

Approved: February 15, 1994  
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 11, 1994 in Room 123-S of the Capitol.

All members were present except: Senators Moran and Petty  
Senator Brady, who was excused

Committee staff present: Julian Efird, Legislative Research Department  
Judy Bromich, Administrative Assistant  
Ronda Miller, Committee Secretary

Conferees appearing before the committee:

Others attending: See attached list

## INTRODUCTION OF BILLS

It was moved by Senator Rock and seconded by Senator Kerr that bill drafts 3 RS 1647 and 3 RS 2046 as requested by the Governor's office be introduced. The motion carried on a voice vote.

### SB 511 -- APPROPRIATIONS FOR FY 95, DEPARTMENT OF TRANSPORTATION

The FY 94 subcommittee report (Attachment 1) was reviewed by Senator Kerr. He told members that the subcommittee believed that it was important to reestablish the FY 94 position limitation because the Department is going into the two largest letting years of the Comprehensive Highway Program. Responding to questions, Mr. Mike Lackey, Assistant Secretary for the Department of Transportation, stated that 80% of the retirees were in operations (maintenance and construction), though many supervisors also retired. He stated that the number of field positions is now at the pre-Comprehensive Highway Program level. Members discussed the possibility of using special project positions rather than adding FTE positions. Concern was expressed that the subcommittee's recommendation to add FTE positions would initiate the demise of HB 2211. Mr. Lackey told members that the number of operational positions had dropped to 3300 from 4600 fifteen years ago, though the construction workload has increased four times.

Senator Kerr reviewed the FY 95 subcommittee report (Attachment 2). Concern was expressed about adopting language that endorses performance based auditing at this point. Senator Vancrum moved, Senator Kerr seconded, that the second line of the first paragraph under the title "Senate Subcommittee FY 1995 Recommendations" in the FY 95 subcommittee report (Attachment 2-1) be amended by substituting the word "may" for "will." The motion carried on a voice vote.

Senator Kerr called attention to Attachment 2-14, noting that the halfway point has been passed in nearly all programs but the system enhancement program. He also distributed Attachment 3 which illustrates that the lifespan of the highway fund extends beyond the 1989 projections.

There was some discussion regarding the federally mandated conversion to the metric system. It was stated that the Department has begun conversion internally. However, the federal government has set no deadline or penalty for sign conversion and is currently debating whether to relieve the mandate on signage. Secretary Johnston stated that a conservative estimate of the state cost of converting signs is \$2.5 million.

In response to concerns, Senator Kerr stated that the subcommittee did not intend to begin the "undoing" of HB 2211. Senator Kerr moved, Senator Rock seconded, that the FY 94 subcommittee report and the FY 95 subcommittee report as amended be adopted. The Chairman pointed out the recommendation for the 18 FTE positions is made in the FY 94 emergency supplemental bill. Thus, the motion to adopt the FY 94 report includes the regular supplemental bill (SB 718) and the emergency supplemental bill (SB 556). The motion carried on a voice vote.

Senator Rock moved, Senator Kerr seconded, that SB 511 as amended be recommended favorable for passage. The motion carried on a roll call vote.

The meeting was adjourned at 11:50 A.M. The next meeting is scheduled for February 14, 1994.



## GUEST LIST

COMMITTEE: SENATE WAYS AND MEANS

DATE: February 11, 1994

[illegible]

SUBCOMMITTEE REPORTS

Senator Ways and Means Committee

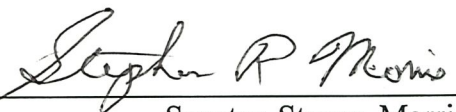
Subcommittee on  
Kansas Department of Transportation

S.B. 511 (FY 1995)

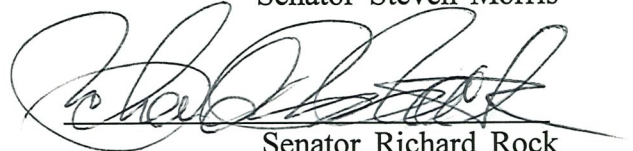
S.B. 718 (FY 1994)



