

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Chairman Rex Crowell at 1:37 p.m. on January 12, 1993, Room 519-S of the Capitol.

All members were present except: All Present.

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

Conferees appearing before the committee:

Mike Johnston, Secretary of Transportation
Mike Lackey, Assistant Secretary and State Engineer
Deb Miller, Director of Planning and Development

Chairman Crowell introduced the members of the committee and staff then called upon Mike Johnston, Secretary of Transportation, for testimony. Mr. Johnston opened the discussion on the progress of the Comprehensive Highway Program. Mike Lackey and Deb Miller, Department of Transportation, assisted in the testimony. See Attachment 1. Chairman Crowell asked Secretary Johnston if the three projects which were added to the Comprehensive Highway Plan in 1992 met the guideline of being in the top sixteen percent of the state's needs. Secretary Johnston indicated the projects apparently do not meet the top sixteen percent guideline but the projects were added because he thinks some legislators who voted for the Comprehensive Highway Program believe they had been promised the projects. Secretary Johnston said he visited with the person who was Secretary of Transportation at the time the Comprehensive Highway Program was passed to determine if such promises had been made. The previous secretary told Secretary Johnston that the projects had not been promised but some legislators might have thought such promises were made. Further questions from the committee members were answered.

The meeting was adjourned at 3:11 p.m. by Chairman Crowell. The next meeting will be held at 1:30 p.m. on January 13, 1993 in Room 519-S of the Capitol.

LEGISLATIVE BRIEFING

January 1993

Kansas Department of Transportation

COMPREHENSIVE HIGHWAY PROGRAM UPDATE

- **Background of the Comprehensive Highway Program**
- **Current Status of the Comprehensive Highway Program**
- **Program Revenues**

COMPREHENSIVE HIGHWAY PROGRAM COMMITMENTS MADE

- **Address the most significant and pressing existing State Highway System needs**
- **Significantly increase Priority Bridge projects**
- **Increase Substantial Maintenance to arrest and reverse the decline in system condition**
- **Make maximum use of federal highway funds**
- **Increase support to local governments**

COMPREHENSIVE HIGHWAY PROGRAM COMMITMENTS (cont'd)

- **Improve programs to aid the elderly and the disabled**
- **Carry out System Enhancement projects to improve safety, relieve congestion, improve access, and enhance economic development**
- **Expend at least \$2.5 million in each county (excluding System Enhancements)**
- **Increase payments for city connecting links to \$2,000 per lane mile**

COMPREHENSIVE HIGHWAY PROGRAM COMPONENTS

- **Substantial Maintenance Program**
- **Major Modification Program**
- **Priority Bridge Program**
- **System Enhancement Program**

SUBSTANTIAL MAINTENANCE PROGRAM IMPROVEMENT TYPES

- **Preserve "as-built" condition**
- **Minimize major improvements and extend life**

SUBSTANTIAL MAINTENANCE PROGRAM PROGRAM CATEGORIES

- **Resurfacing projects**
- **Minor bridge repair**
- **Bridge painting**
- **Culvert replacement**
- **Emergency repair**
- **Sign refurbishing**
- **Small safety projects**

SUBSTANTIAL MAINTENANCE PROGRAM

- **19.5 percent of eight-year program expenditures**
- **Almost 9,400 miles total**
- **Over 500 bridges and culverts**
- **Almost 2,500 projects**
- **5,346 miles of roadway by the end of FY 1993; rest of program is on schedule**

MAJOR MODIFICATION PROGRAM IMPROVEMENT TYPES

- **Improve safety and service**
- **Reconstruction/rehabilitation**
- **Widening traffic lanes**
- **Adding or widening shoulders**
- **Eliminating steep hills and sharp curves**
- **Associated bridge work**

MAJOR MODIFICATION PROGRAM PROGRAM CATEGORIES

- **Interstate roadway and associated bridges**
- **Non-Interstate roadway and associated bridges**
- **Highway safety improvements**
- **Set-Aside Programs:**
Geometric KLINK
Economic Development
- **Railroad/Highway Crossings**

