5703 of title 5, for persons employed intermittently in the Government service. Payments under this section shall not render members of the Board employees or officials of the United States for any purpose. Members of the Board who are in the employ of the United States shall be entitled to travel expenses when traveling on the business of the Board.

SEC. 10. (a) The Board shall appoint a qualified individual to serve as the Executive Director of the Board at the pleasure of the Board. The Executive Director, subject to the direction of the Board, shall be responsible to the Board and shall carry out the metric conversion program, pursuant to the provisions of this Act and the policies established by the Board.

(b) The Executive Director of the Board shall serve full time and be subject to the provisions of chapter 51 and subchapter III of chapter 53 of title 5. The annual salary of the Executive Director shall not exceed level III of the Executive Schedule under section 5314 of such title.

15 U.S.C. § 205a et seq.

~~New Text Deleted-Text~~HOUSE TRANSPORTATION
January 27, 1994
Attachment 2-11

Pub. Law 94-168 Amended

8

December 23, 1975

(c) The Board may appoint and fix the compensation of such staff personnel as may be necessary to carry out the provisions of this Act in accordance with the provisions of chapter 51 and subchapter III of chapter 53 of title 5.

(d) The Board may (1) employ experts and consultants or organizations thereof, as authorized by section 3109 of title 5,; (2) compensate individuals so employed at rates not in excess of the rate currently being paid grade 18 of the General Schedule under section 5332 of such title, including traveltime; and (3) may allow such individuals, while away from their homes or regular places of business, travel expenses (including per diem in lieu of subsistence) as authorized by section 5703 of such title 5 for persons in the Government service employed intermittently: Provided, however That contracts for such temporary employment may be renewed annually.

SEC. 11. Financial and administrative services, including those related to budgeting, accounting, financial reporting, personnel, and procurement, and such other staff services as may be needed by the Board, may be obtained by the Board from the Secretary of Commerce or other appropriate sources in the Federal Government. Payment for such services shall be made by the Board, in advance or by reimbursement, from funds of the Board in such amounts as may be agreed upon by the Chairman of the Board and by the source of the services being rendered.

SEC. 12. (a) As soon as possible after the date of the enactment of this section, each agency of the Federal Government shall establish guidelines to carry out the policy set forth in section 3(2) (with particular emphasis upon the policy set forth in paragraph (1) of that section), and as part of its annual budget submission for each fiscal year beginning after such date shall report to the Congress on the actions which it has taken during the previous fiscal year, as well as the actions which it plans for the fiscal year involved, to implement fully the metric system of measurement in accordance with that policy. Such reporting shall cease for an agency in the fiscal year after it has fully implemented its efforts under section 3(2). As used in this section, the term "agency" of the Federal Government means an Executive agency or military department as those terms are defined in chapter 1 of title 5, United States Code.

(b) At the end of the fiscal year 1991, the Comptroller General shall review the implementation of this Act, and upon completion of such review shall report his findings to the Congress along with any legislative recommendations he may have.

SEC. 13. (formerly SEC. 12) There are authorized to be appropriated such sums as may be necessary to carry out the provisions of this Act. Appropriations to carry out the provisions of this Act may remain available for obligation and expenditure for such period or periods as may be specified in the Acts making such appropriations.

Attachment 2-12

HOUSE TRANSPORTATION

January 27, 1994

15 U.S.C. § 205a et seq.

New Text Deleted-Text

Follow up
of this
Law

Request info, copies of all Departmental mandates, their met in the multi-plan trying to compete, well or trade on Highway System, therefore their debts should be exempt.

PETITION TO THE KANSAS CONGRESSIONAL DELEGATION

SL NANCY KASSABAUM - CONGRESSMAN DAN GLICKMAN - CONGRESSWOMAN JAN. AS
SEN. BOB DOLE - CONGRESSMAN JIM SLATTERY - CONGRESSMAN PAT ROBERTS

SUBJECT: CONCERNING TOTAL CONVERSION OF OUR HIGHWAY SYSTEM
TO METRIC BY 1996

Part 2
Share
30 of these
2150 APR

PETITION BY CONCERNED CITIZENS OF MONTGOMERY COUNTY KANSAS
JOE SCAMMEY, CHAIRMAN - RR#1 Box 46 - ELK CITY, KS 67344

WE, THE UNDERSIGNED, BELIEVE THERE IS NOTHING WRONG WITH THE
HIGHWAY SYSTEM WE HAVE, AND THAT THE TOTAL IMPACT OF FULL CONVERSION
OF OUR HIGHWAY SYSTEM TO METRIC IS:

TOTALLY DISRUPTIVE TO OUR LIFESTYLE
COUNTERPRODUCTIVE

MASS CONFUSION

NOT ECONOMICALLY FEASIBLE

WASTEFUL, UN-NECESSARY GOVERNMENT SPENDING

MANY UNFOUNDED MANDATES

Copy to:

FHWA Docket No 93-26
Federal Hwy Adm.
Room 4232 HCC-10
400 Seventh St, SW.
Washington DC, 20590

Copy to:

Mr. Dean Testa, Chief
Bureau of Const & Main.
KDOT 915 Harrison
Topeka, Ks. 66612-1568

Copy of
Petition
Attached

802 signatures

WE STRONGLY OPPOSE OUR HIGHWAY SYSTEM CONVERTED TO TOTAL METRIC
BUREAUCRATS AND CONGRESS ARE ON A COLLISION COURSE WITH OUR SOCIETY



Don't we still have the
constitutional right to
petition representatives of
our gov. for redress of
grievances?

This petition effort has been
to educate, coordinate, and
communicate, the planned
total conversion of our hiway
system to metric.

Response to this petition
may be directed to Mr. Joe
Scammeey, Chairman, of C.M.C.