Senator Dave Kerr, Chairperson



Senator Steven Morris



Senator Richard Rock

SWAM

February 11, 1994

Attachment 1

# SUBCOMMITTEE REPORT

**Agency:** Department of Transportation

**Bill No.** 556, 718

**Bill Sec.** --

**Analyst:** Efirid

**Analysis Pg. No.** 172

**Budget Page No.** 574

<u>Expenditure Summary</u>	<u>Agency Est. FY 94</u>	<u>Gov. Rec. FY 94</u>	<u>Subcommittee Adjustments</u>
All Funds:			
State Operations	\$ 188,464,822	\$ 187,670,253	\$ 122,926
Aid to Local Units	129,606,523	129,643,523	--
Claims	200,000	200,000	--
Subtotal--Operating	<u>\$ 318,271,345</u>	<u>\$ 317,513,776</u>	<u>\$ 122,926</u>
Capital Improvements (Bonds)	\$ 247,729,000	\$ 247,729,000	\$ --
Capital Improvements (Other)	399,487,237	398,603,567	150,242
Subtotal--Cap. Improv.	<u>\$ 647,216,237</u>	<u>\$ 646,332,567</u>	<u>\$ 150,242</u>
<b>TOTAL--ALL FUNDS</b>	<u><b>\$ 965,487,582</b></u>	<u><b>\$ 963,846,343</b></u>	<u><b>\$ 273,168</b></u>
FTE Positions	3,308.0	3,290.0	18.0
SGF Demand Transfers	\$ 87,870,000	\$ 87,891,000	\$ --

## Agency Estimate/Governor's Recommendation

A net adjustment in expenditures is requested by KDOT amounting to a reduction of \$2,344,278 in the approved FY 1994 budget (including non-reportable bond expenditures). The estimate for agency operations has been reduced by \$239,708 from the approved expenditure limitation. The other operations component of expenditures, primarily capital improvements, is increased by almost \$40.1 million from the approved estimate for the current fiscal year. However, expenditures from non-reportable bond financing are reduced by almost \$42.2 million. 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 1993 bid awards, changes in planned program activities, and updated project cost estimates. It is anticipated by KDOT that \$247.7 million of nonreportable FY 1994 expenditures would be funded by proceeds from the sale of bonds authorized by the Comprehensive Highway Program.

The Governor recommends a net adjustment in expenditures amounting to a reduction of \$3,985,517 in the approved FY 1994 budget (including non-reportable bond expenditures). The estimate for agency operations has been reduced by \$1,919,033 from the approved expenditure limitation. The other operations component of expenditures, primarily capital improvements, is increased by over \$40.1 million from the approved estimate for the current fiscal year. However, expenditures from non-reportable bond financing are reduced by almost \$42.2 million. In addition, the Governor recommends reduction of the agency's FTE position limitation by 18.0 positions.

The Governor's FY 1994 recommendations for adjustments in the current fiscal year are not included in S.B. 718, the regular supplemental appropriations bill, nor in S.B. 556, an emergency supplemental appropriations bill. A reduction in the line item limitation for agency operations (\$1,919,033) and an FTE reduction of 18.0 positions are not reflected in S.B. 718 as introduced.

## Senate Subcommittee FY 1994 Recommendation

The Subcommittee concurs with the Governor's recommendations, with the following exceptions for which recommendations are made and other comments offered:

