

Approved: Feb. 15, 1993  
Date

## MINUTES OF THE SENATE COMMITTEE ON WAYS AND MEANS.

The meeting was called to order by Chairperson August Bogina at 11:00 a.m. on February 9, 1993 in Room 123-S of the Capitol.

All members were present except:

Committee staff present: Leah Robinson, Legislative Research Department  
Scott Rothe, Legislative Research Department  
Norm Furse, Revisor of Statutes  
Judy Bromich, Administrative Assistant  
Ronda Miller, Committee Secretary

Conferees appearing before the committee:

Michael Johnston, Secretary, Department of Transportation  
Michael Lackey, Assistant Secretary/State Transportation Engineer, Department of Transportation

Others attending: See attached list

## **SB 40--APPROPRIATIONS FOR FY94, DEPARTMENT OF TRANSPORTATION**

### **FY93**

Senator Kerr reviewed the FY93 subcommittee report, Attachment 1, pages 1 and 2. In discussing recommendation 1, Senator Kerr noted that these are federal funds and the practice of not reducing the approved expenditure authority is not uncommon.

In answer to a member's concern regarding the number of contract services utilized under Engineering, Secretary Johnston stated that when the comprehensive program was outlined, there was never an intent to design all the work inhouse. Mr. Lackey pointed out that the workload for the design department has increased four to five hundred percent over the normal program. Thus, 80% of the design work is currently contracted with outside consultants, whereas during times of normal workload, 45%-50% is contracted out. In answer to Senator Petty, Secretary Johnston stated that few of the personnel added to the Department with the passage of the Highway Bill were intended to do the design work.

Senator Karr queried whether the concern for paying consultants twice for projects they develop was valid. Mr. Lackey stated that if consultants makes an error in plans, they are responsible for any remediation costs. However, if the Department changes the scope of the design, a new limit must be negotiated.

It was moved by Senator Kerr and seconded by Senator Morris that the FY93 subcommittee report be adopted. The motion carried on a voice vote.

### **FY94**

The FY94 subcommittee report was reviewed by Senator Kerr. In response to recommendation 1, Secretary Johnston appeared to provide information regarding the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and federal demonstration project financing (Attachment 2). In reviewing page 5 of Attachment 2, Secretary Johnston explained that the chart outlines the apportionment that Kansas anticipates receiving from 1992-1997 under the federal act. He told the Committee that the Department estimates that it will allowed to spend about 87% of the apportioned amount over the six year period and that the \$58.1 million in total unprogrammed funds is an estimate of the amount of dollars not committed to the current KDOT published program over the six year period. He explained the difficulty in determining an estimate because the

## CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON WAYS AND MEANS, Room 123-S Statehouse, at 11:00 a.m. on February 9, 1993.

apportionment and the obligation authority are adjusted annually by Congress on the basis of an appropriation act. In answer to Senator Karr, the Secretary stated that the Department would theoretically have \$58.1 million available to account for unprogrammed projects listed on page 8 of Attachment 2, but if the commitment were made to publish some of the unprogrammed programs, the balance would arithmetically fall below zero.

In answer to a question, Secretary Johnston stated that although the total uncommitted funds total \$98.1 million (Attachment 2-5), three projects which have been published and are part of the program total \$40 million. Those projects are the interchange on I-35 in Wichita, the I-435 Nall Interchange in Kansas City, and the linkup of the SE Kansas corridor connecting Highway 69 and I-44.

Secretary Johnston, in answer to a question regarding the ISTEA demonstration project status (Attachment 2-8), explained that the Hutchinson bypass is an exception to the demonstration projects because it was identified in the Federal Aid Program to be funded equally from the Demonstration Category and the Reimbursement Category. This latter act was established by Congress in an attempt to reimburse states for their expenses in constructing toll facilities which in Kansas totaled \$73 million. However, the amended bill dedicated the entire \$73 million to the Hutchinson and Highway 81 projects which presents a problem for the Department because another federal law requires a nonfederal 20% match on demonstration projects. Secretary Johnston stated that, although the Hutchinson and Hwy 81 projects are listed on page 8 of Attachment 2 as unprogrammed and although the \$73 million is unavailable until FY96 or FY97, the Department is in the process of designing the projects.

In response to recommendation 2 of the FY94 subcommittee report, Attachment 1-5, the Secretary directed the members' attention to page 2 of Attachment 2 and indicated that the Department does not have the authority to pay cities or counties for maintenance of assumed projects. He stated that bonus points are awarded under the system enhancement process to units of government which take projects off the state system.

Senator Kerr reviewed recommendation 3 of the subcommittee report, Attachment 1-6. In discussion of part-time employees, the Chairman mentioned that a reduction in the number of hours that define part-time employees from 1,000 hours to 630 is being considered and queried how that modification would impact the Department of Transportation. The Secretary noted that the Department, as one of the largest employers of part-time employees, would study the issue. Senator Karr inquired about the Department's policy regarding flextime for maintenance employees. Secretary Johnston answered that, although flextime is not absolutely prohibited, departmental policy does not permit four 10 hour days without justification for operational reasons.

In answer to Senator Vancrum, Secretary Johnston stated that there are approximately 50-60 vacancies within the Department and those positions are filled as soon as possible. Senator Vancrum asked how many of the vacancies are unfilled for more than 90 days. Secretary Johnston noted that he would provide that information to staff.

In regard to the Department's plan to install a statewide network of 800 MHz radio towers and to purchase radio equipment (recommendation 4, Attachment 1-6), Secretary Johnston told members that after 1995 the low band radio frequency will be open. Because the level of service will not be satisfactory for KDOT and the KHP, the Secretary determined that it would be necessary to upgrade to a new telecommunications system. He reiterated that his intent in providing the subcommittee with information was to provide full disclosure of an operational departure which might be significant to the Legislature, even though no additional monies for equipment is requested in FY93. The Secretary indicated that the cost for property on which to locate the towers will cost \$10,000 in FY93 and \$50,000 in FY94, and that the 14 year phase in of the new system is more expensive than the replacement of the lower frequency radios. Members expressed their desire that the Joint Committee on Building Construction review the proposed property acquisition and that the Joint Committee on Computers and Technology review the proposed acquisition of the telecommunications system. It was moved by Senator Kerr and seconded by Senator Salisbury that recommendation 4 of the FY94 subcommittee report be amended by striking the word "ought" in line 8 and inserting the word "shall." In answer to a concern, it was stated that the appropriation would not be held up until the review is complete. The motion carried on a voice vote.

In answer to a question, Senator Kerr stated that the subcommittee did not closely review rail and aviation planning. Secretary Johnston stated that consultants are used for aviation planning because the airport plan requires a level of expertise available only through consulting engineers. He also said most of the appropriation for the rail portion of the budget is designated for rail crossing improvements and that all of the money is federal.