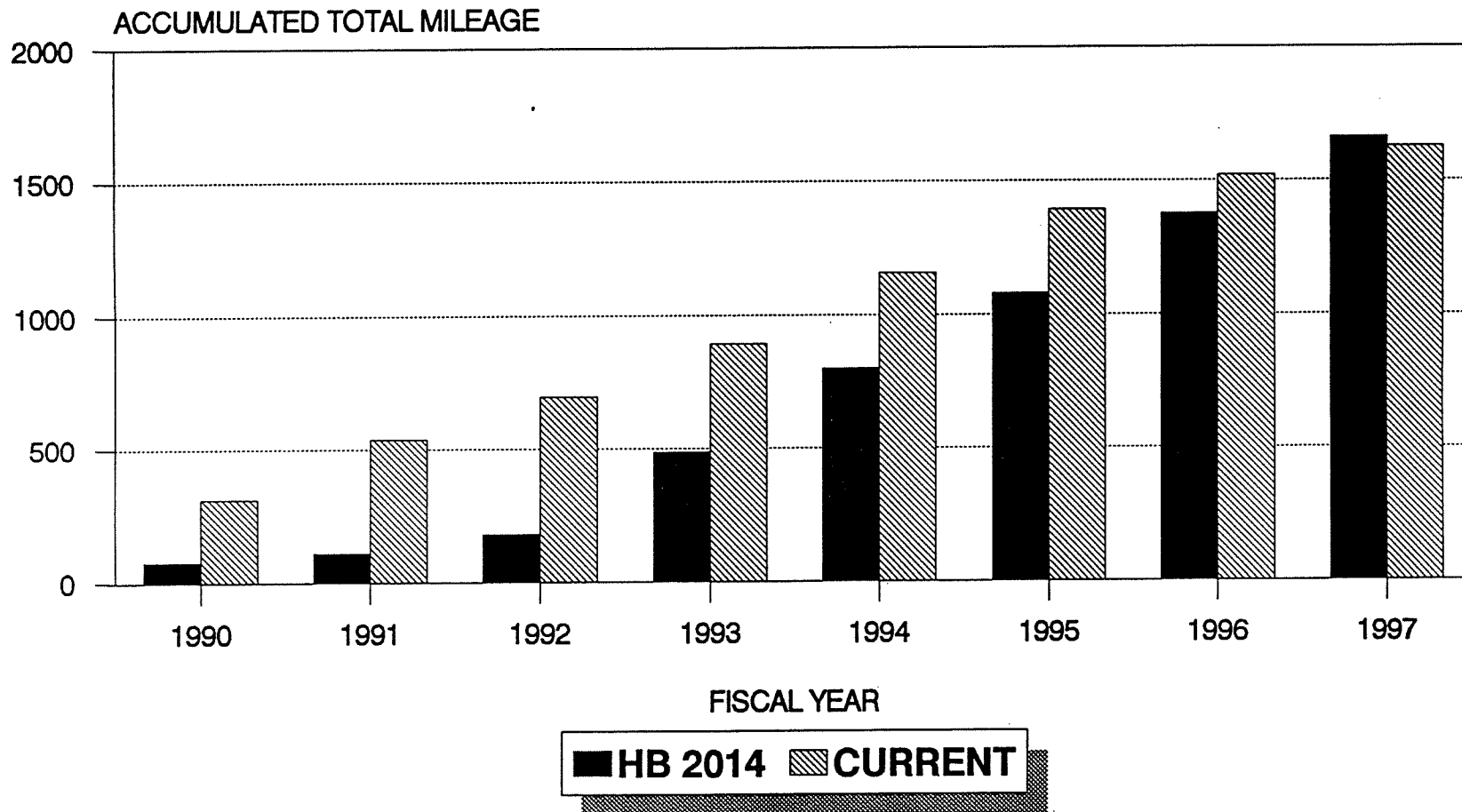
MAJOR MODIFICATION PROGRAM

- **54.2 percent of eight-year program expenditures**
- **115 miles of Interstate roadways**
-- 183 bridges
- **1,626 miles of Non-Interstate roadways**
-- 497 bridges
- **More than 400 projects**

MAJOR MODIFICATION PROGRAM

COMPARISON OF MILEAGE

CURRENT* VS HB-2014



* As of June 30, 1992

PRIORITY BRIDGE PROGRAM

- **Replace or rehabilitate substandard bridges**
- **Special consideration given to bridges which:**
 - **are cribbed**
 - **are one-lane**
 - **have insufficient vertical clearance**