1. Modify the retrenchment policy included in 1993 H.B. 2211 regarding retirements and reduction of the state's workforce (codified in K.S.A. 1993 Supp. 75-6801) as it applies to KDOT by adding FTE positions to the emergency (FY 1994) supplemental appropriations bill (S.B. 556). KDOT indicates that retirements of 372 staff may occur in FY 1994 and FY 1995. It is noted that if one-fourth of the positions were not restored, then KDOT would lose 93.0 FTE positions, or 75.0 more than the Governor already has eliminated this fiscal year. The Subcommittee recommends reestablishing the approved FY 1994 limitation of 3,308.0 FTE positions, or 18.0 FTE more than recommended by the Governor, to restore positions lost due to retirements in FY 1994 in order to ratchet back to the maximum staff level previously authorized by the Legislature for the Comprehensive Highway Program. The permanent loss of these positions may be detrimental to completing the projects on time and on budget.
2. Add funds in FY 1994 to restore a portion of the salary turnover adjustments made by the Governor in recommending shrinkage rates. For FY 1994, the Subcommittee recommends restoring \$273,168 which is the half of the annualized FY 1995 amount associated with 18.0 FTE positions. The Subcommittee rationale is that when reductions are automatically made when retirements are not restored by the appeals process, then these reductions constitute additional shrinkage above the rates established by the Governor and therefor increase the shrinkage rate recommended by the Governor. The loss of 18.0 positions and \$857,642 this fiscal year constitutes salary turnover savings of 0.73 percent, effectively raising the Governor's recommended shrinkage rate from 2.8 percent to 3.53 percent, a rate which the Subcommittee finds unacceptable. Funding of \$273,168 is restored in order to lower the effective rate to fund the final months of FY 1994.

## SUBCOMMITTEE REPORT

Agency: Department of Transportation

Bill No. 511

Bill Sec. 2

Analyst: Efirid

Analysis Pg. No. 172

Budget Page No. 574

<u>Expenditure Summary</u>	<u>Agency Req. FY 95</u>	<u>Gov. Rec. FY 95</u>	<u>Subcommittee Adjustments</u>
All Funds:			
State Operations	\$ 201,065,874	\$ 196,418,257	\$ 245,851
Aid to Local Units	128,400,923	128,365,923	--
Claims	200,000	200,000	--
Subtotal -- Operating	<u>\$ 329,666,797</u>	<u>\$ 324,984,180</u>	<u>\$ 245,851</u>
Capital Improvements (Bonds)	\$ 324,000,000	\$ 324,000,000	--
Capital Improvements (Other)	511,503,295	504,669,821	300,485
Subtotal -- Cap. Improv.	<u>\$ 835,503,295</u>	<u>\$ 828,669,821</u>	<u>\$ 300,485</u>
TOTAL -- ALL FUNDS	<u>\$ 1,165,170,092</u>	<u>\$ 1,153,654,001</u>	<u>\$ 546,336</u>
FTE Positions	3,308.0	3,290.0	18.0
SGF Demand Transfers	\$ 94,111,000	\$ 90,528,000	--

### Agency Request/Governor's Recommendation

KDOT requests increases in expenditures totaling almost \$199.7 million (including bonds) next fiscal year, with \$11.2 million for agency operations and \$188.5 million (including nonreportable bonds) for other operations, primarily capital improvements. The increase in estimated bond expenditures totals \$76.3 million for nonreportable spending next fiscal year. Increased financing of \$6.239 million is requested from the State General Fund, based on the Governor's recommended 3.0 percent increase in transfers, rather than the amounts estimated by the consensus group and based on current statutory formula. The State Highway Fund would provide increased financing of \$115.4 million. Other funds would increase \$1.75 million.

The Governor recommends increases in expenditures totaling over \$189.8 million (including nonreportable bonds) next fiscal year, with \$7.0 million for agency operations and \$182.7 million (including nonreportable bonds) for other operations, primarily capital improvements. The increase in estimated bond expenditures totals \$76.3 million for nonreportable spending next fiscal year. Increased financing of \$2.637 million is recommended from the State General Fund. The State Highway Fund would provide increased financing of \$109.1 million. Other funds would increase \$1.75 million.

### Senate Subcommittee FY 1995 Recommendations

The Subcommittee supports the concept of performance based budgeting and believes that the development and use of meaningful performance measures will assist in the Legislature's review of agency requests and the Governor's recommendations. The Subcommittee has attached to this Subcommittee Report copies of the agency's mission statement and performance measures presented by KDOT in response to the letter of January 27, 1994, from the Chairs of the Appropriations Committee and Ways and Means Committee.

