

MINUTES OF THE House COMMITTEE ON Ways and Means

The meeting was called to order by Bill Buntin at
Chairperson

8:00 a.m. on Friday, February 22, 1985 in room 514-S of the Capitol.

All members were present except: Representatives Heinemann, Louis & Helgerson
(all were excused)

Committee staff present: Gloria Timmer - Legislative Research
Laura Howard - Legislative Research
Jim Wilson - Office of the Revisor
Sharon Schwartz - Administrative Assistant
Nadine Young - Committee Secretary

Conferees appearing before the committee: (Attachment I)

Chairman Buntin called the meeting to order at 8:00 a.m.

HB 2057 -- an act making and concerning appropriations for the fiscal year ending June 30, 1986, for the department of transportation and Kansas highway patrol; authorizing certain transfers, imposing certain restrictions and limitations, and directing or authorizing certain receipts and disbursements and acts incidental to the foregoing.

Department of Transportation (Attachment II)
Representatives Lowther and Solbach presented the subcommittee reports. With respect to the FY 85 recommendations, subcommittee recommended a \$1,134,746 increase for Special City and County Highway Fund.

Subcommittee made several adjustments for FY 86, however subcommittee did concur with the \$1,449,250 capital outlay for implementation of a computer-aided system for design, drafting, and mapping. Chairman questioned if this was a diversion from the DISC program and if this was approved by DISC. It was explained that this operation is a complete separate operation from a main frame computer system and that DISC does not want it to be part of their plan. Representative Chronister stated that CCT did look at this program and examine it a year ago and they did approve it at that time.

Representative Mainey moved to amend the report in the last paragraph to language "the subcommittee recommends passage of legislation that would reduce the differential on gasohol by 3 cents". Seconded by Representative Ott. Representative Solbach suggested the entire language be removed and deal with it later. Representative Hamm expressed an opinion that this committee need not make a decision in this matter now because there is a bill in the Transportation committee that deals with this and they should make the decision.

Representative Solbach made a substitute motion that language be changed to read "subcommittee supports legislation that would phase out the tax differential on gasohol". Representative Hamm seconded. Representative Mainey disagreed and suggested the language read "delete 3¢ and phase the rest out".

Chairman ruled the motion unnecessary because, regardless of what we put in the report, the issue would be raised on the floor of the House. A vote was taken on Representative Mainey's motion to amend the report. The motion carried.

Representative Lowther moved that the subcommittee report, as amended, be adopted. Representative Solbach seconded. The motion carried.

Highway Patrol (Attachment III)
Representative Hoy presented the FY 85 report which concurs with Governor's recommendations, making two adjustments. Representative Hoy moved the report be adopted and it was seconded by Representative Lowther. Motion carried.

Unless specifically noted, the individual remarks recorded herein have not been transcribed verbatim. Individual remarks as reported herein have not been submitted to the individuals appearing before the committee for editing or corrections.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Ways and Means,
room 514-S, Statehouse, at 8:00 a.m./~~p.m.~~ on Friday, February 22, 1985.

Representative Lowther presented the FY 86 Highway Patrol subcommittee report. The subcommittee made several adjustments in the recommended budget. One area of considerable discussion was Item 5 relating to agency's request for 126 new patrol cars and governor's recommendation for 136. Consensus of opinion was that some vehicles will be phased out of service, not only because they reach 85,000 mileage mark, but because of accidents and other reasons.

Representative Duncan expressed concern regarding Item 12 of the subcommittee report. He feels it is inappropriate to "bury" some other costs in turnover savings and therefore made a motion to amend the report to show retirement as a budgeted item. Representative Shriver seconded. Chairman Bunten opposed the motion on the basis that we have to pay whatever the law requires in severance and retirement pay. Because there is no mandatory retirement age, this would be very difficult to plan ahead for. However, he stated he has no objection to the motion if it's shown as a separate line item. Representative Duncan agreed to restate his motion to this effect. A vote was taken and the motion carried.

Representative Solbach presented a Minority Report as part of the Highway Patrol subcommittee report. Representative Mainey moved that Items 2 and 3 be removed from the Minority Report and that the remainder of the report be adopted. Representative Turnquist seconded. The motion failed.

Representative Lowther moved for adoption of the subcommittee report, as amended. Seconded by Representative Hoy. Motion carried.