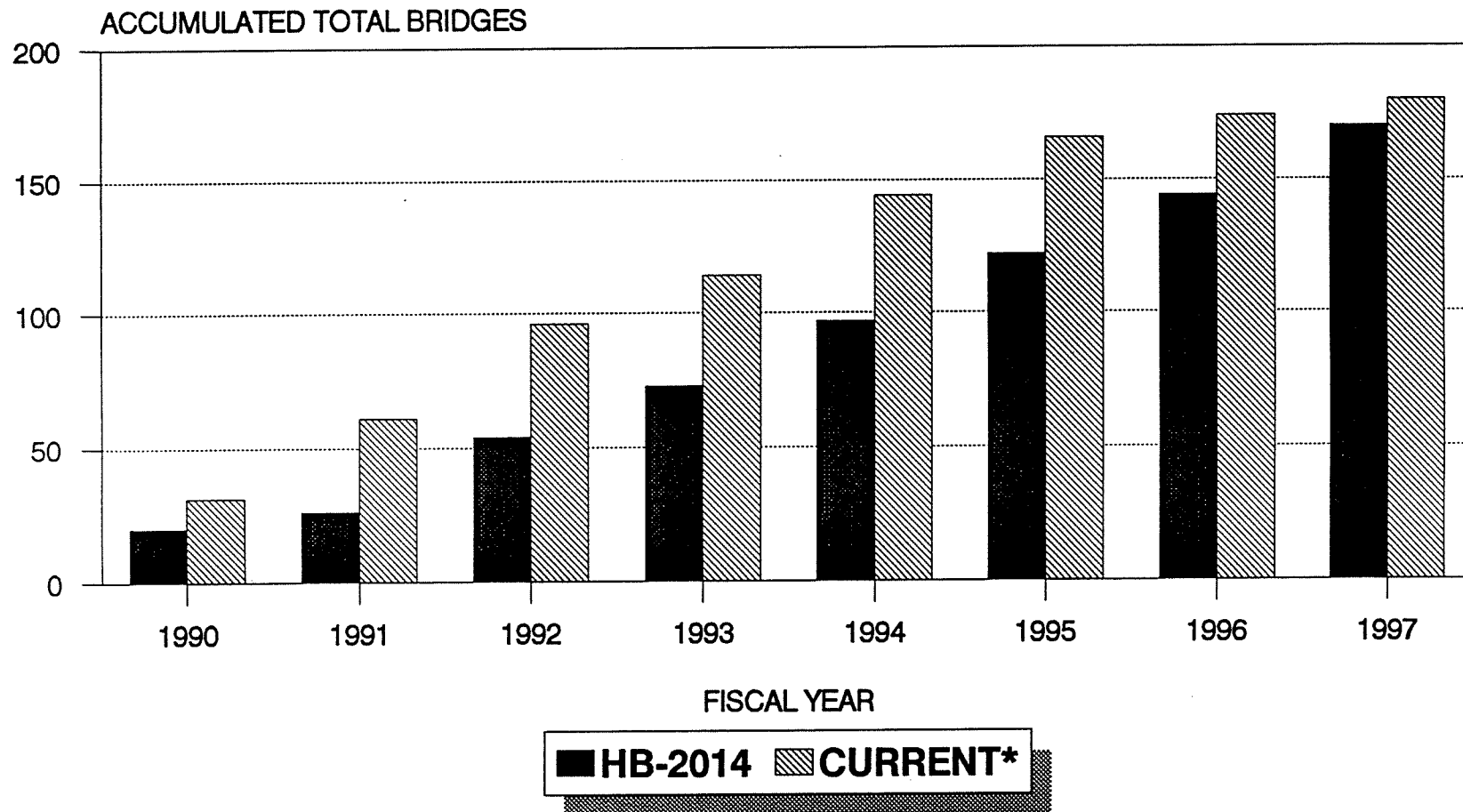
PRIORITY BRIDGE PROGRAM

- **6.1 percent of eight-year program expenditures**
- **180 bridges**

PRIORITY BRIDGE PROGRAM

COMPARISON OF

CURRENT* VS HB-2014



* As of June 30, 1992

SYSTEM ENHANCEMENT PROGRAM

- **\$895 million for System Enhancements, of which \$174 million is local match**
- **33 Bypasses, corridors, interchanges**
- **Purpose is to:**
 - **substantially improve safety**
 - **relieve congestion**
 - **improve access**
 - **enhance economic development**

SYSTEM ENHANCEMENT PROGRAM

- **20.2 percent of eight-year program expenditures**
- **94 miles of roadway**
- **One project complete and accepted:
77th Street and I-135 in Wichita**
- **Two and one-half projects open
but not fully completed:
K-150 in Johnson County
I-70 and 470 in Topeka
K-96 in Wichita (city half)**

SYSTEM ENHANCEMENT PROGRAM (cont'd)

- **Two and one-half projects
under construction:
K-96 in Wichita (county half)
I-35 and Quivira in Lenexa
Wildcat Creek bridge in Manhattan
(portion of K-113)**

**All major modification,
priority bridge and
system enhancement
projects are
anticipated to have
contracts for
construction by
June 30, 1997**

**Physical Construction
will continue for
several years
following the
awarding of the
construction contracts**

Intermodal Surface Transportation Efficiency Act of 1991

Enacted December 18, 1991

Six-Year Authorization 1992 - 1997

NEW REQUIREMENTS

- **Six Management Systems**
- **Use of Rubberized Asphalt**
- **Motorcycle Helmet Law**
- **Drug Offender's Driver's License Suspension Program**
- **Long Range Statewide Transportation Plan**

NEW REQUIREMENTS

Management Systems

Development and implementation of six Management Systems for pavements, bridges, safety, public transportation facilities and equipment, traffic congestion, and intermodal transportation facilities and systems.