SWAM  
February 11, 1994  
Attachment 2

The Subcommittee concurs with the Governor's recommendations, with the following exceptions for which recommendations are made and other comments offered:

1. Modify the retrenchment policy included in 1993 H.B. 2211 regarding retirements and reduction of the state's workforce (codified in K.S.A. 1993 Supp. 75-6801) as it applies to KDOT by adding FTE positions to the regular (FY 1995) appropriations bill, replacing permanent staff positions lost in FY 1994. The Subcommittee recommends reestablishing a limitation of 3,308.0 FTE positions in FY 1995, or 18.0 FTE more than recommended by the Governor, in order to restore positions lost due to retirements, thus ratcheting back to the maximum staff level previously authorized by the Legislature for the Comprehensive Highway Program. The Governor did not recommend that any FTE limitation be included in the FY 1995 appropriations bill, but the Subcommittee believes that an approved staffing level ought to be established in Session Law. Once that level is established July 1, 1994, the retrenchment policy will begin ratcheting down the number of authorized positions once again, and the Legislature needs to reexamine the effects of those FY 1995 reductions when KDOT is reviewed next year, much like the Subcommittee has done this fiscal year in its FY 1994 recommendations.
2. Add funds in FY 1995 to restore a portion of the salary turnover adjustments made by the Governor in recommending shrinkage rates. For FY 1995, the Subcommittee recommends restoring \$546,336 for 18.0 FTE positions which originally were lost due to retirements. The Subcommittee rationale is that when reductions are automatically made for retirements which are not restored by the appeals process, these reductions constitute additional shrinkage and therefor increase the salary turnover savings rate of 2.86 percent established by the Governor for FY 1995. The higher rate is unacceptable to the Subcommittee and funding of \$546,336 is restored in order to lower the effective rate to 2.4 percent.
3. Recommend that the House Subcommittee review any recommendations from the Joint Committee on State Building Construction regarding KDOT projects since those decisions had not been made when the Senate Subcommittee reviewed this budget.
4. Recommend that a bill be introduced to abolish the County Equalization and Adjustment Fund. The Subcommittee understands that this fund is an artifact of a hold harmless provision enacted in the 1970s and no longer serves any useful purpose.
5. Note that an updated bonded debt payment schedule (see table below) has been produced as a result of the January, 1994, issue of \$125 million in additional bonds for financing a part of the Comprehensive Highway Program. The total principal amount of bonds remaining to be issued is \$140 million. Further note that refunded bonds are not under the cap of \$890 million for the initial bonds issued for the Comprehensive Highway Program. K.S.A. 68-2320 authorizes the issuance of \$890 million in bonds. The principal payments schedule shown in the table below includes an increase of \$11,355,000 in principal debt for the outstanding bonds as a result of the refunding a portion of an original bond issue. In May, 1993, KDOT issued refunding bonds totaling \$147.405 million to refund a portion of its 1992 bonds. The agency estimates that nominal savings of \$6.6 million were realized as a result of the refunding.

Payment Schedule for Bonded Debt as of February 9, 1994 (Excluding \$140 Million Unissued Bonds)			
Fiscal Year	Principal	Interest	Total
1993	\$ 0	\$ 2,4476,800	\$ 24,476,800
1994	465,000	32,336,295	32,801,295
1995	890,000	41,162,235	42,052,235
1996	9,765,000	41,131,975	50,896,975
1997	14,825,000	40,556,189	55,381,189
1998	11,350,000	39,825,006	51,175,006
1999	27,730,000	39,233,356	66,963,356
2000	35,145,000	37,728,731	72,873,731
2001	36,905,000	35,966,454	72,871,454
2002	38,800,000	34,062,190	72,862,190
2000	40,830,000	32,039,577	72,869,577
2004	43,010,000	29,848,156	72,858,156
2005	45,505,000	27,366,260	72,871,260
2006	48,140,000	24,704,473	72,844,473
2007	50,960,000	21,855,175	72,815,175
2008	53,710,000	19,117,325	72,827,325
2009	56,620,000	16,196,604	72,816,604
2010	59,705,000	13,050,808	72,755,808
2011	63,155,000	9,600,441	72,755,441
2012	66,720,000	6,090,675	72,810,675
2013	45,630,000	2,443,606	48,073,606
2014	11,495,000	287,375	11,782,375
Grand Total	\$ 761,355,000	\$ 569,079,706	\$ 1,330,434,706

