

Approved September 19, 1988
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~xxx~~/p.m. on March 29, 1988 in room 519-S of the Capitol.

All members were present except:

Representative Charles Laird

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Secretary Horace B. Edwards, Kansas Department of Transportation
Senator Fred A. Kerr
Mrs. Francis Kastner, Kansas Food Dealers' Association, Inc.
Mr. Frank Eaton, Southeast Kansas Cities Coalition
Mr. Bill Morlan, Chanute, Kansas
Mr. Jessie Jackson, Chanute, Kansas
Ms. Brenda Manske, Southeast Kansas Tourism Region, Inc.
Mr. Ernie Mosher, League of Kansas Municipalities
Mrs. Mary Turkington, Kansas Motor Carriers Association
Mr. John Torbert, Kansas Association of Counties
Mr. Dan Ramlow, Kansas Contractors Association, Inc.
Mr. Jim DeHoff, Kansas AFL-CIO
Mr. Ron Calbert, United Transportation Union
Mr. Mark Wettig, Kansas Department of Revenue

The meeting was called to order by Chairman Crowell, and he announced the main order of business was a hearing on basic highway program issues.

Secretary Horace B. Edwards, Kansas Department of Transportation, spoke concerning highway program issues. (See Attachment 1)

He said there is a need to strike a balance between the early, timely action for a road transportation program, and a program which is appropriate to the circumstances. Secretary Edwards outlined that the need for early and timely action derives from: 1) the marginal and somewhat precarious fiscal condition of the agency; 2) the current inadequate level of maintenance; 3) the need for extensive reconstruction of existing roads; and 4) the need for both highway corridors and special purpose, location-specific projects that are new.

Secretary Edwards requested that the Legislature provide resources adequate for KDOT to carry out instructions given by the Legislature, including sufficient funding, a statutory framework for governance, a mechanism for an effective partnership between the state, local and federal participants in roadway projects, and for some essential level of continuity in how KDOT is permitted to operate.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 1:30 ~~xx~~ p.m. on March 29, 19 88

Senator Fred A. Kerr testified concerning the highway program. (See Attachment 2)

He recommended that the legislature adopt a manageable Kansas highway improvement program during the 1988 legislative session. Senator Kerr stated he introduced SB-555 which contains a basic program essential to Kansas, in which the tax and fee package is manageable.

Senator Kerr said his proposal singles out for specific emphasis corridors to the southeast, southwest, and northwest from Wichita, including the northeast Wichita by-pass. He said \$100 million is proposed for "debottlenecking". He said improvements are to be funded mainly by removing the sales tax exemption on the sale of motor fuels. He added that registration fees would be increased, and a modest amount of bonding would be allowed.

Senator Kerr stated SB-555 proposes to keep maintenance of Kansas highways at current levels by increasing the gas tax one-cent in 1989, one-cent in 1992, and one-cent in 1994.

Senator Kerr reported that the total project cost in SB-555 is approximately \$770 million.

Mrs. Francis Kastner, Kansas Food Dealers' Association, Inc., testified concerning the highway program proposals in Kansas. (See Attachment 3)

She said members of the Kansas Food Dealers' Association recognize a need for highway improvement in Kansas, however, are opposed to the indexing of fuel taxes and registration fees since national indicators rarely reflect the Kansas economic picture. Mrs. Kastner stated modest increases in motor fuel and registration fees would not be objectionable.

Mr. Frank Eaton, Southeast Kansas Cities Coalition, spoke concerning the highway program in Kansas, and introduced members of the Coalition who presented testimony. (See Attachment 4)

Mr. Bill Morlan, Chanute Kansas, testified in support of a highway program for Kansas.

Mr. Jesse Jackson, Chanute, Kansas, testified in support of a highway program in Southeast Kansas.

Ms. Brenda Manske, Southeast Kansas Tourism Region, Inc., gave favorable testimony in support of a highway program in Kansas. (See Attachment 5)

Mr. Ernie Mosher, League of Kansas Municipalities, testified in support of enacting a comprehensive highway program for Kansas. (See Attachment 6)

Mrs. Mary Turkington, Kansas Motor Carriers Association, spoke concerning a highway program in Kansas. (See Attachment 7)

She said KMCA is not opposed to an expanded highway program for Kansas, nor do they object to paying increases in fuel taxes and registration fees to fund a reasonable approach to improving streets and highways in Kansas.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 1:30 ~~am~~ p.m. on March 29, 19 88

Mrs. Turkington said her industry is concerned with any unlimited indexing proposed for motor fuels, and strongly believes that fuel tax increases should be reviewed to determine the feasibility of utilizing a specific schedule of fuel tax increases.

Mr. John Torbert, Kansas Association of Counties, spoke in support of a major highway initiative in Kansas. (See Attachment 8)

Mr. Dan Ramlow, Kansas Contractors Association, Inc., testified in favor of a basic highway program in Kansas. (See Attachment 9)

Mr. Ramlow stated the Kansas Contractors Association supports the highway user fee approach to paying for any comprehensive rebuilding program, as this is the fairest concept of how a motoring public can underwrite a highway system.

Mr. Jim DeHoff, Kansas AFL-CIO, testified concerning the basic highway program in Kansas. (See Attachment 10)

He recommended that any new highway construction or maintenance work that is contracted out include Federal Davis-Bacon wage rates. He stated the Davis-Bacon wage rates are now used when federal money is used to construct highways in Kansas.

Mr. Ron Calbert, United Transportation Union, testified in favor of a road program in Kansas. (See Attachment 11)

He said the UTU believes that 1) road users should pay the cost of the highway system; 2) road users should be taxed according to the cost occasioned by their use of the highway; and 3) tax revenue from the users should be used primarily for the operation, construction and maintenance of highways.

The hearing on basic highway program issues ended.

Attention was turned to HB-3085 concerning supplemental places of business under the Vehicle Dealers' and Manufacturers' Licensing Act and grounds for denial, supervision, or revocation of a license.

Mr. Mark Wettig, Kansas Department of Revenue, briefed the Committee concerning some proposed amendments to HB-3085. (See Attachment 12)

A motion was made by Representative Snowbarger that HB-3085 be tabled. The motion was seconded by Representative Spaniol. Motion failed 12-5 on a division.

A motion was made by Representative Snowbarger that on Page 7, lines 238, 239, 240, 241 and 242 the following language be deleted "All requirements which apply to an established place of business shall apply to a supplemental place of business. A supplemental place of business shall be operated on a continuous, year round basis." The motion was seconded by Representative Moomaw. Motion carried.

A motion was made by Representative Freeman that Lines 423 through 425 be deleted. The motion was seconded by Representative Spaniol. Motion carried.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~xxx~~/p.m. on March 29, 1988

A motion was made by Representative Shore that Pages 2, 3 and 4 of the balloon be adopted. The motion was seconded by Representative Dillon.

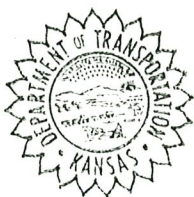
A substitute motion was made by Representative Sallee that the fine be set at not more than \$1,000, in Line 602, and Pages 2, 3 and 4 of the balloon be adopted. The motion was seconded by Representative Gross.

Further discussion was held. The Chairman stated HB-3085 would be taken up again at the next meeting of the Transportation Committee which will be March 30, 1988, at 7:00 a.m.

The meeting was adjourned at 3:30 p.m.


Rex Crowell, Chairman

STATE OF KANSAS



KANSAS DEPARTMENT OF TRANSPORTATION

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

Horace B. Edwards
Secretary of Transportation

March 29, 1988

Mike Hayden
Governor of Kansas

Memorandum to: The House Transportation Committee

From: Horace B. Edwards, Secretary of Transportation

Mr. Chairman, members of the committee. I am pleased to provide this committee with our comments on basic highway program issues.

In previous testimony before this committee, we have described the critical concerns which affect the department. Many of these concerns are included in the 20 examples in House Calendar No. 53 announcing today's hearing.

Today I would like to emphasize the fundamental request from the agency to this committee and through you to the Legislature itself. That is, we need to have you strike a balance between the early, timely action for a road transportation program . . . and a program which is appropriate to our circumstances. The need on one hand is for early, and timely action that derives from:

- the marginal and somewhat precarious fiscal condition of the agency;
- the current inadequate level of maintenance;
- the need for extensive reconstruction of existing roads; and

- the need for both highway corridors and special purpose, location-specific projects that are new.

Especially, we are concerned with that aspect of our fiscal condition which is an ever-widening gap between the revenues available to us and the continually increasing costs of the things we do.

On the other hand . . . although our request is for early action, we believe that your granting this request should not be at the expense of a program sufficiently comprehensive in its nature. We believe it will ill serve the needs of this state if a program is enacted which only addresses one or two aspects of the whole family of critical needs. Therein lies the need for balance. The actions this committee takes should be in keeping with a large number of the topics identified in your House Calendar announcement.

It will not suffice to simply instruct the agency to maintain existing roads better, nor will it suffice to save our way into eliminating the deficit in its finances, nor to repair roads that last longer, nor to either bend the agency's rules or to undo, in essence, prior action by the Legislature in order to grant special requests to deserving communities. In company with your praiseworthy instructions, the Legislature needs to provide resources adequate for KDOT to carry out the Legislature's instructions.

Those resources include sufficient funding, a statutory framework for governance, a mechanism for an effective partnership between the state, local and federal participants in roadway projects, and for some essential level of continuity in how we are permitted to operate. Even more simply put, while there is a premium on early timely action, action must be that which you are persuaded is correct.

Thank you Mr. Chairman and members of the Committee. I'll respond if you have any questions.

FRED A. KERR
 SENATOR, THIRTY-THIRD DISTRICT
 BARBER, COMANCHE, HARPER, KINGMAN, KIOWA,
 PRATT, STAFFORD, S. RENO,
 W. SUMNER COUNTIES
 ROUTE 2
 PRATT, KANSAS 67124-9802



TOPEKA

SENATE CHAMBER

COMMITTEE ASSIGNMENTS
 CHAIRMAN ASSESSMENT AND TAXATION
 MEMBER AGRICULTURE
 ECONOMIC DEVELOPMENT
 EDUCATION
 ENERGY AND NATURAL RESOURCES
 LEGISLATIVE AND CONGRESSIONAL
 APPORTIONMENT
 ORGANIZATION, CALENDAR
 AND RULES
 CHAIRMAN MAJORITY PARTY CAUCUS

TESTIMONY ON HIGHWAY PROGRAM ISSUES

Senator Fred Kerr

March 29, 1988

HOUSE TRANSPORTATION COMMITTEE

Mr. Chairman, and members of the committee, thank you for this opportunity for me to provide testimony on highway program issues. I still think the legislature should adopt a manageable Kansas Highway Improvement Program during this legislative session. Earlier this year, I did introduce a proposal (Senate Bill 555) which I believe is reasonable and supportable. I will base my remarks on concepts contained in that proposal.

Fortunately, the window of opportunity for a meaningful highway program is still open. Material costs and interest rates are still at relatively favorable levels. The need for a Kansas highway program is becoming more dramatic with each passing day. Senate Bill 555 contains a basic program which I think can be supported in that it is essential to Kansas and the tax and fee package is manageable.

The proposal singles out for specific emphasis corridors to the southeast, southwest, and northwest from Wichita, including the northeast Wichita by-pass. \$100 million is proposed for "debottlenecking", mostly in other areas of the state. The improvements are proposed to be funded mainly by removing the sales tax exemption for the sale of motor fuels. Registration fees would also be increased. A modest amount of bonding would be allowed.

The concept proposes to keep maintenance of Kansas highways at current levels by increasing the gas tax one-cent in 1989, one-cent in 1992, and one-cent in 1994. The whole proposal would begin in 1989.

SPECIFICS

- I. CORRIDORS - All corridors would likely be at Super 2 standards except the Wichita to Hutchinson segment which is understood to be 4-lane expressway and the 4-lane northeast Wichita by-pass.
 - A. Southeast - This route would be Wichita to Pittsburg to a point leading to Joplin, Missouri. Included would be the northeast Wichita by-pass.
 - B. Southwest - Routes from Wichita to Liberal, and Bucklin through Dodge City and Garden City to the Colorado line are included.
 - C. Northwest - The route is Wichita to Hutchinson to Great Bend to a point on Interstate 70. The Wichita to Hutchinson segment is understood to be 4-lane expressway.
- II. DEBOTTLENECKING - \$100 million.
- III. FUNDING - The funding for the corridor and debottlenecking improvements would come from removing the sales tax exemption for sales of motor fuels effective January 1, 1989, and from vehicle registration fee increases, effective in 1989. The sales tax could be included in the pump price. Local sales taxes will also apply and will be used locally. The registration increases are the same as those in Substitute for Senate Bill 1 as it passed the Senate in the 1987 Special Session. (50% average increase for vehicles under 60,000 lbs; 35% average increase for vehicles over 60,000 lbs.)
- IV. BONDING - A modest amount of bonding would be allowed for cash flow during construction. The limit is \$200 million.
- V. MAINTENANCE - In order to allow this package to fund maintenance at current levels, the gas tax increase of one-cent in 1989, one-cent in 1992 and one-cent in 1994 is proposed.

Thanks again for providing time for a hearing on Highway Improvement Proposals. I urge this committee to favorably recommend a highway package similar in scope to the one outlined

TESTIMONY ON HIGHWAY PROGRAM ISSUES
March 29, 1988

in Senate Bill 555. Many positive actions can take place during the late stages of a legislative session. The background research on this issue fills volumes. All that is left is to achieve a majority legislative vote on one specific plan. We should do it this year. The material costs, labor availability and interest rates may not be as favorable in 1989 as they are now.

I will explain the attachments which follow this testimony.

Attachs.