Petition effort coordinated
by Adolph Wildgrube

HOUSE TRANSPORTATION
January 27, 1994
Attachment 2-13

Sign and Owner APR. Located approx. 3 1/2 mi. N. of Independence, Ks. on US 75 Hiway.

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. 93-26]

Options for Coordinating the Metric Conversion of Traffic Control Signs

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; request for comments.

SUMMARY: This document solicits public comments on the options that the FHWA is considering for coordinating an orderly transition of distance, weight, and speed traffic control sign legends from English to metric units. Conversion to the modern metric system, known as the International System of Units, is required for all Federal Government agencies by the Omnibus Trade and Competitiveness Act of 1988.

DATES: Comments concerning these options must be received November 1, 1993.

ADDRESSES: Submit written, signed comments, to FHWA Docket No. 93-26, Federal Highway Administration, room 4232, HCC-10, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday except legal Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard.

FOR FURTHER INFORMATION CONTACT: Mr. Rudolph M. Umba, Office of Highway Safety, (202) 366-0411, or Mr. Wilbert Baccus, Office of Chief Counsel, (202) 366-0780, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: The FHWA has initiated a phased five-year plan to convert its activities and business operations to the International System of Units (SI) (metric) system of weights and measures, as required by the Omnibus Trade and Competitiveness Act of 1988 (Omnibus Act) (Pub. L. 100-418, 102 Stat. 1107, 1451). Section 5164(b) of this Act sets a deadline date of September 30, 1992, when each Federal Government agency must begin using the metric system of units in procurements, grants, and other business-related activities, except to the extent that such use is impractical or would likely cause significant inefficiencies or loss of markets to United States firms.

The President's Executive Order No. 12770, signed July 25, 1991, and published in the Federal Register on

July 29, 1991 (56 FR 35801), requires all Federal agencies to formulate metric transition plans. The FHWA's metric transition plan, titled "FHWA Metric Conversion Plan," was approved by the Secretary of Transportation on October 31, 1991. In advance of completing its plan, the FHWA published a Notice of Proposed Metric Conversion Policy in the Federal Register on April 5, 1991 (56 FR 14145). Comments on the proposed policy were solicited (Docket No. 91-12) from State and local governments, the highway industry, and the general public. The comment period closed on May 20, 1991. The FHWA published a Notice of Metric Conversion Policy in the June 11, 1992, Federal Register at 57 FR 24843. Under the policy, each FHWA operating office is to manage its metric conversion programs in keeping with the overall FHWA policy and plan.

Section 1053 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), (Pub. L. 102-240, 105 Stat. 1914, 2001), repealed section 144 of the Federal-aid Highway Act of 1978 (Pub. L. 95-599, 92 Stat. 2713) on metric system signing. Section 144 had prohibited the use of Federal funds for metric only signs. These Federal laws have made Federal-aid eligible to reimburse the States for costs they incur for installing metric message signs.

Purpose

This notice is being issued to present a discussion of the options the FHWA is considering for coordinating an orderly transition to metric unit sign legends. The FHWA is now seeking public comments regarding the desirability of converting sign messages to metric units, and the safety and cost implications of the various options for coordinating the State and local highway agency programs to change traffic control distance, weight, and speed limit signs to metric units. This coordination effort is intended to provide an orderly transition of highway sign legends from English units to metric units.

This notice includes a summary and discussion of the comments received regarding distance, weight, and speed signs from all sources in response to the April 5, 1991, Notice of Proposed Metric Conversion Policy, a statement of the FHWA's metric conversion policy, a summary of the approved FHWA metric conversion plan, and a discussion of the options that the FHWA is considering for coordinating changes in distance, weight, and speed signing.

Discussion of Docket No. 91-12
Comments**General**

A total of 65 responses were received from 55 commenters, including private individuals, business firms, professional associations, national trade associations, local and State highway agencies, and other governmental agencies. The majority of commenters (33) were State highway agencies (SHAs). Overall, of those providing comments, 35 percent expressed some reservations about the proposed FHWA metric conversion policy and indicated there were specific areas of concern that they thought were in need of special attention during any future conversion efforts. Eighteen percent of the comments were strongly supportive, and 47 percent indicated strong opposition to converting to the metric system of measurement.

The following is a discussion of the comments regarding signing submitted to Docket 91-12 as identified and expressed by the commenters. Also included are FHWA observations and general responses to the comments.

Metric Distance, Weight, and Speed Signing Conversion Costs

Of the 10 SHAs that commented specifically about sign conversion issues, 8 expressed serious concerns about the costs of conversion to metric unit sign messages. However, they provided very little documented data regarding specific cost impacts.

In 1974, an American Association of State Highway and Transportation Officials (AASHTO) ad hoc metrication task force documented a rough estimate of the nationwide cost of metrication to Federal, State, and local highway agencies at \$200 million. Further, the task force report predicted that signing changes, estimated at about 30 percent of total conversion costs, would constitute the major portion of the capital cost of metric conversion.

In an attempt to better understand what conversion costs would be in the 1990s, the AASHTO's current metrication task force requested that the Transportation Research Board undertake a study of the financial impact of metric conversion on SHAs and the highway industry. The financial study is one element of a larger effort being conducted under National Cooperative Highway Research Program Project 20-7, Task 54, "Financial Impacts of Conversion to the Metric System," that is intended to identify specific activities required for accomplishing metric conversion at a minimum cost and inconvenience. The effort to determine financial impact was significantly reduced from the planned

County officials urged to try to block metric conversion

By MIKE VORE
Staff Writer

10/29/93
Rif

A rural Independence resident is asking the Montgomery County commission to step up pressure and block federal efforts to convert standard English measurements to metric units, which would cost the county hundreds of dollars.

A.P. Wildgrube, Route 4, said, "I took the initiative to find out what is going on," as he explained to commissioners Thursday his interest in preventing the conversion.