6. Note that federal mandates include use of metrics and the development of at least six systems for monitoring certain activities. Conversion to metrics affects more than highway signs. The KDOT budget in FY 1995 includes \$1.3 million for converting current computer programs to calculate measurements using the metric system. The FY 1995 budget narrative on page 15 states that the federal Surface Transportation Act contains requirements that KDOT must develop six management systems for (1) pavements; (2) bridges; (3) safety; (4) traffic congestion; (5) public transportation facilities and equipment; and (6) intermodal transportation facilities and systems. According to the budget narrative, "If the six management systems are not implemented by FFY 1995, U.S. DOT may withhold up to 10 percent of a state's total highway and transit funds in FFY 1996." The Subcommittee understands that KDOT is dealing with these mandates in a timely manner, and that a portion of the funding requirement for these different projects may be found within the Governor's recommended financing for FY 1994 and FY 1995.
7. Delete the proviso language included in S.B. 511 for the Railroad Rehabilitation Loan Guarantee Fund since S.B. 557 has already passed and contains new language effective in FY 1995. The language in S.B. 511 will become unnecessary when bonds replace the current loan as subject of the guarantee included in this proviso.



8. Anticipate that the cap recommended by the Governor on demand transfers from the State General Fund are one-time only for FY 1995, and are not intended by the Governor to be permanent caps for the out-years. The following table shows the consensus estimates for FY 1995 and the Governor's recommended transfers capped for 3.0 percent growth over the current fiscal year transfers:

**State General Fund Profile of KDOT Receipts and Change from FY 1994**

	Consensus FY 1995	Change	Gov. Rec. FY 1995	Change
Demand Transfers To:				
State Highway Fund <sup>(a)</sup>	\$ 85,338,000	\$ 7,084,000	\$ 80,602,000	\$ 2,348,000
City & Co. Highway Fund <sup>(b)</sup>	11,660,000	2,023,000	9,926,000	289,000
Total	<u>\$ 96,998,000</u>	<u>\$ 9,107,000</u>	<u>\$ 90,528,000</u>	<u>\$ 2,637,000</u>

a) Sales tax demand transfer (K.S.A. 79-36,114) of 7.628 percent of amount deposited in SGF.

b) Motor carrier property tax transfer (K.S.A. 79-3425e) of excess funds from KCC.

9. Note the cashflow table below which demonstrates the viability of the Comprehensive Highway Program funding, given current assumptions for revenues, bonds, and projected expenditures, at least through FY 1997.

**Operating Fund Analysis**

The following table summarizes the status of the State Highway Fund. The agency's figures reflect the out years of FY 1996 and FY 1997.

Resource Estimate	Actual FY 93	Governor's Est. FY 94	Governor's Est. FY 95	Agency Est. FY 96	Agency Est. FY 97
Beginning Balance	\$ 344,505,000	\$ 817,55,0006	\$ 1,088,252	\$ 976,048,000	\$ 645,765,000
General Receipts	601,928,000	700,187,000	700,139,000	684,957,000	696,836,000
Net Bond Receipts	375,114,000	271,129,000	5,204,000	--	--
Net Receipts	<u>977,042,000</u>	<u>971,316,000</u>	<u>705,343,000</u>	<u>684,957,000</u>	<u>696,836,000</u>
Total Funds Avail.	\$ 1,321,547,000	\$ 1,788,872,000	\$ 1,793,595,000	\$ 1,661,005,000	\$ 1,342,601,000
Less:					
Expenditures	447,712,000	632,500,000	735,395,000	917,900,000	873,329,000
Transfers	37,735,000	33,292,000	34,325,000	38,743,000	41,730,000
Debt Service	18,544,000	34,828,000	47,827,000	58,597,000	63,081,000
Ending Balance	<u>\$ 817,556,000</u>	<u>\$ 1,088,252,000</u>	<u>\$ 976,048,000</u>	<u>\$ 645,765,000</u>	<u>\$ 364,461,000</u>

# ***KANSAS DEPARTMENT OF TRANSPORTATION***

## **MISSION, GOALS, AND OBJECTIVES**

### **MISSION STATEMENT**

The mission of the Kansas Department of Transportation is "to provide a statewide transportation system to meet the needs of Kansas."