Senator Kerr moved the adoption of the amended FY94 subcommittee report. The motion was seconded by

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON WAYS AND MEANS, Room 123-S Statehouse, at 11:00 a.m. on February 9, 1993.

Senator Morris and carried on a voice vote.

It was moved by Senator Kerr and seconded by Senator Rock that **SB 40** as amended be recommended favorable for passage. The motion carried on a roll call vote.

Senator Kerr moved and Senator Lawrence seconded that the minutes of February 4, 1993 be approved. The motion carried on a voice vote.

The Chairman adjourned the meeting at 12:15 P.M.

The next meeting is scheduled for February 10, 1993.

## GUEST LIST

COMMITTEE: SENATE WAYS AND MEANS

DATE: Feb 9, 1993

[illegible]

SUBCOMMITTEE REPORTS

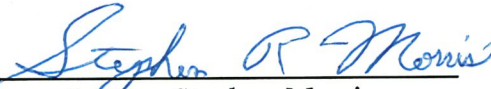
Kansas Department of Transportation

S.B. 62 (FY 1993)

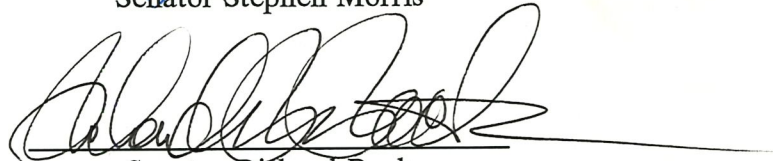
S.B. 40 (FY 1994)



Senator Dave Kerr, Chairperson



Senator Stephen Morris



Senator Richard Rock

SWAM  
February 10, 1993  
Attachment 1

## SUBCOMMITTEE REPORT

**Agency:** Department of Transportation

**Bill No.** 62

**Bill Sec.** 2

**Analyst:** Efird

**Analysis Pg. No.** 263

**Budget Page No.** 572

<u>Expenditure Summary</u>	<u>Agency Req. FY 93</u>	<u>Gov. Rec. FY 93</u>	<u>Subcommittee Adjustments</u>
All Funds:			
State Operations	\$ 220,224,042	\$ 219,170,022	--
Aid to Local Units	128,237,258	126,188,258	--
Claims	<u>200,000</u>	<u>200,000</u>	<u>--</u>
Subtotal--Operating	<u>\$ 348,661,300</u>	<u>\$ 345,558,280</u>	<u>--</u>
Capital Improvements (Bonds)	\$ 195,697,720	\$ 195,697,720	--
Capital Improvements (Other)	<u>285,491,864</u>	<u>284,736,932</u>	<u>--</u>
Subtotal--Capl. Improv.	<u>\$ 481,189,584</u>	<u>\$ 480,434,652</u>	<u>--</u>
TOTAL--ALL FUNDS	<u>\$ 829,850,884</u>	<u>\$ 825,992,932</u>	<u>\$ --</u>
FTE Positions	3,308.0	3,308.0	--
State General Fund Transfers	\$ 87,996,000	\$ 85,569,000	\$ --

### Agency's FY 1993 Request

The estimate for agency operations has been reduced by a net of \$330,056 from the approved limitation. The other operations component of the Kansas Department of Transportation (KDOT) expenditures, primarily capital improvements, is reduced by almost \$70.6 million from the approved estimate for FY 1993. KDOT, in its narrative explanation of revisions to the current fiscal year budget for the state projects construction program attributes the net reduction to a revised projection of anticipated expenditures based on actual FY 1992 bid awards, changes in planned program activities, and updated project cost estimates. It is anticipated by KDOT that \$195.7 million of nonreportable FY 1993 expenditures would be funded by proceeds from the sale of bonds authorized by the comprehensive highway program. An increase in expenditures from \$1,768,908 approved for FY 1993 to \$2,701,071 is requested for the buildings, remodeling, and special maintenance account of the State Highway Fund (SHF).

### Governor's FY 1993 Recommendation

The Governor's recommendations for agency operations reduce expenditures by a net of \$2,139,008 from the approved current fiscal year expenditures. The other operations component of the KDOT expenditures, primarily capital improvements, is reduced by almost \$72.7 million from the approved estimate for FY 1993. A reduction of \$4.6 million from the approved estimate for State

General Fund (SGF) financing is recommended by the Governor due to revised consensus revenue estimates. The Governor concurs with the agency's revised projection of anticipated expenditures for other operations, based on actual FY 1992 bid awards, changes in planned program activities, and updated project cost estimates. It is anticipated by KDOT and the Governor concurs that \$195.7 million of FY 1993 expenditures would be funded by proceeds from the sale of bonds authorized by the comprehensive highway program. The Governor concurs with increasing expenditures from \$1,768,908 approved for FY 1993 to \$2,701,071 for the buildings, remodeling and special maintenance account of the State Highway Fund. The Governor also recommends a technical change to account for payment of expenses related to pre-1992 freeway bonds and includes a new line item account in 1993 S.B. 62 to authorize proper recording of expenditures within the State Highway Fund.

#### **Subcommittee FY 1993 Recommendation**

The Subcommittee concurs with the Governor's recommendations and makes the following additional comments and recommendations:

1. Note that the Governor's recommendation for agency operations is \$2,139,000 less than the approved FY 1993 expenditure limitation. No reduction in expenditure authority is incorporated in the Governor's recommendations which are included in 1993 S.B. 62 as introduced. This has the effect of allowing KDOT to legally expend these funds which are projected as savings in the current fiscal year since the Governor's recommended reductions are not incorporated into the bill. This practice of not reducing the approved expenditure authority allows the agency flexibility in meeting unexpected expenses which may occur late in the current fiscal year. Additional discussion of salary turnover adjustments is included in item 3 of the FY 1994 Subcommittee report.
2. Note that KDOT revealed a multiyear plan to construct a statewide network of 800 MHz radio towers (supported by other equipment) at an estimated total cost of almost \$12 million. FY 1993 and FY 1994 expenditures would be within the budget authority recommended by the Governor. Item 4 in the FY 1994 Subcommittee report provides more details of this proposal.