Representative Lowther moved that HB 2057, as amended, be reported favorable for passage. Seconded by Representative Rolfs. The motion carried.

Chairman moved to final action of HB 2017, which was heard on February 21. Representative Wisdom moved that HB 2017 be recommended favorable for passage. It was seconded by Representative Rolfs. Motion carried.

Meeting adjourned at 9:30 a.m.

Date 2-22-85

Name	Address	Representing
K. & Nelson	1841 COLLINS, TOPEKA	HIGHWAY PATROL
JACKSON ARMBRISTER	2219 MARION ST. LAWRENCE	Highway Patrol
Bert Cantwell	122 SW 7 th Topeka	KHP
Eyle Eckhart	122 W 6 th Topeka	KHP-EMS
Gary Mutschelknaus	3231 Briarwood Topeka	KDOT
C. W. Trammel	7 th Floor SOB	KDOT
Larry Moran	SOB	KDOT
John B Kemp	KDOT SOB	KDOT
Robert Hulse	SOB	KDOT
P. J. Stegmay	Cops	Budget
WAET DARLING	TOPEKA	BUDGET
RAY BAILIFF	R2 BOX 111-54 LEAUEWORTH	KHP
D. J. Johnson	Topeka	KHP

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SUBCOMMITTEE REPORT

Agency: Department of Transportation Bill No. 2057 Bill Sec. 2

Analyst: Ahrens Analysis Pg. No. 89 Budget Pg. No. 8-15

<u>Expenditure Summary</u>	<u>Agency Req. FY 86</u>	<u>Governor's Rec. FY 86</u>	<u>Subcommittee Adjustments</u>
All Funds:			
State Operations	\$133,402,299	\$128,832,690	\$ (84,039)
Aid to Local Units	68,574,303	68,574,303	2,886,000
Other Assistance	550,000	550,000	—
Operating Expenditures	\$202,526,602	\$197,956,993	\$ 2,801,961
Capital Improvements	270,534,495	270,534,495	—
TOTAL	<u>\$473,061,097</u>	<u>\$468,491,488</u>	<u>\$ 2,801,961</u>
State General Fund	—	—	—
F.T.E. Positions	3,140.0	3,140.0	—

FY 1985 Agency Request/Governor's Recommendation

The revised FY 1985 budget submitted by the agency reflects revisions for both operating expenditures and capital improvements. The revised estimate for operating expenditures totals \$195,047,701, or \$1,999,910 less than the total estimated following adjournment of the 1984 Session. The revised estimate for capital improvements is \$308,863,646, or \$39,203,045 above the earlier estimate following 1984 legislative action. Of the \$1,999,910 decrease in operating expenditures for FY 1985, \$107,974 is in state operations and \$1,891,936 is in aid to local units and other assistance. The revised estimate of \$77,098,173 for salaries and wages finances 3,139.0 F.T.E. positions, or 15 fewer F.T.E. positions than were authorized by the 1984 Session. The Governor's recommendation with respect to the total revised expenditure estimate for FY 1985 reduces the agency amount by \$273,018. The Governor's revised FY 1985 expenditure estimate reflects only relatively minor reductions in state operations expenditures — \$9,391 in salaries and wages, \$103,357 in contractual services (\$98,338 in travel and subsistence), \$11,701 in commodities and \$148,569 in capital outlay. The capital outlay reduction represents a shift of expenditures for an accounting system software product to FY 1986.

FY 1985 Subcommittee Recommendations

The Subcommittee concurs with the FY 1985 recommendations of the Governor for state operations and capital improvements. However, the Governor's estimate with respect to aid to local units does not properly adjust the Special City and County Highway Fund distributions to reflect the consensus estimate of motor fuel tax receipts. This Subcommittee recommends that the estimate of FY 1985 expenditures from the Special City and County Highway Fund be increased by \$1,134,746 to a total of \$61,816,700. This fund has no expenditure limitation in the appropriation act.