FAK/lc

(A)

Run #1 for Senator Fred Kerr
Requested: January 25, 1988

29-Jan-88
08:09 AM

Total
Program
Cost
Inflated
Early Let
(\$1,000)

| Est Let Year | Route | Location Description | Category | Map ID No. Map # | Total Program Cost Inflated Early Let (\$1,000) |
|----------------------|-----------|-------------------------------------|----------------------|---------------------------|--|
| 92 | US-54 ✓ | Liberal to Mullinville | 2-Lane Super Two | 2.1 | 68,611 |
| 91 | US-54 ✓ | Mullinville to Pratt | 2-Lane Super Two | 2.2 | 24,716 |
| 94 | US-54 ✓ | Pratt to Wichita | 2-Lane Super Two | 2.3 | 16,184 |
| 92 | US- 281 ✓ | Great Bend to Russell | 2-Lane Super Two | 3.7 | 31,457 |
| 93 | US-50 ✓ | State Line to Garden City | 2-Lane Super Two | 4.1 | 35,837 |
| 93 | US-50 ✓ | Garden City to K-154 to Mullinville | 2-Lane Super Two | 4.2 | 35,628 |
| 93 | US-69 ✓ | Oklahoma State Line to US-160 | 2-Lane Super Two (W) | 9.1 | 23,524 |
| 93 | K-96 ✓ | Wichita to Hutchinson | 4-Lane Expressway | 10.1 | 87,062 |
| 94 | K-96 ✓ | Hutchinson to Great Bend | 2-Lane Super Two | 10.2 | 87,933 |
| 91 | K-96 ✓ | Wichita Bypass | 4-Lane Freeway | 14.0 | 88,322 |
| 94 | K-96 ✓ | Wichita to Neodesha | 2-Lane Super Two | 14.1 | 96,844 |
| 94 | US-160 ✓ | Neodesha to State Line (K-57) | 2-Lane Super Two | 14.2 | 72,495 |
| 93 | ✓ | Added to Make 100,000,000 | De-Bottleneck (Full) | 16 | 100,002 |
| Total New Initiative | | | | | 768,614 |

including debottlenecking

(B)

Kansas Department of Transportation

February 11, 1988

MEMORANDUM TO: DEB MILLER, DIRECTOR
Division of Planning & Development

FROM: MOKHTEE AHMAD, CHIEF
Office of Analysis & Evaluation

RE: Senate Bill 555

REVENUE PROPOSALS:

1. Secretary is empowered to issue \$200 million in bonds.
2. Increase in registration license fees of 50 percent on the average for vehicles less than 60,000 lbs. and 35 percent for vehicles 60,000 lbs. and over.
3. Motor fuel tax increase of 1 cent per gallon and 50 cents per trip permit on and after January 1, 1989; January 1, 1992; and January 1, 1994, respectively. The State Highway Fund would receive the entire first 1 cent increase on and after January 1, 1989; and the entire third 1 cent increase on and after January 1, 1994. The Special City and County Highway Fund would receive the entire second 1 cent increase on and after January 1, 1992.
4. A sales tax would be placed on motor fuel sales at the pump price and an additional fee of \$3 for trip permits. The proceeds from this tax would be deposited into the State Highway Fund.

MA:db

Fiscal Impact SB 555

State Highway Fund
(\$ Millions)

| FY | Registrations | Excise Tax Motor Fuel | Sales Tax Motor Fuel | Total |
|--------------|----------------|--------------------------|-------------------------|------------------|
| 1989 | \$26.7 | \$5.9 | \$22.6 | \$55.2 |
| 1990 | 44.8 | 14.2 | 56.9 | 115.9 |
| 1991 | 45.6 | 14.2 | 56.6 | 116.4 |
| 1992 | 46.4 | 14.1 | 59.1 | 119.6 |
| 1993 | 47.2 | 14.0 | 58.8 | 120.0 |
| 1994 | 48.0 | 19.7 | 61.3 | 129.0 |
| 1995 | 48.8 | 27.6 | 60.7 | 137.1 |
| 1996 | 49.6 | 27.7 | 60.9 | 138.2 |
| 1997 | 50.2 | 27.7 | 60.9 | 138.8 |
| Total | <u>\$407.2</u> | <u>\$165.1</u> | <u>\$497.8</u> | <u>\$1,070.1</u> |

Special City & County Highway Fund
(\$ Millions)

| FY | Registrations | Excise Tax Motor Fuel | Sales Tax Motor Fuel | Total |
|--------------|---------------|--------------------------|-------------------------|---------------|
| 1989 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 1990 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1991 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1992 | 0.0 | 5.8 | 0.0 | 5.8 |
| 1993 | 0.0 | 13.9 | 0.0 | 13.9 |
| 1994 | 0.0 | 13.9 | 0.0 | 13.9 |
| 1995 | 0.0 | 13.7 | 0.0 | 13.7 |
| 1996 | 0.0 | 13.8 | 0.0 | 13.8 |
| 1997 | 0.0 | 13.8 | 0.0 | 13.8 |
| Total | <u>\$0.0</u> | <u>\$74.9</u> | <u>\$0.0</u> | <u>\$74.9</u> |

Office of Analysis & Evaluation
February 11, 1988

Bottom chart only includes the 1¢ in 1992 going locally. Local units would also get local sales tax monies.

PROPOSED PROJECTS
FULL STATE PARTICIPATION

| Prior. | City/County | Location | Improvement Description | Reason | Estimated Cost (\$1,000) | Cumulative Cost (\$1,000) |
|--------|--------------|----------------------|---------------------------|--|--------------------------------|---------------------------------|
| 1. | Topeka | I-70/I-470/Wanamaker | Improve Interchanges | Safety Economic Development Congestion | 17,690 | 17,690 |
| 2. | Manhattan | K-18 River Bridge | New 4-lane bridge | Congestion Safety | 10,475 | 28,165 |
| 3. | Gardner | I-35/US-56 | Reconst. Interchange | Congestion Safety Economic Development | 2,379 | 30,544 |
| 4. | Topeka | I-70/E. KTA I.C. | Reconst. Interchange | Congestion Safety | 4,026 | 34,630 |
| 5. | El Dorado | K-196/K-254 | Channelization | Safety | 623 | 35,313 |
| 6. | Wichita | K-254/Oliver | Widen Br. to 4-lane | Safety | 6,807 | 42,120 |
| 7. | Newton | I-135/US-50 | Interchange Ramps | Congestion Safety | 6,267 | 48,387 |
| 8. | Shawnee Co. | US-75/Old US-75 | Upgrade Interchange | Safety | 6,124 | 55,051 |
| 9. | Wichita | I-135/I-235/K-254 | Ramp Improvements | Safety | 6,807 | 61,858 |
| 10. | Olathe | I-35/US-169 S. Jct. | Reconst. Ramps | Congestion Safety | 2,033 | 63,891 |
| 11. | Cloud Co. | US-81/US-24 | New Interchange | Safety | 3,745 | 67,641 |
| 12. | McPherson | I-135/K-61 | Add Ramps | Safety | 2,721 | 70,362 |
| 13. | Sedgwick Co. | I-135/85th St. | Add Decel. & Accel. Lanes | Congestion Safety | 623 | 71,045 |
| 14. | Peabody | US-50/RR Underpass | Construct Overpass | Safety | 4,056 | 75,131 |
| 15. | Sheridan Co. | US-83/K-383 | Realign Intersection | Safety | 1,315 | 76,446 |

Note: Costs inflated 36%

PROPOSED PROJECTS

STATE AND LOCAL PARTICIPATION

| Prior. | City | Location | Improvement Descript. | Reason | Total Estimated Cost (\$1,000) | 75% Cost (\$1,000) | Cumulative Cost (\$1,000) |
|--------|---------------|--------------------------|-----------------------|------------------------------------|---|--------------------------|---------------------------------|
| 1. | Lawrence | SW Bypass | New Expressway | Economic Development Congestion | 27,208 | 20,406 | 20,406 |
| 2. | Olathe | I-35/127th | New Interchange | Economic Development Congestion | 8,845 | 6,634 | 27,040 |
| 3. | Lenexa | I-35/Quivira | 4-lane Viaduct | Economic Development Congestion | 13,063 | 9,797 | 36,837 |
| 4. | Topeka | Oakland Expressway | New Freeway | Economic Development Congestion | 34,014 | 25,511 | 62,348 |
| 5. | Wichita | US-54/Sycamore to Topeka | Freeway | Economic Development Congestion | 39,440 | 29,580 | 91,928 |
| 6. | Lenexa | I-35/111th St. | 4-lane Viaduct | Economic Development Congestion | 7,479 | 5,609 | 97,537 |
| 7. | Olathe | Old US-56/K-7 W. Jct. | Reconst. Interch. | Congestion Safety | 4,493 | 3,370 | 100,907 |
| 8. | Overland Park | I-435/Nall | Add Interchange | Congestion Economic Development | 7,479 | 5,609 | 106,516 |
| 9. | Overland Park | I-435/Antioch | Add Interchange | Congestion Economic Development | 8,162 | 6,122 | 112,638 |
| 10. | Manhattan | K-113; K-18 to Kiaball | New Expressway | Congestion Safety | 8,162 | 6,122 | 118,760 |
| 11. | Dodge City | S.E. Bypass | New Super-2 | Congestion Economic Development | 11,565 | 8,674 | 127,434 |
| 12. | Liberal | US-83 Bypass | New Super-2 | Congestion Economic Development | 12,248 | 9,186 | 136,620 |
| 13. | Topeka | US-75 S. Bypass | New Freeway | Economic Development | 46,252 | 34,689 | 171,309 |
| Total | | | | | \$228,410 | | |

Note: Costs inflated 36%



Kansas Food Dealers' Association, Inc.

2809 WEST 47th STREET SHAWNEE MISSION, KANSAS 66205

PHONE: (913) 384-3838

March 29, 1988

OFFICERS

PRESIDENT
LEONARD MCKENZIE
Overland Park

VICE-PRESIDENT
MIKE DONELAN
Colby

TREASURER
SKIP KLEIER
Carbondale

CHAIRMAN OF THE BOARD
CHUCK MALLORY
Topeka

BOARD OF DIRECTORS

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Syracuse

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BILL WEST
Abilene

LEROY WHEELER
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JOE WHITE
Kingman

DIRECTOR OF GOVERNMENTAL AFFAIRS

FRANCES KASTNER

HOUSE TRANSPORTATION COMM.

EXECUTIVE DIRECTOR
JIM SHEEHAN
Shawnee Mission

RE: Highway Proposals

The Kansas Food Dealers Association recognizes the need for highway improvement in Kansas. However, our membership, consisting of wholesalers, distributors and retailers throughout the state, have several major concerns about proposals endorsing large increases for vehicle registration fees. It would have a great impact on the distribution system for food products and snowball right on down the line as an increase in groceries at the point of purchase.

Our members oppose indexing of fuel and registration since national indicators rarely reflect the Kansas economic picture. Modest increases in motor fuel and registration fees would not be objectionable.

The provisions in SB 555 which adds motor fuels to the sales tax base is something which we OPPOSE. It puts Kansas businesses on our borders at a disadvantage as the addition of state and local sales tax would make gasoline prices range from four to six cents per gallon higher in Kansas. In most instances it would also be an additional accounting procedure to figure the sales tax on top of the purchase even though many gasoline stations now use computers in determining the purchase price of each sale. As you know, some of our members do sell gasoline as part of their operation.

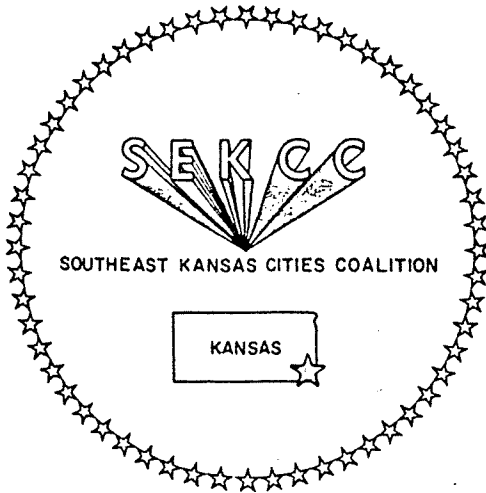
We appreciate the opportunity to share the concerns of our membership with you.

Frances Kastner, Director
Governmental Affairs, KFDA

2201 SW Wilmington Court
Topeka, Ks. 66606

(913) 232-3310

Attach 3



Working Together for Southeast Kansas

TESTIMONY BEFORE THE TRANSPORTATION COMMITTEE

KANSAS HOUSE OF REPRESENTATIVES

MARCH 29, 1988

Altamont
Caney
Chanute
Cherryvale
Chetopa
Coffeyville
Columbus
Fort Scott
Fredonia
Girard
Independence
Iola
Neodesha
Oswego
Parsons
Pittsburg

INTRODUCTION

Mr. Chairman, and members of the committee, on behalf of the Southeast Kansas Cities Coalition, which will be referred to during the testimony as "The Coalition", we appreciate the opportunity to testify on behalf of our area of the State. My name is Frank Eaton, working with "The Coalition" and wish to introduce the member from our group who will testify on behalf of the organization.

TESTIMONY

Mr. Chairman, and members of the committee, as Frank mentioned earlier, we appreciate the opportunity to testify today. In the recent past, several studies have been conducted by the State or interested citizens' groups to determine the economic value and to establish an improvement plan to construct a Southeast Kansas Highway System. This system is needed to revitalize our areas depressed economic condition. We support the following highway system improvements, listed in the order of their priorities:

1. Joplin-Wichita route chosen in 1986 by the engineering firm of Howard, Needles, Tammen and Bergendoff.
2. Supplemental improvements for those areas not immediately adjacent to the proposed route.
3. Funds to upgrade existing routes for safety, capacity and the elimination of bottle necks.
4. Funds to implement a regional commercial route system to connect Memphis to Denver, as proposed by Kansas Secretary of Transportation, Horace Edwards.

A++ 4

"The Coalition" members are unanimous in their opinion that the funding for these projects should be based on a combination of user fees "without indexing" and federal highway funds where applicable.