## SUBCOMMITTEE REPORT

**Agency:** Department of Transportation

**Bill No.** 40

**Bill Sec.** 2

**Analyst:** Efird

**Analysis Pg. No.** 263

**Budget Page No.** 572

<u>Expenditure Summary</u>	<u>Agency Req. FY 94</u>	<u>Gov. Rec. FY 94</u>	<u>Subcommittee Adjustments</u>
All Funds:			
State Operations	\$ 244,668,610	\$ 241,861,944	--
Aid to Local Units	127,254,660	127,919,660	--
Claims	<u>200,000</u>	<u>200,000</u>	<u>--</u>
Subtotal -- Operating	<u>\$ 372,123,270</u>	<u>\$ 369,981,604</u>	<u>--</u>
Capital Improvements (Bonds)	\$ 289,902,285	\$ 289,902,285	--
Capital Improvements (Other)	<u>312,211,111</u>	<u>306,313,590</u>	<u>--</u>
Subtotal -- Capl. Improv.	<u>\$ 602,113,396</u>	<u>\$ 596,215,875</u>	<u>--</u>
TOTAL -- ALL FUNDS	<u><u>\$ 974,236,666</u></u>	<u><u>\$ 966,197,479</u></u>	<u><u>\$ --</u></u>
FTE Positions	3,308.0	3,308.0	--
State General Fund Transfers	\$ 90,520,000	\$ 92,095,000	--

### Agency's FY 1994 Request

KDOT requests increases totaling almost \$144.4 million in expenditures next fiscal year, with \$5.9 million for agency operations and \$138.5 million for other operations, primarily capital improvements. Increased financing of \$181.7 million would be required from the State Highway Fund as well as \$2.5 million from the State General Fund. An apparent reduction of \$39.8 million from expenditures requested from all other funds is the result of a shift of \$58.4 million of federal funds expended in FY 1993 from a restricted fees fund to expenditure in FY 1994 of \$58.4 million from an account of the State Highway Fund. It is anticipated by KDOT that \$94.2 million of increased FY 1994 expenditures would be funded by proceeds from the sale of bonds, with bond financing to pay for \$289.9 million of nonreportable FY 1994 expenditures.

**Agency Operations.** No change in FTE staffing is requested, but additional FY 1994 funding is requested for two special projects positions, temporary positions, and overtime pay in FY 1994. Additional funding for fringe benefits also is requested. Salary turnover savings are budgeted at 2.5 percent in both FY 1993 and FY 1994. The FY 1992 approved rate was 2.8 percent. Actual FY 1992 expenditures, compared with approved expenditures for salaries and benefits, reveal a salary turnover savings rate of 4.5 percent, or \$1.8 million of savings in addition to the approved amount. Other operating costs are budgeted as increases of \$1.2 million.



**Other Operations.** There are four component parts of the comprehensive highway program: major modifications, priority bridges, system enhancements, and substantial maintenance. The first three categories (included in state projects) account for \$115.8 million of increased FY 1994 expenditures, while the last category would increase almost \$4.3 million. The repayment of bonds to finance the comprehensive highway program accounts for an increase of \$16.5 million. Local aid expenditures reflect a slight decrease from FY 1993.

#### **Governor's FY 1994 Recommendation**

The Governor recommends increases totaling \$140.2 million in expenditures next fiscal year, with an increase of \$3.7 million for agency operations and of \$136.5 million for other operations, primarily capital improvements. Increased financing of \$173.5 million is recommended from the SHF as well as \$6.5 million from the SGF. An apparent reduction of \$39.8 million from expenditures recommended from all other funds is the result of a shift of federal funds from an FY 1993 restricted fees fund to an expenditure in FY 1994 of \$58.4 million from an account of the SHF. It is anticipated by KDOT and the Governor concurs that \$94.2 million of increased FY 1994 expenditures would be funded by proceeds from the sale of bonds, with bond financing to pay for \$289.9 million of non-reportable FY 1994 expenditures.

**Agency Operations.** No change in FTE staffing is recommended by the Governor in FY 1994. Funding is recommended for two special projects positions. The Governor recommends less funding for temporary positions and overtime pay in FY 1994 than requested by the agency. Additional funding for fringe benefits is recommended. Salary turnover savings are recommended at 2.8 percent in FY 1994, compared to 2.9 percent in FY 1993. A reduction of \$841,129 in FY 1994 other operating expenses for agency operations is attributed to a decrease in capital outlay for the regular maintenance program offsetting other increases to produce a net reduction in expenditures.

**Other Operations.** The Governor concurs with the agency's FY 1994 estimated increase of \$115.8 million in expenditures for the first three categories of the comprehensive highway program, as well as an increase of almost \$4.3 million in the category of substantial maintenance, the fourth category. The Governor also concurs with the estimated repayment of \$16.5 million for the bonds which finance the comprehensive highway program. FY 1994 local aid expenditures reflect an increase of \$1.7 million from FY 1993.

#### **Subcommittee FY 1994 Recommendations**

The Subcommittee concurs with the Governor's recommendations and notes the following items:

1. Because the Secretary was in Washington at the time of its final meeting, the Subcommittee requested the Secretary to brief the Committee on the status of federal funding relative to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Also requested as part of the update was information on federal demonstration project financing.
2. In the Subcommittee report prepared during the 1992 legislative session on KDOT, there was a recommendation "that KDOT develop a program to transfer city highways and city connecting links which are currently on the state highway

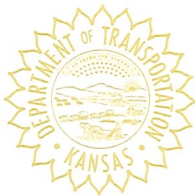
system to local governments wherever justified." This year's Subcommittee requested that the Secretary update the Committee on this program, and the financial arrangements which would provide funding to the local units of government.

3. The Subcommittee reviewed the agency's historical salary turnover savings (shrinkage) rates for FY 1990 to FY 1992 and discussed adjusting the Governor's recommendations of 2.8 percent in FY 1993 and 2.9 percent in FY 1994. Because KDOT's budget includes significant amounts of funding for both temporary salaries and overtime pay, any adjustments for turnover must take these factors into account. The Subcommittee was told that the winter weather of 1993 might result in a significant increase in overtime pay, and that any further reductions in the salary funding might force to agency to hold regular positions unfilled in order to force turnover savings. The Subcommittee concludes that the Governor's recommended savings generated by 2.8 percent in FY 1993 and 2.9 percent in FY 1994 appear to be reasonable estimates. The estimated amount of savings would be \$3,291,449 in FY 1993 and \$3,301,410 in FY 1994, based on the Governor's recommendations.
4. The Subcommittee was informed by the Secretary that he had approved implementation of a multiyear plan to install a statewide network of 800 MHz radio towers and to purchase the other radio equipment necessary to operate the network. The agency plans to begin the program in FY 1993 and FY 1994 within the resources recommended by the Governor. The Subcommittee notes that the revised budget estimates, noting the areas of reduction in the Governor's recommended expenditures in FY 1993 and FY 1994, together with the proposed expenditures for this new system, ought to be submitted for review by the Legislature and its designated committees. The following cost information about the new system was provided to staff at a briefing about the project, but has not been formally submitted to either the Governor or the Legislature at this time. The Subcommittee does not reject the proposed expenditures in FY 1993 or FY 1994, but would suggest that a more formal budget amendment be submitted to reflect the shift in expenditures. The estimated expenses are shown below:

FY 1993	\$	271,000	FY 1994	\$	717,000
FY 1995		860,000	FY 1996		822,000
FY 1997		885,000	FY 1998		1,048,000
FY 1999		992,000	FY 2000		791,000
FY 2001		762,000	FY 2002		1,000,000
FY 2003		747,000	FY 2004		890,000
FY 2005		888,000	FY 2006		564,000
FY 2007		686,000	Total		<u>\$ 11,923,000</u>

Included in the estimated cost is \$570,000 for the purchase of real estate on which to place the 300 to 400 foot radio towers. Traditionally, the Joint Committee on State Building Construction has reviewed land purchased by state agencies, and KDOT has been instructed to submit its plan to the Building Committee for review. Since this project involves telecommunications, the Joint Committee on Computers and

Telecommunications also should be consulted about the proposal KDOT also recently has submitted the proposal to the Division of Information Systems and Communications (DISC) for its approved, as required by statute



Michael L. Johnston  
Secretary of Transportation

KANSAS DEPARTMENT OF TRANSPORTATION

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Joan Finney  
Governor of Kansas

**PRESENTATION TO  
SENATE WAYS AND MEANS COMMITTEE  
February 9, 1993:**

**INFORMATION PROVIDED IN  
RESPONSE TO SUBCOMMITTEE QUESTIONS**

**STATUS OF MID STATES PORT AUTHORITY LOAN**

The Department has provided two loan guarantees (in 1984 and 1989) for the Mid States Port Authority under K.S.A. 75-5031, which establishes the Railroad Rehabilitation Loan Guarantee Fund. When the Department unconditionally guaranteed the current term loan for MSPA on April 21, 1989, there was no reason to believe that the Department would be required to make any payments under the guarantee. This continues to be the case. The loan is in good standing with a balance of \$5.1 million as of December 31, 1992.

**LOAN GUARANTEES SINCE THE ENACTMENT OF KSA 75-5040**

K.S.A. 75-5040 et seq., enacted by the 1991 Legislature, authorizes the Secretary of Transportation to guarantee up to \$5 million in loans per fiscal year, not to exceed a total of \$20 million for rail line acquisition or rehabilitation. The regulations to implement the statutes are near the end of the administrative approval process. In order to qualify for loan guarantees, firms must demonstrate their viability and show that they cannot get financing otherwise.

No firms have applied for loan guarantees under this statute to date. Although we do not know for certain why this is the case, it appears that circumstances may have changed since the legislation was enacted:

- At that time, Santa Fe was trying to sell a number of lines, and the legislation was intended to enable the State to

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February 9, 1993

SWAM  
Feb. 9, 1993  
Attachment 2

assist with the purchase or rehabilitation of small firms that might purchase those lines. As it turned out, one private entity bought those lines.

- That firm has sufficient assets to be able to obtain financing at good rates without a loan guarantee. That is also true of two of the other firms that currently own short lines in Kansas. These three firms, then, would not qualify for the loan guarantee program because they are able to obtain financing on their own.
- Kansas also has several smaller short line firms, but those firms may not be solvent enough to meet the viability standard.
- An additional factor affecting decisions of firms not to seek state loan guarantees may be that interest rates have been relatively low since the enactment of the 1991 legislation. As a result, shortline railroads have had less incentive to seek state loan guarantees.

### **CITY CONNECTING LINKS**

- By statute, all cities are responsible for maintenance of city connecting links within their jurisdiction; however, the Department is receptive to maintaining connecting links in cities with a population less than 2,000. Cities that do maintain their own city connecting links receive a payment of \$2,000 a mile.
- When the Department constructs a bypass, it is our preference to always try to remove the existing city route from the State Highway System. However, proposals to remove those routes are inevitably greeted with opposition from state and local officials.
- In the System Enhancement Program we awarded bonus points to applicants which offered to take routes off the system. This incentive resulted in the removal of routes in several cities, including Topeka (Wanamaker Road and Topeka Boulevard.)

## BASIS OF TEMPORARY AND OVERTIME REQUEST

- Maintenance overtime is a five-year average of actual usage. Snowfall during three of those five years was light.
- Construction Inspection overtime is calculated based on the number of construction projects that will be active. Since FY 1990 the number of projects has increased each year. The cumulative effect of those projects require increased workforce in late FY 1993 and all of FY 1994. Requirements and comparisons are:

	1992	1993	1994
Contract Positions	45	50	136
Temporary Positions			
Utility	45	100	175
Students	30	39	41
Total Additional Positions	120	189	352
Contract Cost (Millions \$)	\$1.44	\$1.61	\$4.40

- The above do not respond to the same factors that provide "shrinkage" in the FTE salary budget such as lag in filling, hiring of replacements at a low step, etc.

Actual shrinkage for the FTE salary budget in FY 1992 was 2.61% as compared to the Governor's recommended 2.8% for FY 1994 when applied to the total recommended salaries.

- Any underspending in overtime and temporary hires would be a result of weather conditions, contractor schedules, or project slippage - none of which recur from year-to-year on any predictable basis.

## **RADIO SYSTEM PLAN**

- Current equipment used by KDOT and KHP operates on separate bands. The low band is congested and has noise and other interferences.
- The FCC has proposed changes which would allow additional users on the low bands further compounding the noise and congestion problems.
- KDOT can comply with FCC changes, improve service, and reduce the total number of radios required in the KHP fleet at an increased cost of \$8.4 million over the next 14 years by undertaking the change beginning in FY 1993.
- The increased cost primarily represents the cost of installing taller towers, some requiring purchase of a site. (The Building Committee will be consulted.) Current radios are replaced on a 12 year cycle. The purchase of a different type of radio would be in lieu of replacements of current equipment on that cycle. Consequently, radios being replaced will have served their useful life.
- The proposed system could be expanded to accommodate other public entities in the state if they wish to purchase the necessary equipment.