Wildgrube expressed the fear that such a conversion would cause needless expense as the mandate is passed from the federal level on down to the county level.

Commissioners Ray Caldwell and J.D. Harper agreed. Commissioner Harold Butler, who came late to the meeting, was apprised later and also shares the same sentiment.

The federal Omnibus Trade and Competitiveness Act of 1988 requires all purchases made by or for the federal government through the states to be in metric units. The states have until October 1996 to meet the

requirement.

And because the county will be working with state funds on some projects, it must use metric units. Neither the state nor the county could afford costs associated with using two different measurement units on projects so officials say they will have to use the metric unit only.

Highway administrator Don Gaston has already warned commissioners that the county will have to pay hundreds of dollars to convert engineering plans, maps, and anything else that uses the English measurement on road and bridge projects.

However, Wildgrube believes that if the commission and other officials put enough pressure on their federal representatives they will back down because it is so close to an election year.

Harper has delivered one of Wildgrube's protest letters to the Kansas Association of Counties but he does not know what the reaction will be.

Caldwell complained about what he believes to be an unnecessary change, saying the federal government shouldn't have to change its units to suit units used by foreign governments.

"I don't speak English. I speak American. I was born American and hopefully I think American," Caldwell said.

In other action, the commissioners:

- Set aside time on Nov. 4 to discuss who the commissioners want to interview for county engineer out of 10 applicants. After the selections have been made, County Clerk Charlotte Scott will schedule interviews between the applicants and the commission.

- Discussed improvements and remodeling concerns for an expansion of the county health office in Coffeyville. Architect Earl Benson and county health director Ruby Dennis said they do not have a bathroom that is handicapped accessible, for example.

(Commissioners visited the health department early today to view the work in progress first hand.)

- Allowed Gaston to negotiate for up to \$7,500 worth of corrugated pipe with a company in Topeka.

- Set 9:30 a.m. Nov. 22 as the deadline to receive bids for 2,000 feet of 2½ -inch fire hose, half of which would be used for the Dearing rural fire department.

Sunday

January 2, 1994

Independence, Kansas 67301

Independence Daily Reporter

Cost of conversion to metric system debated

By MIKE VORE
Staff Writer

A rural Independence man known for his ability to take on the government, is undertaking yet another crusade, this time to thwart the federal government's intentions to convert highway signs into metric units.

And Adolph Wildgrube, Route 4, is gaining support as the Concerned Montgomery County Citizens, a local citizens' lobbying group, is standing behind him in the campaign and passing out petitions.

U.S. Sen. Bob Dole, R-Kansas, is said to be "monitoring the situation" and U.S. Rep. Dan Glickman, D-Kansas, has indicated his concern and is also watching the situation.

Wildgrube said, "I have a primary concern because of the gravity of the

issue."

Affecting four generations and more than 200 million people, Wildgrube said the conversion will be too difficult to learn, cost needless millions of dollars and is, perhaps most importantly, not even necessary.

He explained the Omnibus Trade & Competitiveness Act of 1988, an effort to improve trade with other countries, calls for converting standard or English measurements to metric units. As part of that act, there is an effort in the Federal Highway Administration (FHWA) to convert the standard units on highway signs to metric units, he explained.

However, Wildgrube contends that the highway system is not part of the trade system and the government does not need to spend the millions of dollars to convert the system and

educate the people to make to make it work.

Montgomery County officials have also gone on record opposing the conversion. Montgomery County Commission chairman Ray Caldwell and former highway administrator Don Gaston both believe the conversion, expected to be implemented by 1996, will be too expensive and is unnecessary.

Gaston has said the conversion will affect how roads and bridge measurements are figured, as well as property lines, height requirements, and so on and may also affect insurance claims.

As part of Wildgrube's campaign, he has written several letters to state officials and all of Kansas's elected federal representatives, stating his opposition and asking them to stop

metric conversion.

John Lechlitter, Glickman's district assistant, said the FHWA is studying the issue, and a source in Dole's Washington, D.C. office said public comment sessions are underway to determine whether to proceed on the issue.

Also under discussion is whether the act even allows for the metric conversion of highway signs.

Wildgrube says it does not, pointing to a phrase in the law, which says the conversion would be required for each federal agency "except to the extent that such use is impractical or is likely to cause significant inefficiencies or loss of markets to United States firms . . ."

Wildgrube contends the conversion is not only impractical, but inefficient, claiming too many people

would be confused.

"The system is working now. Why change the system?" he said.

In a letter signed by Glickman and addressed to Wildgrube, he stated, "If officials at the FHWA contend that the law does mandate metric signs, then the agency must develop a national plan to erect the signs. I'm certain that such a plan will be debated vigorously in Congress, if it ever materializes.

"With the budget deficit being what it is, I personally would have difficulty in seeing the need for appropriating large sums for metric sign conversion, and I would have to be convinced that such a conversion was truly in the best interests of our nation before I would change my mind," he wrote.

In October, Congress voted against appropriating any money for highway metric conversion, and Wildgrube and members of the CMCC fear the states and the counties may get stuck with the bill. Wildgrube has urged the CMCC to help put pressure on Congress and state and local officials, noting an election year is coming up.

"I feel the federal government and Congress are on a collision course with our society," Wildgrube said.

Your views

Conversion wasteful

For whatever reason, why on earth are the politicians in Washington so goosey about having those metric highway signs visible?

Why on Oct. 21, 1993 did Congress vote not to fund the Department of Transportation appropriation bill for installation of metric highway signs in the states in 1994?

Why didn't Congress just go ahead and repeal that portion of the Metric Conversion Act of 1988? That could have settled the whole issue and put the public at ease at least on this metric conversion issue for our highway system.

Is it possible the Oct. 21 vote by Congress was just to be self-serving, temporarily to remove a political confrontation with the voters in the 1994 re-election campaign trail of the politicians?