Non-implementation by FFY 1996 will result in 10% penalty of apportioned highway and transit funds.

NEW REQUIREMENTS

Rubberized Asphalt

Use a minimum percentage of rubberized asphalt on Federal-Aid projects:

<u>Year</u>	<u>Min.%</u>	<u>Possible Penalty</u>
1994	5%	\$ 6m
1995	10%	12m
1996	15%	16m
1997	20%	21m

NEW REQUIREMENTS

Motorcycle Helmet Law

**Mandatory motorcycle helmet law passed by
October 1, 1993 or highway funds will be
shifted to the State's safety program:**

<u>Year</u>	<u>Possible Penalty</u>
1995	\$ 2m
1996	4m
1997	4m

NEW REQUIREMENTS

Drug Offender's Program

**Drug Offender's
Driver's License Suspension Program,
requiring suspension of a driver's license upon
conviction of any drug offense; must be passed
this session to avoid loss of highway funds:**

<u>Year</u>	<u>Possible Penalty</u>
1994	\$ 8m
1995	8m
1996	17m
1997	17m

NEW REQUIREMENTS

Drug Offender's Program

**The Governor must certify by April 1, 1993 that:
The State has enacted and is enforcing a Drug
Offender's Driver's License Suspension Program**

or

**The Governor opposes such legislation and the
State Legislature has adopted a resolution
opposing such legislation**

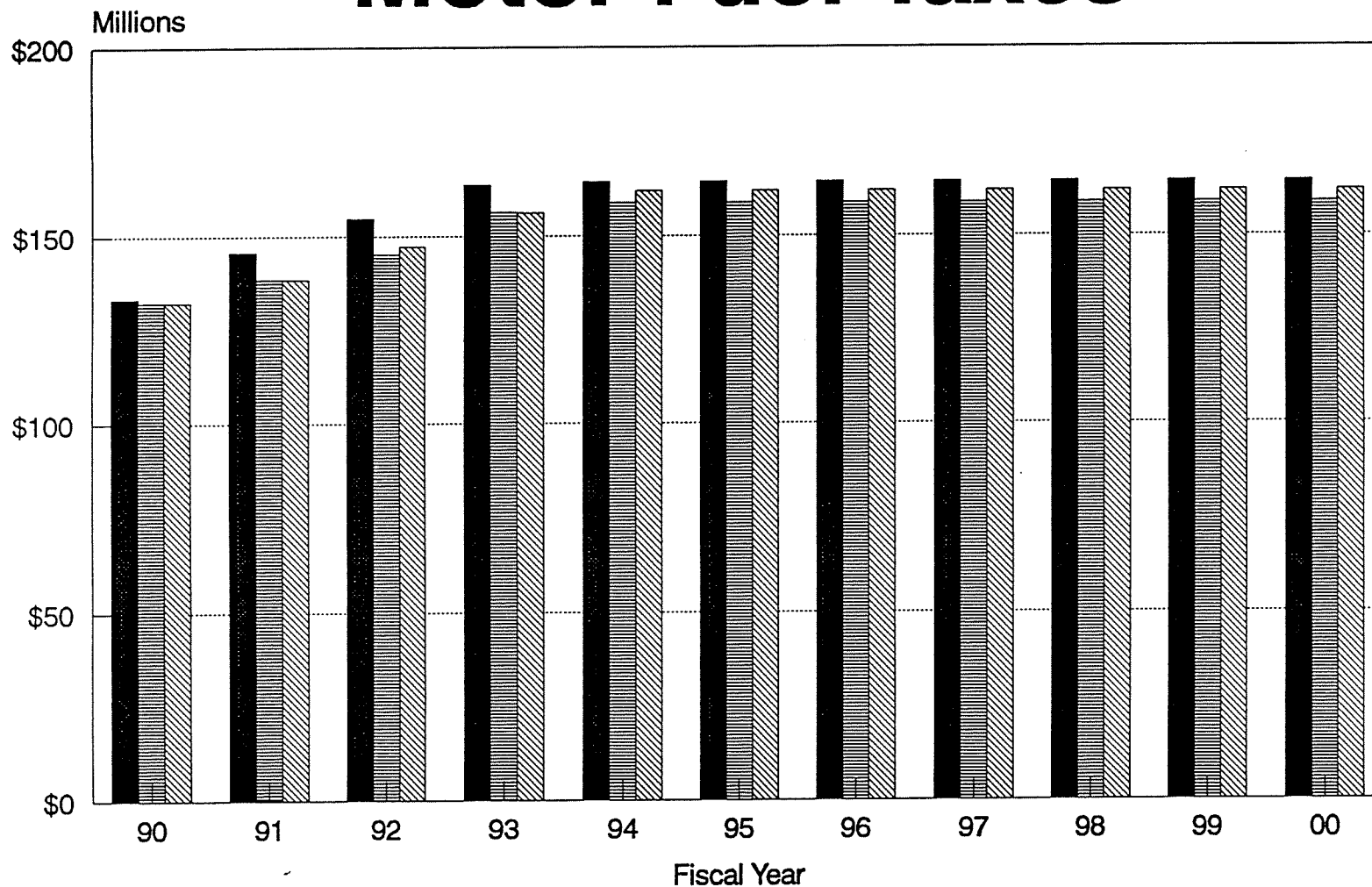
NEW REQUIREMENTS

Statewide Transportation Plan

Develop a long-range (20 year) statewide transportation plan in coordination with MPOs, Indian Tribal Governments and the public.

In adopting the plan, the State must consider 20 factors outlined in the ISTEA of 1991.

