



KLICA News & Information

Kansas Land Improvement Contractors Association

Meet KLICA

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President's Message: Clem Karlin, KLICA President



Hyde Ho,

Weather is a major factor in our work, it is always too dry or too wet. It's been an interesting year for the weather but that's nothing new. We are losing contractors in our area due to age and health, something we will all face some day.

Government spending continues to increase along with our taxes. Our congressional people continue to add pork to bills while taking control away from their citizens. We are paying a tremendous bill to house and care for people at our borders. We're all immigrants to this country but it has to be legal and controlled.

There were over 400 shootings the 4th of July weekend with 150 people killed.

We continue to have racial riots and unrest. For all the groups causing the unrest and division are they really helping the people they are standing up for? Our nation's history as it relates to slavery is a dark time and should never be forgotten.

History should be taught so our youth recognizes the mistakes of the past and doesn't repeat them. But we must also recognize the past is full of slavery of all races around the world. It was a time of conquer or be conquered and enslaved.

We cannot forget the sins of the past but they are past and we must look to the future and move forward together. A diverse nation must stand together to remain strong and prosper.

Parents need to raise their children with values and respect for all others.

We live in a great country and just as our country needs to celebrate our diversity, our citizens should stand up for and be proud of this United States. If you represent the United States you are the United States.

Hope to see you all in Niagara.

Becca says "ARF".

Clem

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New Members

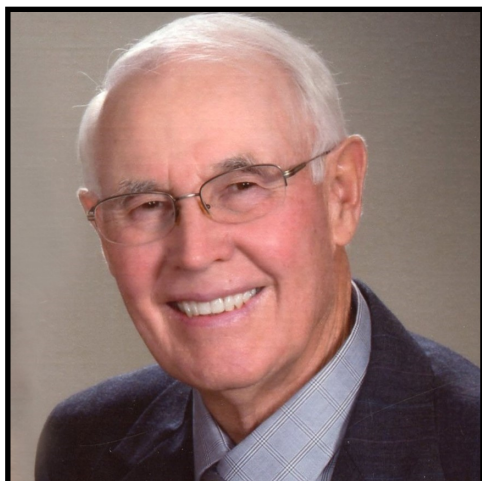
The Kansas Land Improvement Contractors Association welcomes the following new members to the KLICA family. If you know or run into these folks please extend a big welcome to them and share your favorite benefits of membership. Thanks for joining KLICA and we hope you find your membership rewarding and worthwhile.

Contractor Member

Christian Excavating, LLC
Kevin & Marsha Christian
10420 Waverly Rd.
DeSoto, KS 66018
816-916-6723
christianexcavating@gmail.com
Basement/Excavation

In Memoriam

Members lost since our last newsletter.



Mark P. Feldkamp

March 20, 1942 - June 15, 2021

Mark P. Feldkamp, Feldkamp Construction, Seneca, Kansas passed away June 15, 2021. Mark loved his work with soil conservation and said his farming customers were the most honest and trustworthy people he ever found. Mark is survived by his wife, Rita, two daughters, six grandchildren, two step-grandchildren, and six siblings.





2021 KLICA "Swing Away & Pray" Inaugural Golf Tournament



Record Heat, 52 Golfers, Old Friends & New

The Kansas Land Improvement Contractors Association first golf tournament kicked off with a shotgun start Friday, June 18, 2021. The temperature at tee off was in the high nineties on it's way to a record for June 18 of 104 degrees, and no - it wasn't a "dry" heat. It was hot, humid, and based on participants input, a good time. Thirteen teams for a total of 52 golfers spent the day hitting golf balls, visiting with old friends and new acquaintances, sweating, trying to stay hydrated, and smiling a lot.

As with most golf tournaments there were good shots to be cheered, a few shots resulting in grumbling and cursing, and a few alcoholic beverages consumed. There were golfers who golf regularly, occasionally, rarely, and even beginners who had never golfed. Regardless of their skill level - or lack thereof - we hope every golfer had as much fun as I did.

Along with our listed sponsors Precision Intakes LTD provided a bag of golfer goodies, Prins/UFG provided some golf balls to give away, and Kansas One-Call provided koozies, some caps, and towels. The support of Associate members was outstanding and much appreciated.