# KANSAS 1992-1997 APPORTIONMENTS

## Adjustments to Apportionments & Obligation Limitation

(In Millions)

	<u>JAN. 1992</u> <u>ESTIMATE</u>	<u>SEPT. 1992</u> <u>ESTIMATE</u>
TOTAL 6-YEAR APPORTIONMENTS	\$1,321.0	\$1,306.4
Deductions:		
95/87% Obligation Limitation	(66.0)	(149.8)
Funds for Locals	(234.2)	(210.9)
New Requirements	(59.1)	(53.1)
Match for New Requirements	(14.8)	(4.4)
Other	(80.9)	(83.1)
Demonstration Projects	(146.6)	(143.0)
Comprehensive Highway Program	<u>(564.0)</u>	<u>(564.0)</u>
Subtotal of Deductions	(1,165.6)	(1,208.3)
Total Uncommitted Funds	155.4	98.1
Additional Commitments		(40.0)
TOTAL UNPROGRAMMED FUNDS		58.1

# KANSAS COMPREHENSIVE HIGHWAY PROGRAM

## PROGRAM NEEDS

### o Kansas Interstate System Needs

- 12% of the State Highway System lane-miles
- 32% of the State Highway System traffic
- no additional funding provided by HB 2014
- 234 miles of the 635 mile Interstate system older than design life at the end of 1991 (37%)
- backlog expected to grow to 443 miles (70%)
- \$115 million needed (1992 dollars) just to hold the current backlog

### o Kansas Bridge Needs

- based on deck condition ratings
- \$55 million needed for patching and overlaying
- \$15 million needed for repairing and redecking
- delay results in deterioration requiring increased expenditures

**CAUTION:** Inflation is a sleeping dragon. Though the effects have been gentle to date, the potential always exists for revenues to reduce or expenditures to increase at any time, thereby upsetting the balance of the program.

Of particular concern are a number of large, complex System Enhancement projects which have not progressed far enough in the development phase to be able to place complete faith in the cost estimates.

## STATUS OF IMPLEMENTING OTHER FEDERAL REQUIREMENTS

1. Kansas has developed a draft version of its National Highway System and has sought input from local officials and private groups.
2. The Transportation Enhancements program provides funding for numerous nontraditional projects. KDOT is in the process of evaluating 132 projects estimated to cost \$63 million. \$15-18 million in funding is estimated to be available for these projects.
3. The ISTEA requires that KDOT develop six management systems for bridges, pavement, safety, congestion, public transportation and intermodal facilities. KDOT has an approved pavement management system and is working on a system to manage bridges. Criteria for the remaining four systems is still being developed by FHWA.
4. The ISTEA requires States to develop a Long Range Transportation Plan by 1995. KDOT has begun work to develop its plan.
5. The ISTEA contains sanctions if certain requirements aren't met:
  - A mandatory helmet law must be passed by October 1, 1993 or funds will be transferred from construction programs to safety
  - Rubberized asphalt must be used on federal projects at an increasing rate beginning in FFY 1994. This requirement will increase the cost of surfacing.
6. Other Federal requirements:
  - A Drug Offender's Driver's License Suspension Program must be passed by October 1, 1993 to avoid loss of funds
  - Mandatory Drug and Alcohol Testing for:
    - All transportation employees in safety-sensitive positions, their supervisors and third party individuals such as mechanics who work on public transit vans.
    - All persons who hold a commercial driver's license.
  - 1990 Clean Air Act Amendments contain possible sanctions on Federal Transportation Funds:
    - State enabling legislation must be passed this session to allow KDHE to implement a Small Business Assistance Plan.

# ISTEA DEMONSTRATION PROJECT STATUS

(\$ in millions)

## PROGRAMMED

<u>PROJECT</u>	<u>DEMO FUNDS</u>	<u>PROJECT COST</u>	<u>FUNDED BY</u>
RIVERTON TO I-44	\$14.5*	\$20.2	KANSAS CHP
I-435/ROE/NALL	7.7*	34.6	KANSAS CHP
LEAVENWORTH TRAFFICWAY	8.6	12.8	LOCAL GOVT
US-54/OLIVER	6.6	64.3	LOCAL GOVT
US-81 {PE Only}	----	4.6	KANSAS CHP
HUTCH BYPASS {PE Only}	----	2.3	KANSAS CHP
SOUTH LAWRENCE TRAFFICWAY	3.3	59.3	KANSAS CHP
OAKLAND EXPRESSWAY			
-- NORTH {Construction}	5.9	54.2	KANSAS CHP
-- SOUTH {PE, R/W & Util}		1.5	KANSAS CHP

## UNPROGRAMMED

<u>PROJECT</u>	<u>DEMO FUNDS</u>	<u>PROJECT COST</u>	<u>FUNDING SHORTFALL</u>
US-81	\$52.6 <sup>(1)</sup>	\$97.6	\$45.0
HUTCHINSON BYPASS	48.8	48.8	9.8 <sup>(2)</sup>
LAWRENCE CIRCUMFERENTIAL			
-- EASTERN PARKWAY	----	4.6	4.6
-- U.S. 40 IMPROVEMENT	----	7.6	7.6
-- SO. TRAFFICWAY (4-lane)	----	35.7	35.7
OAKLAND EXPRESSWAY			
-- SOUTH {Construction}	----	19.6	<u>19.6</u>
TOTAL			\$122.3

\* Includes funding from FY 1992 US DOT Appropriations Act

(1) Amount available subject to interpretation

(2) Required 20 percent match

February 9, 1993

8-2

## **KANSAS ISTEAD DEMONSTRATION PROJECTS**

**WEST LEAVENWORTH TRAFFICWAY . . . . . Congestion Relief**  
**RIVERTON TO I-44 . . . . . Rural Access**  
**I-435 AND NALL/ROE INTERCHANGE . . . . . Rural Access**  
**LAWRENCE CIRCUMFERENTIAL ROADWAY . . . . . Rural Access**  
**OAKLAND EXPRESSWAY . . . . . Rural Access**  
**KELLOGG (U.S. 54) AND OLIVER INTERCHANGE . . . . . Innovative**  
**U.S. 81 -- CONCORDIA TO NEBRASKA BORDER . . . . . Innovative**  
**HUTCHINSON BYPASS -- U.S. 50 & K-96 . . . . . Innovative**