Just because the funding mechanism was defeated for 1994, the threat or effect of law or regulation of the full metric conversion of our highway system is still alive, so public beware.

The administration claims to be on the march to cut wasteful government spending. This metric thing should be targeted,

as a big waste in government spending, for a total shutdown.

Upon contacting the offices of Sen. Bob Dole, Sen. Nancy Kassebaum and Rep. Dan Glickman in Washington, they had no knowledge of this metric issue before I called. That was about Oct. 18.

Also, six area legislators of Kansas upon being contacted knew nothing about this metric issue.

Now folks, what is going on?

Oh yes, the whole grandiose plan for total metric conversion of our highway system by 1996 of the state of Kansas was unveiled Sept. 23, 1993 the first time for a public viewing in Topeka.

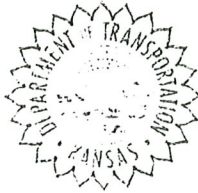
Congress can still shut the monster down. They need to establish a priority and go for it.

An incomplete or partial listing of the impact of this total conversion to metric of our highway system has been identified as: Totally disruptive to our society, counterproductive, mass confusion, not economically feasible, unfunded mandate, unnecessary wasteful government spending.

Your congressman needs to know now that you like the highway system as is, less those metric signs.

A.P. Wildgrube
Independence

STATE OF KANSAS



KANSAS DEPARTMENT OF TRANSPORTATION

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

Michael L. Johnston
Secretary of Transportation

Joan Finney
Governor of Kansas

October 21, 1993

The Honorable Tim Emert
Kansas Senator, 15th District
P.O. Box 747
Independence, KS 67301

Dear Senator Emert:

Your constituent is correct. There is a Federal law, "Omnibus Trade & Competitiveness Act of 1988," which requires that all purchases made by or for the Federal government through the states be in metric units. The Federal law required this to be accomplished by October 1, 1992. To meet the standard the Federal Highway Administration developed a plan which allowed the State Departments of Transportation until October 1996 to meet this requirement. Because the Kansas Department of Transportation uses Federal funds for some highway construction, KDOT will be doing our contracting and purchasing in metric units. Not all projects done by KDOT include Federal funds; however, operating two systems of contracts (English and Metric) would be difficult. The Kansas Department of Transportation will only be using one system beginning in 1996.

I am enclosing the portion of the "Omnibus Trade & Competitiveness Act of 1988" that pertains to metric conversion as per your request. If you would like additional information on KDOT's conversion process, I suggest you contact Dean M. Testa, Chief, Bureau of Construction and Maintenance, KDOT, 915 Harrison, Topeka, Kansas 66612-1568, or you may reach him by telephone at 913-296-3576. Mr. Testa is serving as KDOT's metric coordinator.

Sincerely,

Nancy Bogina
Executive Assistant to the
Secretary of Transportation

Enclosure

HOUSE TRANSPORTATION
January 27, 1994
Attachment 2-18

Per Please

Congressman Dan Elickman
2311 Rayburn House Bldg.
Washington D.C.
20515

Subject: Hwy System
Conversion to total Metric

01-10-94

Part 3

I also have
20 Copies
of this

Dear Sir:

As I read thru the Metric Law as amended 1988 (enclosed) especially as it might apply to the Total Metric Conversion of an I.H.W.A. I have some serious thoughts as to the intent of the law and what the bureaucrats are doing to it, or to us.

Specifically, please read, on page 2 Para 2, to the extent economically feasible by the end of the fiscal year 1992 use the metric system of Measurements in its procurement, grants and other business related activities, except to the extent that such use is impractical or is likely to cause significant inefficiencies, stop right there! (underlined)

- That is it, in today's mode in the administration, that is enough to total out the metric monster.

Because of the drive to eliminate gov. waste, and surely, this nonsense would qualify.

I'd appreciate your efforts so very much to see what you can do. Your lot of money has been spent on the Metric conversion so far, but before its over, it will be big, big, potatoes and an ongoing plague on our society.

Therefore Mr. Elickman see what you can do to crush this whole issue, I'll bet you could get a bunch of co-sponsors.

We just don't need this Metric madness in our Hwy System. Thanks

Sincerely,
Adolph Wildgen
R.R. 4 Box 298
Kearney, Nebraska
67301

Copy 216
Enclosure 11

PS

Those Metric highway signs would be bad news for any political Corp. or

Dec. 2, 1993

JHMA Locket #93-26

Federal Highway Administration

Room 4282 HEC-10

400 Seventh St. N.W.

Washington D.C. 20590

Dear Sir:

To address most specifically the full conversion of our highway system to metric, will cause much hardship on our society, as there are over 200 million people and at least four generations in U.S.A. today.

To attempt to force the metric conversion of our highway system on our society in any time frame would create dissension of catastrophic proportions.

All transportation related businesses will have much additional unfunded, mandated, financial burden on operating costs.

As stated in the law specifically, public law 100-418 Aug. 23, 1988, Sec. 3 para 2. isn't it, not feasible, less impractical, and causing significant inefficiencies to make the full conversion of our highway system to metric? Could this language perhaps be a conditional factor to rethink or reinstate the application of the law?

Also isn't it true our highway system is not a commodity, neither is it bought, or sold, or traded anywhere, even the international economic community. Therefore another reason, not to convert to metric especially the public expense part of our highway system.

Isn't the Fed. and congress on a collision course with our society?
Is this total conversion of our highway system to metric.

2
On Oct. 21, 1993 Congress voted not to fund the installation of metric highway signs in the states in 1994.

Economy more, maybe, more important that would certainly frame the way for the politicians to campaign for reelection in 1994, less than metric highway signs, and the wrath of the electorate having to see those metric highway signs.