The members of "The Coalition" know that the construction of new highways and the improvements of existing highways in the Southeast section of our State will enhance, to a great extent, the ability to attract new industry and related services to the area. This belief is based on the obvious effect of a good transportation system in the Southwest corner of our neighboring State on the East. Particular mention is made of Interstate 44 between Oklahoma City and Springfield, which also connects with Tulsa and Joplin and also U.S. Highway 71 between Kansas City and Springfield.

In addition, a complimenting factor to an adequate highway system, in the quest for economic development, are modern airports. The City of Chanute is in the process of expanding and improving the safety and capacity of it's "general utility" airport. Allen County has recently completed a Master Plan and Airport Layout Plan for a "general utility" airport facility. Other major airports in Southeast Kansas are at Coffeyville, Independence, Parsons (Tri-City), and Pittsburg, which are all classified as "transport category".

The conclusion, therefore, is that Southeast Kansas will have the ability to move forward with economic progress with an improved highway network. That concludes our testimony.

I believe there will be a minute or so left for any questions you may have.

Again, thank you for this opportunity.

PRESENTATION

to

HOUSE COMMITTEE ON
TRANSPORTATION

by

BRENDA M. MANSKE
Executive Director
Southeast Kansas Tourism Region, Inc.

March 29, 1988

Attach 5



Southeast Kansas Tourism Region

P.O. Box 100
Yates Center, Kansas 66783
(316) 625-3559

SOUTHEAST KANSAS MUST HAVE BETTER HIGHWAYS TO ACHIEVE ECONOMIC GROWTH

State government soon must make crucial decisions about the transportation needs of Kansas. These decisions are crucial because they will determine to a great degree the role that Kansas will play in the economic future of the nation. These decisions are of vital importance to Southeast Kansas, because without benefit of adequate transportation, Southeast Kansas cannot become a player in anyone's economic future.

The scope of a state highway program obviously depends on many factors. Satisfying widespread parochial highway interests apparently creates a program price tag that is too high for the Kansas Legislature to swallow. The Governor's Highway Task Force in 1987 recommended five new construction initiatives that would have benefited Southeast Kansas--the economically deprived region that Legislative consensus has identified as the area in greatest need of improved highways. Southeast Kansas Tourism Region submits that four of these projects are vital to the growth of every industry in Southeast Kansas.

At the core of these new construction initiatives is the so-called "Southeast Kansas Corridor," the four-lane

House Transportation Committee

March 29, 1988

freeway/super-two highway on K-96 from I-135 northeast of Wichita to Neodesha. According to the Task Force, this is a 175-mile project estimated to cost \$407.7 million. If we can have nothing else, at least allow us this one direct access to the nation's interstate highway system.

The remaining new construction that is vital to economic growth in Southeast Kansas includes: making US 75 a super-two highway from the Oklahoma border north to I-35 (104 miles at a total cost of \$74.4 million); making US 69 a super-two highway from the Oklahoma border to Kansas City (130 miles at a total cost of \$78 million); and making US 166 a super-two highway from I-35 east to US 75 (65 miles at a total cost of \$91.4 million.) Each of these four projects will provide Southeast Kansas with enhanced access to I-35 and to significant trade centers in either Wichita, Kansas City or Topeka. The total cost of these four projects is estimated at \$651.5 million. This is what Southeast Kansas needs to rise above the economic step-child status it has held in this state for the past 50 years.

Southeast Kansas Tourism Region supported the Governor's Comprehensive Highway Program as recommended in the Special Legislative Session of 1987. Although we believe that any new state highway program must be comprehensive, we submit that our need is acute and we ask that these four projects be included in any comprehensive state highway plan.

House Transportation Committee

March 29, 1988

The Tourism Region believes that any new highway construction must be of the highest affordable quality and that maintenance of existing highways must become an immediate priority of the Kansas Department of Transportation and of the Kansas Legislature. As far as designation vs. nondesignation of highway projects is concerned, we trust the Secretary of Transportation to satisfy the highway needs of Southeast Kansas insofar as his department is funded to do so.



League of Kansas Municipalities

PUBLISHERS OF KANSAS GOVERNMENT JOURNAL/112 WEST SEVENTH ST., TOPEKA, KANSAS 66603/AREA 913-354-9565

RE: Basic Highway Program Issues
TO: House Committee on Transportation
FROM: E.A. Mosher, Executive Director
DATE: March 31, 1988

The League has not recently held a special committee or Governing Body meeting to develop positions on the basic highway program issues confronting Kansas and its local governments. As a result, the comments presented this afternoon represent my best judgment as to the consensus of municipal officials. These statements are, however, consistent with any applicable policy provisions in our convention-adopted Statement of Municipal Policy. To keep them brief, they are primarily statements of positions, without an explanation of why the position is taken.

- (1) Basic Support. We support legislative enactment of a comprehensive state-local highway program for the future of Kansas.
- (2) Primary Objectives. The primary objectives of such a program should be to (a) secure the maintenance and preservation of our existing state and local highway system, (b) promote the economic development of the state and its communities, and (c) obtain improvements to our state and local highway system for the safety and convenience of the public.
- (3) User Taxes. The League supports both an increase in motor vehicle registration fees and an increase in motor fuel taxes. To accomplish the objectives, the increases must be significant.
- (4) Sales Tax Transfer. The transfer of revenue from the state general fund to the state highway fund should be at least equal to total state sales tax collections on the sale of motor vehicles.
- (5) Other Financing. Other methods of financing our state and local highway needs should also be explored. Cities should have authority to levy vehicle stamp taxes.
- (6) Debt Financing. We support the reasonable use of state indebtedness to finance new state highway improvement projects, in the same manner that local units utilize debt financing for their major capital improvements. The use of debt to finance highway projects, limited in term to their useful life, would permit pay-as-you-use highway improvements, stimulate the Kansas economy, and create opportunities for future economic growth.
- (7) Local Sharing. We support significant local sharing of motor fuel tax increases, in recognition of growing local highway needs and state retention of 100 percent of all vehicle registration fee and sales tax transfers. We believe at least one-third of any new fuel tax collections should be distributed to cities and counties through the Special City and County Highway Fund.

(8) Connecting Links. Any comprehensive highway program should include a significant increase in state payments to cities for the maintenance of state highways within cities.

(9) Public Transportation Aid. We support state aid for public transportation, especially for the poor, elderly and handicapped.

(10) Local Contributions. We confess some ambivalence about initiating the practice of local contributions for state highway improvements since, with some exceptions, the local share would come primarily from bonds financed from property taxes, needed for local roads and streets.

(11) Statutory Project Designation. Municipal officials have mixed reaction to the specification of projects by statute, depending largely on whether "their project" is included. The consensus seems to lie in support of KDOT determination based on need.

(12) Weight Limits. There is a common belief that truck weight limits are too high, and not adequately enforced. Local officials note that vehicles with weight limits that may be reasonable for state highways, often start from or end up on local roads and streets.

(13) Special Fund. We recommend consideration be given to establishing a special fund, available to local units and for KDOT use, to finance economic development highway improvement projects focused on "minor" projects of immediate need with direct job creation potential.

STATEMENT

By The

KANSAS MOTOR CARRIERS ASSOCIATION

Concerning an expanded highway
program for Kansas.

Presented to the House Transportation
Committee, Rep. Rex Crowell, Chairman;
Statehouse, Topeka, Tuesday, March 29,
1988.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I am Mary E. Turkington, Executive Director of the Kansas Motor Carriers Association with offices in Topeka. I appear here today along with Tom Whitaker, our Governmental Relations Director, on behalf of the 1,550 member-firms of our Association representing the highway transportation industry.

We do not oppose an expanded highway program for Kansas nor do we object to paying increases in fuel taxes and registration fees to fund a reasonable approach to improving our state's streets and highways.

The Board of Directors of the Kansas Motor Carriers Association adopted the following policy:

1. The Kansas Motor Carriers Association supports good highways and recognizes that Kansas needs to expand its highway program.

2. This Association further supports sound economic development for Kansas and wishes to work diligently to provide leadership for improving the state's economy. This industry alone provides 70,000 jobs directly in Kansas communities throughout the state.
3. KMCA can support increases in registration fees and fuel taxes when such increases are made across-the-board for all vehicle owners in a fair and just manner.
4. Indexing truck registration fees would result in Kansas having higher registration fees for most motor truck vehicles than comparable fees assessed by surrounding states. Such an inequity would detract from economic development opportunities and would impose a substantial burden on Kansas motor truck vehicle owners.
5. Fuel tax increases across-the-board offer pay-as-you-go tax revenue sources. Currently, Kansas law imposes a one-cent per gallon tax per year "cap" on either tax increases or tax decreases.
6. Proposed indexing of the tax on motor fuels as recommended by the Governor's Blue Ribbon Highway Task Force should be reviewed to determine the feasibility of substituting a specific schedule of fuel tax increases as opposed to the unlimited indexing of motor fuel taxes.
7. Revenue projections should be developed utilizing smaller increases in registration fees and eliminating any indexing of registration fee schedules. Such registration fee revisions, if any, must apply to all classes of vehicle registrations across-the-board.
8. Judicious selection of routes and related highway improvements should be made to preserve the integrity of the present highway system and to maximize the opportunity for economic development for the state and its communities.
9. Fair and equitable treatment of the highway transportation industry and the 70,000 jobs the industry directly provides must be incorporated in any highway improvement program.

Our industry is concerned with any unlimited indexing proposed for motor fuels. We strongly believe that fuel tax increases should be reviewed to determine the feasibility of utilizing a specific schedule of fuel tax increases.

Our research indicates that only eight states currently utilize any indexing factors for motor fuel. Six states have bypassed or repealed their variable-rate provisions governing motor fuel rates in the past few years -- including Virginia -- and the state of Washington which was the first state to use a variable rate.

We feel compelled to call to the Committee's attention the federal tax dollars which our industry also must pay as highway user fees into the Federal Highway Trust Fund:

Diesel Tax - now 15¢ per gallon including a 6-cent differential over the 9¢ federal motor fuel tax. (Trucks pay 92% of total.)

12% excise tax on first retail sale of tractors, trucks over 33,000 lbs. and trailers over 26,000 lbs. gross weight.

Heavy Vehicle Use Tax - \$550 for vehicles with gross weight of 75,000 lbs. or more.

Tires - under 40 lbs. exempt. Schedule sets up maximum over 90 lbs. \$10.50 plus 50¢ a pound - averages \$36 per tire - \$648 per unit.

All of these taxes have to come from the same pocket.

We recognize that Kansas needs to expand its highway program and to generate additional revenue to pay the bill. This Association and the highway transportation industry will support reasonable increases in registration fees and fuel taxes. We will be pleased to work with your committee and with the Governor to develop a workable solution to our highway problem. We thank you for the opportunity to present these comments to you today.

####

Kansas Association of Counties

Serving Kansas Counties

212 S.W. Seventh Street, Topeka, Kansas 66603

Phone (913) 233-2271

March 29, 1988

Testimony

To - House Transportation Committee

From - John T. Torbert, Executive Director
Kansas Association of Counties

Subject - Basic Highway Program Issues

The Kansas Association of Counties is in support of a major highway initiative. Although we have not formulated specific policy on many of the items on the discussion list today, I would like to suggest several tenets that we feel should be part of highway program legislation.

1) Any new program should have a maintenance and construction component. Our maintenance needs are severe. For example, Kansas is third in the nation in the number of deficient bridges. Construction will play a major role in the economic development of this state.

2) Insofar as possible, highways should be user financed. The likely sources are and should be fuel tax and vehicle registration fees. Indexation of fuel tax is acceptable and desirable.

3) Bonded indebtedness is an appropriate and accepted method of financing public improvements and should be considered as part of any major new legislation.

4) We have concern about designation of projects. Politically, it leads to a no-win situation. Final determination of projects should be left to appropriate state and local authorities who best know the needs of their respective jurisdictions.

5) Any program should have a strong local component and by strong I mean more than five cents on the dollar. We have a transportation problem in this state. It is not a state, city or county problem. It is a system problem that is not solved by a 95/5 type approach of sharing new revenues. Realistically, at least 1/3 of new revenues should be shared and distributed to cities and counties thru the special city and county highway fund.

Thank you for the opportunity to appear. I'd be happy to respond to any questions.

A++ 8

The Kansas Contractors Association, Inc.

OFFICERS

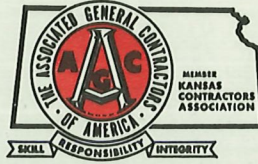
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DANIEL W. RAMLOW, Assistant Manager
CRIS MILLARD, Office Manager
CARRIE KRUSOR, Bulletin Editor



316 WEST 33rd STREET P.O. BOX 5061

Topeka, Kansas 66605-0061

Phone 913-266-4152

DIRECTORS

DICK BROWN
Salina, Kansas

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TESTIMONY ON HIGHWAY FINANCING
BEFORE THE HOUSE TRANSPORTATION COMMITTEE
MARCH 29, 1988
BY DAN RAMLOW
THE KANSAS CONTRACTORS ASSOCIATION, INC.

Thank you, Mr. Chairman and members of the committee. My name is Dan Ramlow and I represent the Kansas Contractors Association, an association of more than 330 heavy/highway/utility contractors and suppliers throughout the state of Kansas. We appreciate the opportunity to speak before the committee this afternoon on basic highway program issues in our state.

The last year a comprehensive highway financing package was passed by the Legislature in Kansas was 1983. Because no action was taken on a road and bridge improvement program during the 1987 special session, and none is being taken during the current 1988 session, we are committed for the remainder of 1988 to a grassroots educational program on the need for additional funding for Kansas' road and bridge system. We commend the Chairman for scheduling this afternoon's hearing because an integral part of any educational program is keeping the issue of highway needs before the public.

Our association supports an overall comprehensive highway maintenance and rebuilding plan for the entire state, based on Kansas Department of

Attach. 9

Transportation needs studies.

Any new program developed by this committee for the 1989 session we believe should be perpetual in nature and not a "bandage" approach to the problem.