## **West Leavenworth Trafficway Leavenworth**

### **DESCRIPTION:**

*Construction of a trafficway on the west side of the city*

### **LET DATE:**

*Fiscal Years 1994-1996 (segments)*

### **FEDERAL FUNDING/SOURCE:**

*1991 Surface Transportation Act --  
\$8.6 million*

### **COST TO COMPLETE:**

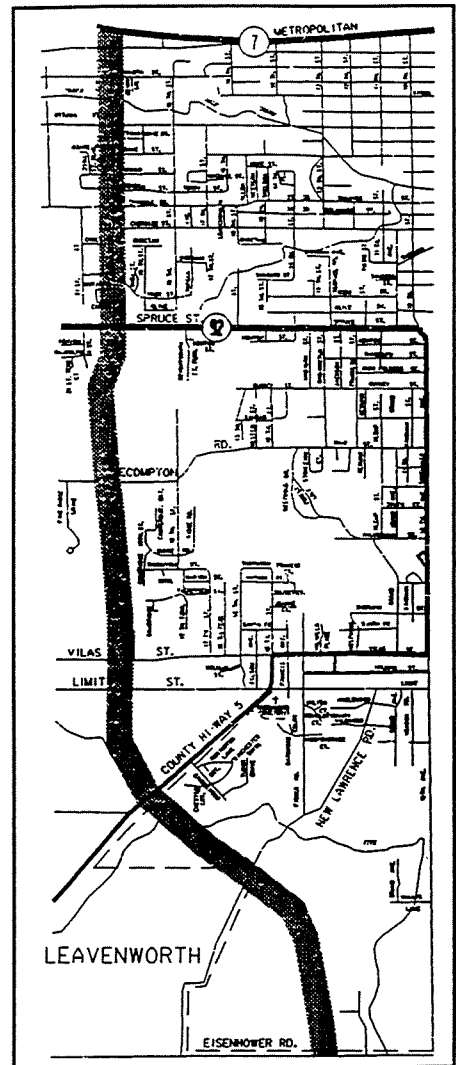
*\$12.8 million*

### **STATE/LOCAL FUNDS:**

*Balance to be paid by City of Leavenworth*

### **COMMENT:**

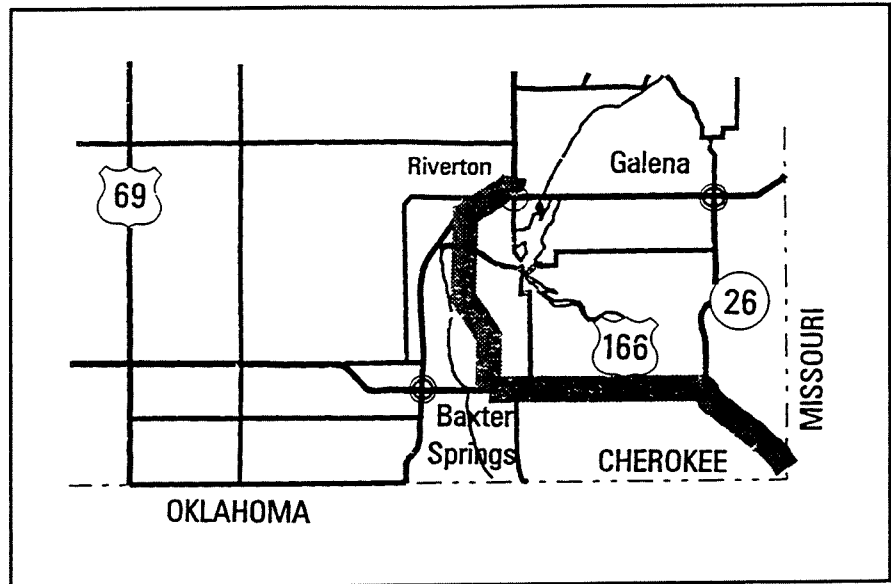
*This project is not on the State Highway System*



## ***Riverton to I-44 Cherokee County***

### **DESCRIPTION:**

*This project provides an improved connection from Riverton, Kansas to Interstate 44 in Missouri. The connection is considered part of a larger project known as the Southeast Kansas Corridor which is funded under the Kansas Comprehensive Highway Program.*



### **FUNDING SOURCE:**

*1991 ISTEA -- \$13.1 million  
1992 DOT Appropriations Act -- \$1.4 million  
State of Kansas -- \$5.7 million*

*Total Cost -- \$20.2 million*

### **COMMENT:**

*In July 1992, KDOT announced it had added this project to the State's construction program. Though this segment was not originally funded as part of the Comprehensive Highway Program, many Kansas legislators and residents of Southeast Kansas believed it had been.*

### **ESTIMATED LET DATE:**

*Fiscal Year 1997*



## ***I-435 & Roe/Nall Interchange Overland Park***

### **BACKGROUND:**

*The funding provided by ISTE A for this project was intended to construct an interchange at I-435 and the Roe/Nall intersections. The State incorporated the interchange into a broader project which provides for the addition of a lane in both directions on I-435 from Metcalf to the Missouri state line.*