STATE HIGHWAY FUND Motor Fuel Taxes

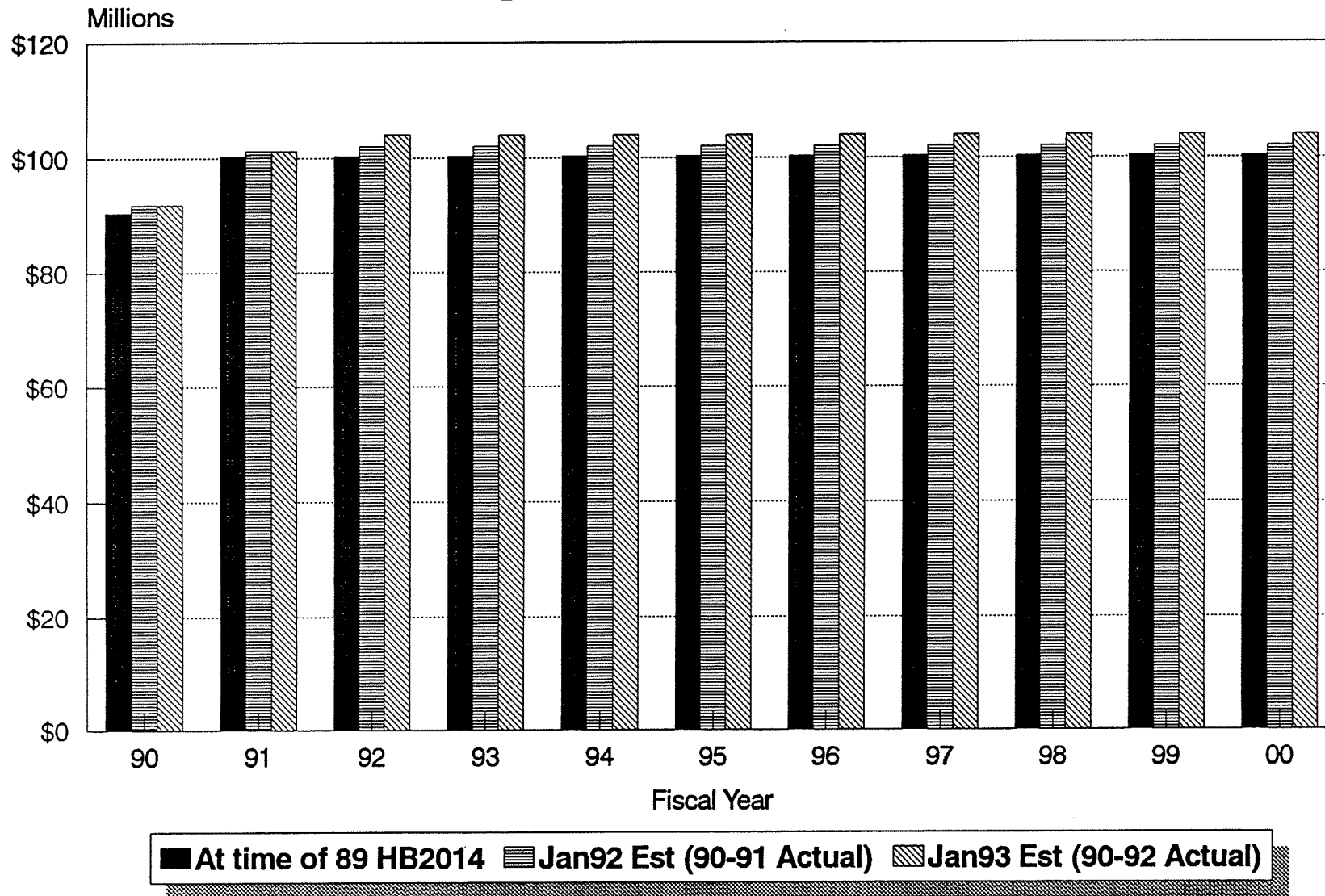


■ At time of 89 HB2014 ▨ Jan92 Est (90-91 Actual) ▩ Jan93 Est (90-92 Actual)