Our association supports the highway user fee approach to paying for any comprehensive rebuilding program. We feel it is the fairest concept of how a motoring public can underwrite a highway system. Simply, if you drive, you help pay to maintain the road system you drive on; if you do not drive, you pay nothing. The only problem with the user fee concept is that the cost to repair the state's highways and bridges has soared due to inflation, while the purchasing power of our highway user fees has decreased in real terms.

An increase in our state's fuel tax is the one method that must be incorporated into any future highway funding measure. If we were to increase our gas tax five cents per gallon, the average driver would only pay \$25 to \$30 more in gas tax a year. A "bargain" compared to what he now pays in the hidden cost of road and bridge neglect; examples being lost jobs, poor economic health, vehicle operating costs, and social and environmental costs. And a "bargain" compared to the \$2.32 a gallon tax a driver pays in Italy; \$1.78 a gallon in France; \$1.31 a gallon in England; and \$1.06 a gallon in West Germany.

In conclusion, we support the concept of "save now, pay later." Road and bridge rehabilitation is destined to cost more in the long run as deterioration continues and inflation drives up the price of repairs. We must focus on the strong impact highway and bridge improvements have on the rest of the state's economy. Good roads and bridges are crucial to our future growth, mobility and economic vitality. Kansas citizens, business leaders and lawmakers

Testimony on Highway Financing
Before House Transportation Committee
March 29, 1988
Page Three

need to understand and support this important relationship in order to search together for creative solutions to the problems of funding road and bridge repairs. We stand ready to assist the committee in undertaking this necessary effort.

We are asked many times about the capacity of Kansas contractors to build an accelerated highway program. Our industry is operating at less than 50% of its capacity and many of our Kansas based contractors would be bankrupt were it not for the state of Oklahoma which passed a 6 cent gas tax increase in 1987. Our contractors and their employees would like to return home.

Thank you again, Mr. Chairman and members of the committee. If there are any questions, I will try to answer them.

March 29, 1988

House Transportation Committee

Mr. Chairman and Committee Members.

I'm Jim DeHoff with the Kansas AFL-CIO.

We ask that any new highway construction or maintenance work that is contracted out include Federal Davis-Bacon wage rates. Davis-Bacon wage rates are now used when federal money is used to construct highways in Kansas.

Davis-Bacon wage rates reflect surveys taken by the U. S. Department of Labor and give a true picture of the average wage rate being paid workers in each county. It does not inflate wages or have any negative impact on any community.

By using Davis-Bacon wage rates there would be no expense to the state to conduct wage surveys, as the wage listings could become part of the specifications for bidding highway construction work.

Prevailing wage rates would help to assure that Kansas residents would have the opportunity to work on the highway construction projects. This is very important because they are Kansas taxpayers.

I have enclosed recent wage listings by the U. S. Department of Labor for you to review.

Attach. 10



GENERAL WAGE DECISION NO. KS88-5

Supersedes General Wage Decision No. KS87-5

State: KANSAS

County(ies): Allen, Anderson, Atchinson, Bourbon, Brown, Chase, Chatauqua, Cherokee, Clay, Cloud, Coffey, Cowley, Crawford, Dickinson, Doniphan, Elk, Franklin, Geary, Greenwood, Harper, Harvey, Jackson, Kingman, Labette, Linn, Lyon, Marion, Marshall, McPherson, Montgomery, Morris, Nemaha, Neosho, Osage, Ottawa, Pottawatomie, Reno, Republic, Riley, Saline, Sumner, Wabaunsee, Washington, Wilson, and Woodson

Construction
Type: Highway , Water & Sewer Line

Construction
Description: Highway Projects (does not include Bridges over Navigable Waters, Tunnels; Building Structures in Rest Area Projects; Railroad Construction) and Water and Sewer Line Construction. HIGHWAY CONSTRUCTION: Geary, Riley, Labette & Saline Cos. only

| Modification Record: No. | Publication Date | Page No.(s) |
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KS88-5

| | Basic Hourly Rates | Fringe Benefits |
|--|--------------------------|--------------------|
| AREA III | | |
| ASPHALT PAVER SCREED OPERATOR | 7.93 | |
| ASPHALT PAVING MACHINE OPERATOR | 9.18 | |
| ASPHALT PLANT OPERATOR | 9.50 | |
| ASPHALT RAKER | 7.33 | |
| BACKHOE OPERATOR | 8.04 | |
| BATCHING PLANT SCALEMAN | 6.38 | |
| BLOWING MECHANISM OR MULCH SEEDER OPERATOR | 6.67 | |
| BULLDOZER OPERATOR (PUSH CAT) | 8.73 | |
| CARPENTER | 8.51 | |
| CARPENTER (ROUGH) | 7.81 | |
| CONCRETE FINISHER | 10.21 | |
| CONCRETE SAW OPERATOR | 7.99 | |
| CRANE OR ANY MACHINE POWER SWING | 9.82 | |
| CRUSHER AND SCREENING PLANT OPERATOR | 6.92 | |
| DISTRIBUTOR OPERATOR | 8.11 | |
| ELECTRICIAN | 13.00 | |
| FORM LINE AND SETTER | 7.11 | |
| FRONT END LOADER OPERATOR | 9.17 | |
| LABORER (CONSTRUCTION) | 6.38 | |
| MECHANIC | 10.01 | |
| MECHANIC HELPER | 7.27 | |
| MIXER, CONCRETE PORTABLE | 8.63 | |
| MOTOR GRADER OPERATOR (Finish) | 9.04 | |
| MOTOR GRADER OPERATOR (Rough) | 8.45 | |
| MOTOR SCRAPER OPERATOR | 8.05 | |
| PAINTERS (STRUCTURAL STEEL & BRIDGE) | 10.60 | |
| PAVING EQUIPMENT OPERATOR | 9.55 | |
| POST DRIVER AND/OR AUGER OPERATOR | 8.64 | |
| REINFORCING STEEL SETTER | 8.42 | |
| ROLLER/COMPACTOR OPERATOR (Self-propelled) | 8.47 | |
| ROTARY BRUSH OPERATOR | 6.90 | |
| ROTOR MILL OPERATOR | 8.58 | |
| SANDBLASTER (STRUCTURAL STEEL & BRIDGE) | 7.94 | |
| SERVICEMAN (Equipment) | 9.15 | |
| SPREADER BOX OPERATOR (SELF-PROPELLED) | 9.22 | |
| TRACTOR OPERATOR (80 HP OR LESS) | 7.11 | |
| TRACTOR OPERATOR (80 HP OR MORE) | 7.56 | |
| TRUCK DRIVER (Single Axle) | 7.50 | |
| TRUCK DRIVER (Tandem Axle) | 7.52 | |
| TRUCK DRIVER (Triple Axle and Semi) | 8.28 | |
| WELDER | 8.79 | |

Unlisted classifications needed for work not included within the scope of the classifications listed may be added afterward only as provided in the labor standards contract clauses (29 CFR, 5.5 (a) (1) (11)).



GENERAL WAGE DECISION NO. KS88-4

Supersedes General Wage Decision No. KS87-4

State: KANSAS

County(ies): BUTLER AND SEDGWICK

Construction Type: Highway, Water & Sewer Line

Construction Description: Highway Projects (does not include Bridges over Navigable Waters, Tunnels, Building Structures in Rest Area Projects; Railroad Construction) and Water and Sewer Line Construction.

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KS88-4.

| | BASIC HOURLY RATES | FRINGE BENEFITS |
|---|--------------------------|--------------------|
| <u>AREA II</u> | | |
| Asphalt Paver Screed Operator | 8.00 | |
| Asphalt Paving Machine Operator | 8.55 | |
| Asphalt Plant Operator | 8.24 | |
| Asphalt Raker | 7.46 | |
| Backhoe Operator | 8.40 | |
| Batching Plant Scaleman | 7.80 | |
| Blowing Mechanism/Mulch Seeder Operator | 7.00 | |
| Bulldozer Operator (Push Cat) | 8.85 | |
| Carpenter | 8.86 | |
| Carpenter (Rough) | 8.09 | |
| Concrete Central Mix Plant Operator | 8.08 | |
| Concrete Finisher | 8.95 | |
| Concrete Saw Operator | 7.50 | |
| Crane or any Machine Power Swing | 9.30 | |
| Crusher and Screening Plant Operator | 9.15 | |
| Distributor Operator | 7.88 | |
| Electrician | 11.50 | |
| Form Liner and Setter | 8.08 | |
| Front End Loader Operator | 8.39 | |
| Laborer (Construction) | 6.55 | |
| Mechanic | 9.01 | |
| Mechanic Helper | 8.00 | |
| Motor Grader Operator (Finish) | 9.67 | |
| Motor Grader Operator (Rough) | 8.35 | |
| Motor Scraper Operator | 8.00 | |
| Painters (Structural Steel & Bridges) | 8.00 | |
| Paving Equipment Operator | 8.73 | |
| Pavement Breaker Tamper Operator (Self-propelled) | 8.30 | |
| Piledrivermen | 6.70 | |
| Reinforcing Steel Setter | 6.75 | |
| Roller/Compactor Operator (Self-Propelled) | 8.25 | |
| Rotor Mill Operator | 8.50 | |
| Sandblaster (structural Steel & Bridges) | 8.24 | |
| Serviceman (Equipment) | 7.43 | |
| Slurry Machine Operator | 6.60 | |
| Steel Workers | 7.93 | |
| Tank Heater Attendant | 6.55 | |
| Tractor Operator (80 HP or less) | 7.97 | |
| Tractor Operator (80 HP or more) | 8.00 | |
| Trenching Machine Operator | 7.47 | |
| Truck Driver (Single Axle) | 6.89 | |
| Truck Driver (Tandem Axle) | 6.87 | |
| Truck Driver (Triple Axle & Semi) | 8.00 | |
| Welder | 8.45 | |

Unlisted classifications needed for work not included within the scope of the classifications may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5 (a) (1) (11)).



GENERAL WAGE DECISION NO. KS88-3

Supersedes General Wage Decision No. KS87-3

State: KANSAS

County(ies): Barber, Barton, Cheyenne, Clark, Comanche, Decatur, Edwards, Ellis, Ellsworth, Finney, Ford, Gove, Graham, Grant, Gray, Greely, Hamilton, Haskell, Hodgeman, Jewell, Kearny, Kiowa, Lane, Lincoln, Logan, Meade, Mitchell, Morton, Ness, Norton, Osborne, Pawnee, Phillips, Pratt, Rawlings, Rice, Rooks, Rush, Russell, Scott, Seward, Sheridan, Sherman, Smith, Stafford, Stanton, Stevens, Thomas, Trego, Wallace and Wichita

Construction Type: Highway , Water & Sewer Line

Construction Description: Highway Projects (does not include Bridges over Navigable Waters, Tunnels; Building Structures in Rest Area Projects; Railroad Construction) and Water and Sewer Line Construction

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| Modification Record: | | |
| No. | Publication Date | Page No.(s) |



KS88-3

| | Basic Hourly Rates | Fringe Benefits |
|--|--------------------|-----------------|
| AREA I | | |
| ASPHALT PAVER SCREED OPERATOR | 7.05 | |
| ASPHALT PAVING MACHINE OPERATOR | 7.34 | |
| ASPHALT PLANT OPERATOR | 7.82 | |
| ASPHALT RAKER | 6.00 | |
| BACKHOE OPERATOR | 8.67 | |
| BATCHING PLANT SCALEMAN | 6.45 | |
| BLOWING MECHANISM OR MULCH SEEDER OPERATOR | 7.00 | |
| BRICK, BLOCK AND STONESETTER | 8.20 | |
| BULLDOZER OPERATOR (PUSH CAT) | 7.84 | |
| CARPENTER | 8.39 | |
| CARPENTER (ROUGH) | 6.92 | |
| CONCRETE FINISHER | 8.93 | |
| CONCRETE SAW OPERATOR | 6.54 | |
| CRANE OR ANY MACHINE POWER SWING | 8.90 | |
| CRUSHER AND SCREENING PLANT OPERATOR | 6.78 | |
| DISTRIBUTOR OPERATOR | 7.19 | |
| ELECTRICIAN | 8.18 | |
| FORM LINE AND SETTER | 6.50 | |
| FRONT END LOADER OPERATOR | 7.70 | |
| LABORER (CONSTRUCTION) | 6.01 | |
| MECHANIC | 9.41 | |
| MIXER, CONCRETE PORTABLE OPERATOR | 7.82 | |
| MOTOR GRADER OPERATOR (Finish) | 8.64 | |
| MOTOR GRADER OPERATOR (Rough) | 8.46 | |
| MOTOR SCRAPER OPERATOR | 7.78 | |
| PAINTERS | 10.00 | |
| PAVING EQUIPMENT OPERATOR | 9.95 | |
| POST DRIVER AND/OR AUGER OPERATORS | 7.43 | |
| ROLLER/COMPACTOR OPERATOR (Self-propelled) | 6.66 | |
| ROTARY BROOM OPERATOR | 6.58 | |
| ROTMILL OPERATOR | 10.60 | |
| SANDBLASTER (STRUCTURAL STEEL AND BRIDGE) | 8.00 | |
| SERVICEMAN (EQUIPMENT) | 8.00 | |
| SLURRY MACHINE OPERATOR | 7.00 | |
| SPREADER BOX OPERATOR (Self-propelled) | 6.19 | |
| TRACTOR OPERATOR | 7.00 | |
| TRENCHING MACHINE OPERATOR | 7.57 | |
| TRUCK DRIVER (Single Axle) | 6.90 | |
| TRUCK DRIVER (Tandem Axle) | 6.60 | |
| TRUCK DRIVER (Triple Axle and Semi) | 7.98 | |

WELDERS: Receive rate prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added afterward only as provided in the labor standards contract clauses (29 CFR, 5.5 (a) (1) (ii)).



GENERAL WAGE DECISION NO, KS88-6

Supersedes General Wage Decision No. KS87-6

State: KANSAS

County(ies): Douglas, Jefferson, Leavenworth, Miami and Shawnee

Construction
Type: Highway

Construction
Description: Highway Construction

Modification Record:
No.