The Marysville Country Club was a great host site. The staff was helpful, enjoyable to work with, and got the job done. The lunch was good and plentiful. The beer was cold and served with a smile. Speaking of that, our very own KLICA president, Clem Karlin, joined Troy Munsch, Marketing Angle Consultant, to staff our beverage cart. They crisscrossed the course dozens of times delivering over 130 bottles of cold water and countless cold beers to the golfers - Thank You.

There are numerous local individuals who helped me pull this tournament off - Thank You.

Deb Dickens, Missouri LICA Executive Director, provided me with copies of their flyers, registrations, and other materials to get me started - Thank You.

Thank You to our Sponsors

This incredible list of sponsors supported us with their generous donations. Without your support this event would not have been such a success!

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Thank
You!

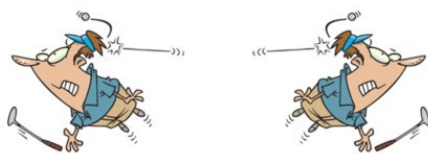
And Thank You to all of you who spent the day golfing with us!



**2021 Swing Away & Pray
KLICA Golf Tournament**



June 18, 2021
Marysville Country Club
Marysville, Kansas



Our Golf Teams

- Bob Voet Farms
- Copeland Insurance Agency
- Foley Equipment
- Haile Dirt Construction
- Joe Schletzbaum Construction, LLC
- Kansas One-Call
- Landoll Corporation A
- Landoll Corporation B
- Marketing Angle
- Modern Ag Inc.
- Murphy Tractor A
- Murphy Tractor B
- Schell Farm & Construction, Inc.

On the Course.



On the Course.



Awards

KLICA News & Information July 2021



Closest to pin on 2nd shot - Gary Duever



Closest to pin off the tee - Glen Schmidt



Longest putt - Laura Munsch



Longest drive in fairway used as teams shot - Julio Franco



Longest drive in fairway - Preston Olتمان (picked up by Bob Voet)



Tournament Champions
 Second from left - Russ Arntt
 Third from left - Julio Franco
 Not pictured - Trevor Mullannix & Troy Space



Closest to the bottle - Greg Bratcher



Thanks to everyone who made this day possible. Your support made for a great day of fun filled memories.





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A few final shots from the
Marysville Country Club
Clubhouse.

Great crowd and Good Times!



2021 Scholarship Awards

The Kansas Land Improvement Contractors Association awarded scholarships to the following individuals to pursue educational advancement opportunities towards their chosen careers.

Kelcie Lowe



Kelcie will be attending the University of Kansas to pursue a degree in Accounting. Kelcie wishes to utilize her love of business and math to open her own accounting and tax service. Kelcie will be a freshman at the University of Kansas this Fall. Kelcie is from Horton, Kansas and is the daughter of Scott and Debby Lowe, Lowe Construction.

Audrey White



Audrey will be attending Western Colorado University to pursue a degree in Sports and Exercise Science on her way to becoming a Physical Therapist. Audrey will be a freshman at Western Colorado University this Fall. Audrey is from Madison, Kansas and is the granddaughter of Justin Sage, Justin's Backhoe Service.

We wish Kelcie and Audrey the best of luck!



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See Rick's story at ads-pipe.com/stories.



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Kim Bramhall, Bramhall Dozer Service, Inc., with a Travalong Trailer by Landoll Corporation set up to haul pipe.

Pictures Wanted

I know most of you don't carry a camera but almost all of you carry a phone with you. I would love to get pictures from contractor members, associate members, and special members about what you have going on and are doing. Contractor members send me a photo of jobs you're working on, associates a picture working with a contractor member or something going out to one, special members something you're doing. I'm always looking for something to fill in spots in Newsletters and what better way to do that than by showing what's going on with our members.

Please send pictures to jungerer@kansalica.com

Thank You.

2021 National LICA Summer Meeting Schedule

Tuesday, July 27	Tour
Wednesday, July 28	Tour
Thursday, July 29	Educational Seminars/ Executive Directors Mtg./Associates Mtg./ Associates Night
Friday, July 30	Committee Mtgs./Region Mtgs.
Saturday, July 31	Board Meeting

See you in Niagara!