Modified to include Fuel Taxes deposited in the State Freeway Fund

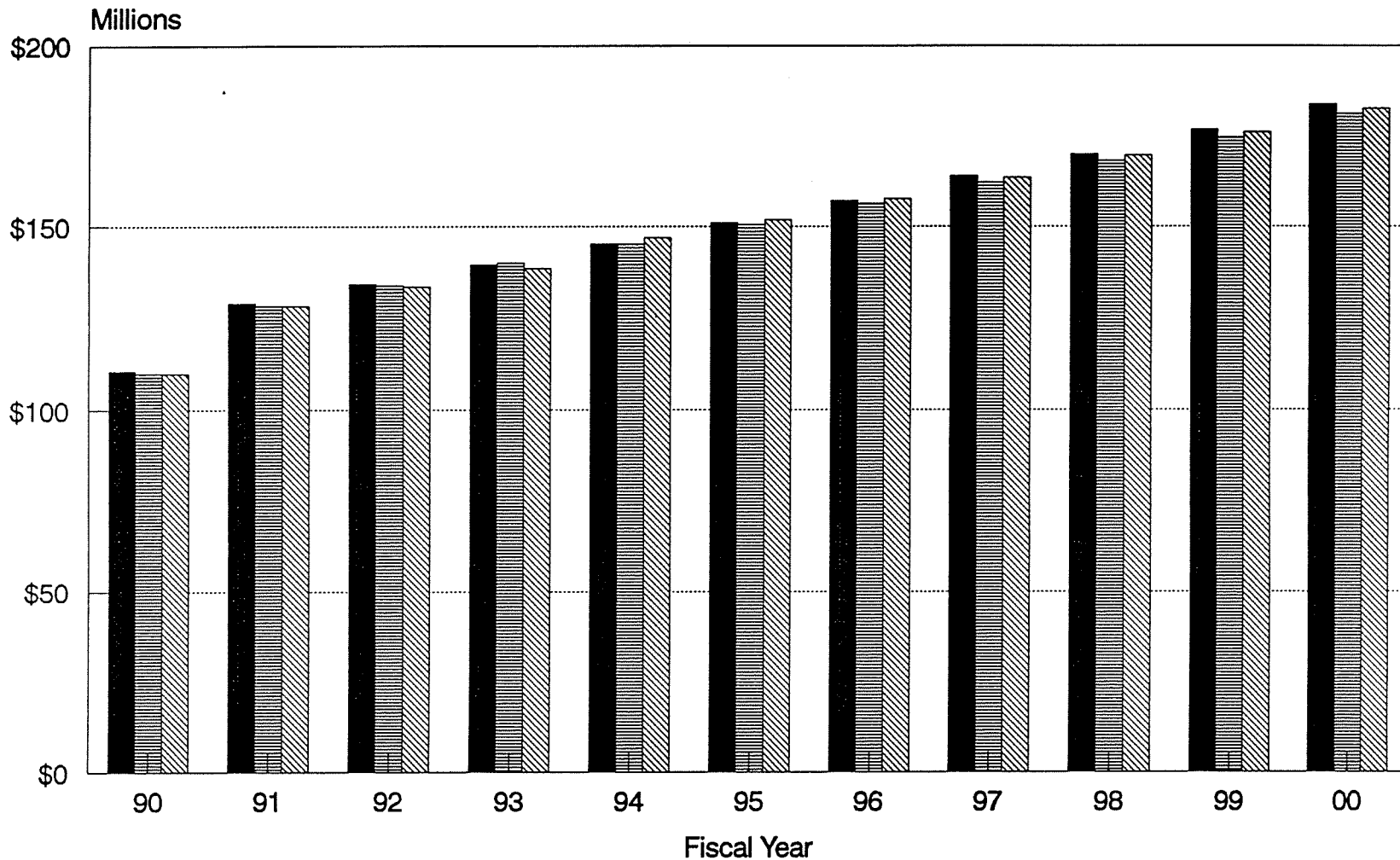
STATE HIGHWAY FUND

Registration Fees