FY 1986 Agency Request/Governor's Recommendation

The agency's FY 1986 request for state operations totals \$133,477,299, an increase of \$8,060,968 over the agency's revised FY 1985 estimate. About half (\$4,019,120) of the increase is in salaries and wages. Other operating expenditures are requested at an amount which is \$4,041,848 above the revised FY 1985 estimate. By major object of

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expenditure, requested FY 1986 nonsalary expenditures exceed FY 1985 estimates by \$1,116,161 for contractual services, \$1,795,679 for commodities and \$1,130,008 for capital outlay. One new position is requested. The Governor's recommended FY 1986 expenditures for state operations total \$128,832,690 which is \$4,644,609 below the agency request and \$3,689,377 above the Governor's revised FY 1985 estimate. Reductions include \$4,360,713 of salaries and wages, \$191,642 of contractual services, \$25,503 of commodities and \$66,751 for capital outlay. Most, \$4,126,997, of the Governor's reduction in salaries and wages is the removal of the 5.5 percent general salary adjustment. The Governor recommends the additional position, an Attorney I to assisting handling tort claims filed against the Department. Several position classification changes are recommended, none of which involve clerical positions. The FY 1986 Governor's recommendation for other operating expenditures include \$148,569 for purchase of accounting software and \$1,449,250 to purchase hardware and software for a computer aided system for design, drafting, and mapping. The overall Governor's recommendation for FY 1986 represents a 2.9 percent increase over the revised FY 1985 estimate. As in the case of the FY 1985 estimates, the Governor's recommendation for aid to local units for FY 1986 does not accurately reflect estimates of motor fuel tax receipts. The Governor recommends \$1,448,675 for building construction and improvement projects as requested by the agency.

FY 1986 Subcommittee Recommendations

The Subcommittee concurs with the FY 1986 recommendations of the Governor except for the following adjustments:

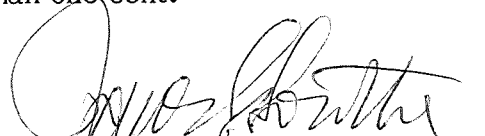
1. Delete the amounts totaling \$562,673 for retirement compensation plus \$72,866 for related fringe benefits. Because separate amounts for this purpose were budgeted for FY 1984 and FY 1985 and concurred in by the 1984 Legislature, the Subcommittee recommends that turnover estimates be reduced by the same amounts, thus total expenditures would not be changed. The Subcommittee recommends similar adjustments to the FY 1985 budget, involving \$353,360 of retirement compensation and related fringe benefits.
2. Reduce communications costs for the Administration Program by \$12,539, representing a revised estimate of FY 1986 KANS-A-N costs.
3. Delete \$48,941 of salary and benefits for a Chemist IV position which was erroneously included in the Governor's recommendation for the Operations Program.
4. Remove the \$22,559, inclusive of fringe benefits, identified as a separate item in the salaries and wages budget of the Operations Program for a new \$10 per month special salary supplement for positions classified as welders, auto mechanics and helpers and KDOT equipment mechanics. The item is identified as a tool allowance.
5. Shift two positions, a Civil Engineer III and an Engineering Technician V, salaries and wages of \$75,657 and travel of \$2,328 from the Planning and Development Program to the Aviation Program. This item was requested by the agency subsequent to the Governor's Budget Message on the basis that the two positions have actually been performing aviation-related duties.

6. Increase expenditures from the Special City and County Highway Fund by \$2,886,000 to \$62,925,000 which is the estimate for distributions derived from consensus estimates of motor fuel tax receipts.
7. The Subcommittee observes that, based upon costs to date, there are potential savings in motor fuel costs in both FY 1985 and FY 1986 and recommends that any such savings be used for contractual road maintenance. The Subcommittee raised the question of the need for a 7 percent increase in travel and subsistence expenditures for FY 1986 over FY 1985 and learned that, in addition to a 5 percent increase in the estimated in-state subsistence allowance, the agency is anticipating an increase in volume of travel for the Operations and Engineering and Design Programs in connection with increased project activity.
8. Adjust the appropriation language in H.B. 2057 in accordance with the request of the agency and the Division of the Budget by reducing the State Highway Fund expenditure limitations for the Administration and Operations Programs by \$200,000 and \$125,000, respectively; deleting the line item for Conversion of Materials and Equipment Fund; and inserting line items for two federal funds, Metropolitan Transportation Planning and Technological Transfer Grant.