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On the Other Side of the Dozer Blade



by Margaret
Smelser

It's Sunday morning and suddenly the house is quiet after having surprise visitors, 6 family and friends, plus

David, Jean, & Rusty. Our cowboy grandson, Sam, and his wife Crystal, recently moved to near Miltonville. They are glad to be back in Kansas after four years in Western Nebraska. Sam is a true cowboy, he is happiest working cattle on horseback. Two special friends also came. Not our usual Sunday morning, but life has brought changes with our health problems. Always hoping to be back in Springdale Friends Church.

Now it's Monday, sunny and no wind, temperature increasing. We had .10 rain on Friday, and high wind, some small branches down. We really needed the rain.

I'm backtracking to yesterday, we had 3 more family members visit, one great grandson we hadn't seen for over a year. By about 9:00 pm or so I was ready to say, "Enough already"! But how blessed we are.

David and Lee are finally finished with the clean up after the clearing mistake. David burned seven brush piles. Another clearing job is waiting on paper work, part of the project was declared "wetlands". David recently backfilled a basement, with one of the crew watching him work. After, he told David he was going to "write him in" at the next election. David asked "why"? The older man answered, "Because you get things done!" Another bright note, I opened an envelope with a check and found a note, "Thanks Dave and Lee I appreciate you guys." A Thank You and a note go a long way, and the check helps!

Friday several of our family attended a memorial service for a long time friend and customer. Virgil always said that Lloyd was

the first person he met when he moved to Tonganoxie.

Haying is beginning in the area. We have quite a few bales left over, but expect another good crop. We got our 'cattle herd' ran through recently for shots, etc. One of those days when everything went well except for one steer with an injured shoulder. I sit in the shade of the mulberry tree with my notebook, playing boss. The mulberries weren't ripe yet so no purple splotches on my records. Good vet, good crew, good job.

As the heat continues, I'm so thankful Rusty and Lee serviced the AC. Rusty's expertise with electronics, learned years ago at Vo-Tech have been invaluable.

Lloyd had two more hospital stays in the last months. His determination keeps on; we make it a day at a time. Some days are tough. We have a strong support system. The surgeon who was instrumental in life saving surgery 4 years ago, took time to visit us in the hospital. I call him our cowboy doctor. He admired Lloyds' western shirts, so I bought one for him as a gift, thinking he'd never been in a farm store. Was I ever wrong, he grew up on a ranch in Western Kansas and still takes time to help work cattle on the ranch.

Sadly, the downhill slide continues, as it seems our country is being given away every day. An excellent article in the Leavenworth Times asks "Which Way America", the writer, a retired Army Officer, wrote of the group of college students who toured the country in the 70s. I remember they presented their patriotic program at a convention. They were called "Up with People", very patriotic and inspiring.

Time to wind up my thoughts and concerns and get to the mailbox. Take care in the heat, tell someone "Thank You" and count your blessings.



The gas tax's tortured history shows how hard it is to fund new infrastructure

The following article was shared by John Peterson and has been republished from The Conversation. With the current Infrastructure Bill being considered I thought it was an interesting and information article.

Author – Theodore J. Kury

Theodore J. Kury is the Director of Energy Studies at the University of Florida's Public Utility Research Center, which is sponsored in part by the Florida electric and gas utilities and the Florida Public Service Commission, none of which has editorial control of any of the content the Center produces.

"This article is from The Conversation, a nonprofit independent news service sharing ideas from academic experts, online at theconversation.com."

As the Biden administration and Republicans negotiate a possible infrastructure spending package, how to pay for it has been a key sticking point.

President Joe Biden and Democrats in Congress want to raise taxes on the rich, while some Republicans have been pushing for an increase in the gas tax – which would be the first in 28 years. A bipartisan group of senators recently crafted a compromise bill that would pay for just under US\$1 trillion in spending on rail, roads and bridges over five years in part by indexing the gas tax to inflation. Democrats call this regressive because it would raise taxes on working Americans.