Publication Date

Page No.(s)



KS88-6

| | Basic Hourly Rates | Fringe Benefits |
|--|--------------------------|--------------------|
| AREA IV | | |
| CARPENTERS & PILEDRIVERMEN: | | |
| Zone 1 | 11.35 | 1.80 |
| Zone 2 | 16.95 | 3.13 |
| CARPENTERS (Zone 3) | 15.125 | 3.13 |
| PILEDRIVERMEN (Zone 3) | 16.95 | 3.13 |
| CEMENT MASONS: | | |
| Zone 1 | 16.42 | 2.48 |
| Zone 2 | 12.50 | 1.05 |
| Zone 3 | 12.20 | 1.05 |
| ELECTRICIANS: | | |
| Zone 1 | 17.74 | 3.51+ 10% |
| Zone 2 | 15.55 | 2.13+ 3% |
| IRONWORKERS | | |
| Leavenworth County | 17.91 | 3.37 |
| Douglas, Jefferson, Miami, and Shawnee Counties | 14.91 | 3.37 |
| LINE CONSTRUCTION: | | |
| Zone 1: | | |
| Lineman | 18.79 | 1.25+ 11% |
| Lineman Operator | 17.53 | 1.25+ 11% |
| Groundman Powderman | 13.16 | 1.25+ 11% |
| Groundman | 12.54 | 1.25+ 11% |
| Zone 2: | | |
| Lineman | 17.31 | 1.25+ 3.5% |
| Cable Splicers | 18.18 | 1.25+ 3.5% |
| Groundman | 11.07 | 1.25+ 3.5% |
| Powderman | 14.25 | 1.25+ 3.5% |
| Line Truck & Equipment Operator | 14.25 | 1.25+ 3.5% |
| LABORERS: | | |
| Zone 1 | | |
| Group 1 | 7.95 | 2.30 |
| Group 2 | 8.20 | 2.30 |
| Zone 2 | | |
| Group 1 | 8.75 | 2.30 |
| Group 2 | 9.00 | 2.30 |
| Zone 3 | | |
| Group 1 | 9.10 | 2.40 |
| Group 2 | 9.35 | 2.40 |
| Zone 4 | | |
| Group 1 | 7.95 | 2.30 |
| Group 2 | 8.20 | 2.30 |
| POWER EQUIPMENT OPERATORS | | |
| Zone 1: Leavenworth County | | |
| Group 1 | 15.65 | 4.37 |
| Group 2 | 15.40 | 4.37 |
| Group 3 | 14.70 | 4.37 |
| Zone 4: | | |
| Oiler | 10.68 | 4.37 |
| Oiler, Driver, all types | 13.70 | 4.37 |
| Zone 2: Jefferson, Miami, Douglas & Shawnee Cos.: | | |



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| | | |
|---|-------|------|
| Group 1 | 12.87 | 2.70 |
| Group 2 | 12.62 | 2.70 |
| Group 3 | 12.37 | 2.70 |
| Group 4 | 12.02 | 2.70 |
| Group 4A | 12.12 | 2.70 |
| TRUCK DRIVERS | | |
| Zone 1: Leavenworth & Miami Counties: | | |
| Group 1 | 14.77 | 4.75 |
| Group 2 | 14.62 | 4.75 |
| Group 3 | 14.31 | 4.75 |
| Group 4 | 14.11 | 4.75 |
| Group 5 | 13.89 | 4.75 |
| Zone 2: Douglas, shawnee & Jefferson Cos. | | |
| Group 1 | 9.40 | 1.75 |
| Group 2 | 9.50 | 1.75 |
| Group 3 | 9.65 | 1.75 |

ZONE DESCRIPTIONS

CARPENTERS AND PILED RIVERMEN:

- Zone 1: Douglas, Shawnee and Jefferson Counties
- Zone 2: Leavenworth County
- Zone 3: Miami County

CEMENT MASONS:

- Zone 1: Leavenworth and Miami Counties
- Zone 2: Douglas and Shawnee Counties
- Zone 3: Jefferson County

ELECTRICIANS:

- Zone 1: Leavenworth County (Delaware, High Prairie & Kickapoo Townships) City of Leavenworth & Fort Leavenworth Military Reservation
- Zone 2: Douglas, Jefferson, Miami, Shawnee and the remainder of Leavenworth County

LINE CONSTRUCTION:

- Zone 1: Leavenworth County, north of Fairmont; Strainger, and Tanganoxie Townships
- Zone 2: Douglas, Jefferson, Miami, Shawnee Counties, and remainder of Leavenworth County

LABORERS:

- Zone 1: Jefferson County
- Zone 2: Douglas and Shawnee Counties
- Zone 3: Leavenworth County
- Zone 4: Miami County

TRUCK DRIVERS

- Zone 1:
 - Group 1 - Mechanics and Welders
 - Group 2 - A-frame lowboy - boom truck drivers
 - Group 3 - Material Trucks, Tandem Two Teams; Semi-trailers; Winch Trucks-Fork Trucks; Distributor Drivers and Operators; Agitator and Transit Mix, Tank Wagon Drivers, Single Axle; Tank Wagon



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Drivers; Tandem or Semi-trailer; Isley Wagons; Dump Trucks, Excavator, 5 cu. yds. and over; Dumpsters; Half-tracks; Speedace; Euclids and other similar excavating equipment
Group 4 - One Team; Station Wagons; Pickup Trucks; Material trucks, single axle; Tank Wagon Drivers, single axle
Group 5 - Oilers and Greasers

Zone 2:

Group 1 - Pickups; Panel Trucks; Station Wagons; Flat Beds; Dump and Batch Trucks, single axle
Group 2 - Tandem Trucks; Warehousemen or Partsmen; Mechanic Helpers and Servicemen
Group 3 - Lowboys; Semi-trailers; all Transit Mixer Trucks (single or tandem axle); A-frame and Winch Trucks when used as such; Euclid, End and Bottom Dump; Tournarockers, Atheys, Dumpsters and similar off-road equipment and mechanics on such equipment

CLASSIFICATION DEFINITIONS

LABORERS

1. Board Mat Weavers & Cable Tiers, Georgia Buggy (Manually operated), Mixerman-No Skip Lift, Salamander Tenders, Track Men, Tractor Swamper, Truck Dumper, Wire Mesh Setter, Water Pump up to 4 inches, and all other general laborer including Flagman.
2. Air tool Operators, Cement Handlers (Bulk), Chain Saw, Georgia Buggy (Mechanically Operated), Graderman, Hot Mastic Kettleman, Crusher Feeder, Joint Man, Jute Man, Mason Tender, Material Batch Hopper & Scale Man, Mixer Man, Pier Hole Man (working 10 Feet Deep), Pipelayer - Drainage (Concrete and/or Corrugated Metal, Signal Man (Crane), Truck Dumper - Dry Batch, Vibrator Operator, Wagon & Churn Drill Operator, Asphalt Raker, Barco Tamper, Concrete Saw, Creosote Material - Handling & Applying, Nozzle Burner (Cutting Torch and Burning Bar), Conduit Pipe, Water and Gas Distribution Lines, Tile and Duct Line Setter, Form Setter & Liner on Concrete Paving, Powderman, Sandblasting & Gunite Nozzleman, Sanitary Sewer Pipe Layer, Steel Plate Structure Erectors, Screed Man.

POWER EQUIPMENT OPERATORS

Zone 1: Leavenworth County:

Group 1 - Asphalt Paver and Spreader; Asphalt Plant Console Operator; Auto Grader; Back Hoe; Blade Operator, all types; Boiler, 2; Booster Pump on Dredge; Boring Machine (truck or crane mounted); Bulldozer Operator; Clamshell Operator; Compressor Maintenance Operator, 2; Concrete Plant Operator, Central Mix; Concrete Mixer Paver; Crane Operator; Derrick or Derrick Trucks;



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Ditching Machine; Dragline Operator; Dredge Engineman; Dredge Operator; Drillcat with compressor mounted on cat; Drilling or Boring Machine; Rotary, self-propelled; High Loader-Fork Lift; Locomotive Operator, standard guage; Mechanics and Welders; Maintenance Operator; Mucking Machine; Pile Driver Operator; Pitman Crane Operator; Pump, 2; Quad-trac; Scoop Operator, all types; Scoops in Tandem; Self-propelled Rotary Drill (Leroy or equal-not Air Trac); Shovel Operator; Side Discharge Spreader; Sideboom Cats; Skimmer Scoop Operator; Slip-form Paver (CMI, REX, or equal); Throttle Man; Truck Crane; Welding Machine Maintenance Operator, 2; Hoisting Engine, 2; Active Drums

Group 2: "A" Frame Truck; Asphalt Hot Mix Silo; Asphalt Plant Fireman, drum or boiler; Asphalt Plant Mixer Operator; Asphalt Plant Man; Asphalt Roller Backfiller Operator; Chip Spreader; Concrete Batch Plant, dry power operated; Concrete Mixer Operator; Skip Loader; Concrete Pump Operator; Crusher Operator; Elevating Grader Operator; Greaser, hoisting engine, 1 drum; Latourneau Rooter; Multiple Compactor; Pavement Breaker, self-propelled of the Hydra-hammer or similar type; Power Shield; Pug Mill Operator; Stump Cutting Machine; Towboat Operator; Tractor Operator, over 50 H.P.

Group 3: Boilers, 1; Chip Spreader (Front Man); Churn Drill Operator; Compressor Maintenance Operator, 1; Concrete Saws, self-propelled; Conveyor Operator; Distributor Operator; Finishing Machine Operator; Fireman, Rig; Float Operator; Form Grader Operator; Pump; Pump Maintenance Operator, other than Dredge; Roller Operator, other than high type asphalt; Screening and Washing Plant Operator; Self-propelled Street Broom or Sweeper; Siphons and Jets; Sub-grading Machine Operator; Tank Car Heater Operator, combination boiler and booster; Tractor, 50 H.P. or less without attachments; Vibrating Machine Operator, not hand; Welding Machine Maintenance Operator, 1

Group 4:
Oilers
Oiler driver, all types

Zone 2: Jefferson, Miami, Douglas & Shawnee Counties:

Group 1 - Asphalt Paver & Spreader; Backhoe; Boring Machine; Blades, all types; Clamshell; Concrete Mixer Paver Operator; Concrete Plant Operator (automatic); Crane; Truck Crane; Pitman Crane; Hydro Crane or any machine with power swing; Derrick or Derrick Trucks; Dragline Operator; Dredge Operator; Dozer; Ditching Machine; Euclid Loader; Hoist, 2 active drums; Loader, all types; Mechanic or Welder; Mixermobile; Multi-unit Scraper; Piledriver Operator; Power Shovel Operator; Quad Track; Scoop Operator, all types; Sideboom Cat, Cherry Picker; Skimmer Scoop Operator; Pushcat Operators

Group 2 - Asphalt Plant Operator; Elevating Grader Operator

Group 3 - A-frame Truck; Asphalt Roller Operator; Asphalt Plant Boiler Fireman; Backfiller Operator; Barber Green Loader; Boiler, other than asphalt; Bull Float Operator; Churn Drill Operator; Compressor Operator (1); Concrete Central Plant



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Operator; Concrete Mixer Operator, Skip; Concrete Pump Operator; Crusher Operator; Distributor Operator; Finish Machine Operator, concrete; Fireman, other than asphalt; Flex Plane Operator; Fork Lift; Form Grader Operator; Greaser; Hoist, 1 drum; Jeep Ditching Machine; Pavement Breaker, self-propelled (of the Hydra Hammer or similar type); Pump Operator, 4" or over, two; Pump Operator, other than Dredge Screening and Wash Plant Operator; Small Machine Operator; Spreader Box Operator, self-propelled; Tractor Operator, over 50 H.P.; Self-propelled Roller Operator, other than Asphalt Siphons and Jets; Subgrading Machine Operator; Tank Car Heater Operator; Combination Booster and Boilers; Towboat Operator; Vibrating Machine Operator, not hand

Group 4 - Concrete Gang Saw, Self-propelled (con-cut); Conveyor Operator; Harrow, disc. Seeder; Oiler; Tractor Operator, 50 H.P. or less without attachments

Group 4A - Oiler; Motor Crane

FOOTNOTE:

HOURLY PREMIUMS

FOLLOWING CLASSIFICATIONS SHALL RECEIVE (\$.25) ABOVE GROUP 1 RATE Clamshells, 3 yd. capacity or over; crane or rigs, 80 ft. boom or over (including jib); draglines, 3 yd. capacity or over; pile drivers, 80 ft. of boom or over (including jib); shovels & backhoes, 3 yd. capacity or over.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5 (a)(1)(11)).



GENERAL WAGE DECISION NO. M088-2

Supersedes General Wage Decision No. M087-2

State: MISSOURI & KANSAS

County(ies): Cass, Clay, Jackson, Platte, Ray, Henry, Johnson, and Lafayette Cos., Missouri; Johnson & Wyandotte Cos., Kansas

Construction Type: Building, Heavy, & Highway

Construction Description: Building Projects (excluding single family homes and apartments up to and including 4 stories) and heavy and highway construction in Johnson & Wyandotte Cos. Kansas only.