The items recommended by the Governor with which the Subcommittee concurs include the \$1,449,250 of capital outlay for hardware and software to begin implementation of the computer-aided system for design, drafting, and mapping. This would be the initial year of a three-year program of capital outlay for the new system. However, the last two years would be much less costly, involving capital outlay of approximately \$300,000 and \$400,000, respectively. The Department projects eventual savings due to increased efficiency in design and drafting work brought about by the computer-aided system.

The Subcommittee recommends that serious consideration be given to the request of the Department of Transportation that hiring of temporary construction workers by the agency be exempted from the restrictions in current law that no temporary appointment may exceed 25 weeks in duration or 1,000 hours of work in the course of a calendar year.

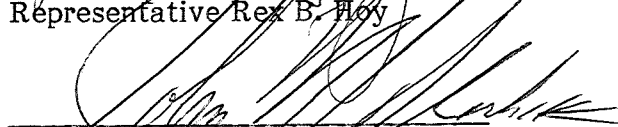
The Subcommittee is very concerned that the gasohol differential with respect to the state motor fuel tax has substantially reduced receipts to the State Highway Fund and to the Special City and County Highway Fund below the amounts projected to be derived by passage of 1983 H.B. 2566. The Subcommittee supports legislation that would reduce the state tax differential on gasohol by more than one cent.



Representative James Lowther
Subcommittee Chairman



Representative Rex B. Hoy



Representative John M. Solbach

SUBCOMMITTEE REPORT

Agency: Highway Patrol Bill No. NA Bill Sec. NA
 Analyst: West Analysis Pg. No. 96 Budget Pg. No. 8-1

<u>Expenditure Summary</u>	<u>Agency Req. FY 85</u>	<u>Governor's Rec. FY 85</u>	<u>Subcommittee Adjustments</u>
All Funds:			
State Operations	\$ 20,686,491	\$ 20,629,731	\$ (32,464)
Aid to Local Units	167,000	167,000	(13,000)
TOTAL	<u>\$ 20,853,491</u>	<u>\$ 20,796,731</u>	<u>\$ (45,464)</u>
State General Fund:			
State Operations	\$ 17,934,620	\$ 17,877,860	\$ (32,464)
Aid to Local Units	167,000	167,000	(13,000)
TOTAL	<u>\$ 18,101,620</u>	<u>\$ 18,044,860</u>	<u>\$ (45,464)</u>
F.T.E. Positions:			
Uniformed Troopers	409.5	403.0	
Capital Area Security	59.5	59.5	
All Other	114.5	114.5	
TOTAL	<u>583.5</u>	<u>577.0</u>	


House Subcommittee Recommendations

FY 1985. The Subcommittee concurs with the Governor's recommendation with the following adjustment:

1. Delete \$32,464 from Patrol Operations associated with savings due to lower than anticipated gasoline prices.
2. Delete \$13,000 from aid to local units for communication grants.


 Representative James Lowther
 Subcommittee Chairman


 Representative Rex Hoy


 Representative John Solbach

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SUBCOMMITTEE REPORT

Agency: Highway Patrol Bill No. 2057 Bill Sec. 3

Analyst: West Analysis Pg. No. 94 Budget Pg. No. 8-1

<u>Expenditure Summary</u>	<u>Agency Req. FY 86</u>	<u>Governor's Rec. FY 86</u>	<u>Subcommittee Adjustments</u>
All Funds:			
State Operations	\$ 27,644,226	\$ 21,437,574	\$ (285,228)
Aid to Local Units	765,000	287,000	(73,000)
Subtotal Operating	<u>\$ 28,409,226</u>	<u>\$ 21,724,574</u>	<u>\$ (358,288)</u>
Capital Improvements	\$ 758,523	\$ 31,077	
TOTAL	<u><u>\$ 29,167,749</u></u>	<u><u>\$ 21,755,651</u></u>	
State General Fund:			
State Operations	\$ 24,547,706	\$ 18,722,888	\$ (280,561)
Aid to Local Units	765,000	287,000	(73,000)
Subtotal Operating	<u>\$ 25,312,706</u>	<u>\$ 19,009,888</u>	<u>\$ (353,561)</u>
Capital Improvements	\$ 758,523	\$ 31,077	
TOTAL	<u><u>\$ 26,071,229</u></u>	<u><u>\$ 19,040,965</u></u>	
F.T.E. Positions:			
Uniformed Troopers	448.5	412.0	(4.0)
Capital Area Security	68.5	65.5	
All Other	<u>127.0</u>	<u>117.0</u>	<u>1.0</u>
TOTAL	<u><u>644.0</u></u>	<u><u>594.5</u></u>	<u><u>(3.0)</u></u>