This unwanted conversion to metric of our entire highway system is totally disruptive to our society, counter productive, mass confusion, not economically feasible, wasteful unnecessary Government spending, many unfunded mandates,

Even the lawyers + judges could be confronted to schedule + counsel accident related lawsuits in metric.

We don't want it because we don't need it, and didn't ask for the full conversion of our highway system to metric.

Sure, there has been money spent to start the conversion, that is peanuts compared to the ultimate conversion, that will be big big potatoes.

Just pull the plug now! I say it in good faith and all honesty.

Sincerely,

Adolph Wildgrube

RR # 4 Box 298

Independence Kansas 67301

P.S. I was advised only Friday that

316-331-8927.

it would be OK to send in comments even though

the comment period was from Aug 30 to Nov 1, 1993

Copies to

Sen. Thompson

Sen. Dale

Rep. Jim Slattery

Rep. Don Blumenthal

✓
Rfr. Ian Glickman
2371 Rayburn House OB.
Washington D.C.
20515-1604

12/17/93 3

Dear Sir:

I am most pleased to receive your letter of Dec. 14, 1993 in which you acknowledge some of the concerns I have about total conversion of our highway system to metric.

Mainly, just how far does the law provide specific guidelines regarding I.H.W. and its total conversion of our highway system to metric?

If total is the trend, we will see another blanket increase in consumer goods prices, so a local hardware owner, Mr. Steve Sager of Eldersburg told me Dec. 13th 1993

Retraining to the metric language will echo throughout all transportation related business and personal involved.

I do not know what Mr. Rodney Slater forwarded to you in his letter of Dec. 6, 1993, (Reply to HHS-11) he makes ref to an enclosure.

Most specifically the Federal Register publication of a notice for public comment on issues, as I see it, is flawed, it serves only the Fed. since general public has no knowledge of this opportunity, and when, for public comment. Newspapers, are totally mute on this issue.

Would you please review Federal Register Page 46036 Vol 58 #167 Dec. Aug. 31, 1993, in the para. under general 3rd column, a total of 65 responses were received etc. (enclosed)

Now that in no way reflects true public input, does it?

By the way the letter from Mr. Rodney Slater makes mention only of the Aug. 31 Federal Reg. notice. Was you aware of it at that time?

On a subject such as the total conversion of our highway system to metric, if public was truly aware and informed of what was in process there should be many thousands and thousands of letters forthcoming.

Who gets these Federal Register notices, and what media or method is employed so that public is aware of the announcements and the comment opportunity.

Please keep me informed if you would of future developments and any announcement regarding the full conversion of our highway system to metric.

Thanks, a petition is in the works —

Sincerely,
Adolph W. Wildgink
RR #4 Box 298
Independence
Kansas
67301

C. Dale

2 Enclosure

P.S. In the past 60 days, I ask people if they can name me one benefit, just one, from this total conversion of our highway system to metric, and I get the most blank looks,

And don't forget, until now all our Kansas Delegation (6) in Congress has received similar correspondence from me, and I have talked to all of their legislative assistants and staff personnel assigned to the transportation issue, They now know about the conversion in process of our highway system to total metric.

Rep. Jim Slattery
1812 Longworth house O.B.
Washington D.C.
20515

Nov. 18, 93
4

Dear Sir:

I realize I'm not one of your constituents, but the gravity of this Full Conversion to Metric of our highway system by 1996 is one that should have the individual attention of every Congress person.

Simply postponing the funding of the installation of metric highway signs by Congress Oct 2, 1993, is merely serving the politicians interest, and still leaves an impending threat on the public, totally neglected or ignored, again.

I question the congress in their wisdom or lack of it in allowing the bureaucrats totally in command, and in the law being skewed by the Departmental bureaucrats under the umbrella of the US Metric Commission and the Commerce Dept.

Congress is to be in control, where is it?

Strange isn't it, I attended a Oct. 12, '93 meeting in Chamber 26 of the H.O.T., with County Commissioners and road employees, in attendance Johnny Stahl of the Federal Highway Administration of Topeka was also there, and was supposed to pop the big news about this 1996 deadline, for Total Conversion of H.O.T. to Metric, well it didn't happen.

Strange also, about Oct. 18, 1993 I contacted the office of Sen. Dole, Sen. Kassebaum & Dan Dicksman, staff people knew nothing about the Metric Conversion of our Highway System by 1996. Also in talking to State Rep. Jim Garner, Sen. D. Emert, Rep. Rochelle Chronister, Rep. Crowell and others, nobody knows about the '96 Conversion deadline.

Slattery

May I suggest, that you avail yourself of the 1988
law, ^{Puffin Law 94-168, amended by} Public Law 100-418 H.R. 4848 Aug 23, 1988 and get together
for a strategy session with your Kansas Congressional
colleagues.

We don't need this stupid Full Metric Conversion on our
highway system 1996, it is totally non-productive, is just
another program that will devastate the public for years,
creating more confusion.

No doubt a lot of money has been spent on this metric
conversion so far, but you're talking about big, big, potatoes
to implement the regulations.

This full metric conversion of the US highway system has not
had an actual approval by Congress. Therefore it is a regulation
whose time has come for Congress to pull the plug.

Congress has the option to change a law or regulation by
legislation, this issue is not locked in concrete yet.

Enclosed find a copy of a letter from Nancy Bogina
exec. asst. to Sec of Transportation of Kansas, Mr. Mike Johnston.

The message is very specific (total metric). Did you know this?

I had never met Congressman Jim Slattery until Sat Oct 30, '93
in Independence, Kas, I do feel with your experience and assistance from
our Kansas Congressional delegation we can put this Metric Madness
to sleep and save a bundle.