### **FUNDING SOURCE:**

*1991 ISTE A --*

*\$4.1 million*

*1992 DOT Appropriations Act --*

*\$3.6 million*

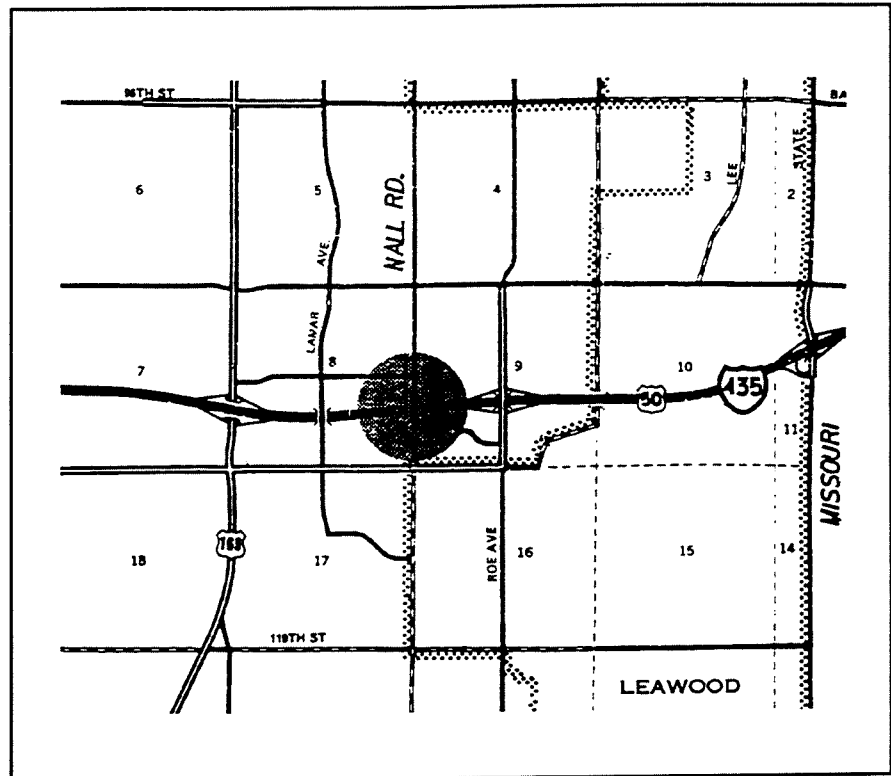
*State of Kansas -- \$26.3 million*

*City of Overland Park -- \$.6 million*

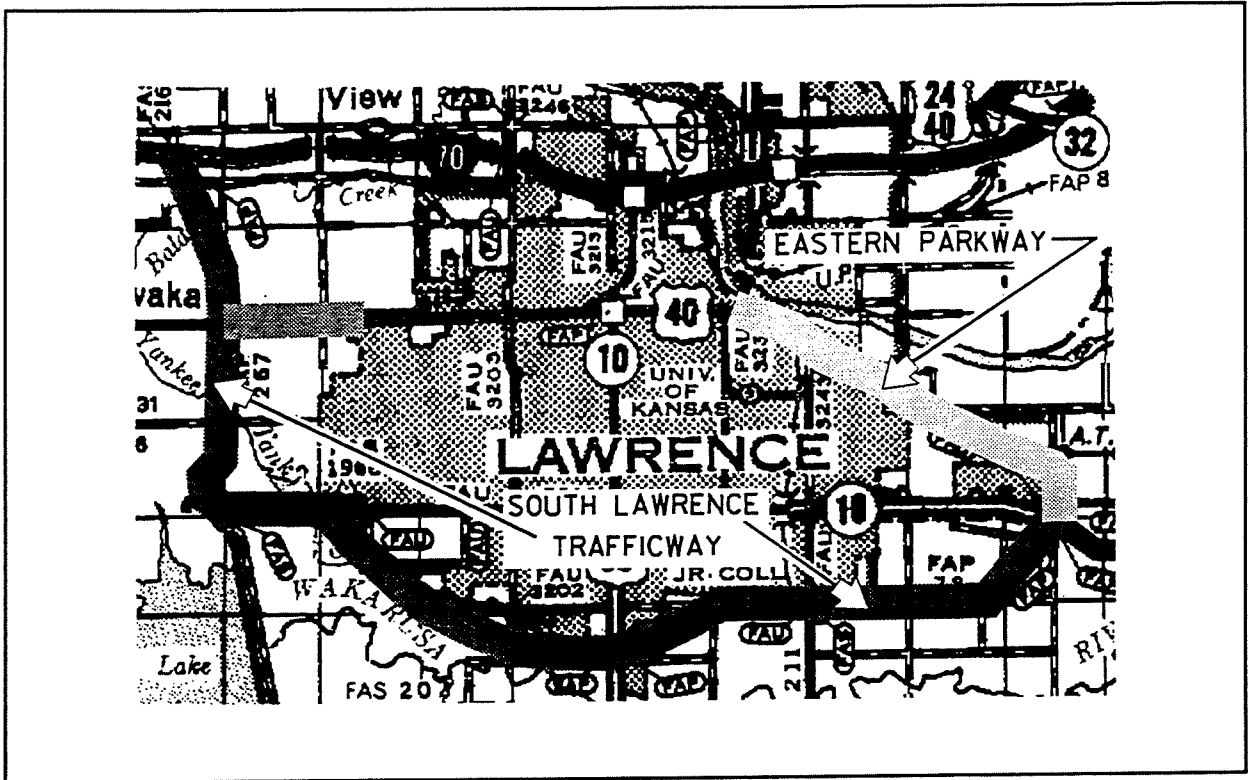
*Total Cost -- \$34.6 million*

### **COMMENT:**

*In July 1992, KDOT announced it had added this project to the State's construction program. The timing of construction of this project is important because it has to be coordinated with the State of Missouri (which will widen I-435 on their side of the state line), and the cities of Lenexa and Kansas City, MO, as well as Johnson County, KS and Jackson County, MO. All of these entities are cooperating on a project on State Line Road which impacts the I-435 project.*



## ***Lawrence Circumferential Roadway Lawrence***



### **BACKGROUND:**

*The project commonly called the South Lawrence Trafficway is funded. The funding mix for the project includes State, local and Federal funds and provides for two-lane construction on four-lane right-of-way. The ISTEA of 1991 provided \$3.3 million for the Lawrence Circumferential Roadway. The term Circumferential is used to describe three projects: widening to 4-lanes U.S. 40 from Wakarusa Avenue to Douglas County Route 13; the Eastern Parkway; and the last 2 lanes of the South Lawrence Trafficway (Phase II). The cost of the three projects under the umbrella Circumferential is estimated to be \$47.9 million.*

### **STATUS:**

*Due to cost over-runs on the existing South Lawrence Trafficway project, the State requested and Lawrence agreed to apply the \$3.3 million provided by the ISTEA to the South Lawrence Trafficway project.*

### **LET DATE:**

*Phases of the South Lawrence Trafficway are scheduled to be let in FY 1993, 1994, 1995 and 1996.*

### **ADDITIONAL COMMENTS:**

*The City of Lawrence is still seeking funds for the rest of the Circumferential Roadway*

## **Oakland Expressway Shawnee County**

### **BACKGROUND:**

*The Oakland Expressway is a project funded in the Kansas Comprehensive Highway Program. The Northern half is funded to provide for two-lanes on four-lane right-of-way. The Southern half of the project is funded only for design and right-of-way purchase. The City of Topeka requested Demonstration project funds to construct the Southern half of the Oakland Expressway at an estimated cost of \$19.6 million.*

### **FEDERAL FUNDING/SOURCE:**

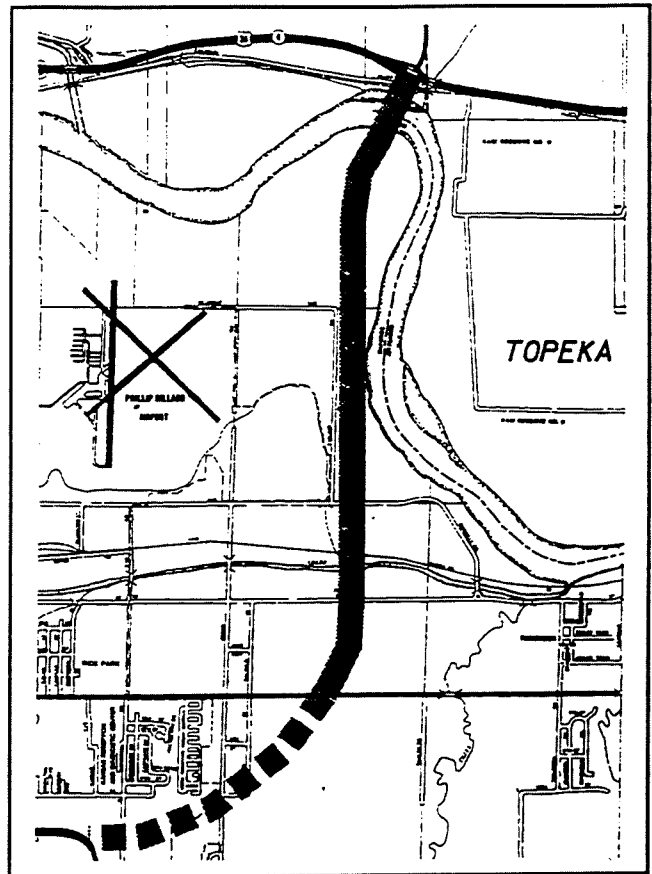
*1991 Surface Transportation Act --  
\$5.9 million*