Modification Record:

| No. | Publication Date | Page No.(s) |
|-----|------------------|-------------|
| 1 | Jan. 29, 1988 | 604 |
| 2 | Feb. 19, 1988 | 603-604 |
| 3 | Mar. 4, 1988 | 603-610 |
| 4 | Mar. 11, 1988 | 602 |
| 5 | Mar. 18, 1988 | 602-610 |

NOTE: JOHNSON & WYANDOTTE COS. ARE THE ONLY COUNTIES IN KANSAS THAT HAVE HEAVY RATES PUBLISHED



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| | BASIC HOURLY RATES | FRINGE BENEFITS |
|---|--------------------------|--------------------|
| ASBESTOS WORKERS | 17.99 | 5.45 |
| *BOILERMAKERS | 18.65 | 3.50 |
| BRICKLAYERS & STONEMASON | 15.60 | 3.00 |
| *CARPENTERS: | | |
| Zone 1 - Cass, Clay, Jackson, Platte & Ray Cos., Mo.; Johnson & Wyandotte Cos., Kansas: Carpenters, Lathers, Millwrights & Piledrivermen | 16.95 | 3.13 |
| Zone 2 - Henry County, Mo.: Carpenters & Lathers | 14.05 | 3.13 |
| Millwrights & Piledrivermen | 16.95 | 3.13 |
| Zone 3 - Johnson & Lafayette Cos., Mo.: Carpenters & Lathers | 15.125 | 3.13 |
| Millwrights & Piledrivermen | 16.95 | 3.13 |
| CEMENT MASONS (Building Construction): | | |
| Zone 1 - Cass, Clay, Jackson, Lafa- yette, Platte, & Ray Cos., Mo.; Johnson & Wyandotte Cos., Kansas: Cement Masons | 16.85 | 2.53 |
| Zone 2 - Henry & Johnson Cos., Mo. | 15.63 | |
| CEMENT MASONS (Heavy & Highway Construc- tion): | | |
| Johnson & Wyandotte Cos., Kansas | 16.82 | 2.63 |
| *ELECTRICIANS: | | |
| Zone 1 - Western half of Clay & Jack- son Cos., Mo. not including Blue Springs; Northern half of Platte Cos., Mo.; Northwestern portion of Cass Cos., Mo. not including Pleasant Hill: Electricians | 18.74 | 3.61+ 10% |
| Zone 2 - Henry Johnson & Lafayette Cos., Mo. & remainder of Clay, Jackson, Platte & Cass Cos., Mo.: Electricians (contracts exceeding 2,000 man hrs. | 18.74 | 3.61+ 10% |
| Electricians (contracts not exceed- ing 2,000 man hrs. | 17.74 | 3.61+ 10% |
| Zone 3 - Ray Cos., Mo: Electricians (contracts exceeding 2,000 man hrs. | 18.74 | 3.61+ 10% |
| Electricians (contracts not exceed- ing 2,000 man hrs. | 17.14 | 3.61+ 10% |
| Zone 4 - Wyandotte County, Kansas | 18.74 | 3.61+ 10% |
| Zone 5 - Johnson County (that portion east of Monticello, Dlathe, & Spring Hill Townships), Kansas | 18.74 | 3.61+ 10% |
| Johnson County (that portion west of Aubry, Oxford & Shawnee Townships), Kansas | 15.55 | 2.13+ 3% |



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| | | | |
|---|--------|-------|----------|
| ELEVATOR CONSTRUCTORS | 17.70 | 3.58 | +a |
| ELEVATOR CONSTRUCTOR'S HELPERS | 70% JR | 3.58 | + a |
| ELEVATOR CONSTRUCTORS HELPERS (Prob.) | 50% JR | | |
| GLAZIERS | 14.665 | 3.56 | + 17.14% |
| *IRONWORKERS: | | | |
| Zone 1 - Cass, Clay, Jackson, Platte Ray, & Lafayette Cos., MO.: Johnson & Wyandotte Cos., Kansas; Also applies to new power plants, major missile site alterations, new television towers, new major river crossings, new major dam and lock projects, and the Stealth Bomber Project at Whiteman AFB in Henry and Jonhson Counties, MO. | 18.21 | 3.62 | |
| Zone 2 - All other work in Henry and Johnson Counties, MO. | 15.21 | 3.62 | |
| LABORERS: | | | |
| Building Construction: | | | |
| Zone 1 - Cass, Clay, Jackson, & Platte Cos., Mo.; Johnson & Wyandotte Cos., Kansas | | | |
| Group 1 | 13.55 | 3.55 | |
| Group 2 | 13.70 | 3.55 | |
| Group 3 | 13.85 | 3.55 | |
| Group 4 | 11.55 | 3.55 | |
| Zone 2 - Lafayette & Ray Cos., Mo.: | | | |
| Group 1 | 12.55 | 3.55 | |
| Group 2 | 12.70 | 3.55 | |
| Group 3 | 12.85 | 3.55 | |
| Group 4 | 10.55 | 3.55 | |
| Zone 3 - Henry & Johnson Cos., Mo.: | | | |
| Total project cost over \$300,000: | | | |
| Group 1 | 11.025 | 2.70 | |
| Group 2 | 11.125 | 2.70 | |
| Group 3 | 11.35 | 2.70 | |
| Group 4 | 9.025 | 2.70 | |
| Total project cost \$300,000 or less: | | | |
| All Laborers | 6.00 | 1.55 | |
| Site Preparation & Grading, Heavy & Highway Construction: | | | |
| Zone 4 - Johnson & Wyandotte Cos., Kansas: | | | |
| Group 1 | 13.97 | 3.75 | |
| Group 2 | 14.77 | 3.75 | |
| Group 3 | 11.97 | 3.75 | |
| LINE CONSTRUCTION: | | | |
| Zone 1 - Cass, Clay, Jackson, Platte & Ray Cos., Mo; Wyandotte & Johnson Cos., Kansas: | | | |
| Linemen | 19.26 | 1.25+ | 15% |
| Linemen Operator | 17.98 | 1.25+ | 15% |
| Groundman powderman | 13.49 | 1.25+ | 15% |
| Groundman | 12.86 | 1.25+ | 15% |
| Zone 2 - Cass, Clay, Jackson, Platte, Ray, Henry, Johnson & Lafayette Cos., | | | |



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Mo.; Wyandotte Co. & Johnson Co. - that portion east of Monticello, Olathe & Spring Hill Townships, Kansas:

Line Construction (Telephone & Telegraph Work including C.A.T.V. Work):

| | | | |
|--|-------|------|----|
| Cable splicers; air pressure technicians; central office equipment man | 10.96 | .45+ | 3% |
| Telephone Lineman & installer repairman; C.A.T.V. terminator; equipment operator (1/4 yd. backhoe & larger & D-4 crawlers & larger | 10.39 | .45+ | 3% |
| Equipment operator (trenchers & all other equipment) | 9.11 | .45+ | 3% |
| Groundman - winch driver | 7.87 | .45+ | 3% |
| Groundman | 6.36 | .45+ | 3% |

Line Construction (Railroad & Cross Country Transmission Lines):

Zone 3 - Wyandotte Co. & Johnson Co. - that portion east of Monticello, Olathe & Spring Hill Townships:

| | | | |
|----------------------------|-------|-------|------|
| Lineman | 15.50 | 1.06+ | 3.5% |
| Lineman operator | 14.36 | 1.06+ | 3.5% |
| Groundman, powderman | 10.79 | 1.06+ | 3.5% |
| Groundman | 10.09 | 1.06+ | 3.5% |
| Pole Treating: | | | |
| Pole treating specialist | 16.24 | 1.06+ | 3.5% |
| Pole treating inspector | 15.50 | 1.06+ | 3.5% |
| Pole Treating truck driver | 10.79 | 1.06+ | 3.5% |
| Pole treating groundman | 10.09 | 1.06+ | 3.5% |

MARBLE & TILE SETTERS

18.27 12%

MARBLE & TILE SETTERS FINISHERS

14.40

PAINTERS:

Zone 1 - Cass, Clay, Henry, Jackson, Johnson (excluding Whiteman AFB), Lafayette, Platte & Ray cos., Mo.; Johnson & Wyandotte Cos., Kansas:

| | | | |
|--|-------|------|--|
| Brush, tapers and rollers | 16.44 | 2.00 | |
| Spray | 17.44 | 2.00 | |
| Paperhangers | 16.94 | 2.00 | |
| Sandblast base; steelman; elevator shaft; stageman and storage bin and tanks | 17.19 | 2.00 | |
| Stageman, spray; steelman spray; spray storage bin and tanks; bridge spray | 18.19 | 2.00 | |
| Sandblast bridge; stage; erected steel; and sandblast storage bin and tank | 17.94 | 2.00 | |
| Steeplejack | 21.13 | 2.00 | |
| Spray storage bins and tank | 18.19 | 2.00 | |
| Steeplejack spray or sandblast | 22.13 | 2.00 | |

Zone 2 - Johnson Co., Mo. Whiteman AFB Only):

| | | | |
|-------|-------|--|--|
| Brush | 14.75 | | |
|-------|-------|--|--|



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| | | |
|--|-------|------|
| Spray | 15.75 | |
| PLASTERERS: | | |
| Zone 1 - Cass, Clay, Jackson, Lafayette, Platte & Ray Cos., Mo.; Johnson & Wyandotte Cos., Kansas | 19.15 | |
| Zone 2 - Henry & Johnson Cos., Missouri | 15.31 | |
| PIPEFITTERS | 20.15 | 4.01 |
| *PLUMBERS: | | |
| *Zone 1 - Platte, Clay, Jackson, & Cass Cos., Mo.; Johnson & Wyandotte Cos., Kansas | 20.66 | 3.35 |
| *Zone 2 - Johnson, Henry, Ray & Lafayette Cos., Mo. | 18.22 | 3.35 |
| POWER EQUIPMENT OPERATORS: | | |
| Building Construction: | | |
| Where total project cost exceeds \$750,000 in Henry & Lafayette Cos., Missouri; All work in Cass, Clay, Jackson, Platte, Ray, and Johnson Cos., Missouri, Johnson and Wyandotte Cos., Kansas | | |
| Group I | 17.16 | 4.35 |
| Group II | 16.81 | 4.35 |
| Group III: | | |
| (a) | 11.75 | 4.35 |
| (b) | 14.91 | 4.35 |
| (c) | 12.55 | 4.35 |
| (d) | 15.16 | 4.35 |
| Group IV | 17.41 | 4.35 |
| Group V | 17.06 | 4.35 |
| Group VI | 17.66 | 4.35 |
| Group VII: | | |
| (a) | 17.01 | 4.20 |
| (b) | 15.01 | 4.20 |
| Group VIII | 18.16 | 4.35 |
| Group IX | 17.66 | 4.35 |
| Henry and Lafayette Cos., Missouri total project cost \$750,000.00 or less: | | |
| Group I | 15.16 | 4.35 |
| Group II | 14.81 | 4.35 |
| Group III: | | |
| (a) | 9.75 | 4.35 |
| (b) | 12.91 | 4.35 |
| (c) | 10.55 | 4.35 |
| (d) | 13.16 | 4.35 |
| Group IV | 15.41 | 4.35 |
| Group V | 15.06 | 4.35 |
| Group VI | 15.66 | 4.35 |
| Group VII: | | |
| (a) | 15.01 | 4.20 |
| (b) | 13.01 | 4.20 |
| Group VIII | 16.16 | 4.35 |
| Group IX | 15.66 | 4.35 |



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Site Preparation & Grading, Heavy & Highway Construction:

Zone 1 - Johnson & Wyandotte Cos.,

Kansas:

| | | |
|----------------------------|--------|---------|
| Group I | 16.10 | 4.37 |
| Group II | 15.85 | 4.37 |
| Group III | 15.15 | 4.37 |
| Group IV: | | |
| Oilers | 11.13 | 4.37 |
| Oiler drivers (all types) | 14.15 | 4.37 |
| *ROOFERS | 16.88 | 3.76 |
| SHEET METAL WORKERS | 16.75 | 2.78 |
| SOFT FLOOR LAYERS | 13.53 | 3.94 |
| SPRINKLER FITTERS | 19.85 | 3.51 |
| TERRAZZO WORKERS: | | |
| Terrazzo Workers | 17.56 | 12% |
| Terrazzo Workers Finishers | 13.58 | |
| Terrazzo base machine | 13.93 | |
| TRUCK DRIVERS: | | |
| Building Construction: | | |
| Group I | 15.035 | 3.75+ b |
| Group II | 15.085 | 3.75+ b |
| Group III | 15.16 | 3.75+ b |
| Group IV | 15.285 | 3.75+ b |
| Group V | 15.185 | 3.75+ b |
| Group VI | 15.385 | 3.75+ b |
| Group VII | 16.135 | 3.75+ b |
| Group VIII | 16.035 | 3.75+ b |
| Group IX | 16.285 | 3.75+ b |

Site Preparation & Grading, Heavy & Highway Construction:

Zone 1 - Johnson & Wyandotte Cos.,

Kansas:

| | | |
|-----------|-------|------|
| Group I | 14.17 | 4.25 |
| Group II | 14.02 | 4.25 |
| Group III | 13.71 | 4.25 |
| Group IV | 13.51 | 4.25 |
| Group V | 13.29 | 4.25 |

FOOTNOTE:

a - Employer contributes 8% of basic hourly rate for over 5 yrs. of service & 6% of basic hourly rate for 6 mos. to 5 yrs. service as Vacation Pay Credit. Also 7 paid Holidays, A thru G.

b - An employee who has worked 1300 hrs or more for an employer during the last full year shall receive 1 week vacation with pay for that year

WELDERS -- Receive rates prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR, 5.5 (a) (1) (11)).



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PAID HOLIDAYS:

A- Christmas Day, B- New Year's Day, C- Labor Day, D- Memorial Day, E- Independence Day, F- Thanksgiving Day, G- Friday after Thanksgiving Day.

CLASSIFICATION DEFINITIONS

LABORERS: (BUILDING CONSTRUCTION - ZONES 1 and 2)

GROUP I

General labor; wiremesh handlers or setters; carpenter tender; track persons; salamander tenders; landscape persons; sod layers; wrecker (for alterations or entire projects); Plumber laborers (conduit pipe, sewer work, drain tile and duct lines, digging and backfilling), power tool operators; pier hole diggers (over 10 ft.); jackhammer, and chipping hammer operators; chain saw operators; concrete saw operators; brush feeders on pulverizers; reinforcing steel handlers; air tamp operators; ditch witch operators; swinging scaffolds; georgie buggies (self-propelled); fork lift; hose person; insulation person; signal person

GROUP II

Vibrator operator; fork lift (masonry, brick tender, plaster tender; stonemasons tender (includes all hod carriers classifications previously shown as mortar men and scaffolding).