HOUSE TRANSPORTATION

January 27, 1994

Attachment 2-25

Enclosure:

Copy file

Copy to

Sen Bob Dole
Sen Nancy Kassebaum
Rep Dan Glickman
Hart Co. Commision
Sen Linn Erment
Sen Bill Bradley
Rep. Cindy Eason
Rep. Rickie Christie
Rep. Jim Slattery
Rep Pat Roberts

Thanks for your consideration and assistance.

Sincerely,

Adolph Woldgamb
RR #4 Box 298
Independence
Kansas

Rep. Jan Mayers

(individual letters sent to
each of your congressional delegation)

67301

316-331-8927

Senator Nancy Kassebaum
302 Russell Senate O.B.
Washington D.C. 20510

✓
5
Nov. 18, 1993

Dear Senator:

"Concern of Total Metric Conversion of US Highway 1996

Public disclosure was made for the first time in Kansas by Kansas Dept. of Trans. people to our county road dept people at a meeting in Topeka, Ks. Sept 23, 1993 of Total Metric Conversion for highway system.

Like a bolt of lightning, leaving the natives stunned. Absolutely no news release! Later by the road dept. people at a commission meeting.

The Congress in this Public Law 100-418, 100th Congress H.R. 4848 Aug. 23, 1988, is on a collision course with our population, who will be paying the bill for an eternity.

Unfunded mandates all over the place on our people, business and every facet of our state and local government.

Politically, it surely doesn't show much savvy for Congress and the bureaucrats to further harass the population with this unnecessary evil.

HOUSE TRANSPORTATION
January 27, 1994
Attachment 2-26

Is it possible you who voted for this 1988 amendment were totally unaware of the ramifications. When you explore the full picture, better take your blindfold off. #1

5

Shut this effort down before we spend any more money on the Full Conversion to Metric from highway system. In the long term it would save big, big, bucks and avoid a chaotic society.

Is the bureaucracy, the U.S. Metric Commission totally out of sync with Congress. Was Congress in 1988 sold a bill of goods by the one-world government lobbyists?

Congress again has failed to make or get a full evaluation, study, of this Metric Highway Conversion, versus the consumer and society's acceptance

There was a 1978 G.A.O. study made, its merits prevailed for 10 years. And then what happened?

I have a copy.

Upon contacting area Kansas legislators the week of Oct. 18, 1993, and staff people of Sen. Dole, Sen. Kaschbaum, and Rep. Glickman, they claimed to know nothing about this Total Metric Conversion from highway system.

Is this don't know, by design?

HOUSE TRANSPORTATION
January 27, 1994
Attachment 2727

So is this whole scenario operating like a runaway locomotive?

May I suggest, from the reactions I'm experiencing #2 from the local citizenry, they don't want ^{any} part of it, don't

need it, didn't ask for the metric conversion, so you all
better be looking for a resolution. ✓
5

After receiving the enclosed letter to Sen. J. Ewart
from Kansas Dept. of Trans. Nancy Bogina, Exec. Sec.,
to the Sec. of Transportation, Mr. Mike Johnston dated
Oct. 21, 1993. I am moved to conclude, where has
the sanity of our Washington politicians gone?

Did you know about the 1996 deadline for ^{of our highway system?} metric conversion?
Please read the enclosed letter, it is sobering.

Maybe, when you're home in Kansas, in the daylight
when you're out about, all those shiny new metric
signs will be in place. But who ordered them?

And it doesn't do one thing to enhance our life style

I don't forget, our highway system is not for sale and
it is not being traded, therefore, there is no market
for it, in that pumped up international economy, we keep hearing
about, especially.

There are so many humanitarian needs, that perhaps
this Metric Conversion from highway needs to be dropped.

With the timetable, full conversion to metric total by 1996,
the American public is being stampeded like cattle into a
chute.

Please, oh please give this issue your best shot, just cutting the funding is not the answer, the threat is still there.

Don't forget if you're going to live out here in good ole U.S.A. just accept our highway system for what it is.

If it aint broke, we sure don't need this Metric Madness to fix it.

Thanks for your diligence in consideration of a resolution.

P.S. Enlist the combined effort of our Kansas Congressmen on this issue. I trust it can be done.

Sincerely
Adolph Wildgrube
R.R. #4 Box 298
Independence
Kansas
67301

Pho 316 381 8927

Copyfile
Enclosure
12
Copies to
Mont. Co. Commis.
Sen. T. Ernest
Sen. Bill Brady
Rep. Dan Shihman
Rep. Shabazz
Rep. Pat Roberts
Rep. Jan Myer
Sen. Bob Dole
Sen. Don Nickles
Rep. Rochelle Chambers
Rep. Cady Erpsen

Refr. Pat Roberts
1126 Longworth OB,
Washington D.C.
20515

Nov 18, 1993 6

Dear Sir:

Subject: Concern of Total Melitization of the FHWA by 1996

Since Oct 12, '93 she made some astonishing disclosure
in the way of a brief introduction I am 74 years
old, male, she been active in government affairs since
1968, retired from Int. Mfg. Co. ^{in quality control} Coffeyville 1992, then for 27 years.

Was a charter member of the Kansas Federation of Teachers
from Montgomery Co. Independence Mo. ad recall some name
Guy Josseland, Elmo Morris, Ed Claycomb of Scott City active
about the time of prof disappearance 1968-1970, I don't know ^{you} might
have known them.

Oct. 12, '93

Anyway, I attended a meeting at Chanute of K.D.O.T. with Co.
Conservation + Road Dept. Employees from the division. Mr. Johnny
Lahl of the Federal Highway Administration of Topeka was there
and supposed to have been on the agenda, but he didn't speak,
no explanation.

This was a follow up of a Sept 23 meeting in Topeka with
Kansas Department of Trans people + road supervisors, at which time
the wrege were pulled off of a plan to put KDOT totally on
metric by 1996.

On or about Oct. 18 I contacted Sen. Daley, Sen. Kasstam,
+ Sen. Schickman's office, speaking of coming to a staff person, none
knew anything ^{about} the metrics concerning the FHWA administration or
system by 1996.