As the director of energy studies at the University of Florida's Public Utility Research Center, I've studied both taxes on energy and how the government spends money on infrastructure. Throughout the gas tax's controversial history, leaders have frequently called upon this revenue source when serious infrastructure investment is needed.

The first 40 years

This resilient levy is a major source of U.S. funding for roads and transit today. It originated during the Great Depression as a "temporary" penny-per-gallon gasoline tax. At the time, a gallon cost about 18 cents, or about \$2.90 in 2021 dollars.

As he signed the Revenue Act of 1932 into law, President Herbert Hoover lauded "the willingness of our people to accept this added burden in these times in order impregnably to establish the credit of the federal government."

The original gas tax, an emergency measure intended to bolster the budget and fund national defense spending, not to meet transportation

needs, was slated to expire in 1933. Instead, persistent budget deficits throughout the New Deal and World War II kept it in force throughout Franklin D. Roosevelt's administration over the objections of the oil, automotive and travel industries. It became a permanent 1.5-cent levy in 1941. Multiple efforts to do away with the gas tax ever since have failed. For example, Congress again scheduled the tax's repeal in 1951 when it increased it to 2 cents as a source of revenue related to the Korean War. Instead, lawmakers agreed to keep the tax on the books to help pay for one of President Dwight D. Eisenhower's top priorities, the national interstate highway system. In 1956 the levy rose once more, to 3 cents, when Americans were paying about 30 cents for a gallon of gas. At the same time, the government established the Highway Trust Fund to use the gas tax revenue to pay for building and maintaining the new interstates. The tax rose to 4 cents per gallon in 1959 and froze at that level for more than two decades.

Running on empty

Gas tax revenue stopped keeping up with the expenses it was supposed to cover in the early 1970s following a severe bout of inflation and OPEC's oil embargo. U.S. gas prices soared from about 36 cents per gallon in 1972 to \$1.31 in 1981.

Responding to what members of both major political parties saw as a transportation infrastructure crisis, Congress more than doubled the tax to 9 cents per gallon as part of the Surface Transportation Assistance Act of 1982. The same law split the Highway Trust Fund and its revenue stream into two parts: The first 8 cents would finance roadwork while the other penny would finance mass transit projects. This hike may have struck drivers as a sharp increase, but public spending on transportation infrastructure would continue to fall as a percentage of all outlays.

In 1984, Congress increased spending on highways by funneling proceeds from fines and other penalties that businesses pay for safety violations, such as failing to label hazardous materials or forcing drivers to work too many hours in a row.

Congress boosted the tax twice more in the 1990s but primarily to reduce the then-ballooning federal deficit. Only half of a 5-cent increase in 1990 went to highways and transit, while a 4.3-cent lift three years later went entirely to lowering the deficit.

By 1997, the government had redirected all gas tax revenue reserved for deficit reduction to the Highway Trust Fund, where it still flows today.

Cont. on next page

Gas Tax article cont.

Along the way, other federal fuel taxes arose, including a 24.4-cent-per-gallon diesel tax and taxes on methanol and compressed natural gas. And state fuel taxes, which in most cases began before the federal gas tax, range from as low as 8.95 cents per gallon in Alaska to as high as 57.6 cents per gallon in Pennsylvania.

Making do

Since 1993, when the federal gas tax was first parked at 18.4 cents, inflation and rising construction costs have eroded its effectiveness as a transportation-related revenue source. In addition, U.S. vehicles have grown more fuel-efficient overall – which means Americans use less fuel for every mile they drive.

As a result, highway and transit spending has significantly outpaced the revenue collected from the gas tax and other sources. Since 2008, the government has transferred over \$80 billion to the fund that it had to take from other sources.

But it's still not enough. The American Society of Civil Engineers, which gives U.S. infrastructure a C-minus, is calling on the government and private sector to increase spending on roads and bridges by at least \$2.5 trillion within a decade.

While it's true the gas tax may be regressive because lower-income people pay the same rate as those who earn higher incomes, there are still advantages to this tax.

For one thing, it follows the "user pays" principle of providing government services. Under this principle, the people using the roads are held responsible for paying for their upkeep. As the number of motorists using electric vehicles increases, however, this may become less true over time.