STATE HIGHWAY FUND

Sales Taxes

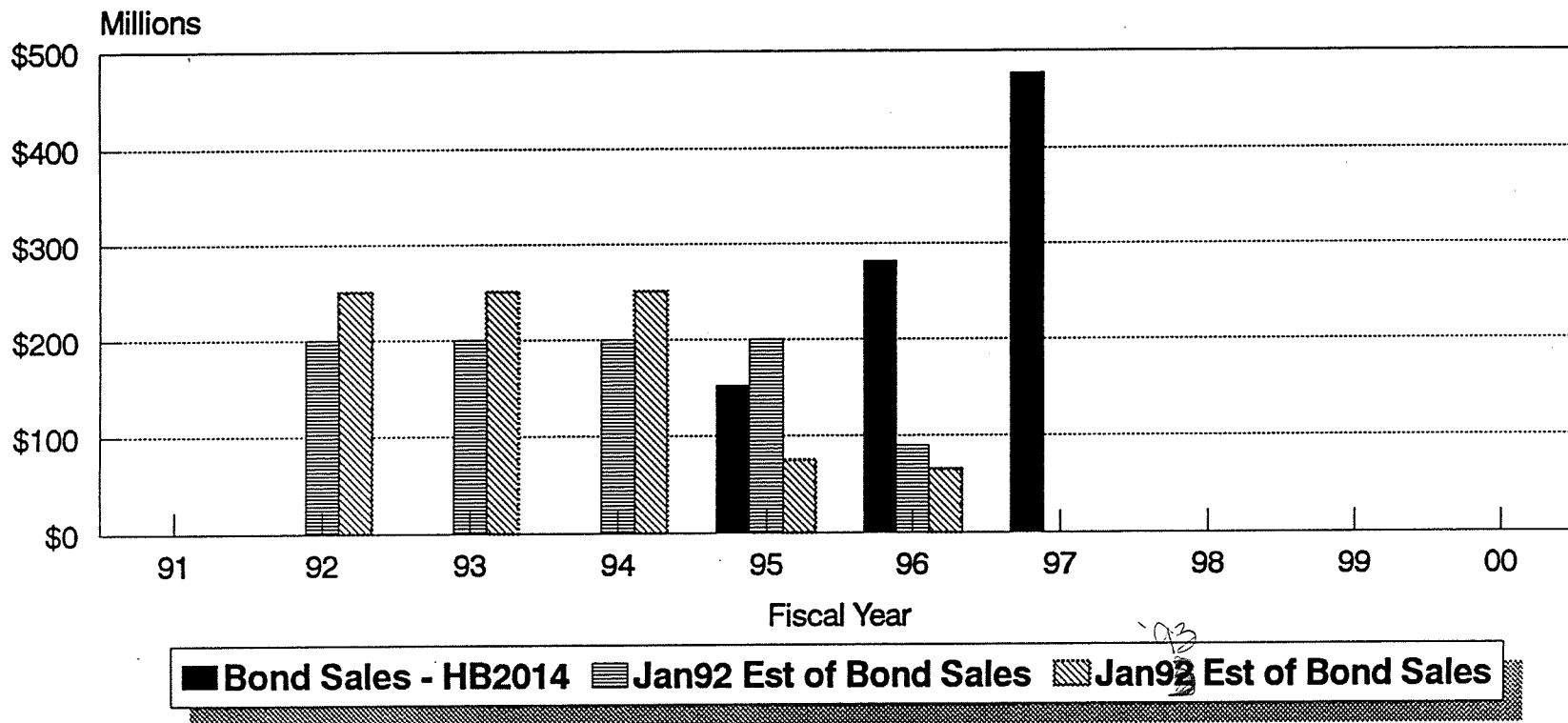


At Time of 89 HB2014
 Jan92 Est (90-91 Actual)
 Jan93 Est (90-92 Actual)