### **GOALS AND OBJECTIVES**

**Goal: Recruit, train, manage and retain a top quality, highly motivated and productive workforce.**

**Objectives:**

- Employ highly qualified individuals, including members of protected groups
- Provide progressive human resources management programs in training and career development
- Promote adequate salaries to recruit and retain a top quality workforce
- Improve staff performance

**Goal: Preserve and improve the existing transportation system.**

**Objectives:**

- Preserve the condition of the state highway system
- Improve state highway system safety, comfort and convenience
- Promote the preservation and improvement of the local road and street system
- Promote the safety and availability of economical aviation facilities and services
- Promote the safety and availability of urban, rural, and intercity public transportation facilities and services

**GOAL: Support economic development.**

**Objectives:**

- Provide transportation improvements that support economic well-being
- Preserve the condition of the state highway system
- Improve state highway system safety, comfort and convenience
- Promote the preservation and improvement of the local road and street system
- Promote the safety and availability of economical aviation facilities and services
- Promote the safety and availability of urban, rural, and intercity public transportation facilities and services

**GOAL: Improve external relationships.**

**Objectives:**

- Better understand external concerns and desires regarding the state's transportation system and programs
- Build support for solutions to transportation problems
- Communicate the activities and accomplishments of KDOT
- Work cooperatively with contractors, suppliers, consultants and others

**GOAL: Utilize KDOT's equipment, material, human and other resources effectively.**

**Objectives:**

- Increase organizational productivity
- Utilize equipment and technology more effectively
- Reduce waste
- Meet preconstruction, construction and maintenance project schedules
- Improve service and product quality

**GOAL: Identify and obtain financial resources.**

**Objectives:**

- Use all federal funds available to KDOT that are beneficial to Kansas
- Promote private sector funding of transportation system improvements
- Promote local funding of transportation system improvements
- Promote adequate funding of the transportation system

**GOAL: Improve highway safety through programs focusing on education and behavior.•**

- Increase visibility of highway safety programs
- In coordination with the Governor and Legislature, act as an advocate for highway safety programs in Kansas.
- Assist in the development, coordination, and implementation of highway safety-related programs and policies, both internally and externally.
- Play an active role in formulating and advancing highway safety initiatives at the national level.

## COMPREHENSIVE HIGHWAY PROGRAM UPDATE

### PROGRAM OBJECTIVES

The Comprehensive Highway Program (CHP) which was established by the passage of 1989 House Bill 2014, will assist Kansas in protecting its investment in the State Highway System by maintaining riding surfaces at an adequate level of service, reconstructing major portions of the highway system and making selected improvements to meet needs for traffic, safety and economic development.

Legislative intent is for the CHP to provide, as nearly as possible, for the following:

1. A Substantial Maintenance program sufficient to arrest and reverse the decline in the surface condition of highways and bridges;
2. A Major Modification program sufficient to address the most significant and pressing existing State Highway System needs and to significantly increase priority bridge projects;
3. A limited number of System Enhancement projects to improve safety, relieve congestion, improve access or enhance economic development;
4. An increase in support to local government through both an approximate 54 percent increase in the Special City and County Highway Fund and an increase in city connecting link payments; and
5. The law requires at least \$2.5 million be expended in each county, and prevailing wages to be paid on all projects.
6. A limited amount of dedicated state funds to improve the mobility of elderly and disabled citizens.

In addition to these objectives, the CHP is expected to maximize the state's use of funds available from the federal government and increase the state's participation in partnerships with the cities and counties. All major modification and system enhancement projects should have contracts for construction by June 30, 1997.

### PROGRAM PROGRESS TO DATE

Highway system deterioration exceeded normal rates during the past calendar year due to unusually wet conditions. This



deterioration, coupled with slower construction progress also associated with the wet weather, has resulted in a lower overall state highway system condition than would normally have been realized from the year's program efforts.