GROUP III

Barco, Jackson or similar tam operators; asphalt rakers; powder person; mastic hot kettle person; sandblasting and gunnite nozzle person; wagon and churn drill operators; cutting torch or burner person.

GROUP IV

Flaggers

LABORERS: (BUILDING CONSTRUCTION - ZONE 3)

GROUP I

General laborers - carpenter tenders, track men, wreckers, reinforcing rod carriers, and all other general laborers, plumbers laborers sewer work, water lines, conduit pipe, drain tile and duck lines, batter board man on pipe and ditch work

GROUP II

First Semi-Skill - Stone mason tenders, air tool operators, pier hole men working below ground, vibrator man, jack hammer, chipping hammer operators, material batch hopper man, scale man, spreader or screed man on asphalt machine, chain or concrete saw, brush feeders on pulverizers, swinging scaffold, cement handlers (bulk or sack), laser beam man

GROUP III

Second Semi-Skill - Plaster tenders, hod carriers, brick tenders, cutting torch and burner men, asphalt rakers, barco tamper, jackson or any similar tamps, power buggy operator, powderman, mastic kettlemen, sandblasting and gunnite nozzle men, head pipe layer on



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sewer work, men working tunnels, head forms and stringline men, hot tar applicator.

GROUP IV
Flaggers

LABORERS: Site Preparation (ZONE 4)

GROUP I

Carpenter tenders; salamander tenders; (dump man and ticket takers on stock piles;) loading trucks under bins, hoppers and conveyors, track men and all other general laborers; air tool operators; cement handler (bulk or sack); chain or concrete saw; deck hands; dump man on earth fill; grade checkers on cuts and fills; georgie buggies man; material batch hopper man; scale man; material mixer man (except on manholes); coffer dams, abutments and pier hole men working below ground); riprap pavers rock, block or brick scaffolds over 10 feet not self supported from ground up; skipman on concrete paving; vibrator man; wire mesh setters on concrete paving; all work in connection with sewer, water, gas, gasoline, oil, drainage pipe, conduit pipe, tile and duct lines and all other pipe lines; power tool operator; all work in connection with hydraulic or general dredging operations; puddlers (paving only), crusher feeder; men handling creosote ties on creosote materials; men working with and handling epoxy material or materials (where special protection is required); topper or standing trees; batter board man on pipe and ditch work; feeder man on wood pulverizers; board and willow mat weavers and cable tiers on river work; all laborers working on underground tunnels where compressed air is not used.

GROUP II

Spreader or screed man on asphalt machine; asphalt raker; laser beam man; barco tamper; jackson or any other similar tamp wagon driller; churn drills; air track drills and all other similar drills; form setters; cutting torch man; liners and stringline men on concrete paving, curbs, gutters and etc.; hot mastic kettleman; hot tar application; hand blade operators; manhole builders tenders and mortar men on brick or block manholes; sandblasting and gunnite nozzlemen; rubbing concrete; air tool operator in tunnels; manhole builder (brick or block); dynamite and powderman; welder; head pipe layer on sewer work.

POWER EQUIPMENT OPERATORS (BUILDING CONSTRUCTION)

GROUP I - Asphalt paver and spreader; asphalt plant mixer operator; asphalt plant operator; back fillers; backhoe; barbergreene loader; blade-power; boats-power; boilers (2); boring machines; cableways; cherry pickers; chip spreader; concrete ready-mix plant, portable (job site); concrete mixer paver; crane-overhead; crusher, rock; derricks and derricks cars (power operated); ditching machines; dozers; dredges - any type power; grade-all - similar type; hoist, endless chain-power operated with power travel; loaders; mechanic and welder; mucking machine; orange peels; pumps - material; push cats; scoops; self-propelled rotary drill; shovel, power; side boom skimmer scoop; testhole machine; throttle man; locomotives



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GROUP II - Boilers (1); Brooms - power operated; chip spreader (front man); clef plane operator; compressors (1) 125' or over; concrete saws; self-propelled; crab - power operated; curb finishing machine; firemen on rigs; flex plane; floating machine; form grader; greaser; hoist, endless chain - power operated; hopper - power operated; hydra hammer; lad-a-vator - similar type; rollers; siphons, jets, and jennies, sub-grader; tractors over 50 h.p.; compressors (2) 125' ft. or over not more than 20' apart; compressors-tandem; compressors single, truck mounted; elevator; finishing machine

GROUP III

- (a) Oilers
- (b) Fork lift-masonry
- (c) Oiler driver
- (d) A-frame trucks; fork lift-all types (except masonry); mixers (w/side loaders); pumps (w/well points) dewatering systems, test or pressure pumps; tractors (except when hauling material) less than 50 h.p.

GROUP IV

Clamshells, 100 ft. of boom or over (excluding jib); crane or rigs, 100 ft. of boom or over (excluding jib); draglines, 100 ft. of boom over (excluding jib); pile drivers, 100 ft. of boom or over

GROUP V

Hoists - each additional drum over 1 drum

GROUP VI

Crane or rigs, over 200 ft. of boom

GROUP VII

Ready Mixed Concrete Plants;
(a) Loader operator & plant man
(b) Conveyor Operator

GROUP VIII

Master Mechanic

GROUP IX

Crane - tower or climbing

POWER EQUIPMENT OPERATORS: (Site Preparation)

Group I - Asphalt paver and spreader; asphalt plant console operator; auto grader; backhoe; blade operator, all types; boilers - 2; booster pump on dredge; boring machine (truck or crane mounted); bulldozer operator; clamshell operator; compressor maintenance operator - 2; concrete plant operator, central mix; concrete mixer paver; crane operator; derrick or derrick trucks; ditching machine; dragline operator; dredge engineman; dredge operator; drillcat with compressor mounted on cat; drilling or boring machine, rotary, self-propelled; high loader - fork lift; hoistline engine - 2 active drums; locomotive operator, standard guage; mechanics and welders; maintenance operator; mucking machine; pile driver operator; pitman crane operator; pump - 2; push cat op.; quad-track; scoop operator - all types; scoops in



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tandem; self-propelled rotary drill (leroy or equal not air trac); shovel operator; side discharge spreader; sideboom cats; skimmer scoop operator; slip - form paver (CMI, REX, or equal); throttle man; truck crane; welding machine maintenance operator - 2

Group II - A-frame truck, asphalt hot mix silo; asphalt plant fireman, drum or boiler; asphalt plant mixer operator; asphalt plant man; asphalt roller operator; back filler operator; chip spreader; concrete batch plant, dry-power operated; concrete mixer operator, skip loader; concrete pump operator; crusher operator; elevating grader; greaser; hoisting engine - 1 drum; latourneau roter; multiple compactor; pavement breaker, self-propelled, of the hydrammer or similar type; power shield; pug mill operator; stump cutting machine; towboat operator tractor operator over 50 h.p.

Group III - Boilers - 1; chip spreader (front man); churn drill operator; compressor maintenance operator - 1; concrete saws, self-propelled; conveyor operator; distributor operator; finishing machine operator; fireman, rig; float operator; form grader operator; pump; pump maintenance operator, other than dredge; roller operator, other than high type asphalt; screening and washing plant operator; self-propelled street broom or sweeper; siphons and jets; sub-grading machine operator; tank car heater operator - combination boiler and booster; tractor, 50 h.p. or less, without attachments; vibrating machine operator, not hand; welding machine maintenance operator - 1.

Group IV:
Oilers
Oiler driver (all types)

FOOTNOTE:

HOURLY PREMIUMS

FOLLOWING CLASSIFICATIONS SHALL RECEIVE (\$.25) ABOVE GROUP I RATE
Clamshells - 3 yd. capacity or over - crane or rigs, 80 ft. boom or over (including jib) - draglines, 3 yd. capacity or over - piledrivers 80 ft. of boom or over (including jib) - shovels & backhoes, 3 yd. capacity or over.

TRUCK DRIVERS (Building Construction):

- Group I - Warehousemen and stock man
- Group II - Flat beds; pick-ups; drum trucks, under 10 yds.
- Group III - Dump trucks, 10 yds. and over; steel trucks; semi truck drivers
- Group IV - Straddle trucks, wheel tractors (when used for towing); hydro lift trucks, hydraulically operated aerial lifts; heavy hauling, A-frame and winch fork trucks; heavy excavating (dumpster, euclid, etc.); double bottom units (20 tons capacity and over)
- Group V - Distributor truck drivers and operators; oilers, greasers
- Group VI - Mechanics
- Group VII - Transit mix, 5 yds. and over
- Group VIII - Transit mix, under 5 yds.
- Group IX - Transit mix tractor trailer; mechanic (ready mix plants)



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TRUCK DRIVERS: (Site Preparation)

Group I

Mechanics & welders-field

Group II

A-frame low boy - boom truck driver

Group III

Insley wagons; dump trucks, excavating, 5 cu. yds and over; dumpsters; half-tracks; speedace; euclids and similar excavating equipment material trucks, tandem two teams, semi-trailers, winch trucks; fork trucks; distributor drivers and operators; agitator and transit mix; tank wagon drivers, tandem or semi

Group IV

One team; station wagons; pickup truck; material trucks, single axle tank wagon drivers, single axle

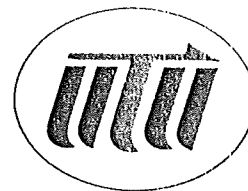
Group V

Oilers; greasers-field

610a (Mar. 18, 1988)

R. E. (RON) CALBERT
DIRECTOR/CHAIRMAN

united
transportation
union



OAK STREET PLACE SUITE A
130 EAST FIFTH STREET
P.O. BOX 726
NEWTON, KANSAS 67114-0726
TELEPHONE (316) 283-8041

KANSAS STATE LEGISLATIVE BOARD

Statement Re: Basic Highway Program Issues
Presented to: House Transportation Committee
March 29, 1988

Mr. Chairman, and members of the Committee, to expedite the hearing today I am submitting for the record our testimony that was presented to the Joint Meeting of the Senate Transportation Utilities Committee and House Transportation Committee on August 19, 1987. Over the past two years, I have given similar testimony at all highway hearings, and our position remains the same on this issue.

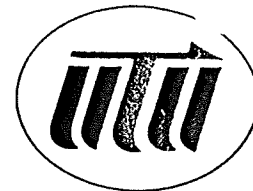
In behalf of the members that I represent as Director/Chairman of the Kansas State Legislative Board, United Transportation Union, we believe that 1) road users should pay the cost of the highway system; 2) road users should be taxed according to the cost occasion by their use of the highway; and 3) tax revenue from the users should be used primarily for the operation, construction and maintenance of highways.

After conducting an opinion poll with the United Transportation Union membership in Kansas, it was the consensus by an overwhelming majority of these members that they are opposed to any gasoline tax or registration fees increase at this time, and our position as stated in the attached testimony remains the same.

Thank you, Mr. Chairman, for furnishing me the opportunity to appear before your Committee and submitting our statement for the record.

R. E. (RON) CALBERT
DIRECTOR/CHAIRMAN

united
transportation
union



OAK STREET PLACE SUITE A
130 EAST FIFTH STREET
P.O. BOX 726
NEWTON, KANSAS 67114-0726
TELEPHONE (316) 283-8041

KANSAS STATE LEGISLATIVE BOARD

Statement Re: Governor's Highway Construction Proposal

Presented to: Joint Meeting of the

Senate Transportation Utilities Committee

and House Transportation Committee

August 19, 1987

Mr. Chairman, and members of the Committee, thank you for the opportunity to appear before you today concerning the State Highway Proposal. I am Ron Calbert, Director, Kansas State Legislative Board, **United Transportation Union**. Mr. Chairman, I am authorized to speak for our some seven thousand (7,000) active and retired railroad and bus employees and their families who reside in Kansas.

Mr. Chairman, I appear here today in opposition to the \$1.6 billion Kansas highway construction proposal that would require an additional five cents per gallon tax increase on motor-vehicle fuel costs and an increase in registration fees. Registration fees on compacts and small cars would be doubled, and fees on standard-sized cars and trucks below 54,000 pounds would be increased by 50 percent and on trucks heavier than 54,000 pounds by 25 percent. The registration fees on all but the big trucks would be indexed to provide automatic increases at the rate of inflation. I am also opposed to the possible indexing of the fuel taxes and registration fees.

As a representative of employees in Kansas railroad and bus industries, we have long been convinced that their automobiles are necessities, not luxuries. This bill imposes an unfair tax rate for the average motorist who is obligated to maintain a vehicle because of the scarcity of mass transportation. The Kansas State Legislative Board has always been an opponent of over-taxing the automobile in Kansas.

Everyone loves good roads, four-lane highways, and short-cut roads, but the bottom line is that they have to be paid for and certainly our presently depressed economic conditions in Kansas do not warrant that kind of an outlay at this time.

The passage of House Bill No. 2566 in 1983, which increased motor fuel taxes by two cents per gallon on July 1, 1983 and by an additional one cent on January 1, 1984 - and other compromises made even though we did not agree in entirety - should not go unnoticed. Here we are, three years later, and the Governor's Highway Task Force is recommending another five cents per gallon increase in motor fuel tax to assist in constructing new highways in Kansas. Because our State is in such poor financial condition, the windfall tax created by the Federal Tax Reform Act of 1986 will be kept. Heaven only knows what that impact will be on the working men and women of this State, in addition to the one cent State sales tax imposed on July 1, 1986. I ask you, Mr. Chairman and Committee members, just how many more increases in taxes can the working men and women of this State take?

According to articles I have read in the newspapers, the Governor's Task Force did not consider information that is in the Kansas Department

of Transportation cost allocations study that was presented to both House and Senate Transportation Committees this last Session. This study addressed the issues of overpaying or underpaying in the highway cost in Kansas.

In attending the Department of Transportation cost allocation presentation on January 29, 1987, there were several items that came to my attention. It is possible that cars, pickups and vans are paying more than their fair share of highway costs in Kansas. One graph depicted cars, pickups and vans paying 67 percent of the motor fuel tax and 94 percent of the sales tax in this State. All of the other trucks paid only 33 percent of the motor fuels tax and generated 1.2 percent of the sales tax.