Likewise upon contacting local Kansas Legislature, they knew
nothing about this Melitization of the KDOT by 1996.

As a follow up the enclosed letter to Sen L. Ement Independence
from Nancy Bogina is self explanatory, the language is clear,
total metric by 96, for R.P.O.T. Did you know about this?

Also a copy of Public law 94-168 HR 8674 Dec 23, 1975
amended by Public law 100-418 100th Congress HR 4848 Aug 13 1988.
I have included those portions that were amended.

Simply postponing the funding of the installation of metric
highway signs by Congress Oct. 21, 1993 is merely serving the
politicians interest, and still leaves an impending threat
on the public, totally neglected or ignored, again.

We don't need this stupid Full Metric Conversion of our
highway system by 1996, it is totally non-productive, is just
another program that will devastate the public for years,
creating more confusion.

No doubt a lot of money has been poured into the
metric conversion so far, but you're talking about big, big
potatoes to implement the regulation.

Congress needs to pull the plug on this bizarre, not
actually authorized by Congress, as such.

Congress has the option to change laws or regulations, this
is one that needs to be stopped dead.

I have written your congressional colleagues a similar letter.
I sincerely hope you all could get together for planning a strategy, to
get legislation, then before the Metric Highway Conversion plan
is set in final concrete.

Thanks for any help you could provide.

Sincerely, Adolphus Wildgrube
R R #4 Box 298
Independence
Kansas

Ref: Jan Myers.
a personal letter sent to each
(of your congressional Colleague)

Enclosure.

Copy: 200
Copies to
Sen. Dole is set in final concrete.

Sen. Grassbaum
Rep. Sen. Elishman
Hon. Ch. Commission
Rep. Jim Stalling
Sen. L. Ement
Sen. Bill Brady
Rep. Cindy Eason
Rep. Rodella Chimento

HOUSE TRANSPORTATION
January 27, 1994
Attachment 2-31

67301
816-331-8927

Senator Boh-Loh

Nov. 18, 1993 7

141 Hart Senate Bldg

Washington D.C. 20510

Dear Sir:

Concern: Full Metric Conversion of the I.H.W.A.
system by 1996

I would ask you to review the metric reference
in the letter to Sen. L. Enert from KDOT, executive
Asst. to Sec. of Trans., Nancy Bogiva. (included)

Was or is this action a result of public Law 100-418,
100th Congress, Aug. 23, 1988? The 1975 Metric law (voluntary)
as amended Aug 2, 1988. Were you aware of the 1996 deadline?

Especially, I call your attention to the language of
the amendment.

I have especially further concern that in the
implementation of this the federal bureaucracy is
perhaps overreacting.

I am asking you personally to review this issue.

While doing this, consider the full picture, the
impact on our society, the traveling public, will be
in a quandary.

Don't forget the big list, metric related, unfunded
mandates, the added efforts & costs for all support
levels of local governments including, cities, counties, police
depts, sheriff's depts, Heavy Patrol, accident reports, civil claims
court claim legal fees, odometer discrepancies, maps, land
& right of way surveys, mileage & expense reports. the list goes on & on
just another unnecessary burden on individuals, businesses,
to further deplete their necessary financial resources.

HOUSE TRANSPORTATION

January 27, 1994

Attachment 2-32

Also is the U.S. Metric Commission exercising muscle, far above the intent of the original law or the amended 1988 version, to anger the further upheaval upon our nation and society?

This whole issue if allowed to proceed could and should surface as a problem for the politicians come next election, 1994.

Certainly our highway system has served us well and our citizens are paying the full load. Then why oh why do we have to cater, to all these international countries that deplete our resources, constantly on the beggar list.

Senator, please stand up & tell the world we don't need a crisis in our transportation system of catastrophic proportions.

This whole thing could be turned around at a very minimal cost if congress exercise common sense.

This stupid law as being pursued, will have far more ramifications in the long haul, with little or very marginal benefit to our society.

I would appreciate your serious indulgence and resourcefulness.

Thanks for your assistance.

P.S. (Get the House Congressional Delegation together on this issue.) Sincerely,

P.S. Senator The highway system is working well, then why are we trying to fix it if it ain't broke?

Adolph W. Stidgrave
RR#4 Box 298
Independence, Mo.
67301
316-331-8927

Copy 2 to:

Copy to
+ enclosure

Montgomery Co. Commission
Sen. E. Emerit
Sen. Bill Brady
Rep. Rochelle Chomiste
Rep. Cindy Egan

Rep. Dan Delichman
Rep. Slattery
Rep. Pat Roberts
Rep. Dan Myers
Sen. Grassbaum

Sen. Dan R. DOT
Mr. Mike Johnston

HOUSE TRANSPORTATION
January 27, 1994
Attachment 2-33

Rep. Don Glickman
2311 Rayburn House AD
Washington D.C.
20515

Nov. 18, 1993 V
8

Dear Sir:

Concern: Full Metric Conversion of the I HWA
system by 1996

This is a follow up letter for visit in Calif. to
Oct. 30 1993.

I would ask you to review the metric reference
in the letter to Sen. J. Emery from K.S. O.T., executive
Asst to Sec of Transportation, Nancy Bogina. (Included)

Was or is this action a result of public law 100-418,
100th Congress Aug. 23, 1988. The original law I believe
the language was mainly voluntary. Did you know about deadline? ¹⁹⁹⁴

I especially would request you to do a diligent search
as to the legality of what is being forced upon the
I HWA by the U.S. Metric Commission. I realize there
are several bureaucracies involved by now.

Somebody must have voted for this stupid law
with little or no regard for the impact on our motoring
population, the business community, individuals, and all the
units of government that will be involved, all the unfunded mandates
spewing out of this effort.