ASSUMED BOND SALES

Actual Size & Frequency of Sales

Subject to Market & Policy Changes



Sales are net of issue costs
and earnings on balances

State Freeway Bonds

**On July 1, 1992
A cash call
of all outstanding
1985A State Freeway Bonds
was made.**

Fully Funded

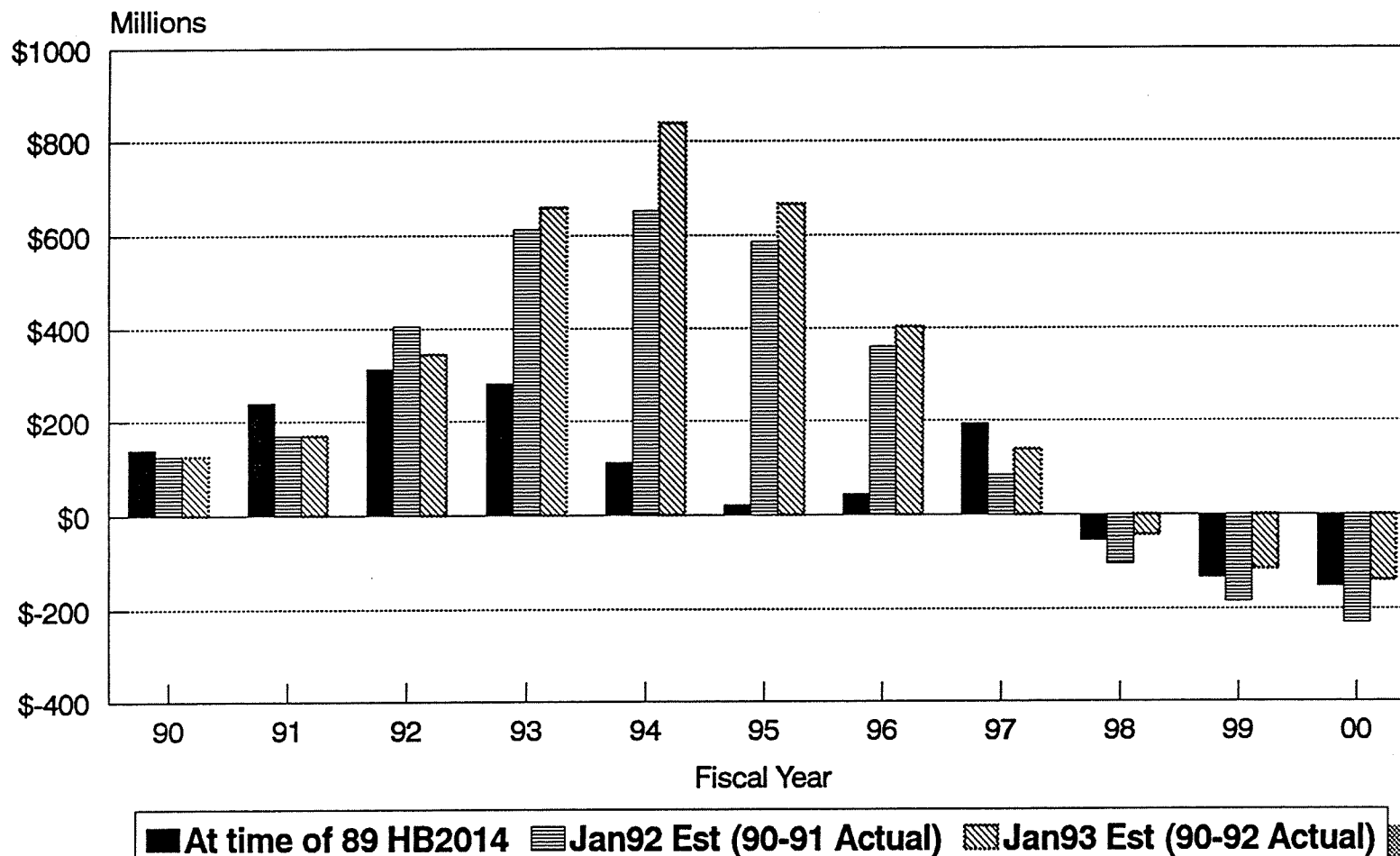
- 1. Program is funded through FY 1997**
- 2. Construction projects let in FY 1997 and before are funded through the end of construction**

Post FY 1997 Program Assumptions

- 1. Continue adequate level of substantial maintenance**
- 2. Match available Federal Aid**
- 3. Continue agency operations**

Changes in Fund Balance Projections since the 1989 Session

STATE HIGHWAY FUND Ending Cash Balance



**Assumes continued matching of Federal Aid,
Substantial Maintenance & Agency Operations
beyond FY 1997**

**The Program, as enacted,
requires a decision
before the end of
FY 1997.**

**Revenues could be
increased or the level
of services provided
would be reduced.**