Further, it would also create an incentive to at least marginally decrease the use of fossil fuels, accomplishing another goal of the administration.

Finally, the government could always subsidize the tax for the poor, perhaps through annual lump-sum payments, making it less regressive.

Clearly, U.S. infrastructure is in dire need of upgrading and investment. At the end of the day, Americans will pay for it one way or another – whether in taxes or through costs of unsafe and inadequate infrastructure, including in lost lives. How the government pays for investment may matter less than that it finally does it.

This is an updated version of an article first published on Feb. 27, 2018



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Rambling Thoughts of an Executive Director

First thing - Again - Thank You to all our sponsors and golfers of our tournament. The turnout and support was tremendous. Organizing a golf tournament proved to be more difficult than it sounded but with the help of many individuals it all came together. I also enjoyed the opportunity to spend the day with my teammates and participate in the tournament. It was fun and turned out to be a rewarding event for KLICA. I'm looking forward to next year!

Now I need to get to work on the SAVE Farm Field Days. This work to benefit our nations veteran heroes is another rewarding opportunity.

I'm hoping to see many familiar faces in Niagara, and some new ones. I'm excited about the opportunity to see the Falls and with a little luck from the Canadian side. It sounds as if the border could possibly be open then!?!

Don't forget we will return to Salina again for convention next January. I'm looking forward to a great convention and moving forward through the rest of 2021.

KLICA Convention 2022
January 23, 24, & 25,
2022
Salina, Kansas
Hilton Garden Inn

Mark your calendars!



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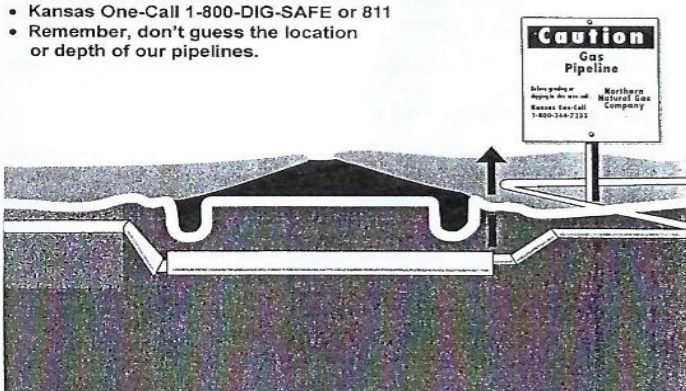
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Kansas Land Improvement Contractors Association Membership Application

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Mailing Address if different: _____
City: _____ State: _____ Zip Code: _____
Business phone: _____ Cell phone: _____
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Sponsor: _____

Table with 4 columns: Annual Dues, Contractor (\$325), Associate (\$250), Special (\$40)

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___ SEP Septic Systems
___ EXG Excavation or Grading
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___ GR Gravel/Rock Production
___ SWU Sewer/Water/Underground Utilities
___ LL Land Leveling
___ TH Trucking/Hauling
___ LS Landscaping
___ TW Terraces/Waterways
___ ODW Open Ditch Work Crane Service
___ WM Water Management
___ Dealer/Service Company/Consultant/Insurance/Other

Annual dues are due and payable on a calendar year basis, prior to January 1 of each year.
KLICA dues for new contractor members joining after March 1 are paid up for the next full calendar year.

Return Application to: Jon L. Ungerer, Executive Director
Kansas Land Improvement Contractors Association
850 U.S. Hwy 77
Marysville, KS 66508

Contact Phone: 785-221-8697
Email: jungerer@kansaslica.com



Kansas Land Improvement
Contractors Association
850 U.S. Hwy 77
Marysville, KS 66508

Important Dates for your Calendar.....

- **July 27-31, 2021**
National LICA Summer Meeting
Niagara Falls, New York
- **August 30-31, 2021**
SAVE Field Days and Fall Meeting
- **January 23, 24, & 25 2022**
KLICA Winter Convention & Meeting
Hilton Garden Inn
Salina, Kansas
- **February 15-19, 2022**
2022 National LICA Winter Convention
San Antonio, Texas