House Subcommittee Recommendations

FY 1986. The Subcommittee concurs with the Governor's recommendations with the following adjustments:

1. Delete \$87,250 from contractual services to correct a technical miscalculation as per Governor's Budget Amendment No. 1.
2. The Subcommittee concurs with the Governor's recommendation for private designees to assume much of the workload of the Motor Vehicle Inspection Program. The agency indicates this would reduce the drain on the troopers from regular patrol work by an equivalent of about five F.T.E. The Governor is recommending eight troopers and one sergeant for the Motor Carrier Safety Assistance Program (MCSAP). The Subcommittee recommends that four troopers be shifted to the MCSAP that is 80 percent federally funded. Based on hiring only five new troopers this would save \$97,042 SGF expenditures.
3. The Governor recommends the addition of one F.T.E. position for a full time Attorney I for FY 1986 at a cost of \$29,104 including benefits. The Subcommittee recommends that in lieu of this the agency would continue to use the Attorney General's office for litigation and research necessary to answer questions of the public and that 1.0 F.T.E. and \$29,104 be

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deleted from the budget. The Subcommittee recognized that there have been problems by the agency from lack of continuity on attorneys assigned by the Attorney General's Office and agrees to direct a letter to the Attorney General on this matter. The Subcommittee further recommends the agency continue to contract for legal assistance as necessary and that \$5,000 be added for this purpose. This recommendation will eliminate the necessity of the agency establishing a new law office and will result in a positive fiscal note of approximately \$24,104.

4. Based on current prices and estimate for FY 1986, a savings in motor vehicle fuel is indicated of \$71,850. The savings is based on a 9.7 cents per gallon reduction in the cost of gasoline. The Subcommittee recommends deletion of the potential savings of \$71,850 from the Patrol's budget.
5. The agency's A level budget request was for 126 new patrol cars. The Governor's recommendation is for 136. The Subcommittee recommends funding for 130 cars at an estimated price of \$11,466 per unit for an expenditure of \$1,490,580, a reduction of \$27,452 from the Governor's recommendation.
6. Review of the estimated communication expenses indicates savings totaling \$10,539 from that recommended by the Governor can be achieved as follows: Patrol, \$7,101; EMS, \$1,357; Data Processing, \$2,004; and Capitol Area Security, \$77. All of the savings are from the State General Fund except for the Capitol Area Security portion.
7. To correct an overstatement in the Governor's recommendation for the Capitol Area Security patrol, the Subcommittee recommends a reduction of \$4,590 in the Intergovernmental Services fund for health insurance.
8. The Governor recommends \$47,000 to finance repairs in operating costs of the EMS Communication System. The agency reports some accumulation of funds from FY 1984 and expenditures of about 36 percent of the funds appropriated during the first six months of FY 1985. Apparently, no detail of past expenditures had been provided. Based on the current annualized expenditure of approximately \$34,000, the Subcommittee recommends that unexpended funds for FY 1985 be carried over and the expenditures for FY 1986 be reduced to \$34,000, a reduction below the Governor's recommendation for FY 1986 of \$13,000.
9. The Governor recommends \$120,000, for purchasing approximately 40 units of training equipment. For FY 1986, the Subcommittee recommends the expenditure for 20 units which will be a reduction from the Governor's recommendation of \$60,000.
10. The Subcommittee recommends the addition of 1.0 F.T.E. and \$22,484 for a Personnel Officer I position to assist in agency operations. Currently the personnel duties are handled by one Personnel Officer III and two clerks. The addition of the Personnel Officer I would allow the current staff to become ~~protective~~ *PROACTIVE* in dealing with personnel matters as opposed to just reactive.
11. The Subcommittee recommends the addition of 1.0 F.T.E. and \$15,115 for a Storekeeper II position to assist in the work load currently handled by one

Procurement Officer I and the Captain of Logistics. Currently the Patrol handles over 700 stock items and approximately 383 vehicles for its 11 divisions and the Emergency Medical Services Bureau.