### **STATUS:**

*Due to cost over-runs on the Northern portion of the Oakland Expressway the State requested and the City agreed to commit the \$5.9 million provided by ISTEA to the Northern half of the Oakland Expressway. Total cost for the project is \$55.7 million.*

### **ESTIMATED LET DATE:**

*Fiscal Year 1996*



## ***Kellogg (US 54)/Oliver Street Interchange Wichita***

### **DESCRIPTION:**

*Construction of a six-lane access controlled highway and replacement of a conventional intersection of two heavily-travelled streets with a European fly-over design for the intersection*

### **FEDERAL FUNDING/SOURCE:**

*1991 Surface  
Transportation Act --  
\$6.6 million*

### **COST TO COMPLETE:**

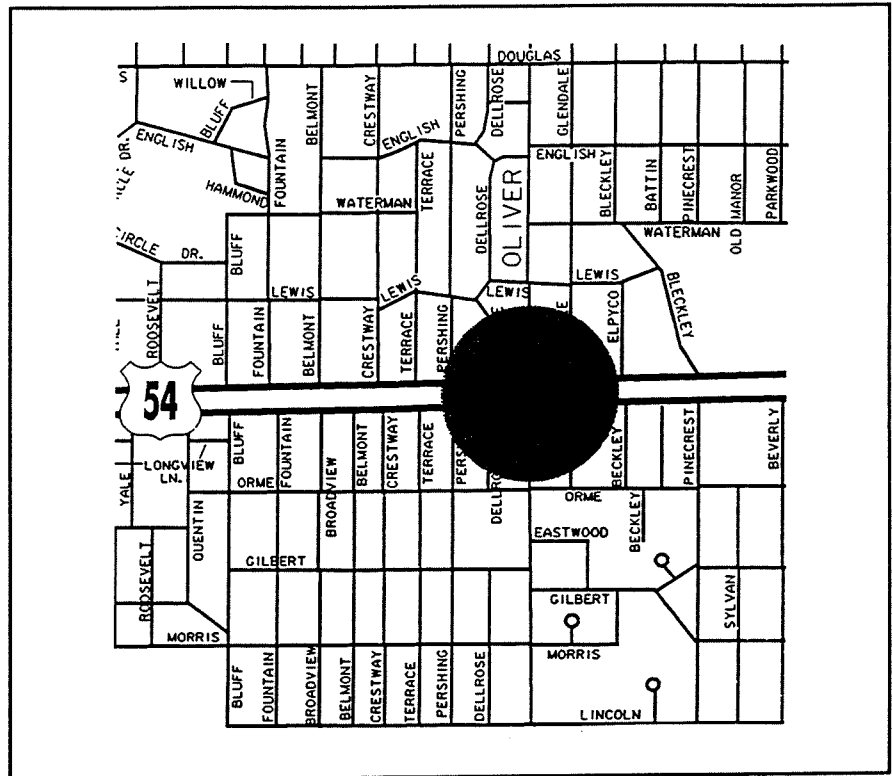
*\$64,320,000*

### **STATE/LOCAL FUNDS:**

*Funding for this project, beyond the Federal funds of \$6.6 million, is being provided by the State of Kansas and the City of Wichita*

### **LET DATE:**

*Fiscal Year 1997*



## ***US-81 -- Concordia to the Nebraska Border Cloud and Republic Counties***

### **DESCRIPTION:**

*Widen existing highway from two lanes to four lanes from Concordia north to the Nebraska state line*

### **FEDERAL FUNDING/SOURCE:**

*1991 Surface Transportation Act--  
\$7 million in Demonstration project funds and Reimbursement Program funds earmarked up to \$45.6 million*

### **COST TO COMPLETE:**

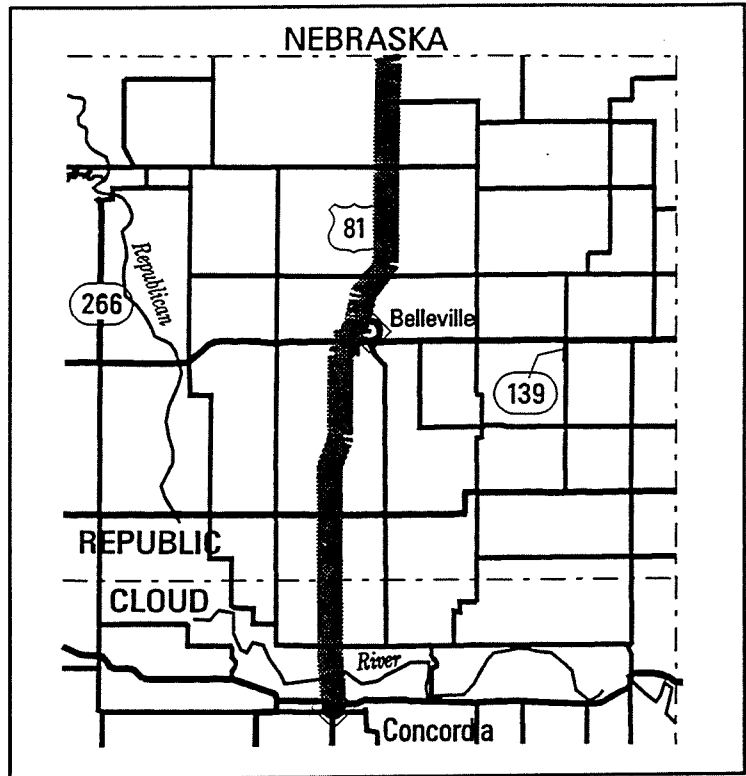
*\$97.6 million (including some improvements through Concordia)*

### **FUNDING SHORTFALL:**

*\$45 million*

### **ADDITIONAL COMMENTS:**

*At this time, this project is not part of the Kansas Comprehensive Highway Program and KDOT has not committed funding for its construction. However, the Department has hired a consultant to design the project so that plans would be ready if sufficient funding is available in the future.*



## ***Hutchinson Bypass -- US-50 and K-96 Hutchinson***

### **DESCRIPTION:**

*Construction of a bypass on the west side of Hutchinson connecting K-96 highway northwest of the city with US-50 southwest of Hutchinson*

### **FEDERAL FUNDING/SOURCE:**

*1991 Surface Transportation Act -- \$24.4 million in Demonstration project funding as an Innovative project, and up to \$24.44 million in Reimbursement Program funds earmarked for the project*

### **COST TO COMPLETE:**

**\$48,840,000**

### **ADDITIONAL COMMENTS:**

*While authorized Federal funding is sufficient to pay for the entire cost of the project, a 20 percent State/local match is required. A technical amendment to the ISTEA in the 1993 U.S. DOT Appropriations Act allows Federal-aid which is not used on this project to be transferred to other programs.*