In the study result, the chart showed that large cars overpaid by 23 percent, pickups and vans overpaid by 11 percent, and single unit trucks overpaid by 6 percent. While dual-unit trucks underpaid by 31 percent, combination units underpaid by 19 percent and twin-trailer units underpaid by 55 percent. [See attachment.]

My predecessor has testified many times before the Senate and House Transportation Committee concerning an increase in gasoline tax. The following is an excerpt from his statement presented in 1983 in opposition to House Bill No. 2566:

According to the General Accounting Office of the U.S. Government, one tractor-trailer loaded to 80,000 pounds (the maximum legal truck weight in most states), does damage equal to 9,600 automobiles. And yet, each automobile and light truck

pays far more toward the maintenance of highways in relation to the damage it causes than the heavy trucks pay in relation to the damage they cause. It is readily apparent to anyone that an 80,000 pound trailer-truck does not pay registration taxes, sales taxes, fuel taxes, or any state taxes equivalent to those paid by 9,600 automobiles.

The United Transportation Union is not opposed to the idea or the proposal of building new highways in Kansas. However, the State needs more of a "mix" in coming up with the money for this project.

Senate Bill No. 384, which recently passed during the 1987 regular Session of the Legislature, makes changes with respect to the transfer from the General Fund to the State Highway Fund for a portion of the sales tax on new and used motor vehicles. It is estimated that transfers from the General Fund to the State Highway Fund will be reduced by \$15.9 million in FY 1988, by \$12.7 million in FY 1989, and by \$3.2 million in FY 1990. I believe that the sales tax on new and used vehicles, as well as parts and accessories, could be and should be placed in the Kansas highway construction fund.

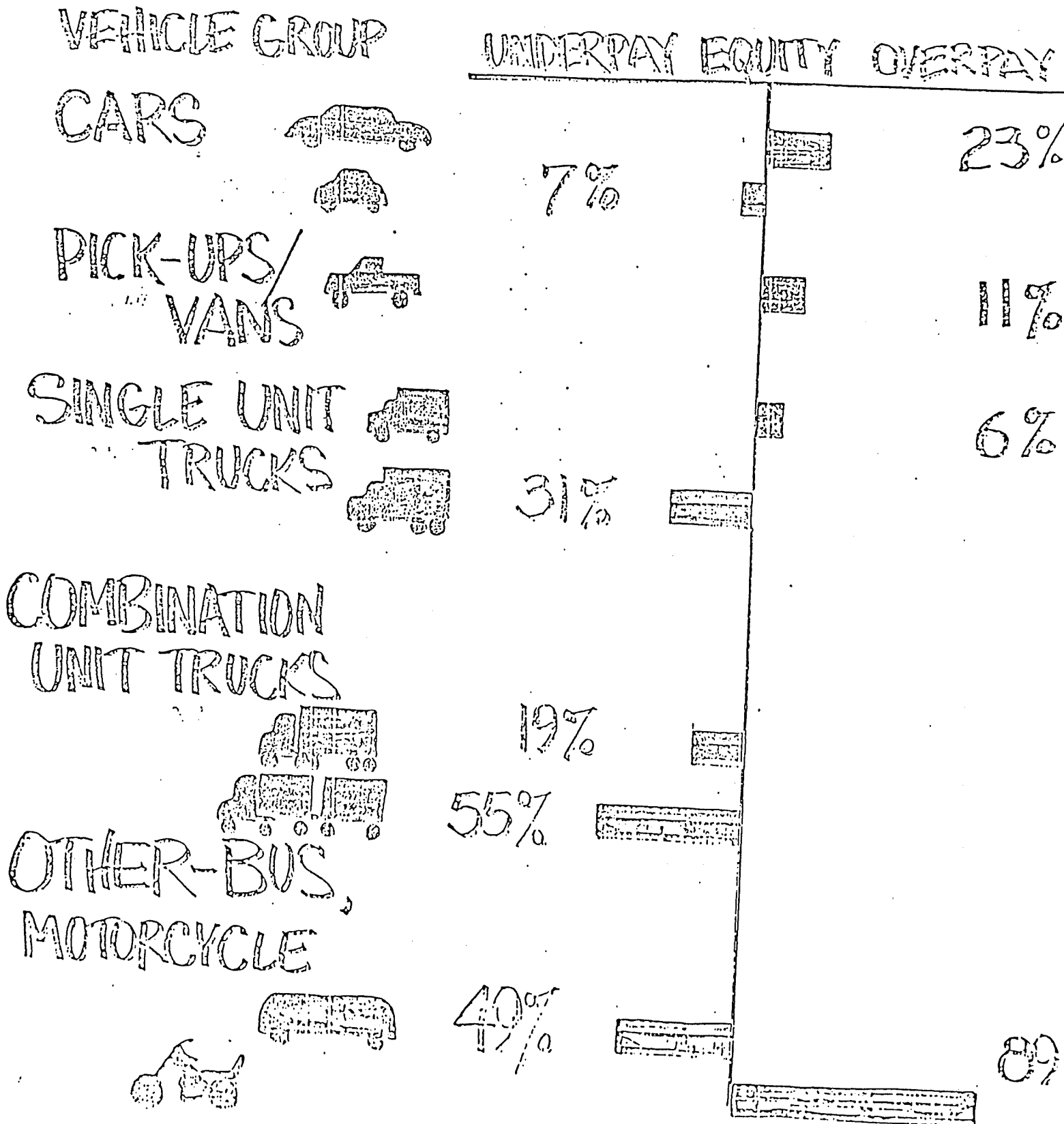
The cost of crude oil has caused the pump price to increase 30 cents per gallon from the time the Legislative Session ended in May of this year. What if OPEC gets its act together and plays out a sequel to 1974? Consumption figures would again drop off dramatically and we would be left with a tax that would be excessive and inflationary. If the lessons of the past ten years have taught us anything, then we can speculate that

neither the straight cents-per-gallon increase nor the indexing provision would be able to take up the slack caused by a sudden and severe decline in consumption.

Until all motor vehicles are paying their fair share of the highway cost as projected in the Kansas Department of Transportation cost allocation study, the Kansas State Legislative Board, **United Transportation Union** opposes the funding package proposed by the Governor's Highway Task Force.

Thank you again, Mr. Chairman, for furnishing me the opportunity to appear before your Committee and express the concerns of the Kansans I represent. I will attempt to answer any questions at this time.

4. STUDY RESULTS



0228 offer bids and the private sale of such motor vehicles is to the
0229 highest bidder.

0230 (kk) "Licensee" means any person issued a valid license
0231 pursuant to this act.

0232 (ll) "Dealer" means a mobile home dealer or a vehicle dealer
0233 as defined by this act, unless the context otherwise requires.

0234 (mm) "Insurance company" means any person desiring to be
0235 licensed under this act and engaged in the business of writing or
0236 servicing insurance related to vehicles.

0237 (nn) "Supplemental place of business" means a business
0238 location other than that of the established place of business. ~~All~~
0239 ~~requirements which apply to an established place of business~~
0240 ~~shall apply to a supplemental place of business. A supplemental~~
0241 ~~place of business shall be operated on a continuous, year-round~~
0242 ~~basis.~~

0243 Sec. 2. K.S.A. 1987 Supp. 8-2404 is hereby amended to read
0244 as follows: 8-2404. (a) No vehicle dealer or mobile home dealer
0245 shall engage in business in this state without obtaining a license
0246 as required by this act. Any vehicle dealer or mobile home dealer
0247 holding a valid license and acting as a vehicle salesman or
0248 mobile home salesman shall not be required to secure a sales-
0249 man's license.

0250 (b) No first stage manufacturer, second stage manufacturer,
0251 mobile home manufacturer, factory branch, factory representa-
0252 tive, distributor branch or distributor representative shall engage
0253 in business in this state without a license as required by this act,
0254 regardless of whether or not an office or other place of business is
0255 maintained in this state for the purpose of conducting such
0256 business.

0257 (c) An application for a license shall be made to the director
0258 and shall contain the information provided for by this section,
0259 together with such other information as may be deemed reason-
0260 able and pertinent, and shall be accompanied by the required
0261 fee. The director may require in the application, or otherwise,
0262 information relating to the applicant's solvency, financial stand-
0263 ing, or other pertinent matter commensurate with the safeguard-
0264 ing of the public interest in the locality in which the applicant

0376 first stage converter, second stage converter or distributor unless
 0377 the applicant for the vehicle dealer's license maintains an es-
 0378 tablished place of business which has been inspected and ap-
 0379 proved by the division. First stage manufacturers, factory
 0380 branches, factory representatives, distributor branches, distribu-
 0381 tor representatives and lending agencies are not required to
 0382 maintain an established place of business to be issued a license.

0383 (k) Dealers required under the provisions of this act to
 0384 maintain an established place of business shall own or have
 0385 leased and use sufficient lot space to display vehicles or mobile
 0386 homes at least equal in number to the number of dealer license
 0387 plates the dealer has had assigned.

0388 (l) A sign with durable lettering at least 10 inches in height
 0389 and easily visible from the street identifying the established
 0390 place of business shall be displayed by every vehicle dealer.
 0391 Notwithstanding the other provisions of this subsection (1), the
 0392 height of lettering of the required sign may be less than 10
 0393 inches as necessary to comply with local zoning regulations.

0394 (m) If the established *or supplemental* place of business or
 0395 lot is zoned, approval must be secured from the proper zoning
 0396 authority and proof that the use complies with the applicable
 0397 zoning law, ordinance or resolution must be furnished to the
 0398 director by the applicant for licensing.

0399 (n) An established ~~place of business,~~ otherwise meeting the ~~or supplemental~~
 0400 requirements of this act may be used by a dealer to conduct more
 0401 than one business, provided that suitable space and facilities
 0402 exist therein to properly conduct the business of a vehicle dealer.

0403 ~~Notwithstanding the above, no more than one dealer shall~~
 0404 ~~operate at an established place of business.~~ ~~or supplemental~~

(p) 0405 ~~(e)~~ Any dealer selling, exchanging or transferring or causing
 0406 to be sold, exchanged or transferred new vehicles or new mobile
 0407 homes in this state must satisfactorily demonstrate to the director
 0408 that such vehicle dealer or mobile home dealer has a bona fide
 0409 franchise agreement or mobile home sales agreement with the
 0410 first or second stage manufacturer or distributor of the vehicle or
 0411 mobile home manufacturer, to sell, exchange or transfer the same
 0412 or to cause to be sold, exchanged or transferred.

(o) If a supplemental place of business is not operated on a contin-
 uous, year-round basis, the dealer shall give the department fifteen (15)
 days notice as to the dates on which the dealer will be engaged in business
 at the supplemental place of business.

0561 dealer's established or supplemental place of business;
 0562 (26) ~~failure to comply with any provision of Kansas vehicle~~
 0563 ~~registration statutes~~ in connection with such person's operation
 0564 as a dealer;
 0565 (27) any violation of K.S.A. 8-116, and amendments thereto;
 0566 (28) any violation of K.S.A. 8-611, and amendments thereto;
 0567 (29) any violation of K.S.A. 79-1019, and amendments
 0568 thereto;
 0569 (30) failure to provide adequate proof of ownership for
 0570 motor vehicles in the dealer's possession.
 0571 (b) The director may deny the application for the license
 0572 within 30 days after receipt thereof by written notice to the
 0573 applicant, stating the grounds for such denial. Upon request by
 0574 the applicant whose license has been so denied, the applicant
 0575 shall be granted an opportunity to be heard in accordance with
 0576 the provisions of the Kansas administrative procedure act.
 0577 (c) If a licensee is a firm or corporation, it shall be sufficient
 0578 cause for the denial, suspension or revocation of a license that
 0579 any officer, director or trustee of the firm or corporation, or any
 0580 member in case of a partnership, has been guilty of any act or
 0581 omission which would be good cause for refusing, suspending or
 0582 revoking a license to such party as an individual. Each licensee
 0583 shall be responsible for the acts of its salesmen or representa-
 0584 tives while acting as its agent.
 0585 (d) Any licensee or other person aggrieved by a final order of
 0586 the director, may appeal to the district court as provided by the
 0587 act for judicial review and civil enforcement of agency actions.
 0588 (e) The revocation or suspension of a first or second stage
 0589 manufacturer's or distributor's license may be limited to one or
 0590 more municipalities or counties or any other defined trade area.
 0591 Sec. 5. K.S.A. 1987 Supp. 8-2411 is hereby amended to read
 0592 as follows: 8-2411. (a) When any licensee is found to be allegedly
 0593 violating any of the applicable provisions of this act, or any order
 0594 or rule or regulation adopted pursuant thereto, the director upon
 0595 the director's own motion or upon complaint may commence a
 0596 hearing against the licensee, which hearing shall be conducted
 0597 in accordance with the provisions of the Kansas administrative

, with the exception that dealers selling new manufactured homes and new recreational vehicles may engage in business at other than their established or supplemental place of business for a period not to exceed fourteen (14) days

151

any violation of K.S.A. 8-126 et seq., and amendments thereto

0598 procedure act.

0599 (b) Any person who is found to have violated any applicable
0600 provisions of this act, any rule and regulation adopted pursuant
0601 thereto or any applicable order of the director shall be subject to
0602 a civil penalty of not less than \$50 nor more than ~~\$1,000~~ ~~\$2,000~~ 1000
0603 for each violation or such person's license may be suspended or
0604 revoked or both civil penalty and license suspension or revoca-
0605 tion.

0606 (c) Any party aggrieved by the decision of the board may
0607 appeal the same to the district court in accordance with the
0608 provisions of the act for judicial review and civil enforcement of
0609 agency actions.

0610 Sec. 6. K.S.A. 1987 Supp. 8-2401, 8-2404, 8-2409, 8-2410 and
0611 8-2411 are hereby repealed.

0612 Sec. 7. This act shall take effect and be in force from and
0613 after its publication in the ~~statute book.~~ Kansas Register