12. The Subcommittee recommends the deletion of \$184,952 associated with retirement costs and the deletion of \$184,952 from anticipated turnover savings. The net effect of these deletions on the Governor's recommendation is zero. The deletions are to be allocated as follows: Highway Patrol Operations, \$116,115; Turnpike Patrol, \$58,423; and Capitol Area Security, \$10,414.
13. The Subcommittee notes that under the terms of the contract with KTA, the agency reports it receives no reimbursement for training troopers requested by the KTA. The Subcommittee suggests the agency request that expenses of training new troopers for turnpike duty be paid to the agency under the terms of the contract.
14. The Subcommittee recommends that legislation be introduced amending K.S.A. 1984 Supp. 8-116a to provide that any revenue derived from the Vehicle Identification Number inspection program be placed in the Patrol's General Fee Fund instead of the current practice of placing the funds in the State General Fund. This recommendation is based on the Patrol's responsibility of administering and regulating inspections even if actually performed by private designees.
15. The Subcommittee recommends that the appropriation bill (H.B. 2057) be amended to restore separate line items for salaries and OOE.
16. The Subcommittee has been apprised of a disparity in the total compensation provided to KHP Troopers as compared with law enforcement officers in thirteen other states in ten Kansas metropolitan areas. As noted by the Director of the Division of Personnel Services, the disparity is greatest in the benefits provided. Other states averaged 17.9 percent above Kansas, including Missouri.

It is the policy of the Personnel Services Division not to consider the impact of allowances and benefits in order to determine the appropriate salary ranges. The division takes the position that "recognized deficiencies in allowances or other benefits should be addressed by evaluating the possibility of corrective action relating to the specific area rather than attempting to compensate for the difference through a higher salary range adjustment."

The agency and the Trooper's Association are still desirous of a four step increase in ranges. The Division of Personnel Services and the Governor do not recommend the range increase due to several reasons. These include the considerable cost to the state and the fact it would generate a call for similar increases for other law enforcement classes "as other agencies tend to see the Highway Patrol salaries as sort of a benchmark."

The Division recognizes, however, in addition to the disparities in total compensation mentioned above, that the maximum of the range (Step E) is significantly lower than that of other states. The hiring salary and range

midpoint compare favorably these studies indicate. The Trooper Association points out other things such as the need for troopers to move frequently, no state compensation for the first move, no overtime, no off-duty work permitted and the problem of "compaction" on the salary schedule. (For example, a six-year trooper makes a little more than the newly hired trainee.)

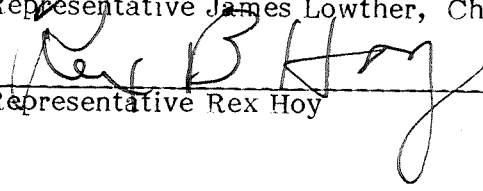
The Subcommittee endeavored to shift agency funds within the budget to provide for some type of range increase and the Trooper Association and the agency presented a compromise proposal that is estimated to cost \$110,750 above the Governor's budget recommendation. In addition, at the request of the Subcommittee, the agency appeared before the special joint subcommittee studying the Governor's pay plan.

The Subcommittee recommends the following:

1. Due to the complexity of the problem, the shortage of time available to the Subcommittee and the uncertainty of the effect of the new pay plan, the Subcommittee finds it would not be prudent to make a recommendation for the range adjustment and that further study of the basic trooper pay plan is needed. The committee agrees that a problem exists in trooper compensation and that the Division of Personnel Services cooperate with a legislative committee to study the problems, the options available to solve them and develop a recommendation to be incorporated into the agency's FY 1987 budget requests.
2. The Troopers are unique and their pay allowances should be considered separately from other state employees. The Division of Personnel Services should study the concept of creating a "career ladder" for troopers, since relatively few troopers are promoted to sergeant, and should implement these salary levels for the FY 1987 budget. (Example: Trooper I thru IV, etc.)
3. The new allowances for uniform cleaning and meals should be paid as direct compensation with no restrictions.
4. The Subcommittee concurs in an increase of \$100 a year for uniform cleaning. This would provide a total of \$250 a year as direct compensation to 381.5 F.T.E. (\$95,375, as opposed to the current practice of reimbursement from contractual services). In addition, the Governor recommends a new meal allowance of \$1,102 annually for 376.5 F.T.E. (\$414,903 plus fringe benefits of \$86,592).
5. The agency should pay all expenses of trooper transfers above the basic moving expenses and should include those expenses in the FY 1987 budget request.