Public meetings need to be held and get the full picture
and message to the politicians, seeking election next fall.

From people in and out of the Transportation Dept. I
get the same response, it is the most stupid
thing for our government to do.

Certainly our highway system is serving the
population very well, and I hardly think it is broke,

HOUSE TRANSPORTATION
January 27, 1994
Attachment 2-34

then, Mr. Schickman why fix it?

In the long term if allowed to proceed for amount schedules. Congress isn't going to bail us out of this funding crisis, unless you are willing at this level to call it quits, at very low cost now.

Avoid a collision with the Taxpayers.

I assure you, when I mention this monster Metric Commission of our Highway Dept. People come straight.

You realize this issue will & could be a big factor come next election, when those metric highway signs show up.

In plain english, you had better do a little time, well spent, on your part to shut down this ridiculous Metric Highway Conversion.

I'm only one person, but I'll guarantee you I have time to write letters and they at this time will not be thank you letters. That is a promise, it is my country too.

Sincerely,

PS This issue will touch
about every person in
the U.S. Pop. of 200+ Million

Also it may not be on your
priority list, but I hope to meet there.

Hopefully, get together with our Kansas

Delegation in Congress & spread the
Metric Madness, it can be done.

Adolph Wildgrube

RR#4 Box 298
Independence Kansas
67301

316-331-8929

Enc 6

Copy File

Copy to Metric Commission

Sen. Loh

Sen. Kasabian

Rep. Jim Stalling

Rep. Jim M. Jones

Rep. Pat Roberts

Sen. Jim Emanuel

Rep. Jim Leavens

Rep. Carly Eyles

Rep. Rochelle Chavira

Sen. Bill Bradley

Rep. OT Sec

Mr. Mike Johnston

Reps Jan Myers
2338 Rantown House OB
Washington D.C.
20515

Nov. 3 ✓

Dear Madam:

My name is Adolph Wildgrub, I'm 74 years old male married, retired from Genl Mfg. Co. Coffeyville, Ia. Division of John Deere, Worked in quality control for 27 years.

Para #2

I have a great concern of the total metric conversion of our U.S. highway system by 1996.

If you will recall my wife, Helen and myself appeared at a hearing in the state legislature about Oct. or March, 1976 with the State & Federal Affairs Committee to consider a 1 page bill five paragraphs to convert Kansas to metric system, complete.

The committee had not seen the federal law, we were advised to go look it up at the Capitol Library. And found the language was Voluntary, throughout the Legislation.

Well, there is history, we had been to Europe in 1974 and my wife shared her experience with the committee, about clothing sizes & cooking metric conversions. I, as a closing gesture made the comment, ("are you ready for your Sears catalog today, in Metric").

May I suggest you review Public law 94-158, 94th Congress H.R. 8674 Dec. 23, 1975, amended by public law 100-418 100th Congress H.R. 4848 Aug. 23, 1988.

Para #2 relative to a letter received by Sen. Jim Covert, Kansas Leg., from KDOT Sec. Nancy Bogina about Oct 19 & 20th '93. (enclosed) that Kansas Dept Transportation will be totally converted to Metric 1996.

HOUSE TRANSPORTATION
January 27, 1994

Attachment 2-36

Did you know that? How did that come about?
And (why) is the question I hear universally, Did Congress vote on

#1

Jan Myers

this specific issue? Praise of the highway system abounds from the native, with commuters like, lets keep it that way. 9 ✓

The 1988 amendment loosely written allows the bureaucracy to write regulation, with the effect of law, without any actual review by the total Congress, for final approval or review.

Quite frankly, this issue could be a possible menace for years, frustration, perpetuating a state of total confusion on our population.

Of course there has been some bucks spent on this bizarre plan, so far. But the final implementation and on, will cost big, big, potatoes.

Unfunded Mandates galore and the final price tag affecting people, business, and state and local governments for years, indefinitely.

I contacted the office of Kanestbaum, Sen Dale and Rep. Dan Glickman, Washington, D.C. about Oct 18th, they knew nothing of this conversion, contacting at least 7 of our Kansas Legislators they knew nothing of this metric Hwy Conversion.

At a meeting in Topeka, of Kans. Dept. of Trans & County road supervisors Sept. 23, 1993 the wraps was lifted the first time, on the grandiose Metric Conversion plan for Kansas highways.

I'm not in your district, true, but I have letters to our total Kansas delegation to apprise you of what is going on, or in the works. Certainly time should be available for you all to plan a strategy, activity to perhaps rethink this conversion issue with a congressional action, not a bureaucrat.

Removing the funding, still leaves the total impact of the Regulation in place.

HOUSE TRANSPORTATION
January 27, 1994

Attachment 2-37

#2

Jan Myer

So on Oct 21, 1993 the congress voted for a highway Appropriation bill to not fund the installation of Metric signs on our highway.

That is self serving for the congressman, it keeps the possible Crisis of this Highway Metric Conversion at low key while he is campaigning for reelection.

However the law a regulation is very much alive and a future threat to our life style.

Give it your best shot, perhaps our Kansas delegation can initiate a resolution of this unnecessary Metric Conversion of our Hi Way System.

I keep hearing, if it aint broke, why fix it!

Sounds like common sense.

Thanks, so much for your efforts on this serious issue

Sincerely
Adolph W. Stalder
P.O. Box 298
R.R. #4
Independence
Kansas 67301

Enclosure
Copy
Copies to

File

Sen. Bob Dole

" Nancy Kassebaum

Rep. Don Claitor

Math. Co. Commission

Rep. Jim Slattery

Rep. Pat Roberts

Sen. L. E. Ewert

Rep. Cindy Egan

Rep. Rochelle Chausse

Rep. Jim Garner

HOUSE TRANSPORTATION
January 27, 1994
Attachment 2-38