Representative James Lowther, Chairman



Representative Rex Hoy

MINORITY REPORT

I concur with the Subcommittee's recommendations (S.R.) with the following exceptions:

1. (S.R. 2) Delete 4.0 F.T.E. and \$97,042 associated with Trooper positions.

When the MVE-VIN inspection program was implemented last May no provision was made for the extra manpower the program would require. This resulted in Patrol Troopers being taken off the streets to serve as full-time inspectors in some areas of the state. Under the Governor's plan of using private designees to perform inspections, the Patrol estimates that five troopers in Kansas City would be freed to perform actual patrolling duties. Currently, the Patrol reports that only one trooper is available for patrolling duties in Kansas City and that as many as 31 Troopers could be needed in the Kansas City area as their duties increase due to a lack of manpower available to some local police departments.

Unless troop strength is lowered in some other part of the state, the Subcommittee's recommendation would allow only two troopers for patrolling duties in the Kansas City area. This can lead to a situation where the patrol is grossly undermanned creating a potential public safety to cut the Patrol's budget to save less than \$100,000 if it creates a dangerous situation where on wrongful death suit could result in damages of over \$100,000.

2. (S.R. 4) Delete \$71,850 in potential gasoline savings.

I am concerned with the amount of the reduction in gasoline expenditures recommended by the Subcommittee. The recommendation is based on the current average cost of gasoline for the Patrol of \$1.053 per gallon. If gasoline prices should increase at all in FY 1986 the funding could prove to be inadequate for one of the key elements in the Patrol's performance of its assigned duties.

3. (S.R. 5) Reduce the Governor's recommendation for the purchase of replacement vehicles from 136 to 130 savings \$27,452.

The Subcommittee recommendation is austere but possibly inadequate. The agency's A level request of 126 replacement vehicles would leave no reserve for extra vehicles in case any would be wrecked. The Subcommittee's recommendation would leave a reserve of four vehicles for this purpose. As the state of Kansas is self-insured, wrecked vehicles may not be able to be replaced if there are more of them than is in the reserve. This could hinder the Patrol's effectiveness in one of their main functions — patrolling the highways of Kansas.

4. (S.R. 8) Reduction of EMS communication grants; estimated savings — \$13,000 in FY 1985 and 1986 (\$26,000 total).

These grants are meant to provide a crucial element of the public safety program. Under the Subcommittee's recommendation of saving approximately \$13,000 a year in FYs 1985 and 1986, we are gambling that the cost savings will not be higher in lost services to Kansans than we in hindsight would like to pay. It should be noted that the Director of EMS has expressed a desire that any cuts in this area be delayed at least a year until the maintenance costs of the system have more fully developed.

5. (S.R. 9) Reduction of the number of units of training equipment for the EMS program from 40 to 20 having \$60,000.

The Governor's recommendation of \$120,000 would provide approximately 40 units of training equipment to be shared by the EMS program's four regions. It is reported that currently, many of the people (often volunteer) who train for EMS certification fail the test due to a lack of adequate up-to-date training equipment. At times the first time a person being tested for certification will see the equipment they are to be tested on is when they arrive for testing. Unless training equipment is provided for these people we risk the potential of continued bad morale amongst those trainees and the continued waste of time resulting from improper training facilities for those trainees, the persons who train them and the EMS council in addition to continued waste of money expended on inadequate training and damage adequate public safety for Kansans.

6. While I concur with the Subcommittee's recommendation regarding the problems in the Troopers' pay plan, I strongly urge that the Senate look into the possibility of implmeneting some changes for FY 1986. If this cannot be accomplished, I strongly urge that an interim committee address this issue at the earliest possible time and prove recommendations in time for the FY 1986 budget cycle for the good of the morale.


Representative John Solbach

REPORTS OF STANDING COMMITTEES

Your committee on Ways and Means

Recommends that HB 2017

"AN ACT relating to retirement benefits; concerning post retirement benefit adjustments and retirement dividend payments for local school annuitants; amending K.S.A. 74-49, 109 and K.S.A. 1984 Supp. 74-4947 and repealing the existing sections.

be passed.

 Bill Benton Chairman.