The new initiatives of the CHP focused on the Non-Interstate system rather than the Interstate system. The Interstate system encompasses 12 percent of the State Highway System lane-miles and carries 35 percent of the State Highway System traffic. It is estimated that by the end of Fiscal Year 1998, 70 percent of the Interstate system will have aged beyond its design life. Although the Department has shifted \$12 million from the Non-Interstate resurfacing program to the Interstate resurfacing program, these funds only enabled the Department to improve the surface condition of the Interstate system. These efforts do not address the underlying structural deterioration.

The following paragraphs describe the Department's progress to date in implementing the components of the CHP.

#### **Substantial Maintenance**

The Substantial Maintenance program provides funding to preserve the "as built" condition of Kansas highways to the extent possible. Funds are set aside each year for three pavement and resurfacing programs (Interstate, Non-Interstate and City Connecting Link); bridge and culvert repairs; and safety, signing and emergency work. Substantial Maintenance projects are selected one year at a time. By the end of FY 1994, an estimated 6,407 miles of roadway will have been repaired or resurfaced and approximately 329 bridges will have been repaired or painted since the start of the CHP.

#### **Major Modification**

Major Modification projects are those designed to preserve and improve the service and safety of the existing highway system. Examples of work in this category are reconstruction and rehabilitation of pavement, widening traffic lanes, adding or widening shoulders and eliminating steep hills or sharp curves. Associated bridge work includes widening narrow bridges, replacing obsolete bridges and modernizing bridge rails and guard fences. Funds are also set aside annually for two local partnership programs (the City Connecting Link Geometric Improvement Program and the Economic Development Program). In addition, the Major Modification category includes the Federal-aid safety construction set-aside of the Surface Transportation Program.

Projects for the first five years of the CHP (FY 1990-1994) were announced in January of 1990. An additional year of projects was added annually in June of 1990, 1991 and 1992. Due to the end of the CHP, in July of 1993 the Department published a four-year plan instead of the usual five-year program (FY 1994-1997). When the eight years of projects in the CHP are completed, an estimated

1,637 miles of Non-Interstate roadway, 508 associated bridges, 115 miles of Interstate roadway and 184 associated Interstate bridges will have been improved. By the end of FY 1994, approximately 1,095 miles of Non-Interstate roadway and 313 associated bridges will have been improved since the start of the CHP.

Southeast Kansas Corridor. The engineering consulting firm of Howard Needles Tammen and Bergendoff has completed its study for a preferred location within the selected corridor for the Southeast Kansas Highway. The approval of the location for the segment from eastern Greenwood County to four miles east of Parsons was granted in April 1993. The Finding of No Significant Impact, (FONSI) which is an environmental impact study, for this segment was approved by the Federal Highway Administration (FHWA) in February 1993. The Environmental Assessment for the segment from north of Riverton south and east to the Kansas/Missouri State Line at I-44 was approved by the FHWA in June 1993. The draft FONSI for this segment was submitted to the Federal Highway Administration in October 1993.

Design is well underway on the plans for nine of the Southeast Kansas Corridor construction projects, totaling 86 miles. Public informational meetings to present the preliminary design plans and to receive input from the public have taken place for seven of these projects, totaling 79 miles. Field checks have been conducted for the first four projects. The acquisition of right of way is underway on the two projects in western Greenwood County. The negotiation of contracts with design consultants for the design of the three remaining projects, comprising the segment from north of Riverton south and east to the Kansas/Missouri State Line at I-44 and the Parsons Bypass, is in progress. Field survey work has been completed on all the projects except the Parsons Bypass. This fall, the preliminary engineering and right of way acquisition for the Parsons Bypass was authorized. Authorization for construction of the bypass is still pending.

#### **Priority Bridge**

The Priority Bridge program provides funding to replace or rehabilitate bridges that are in a deteriorated condition or ones with deficiencies in load-carrying capacity, width or traffic service. By the end of FY 1994, an estimated 147 bridges will have been rehabilitated or replaced since the start of the Comprehensive Highway Program. Another 33 bridge projects will be let to contract during FY 1995-1997.

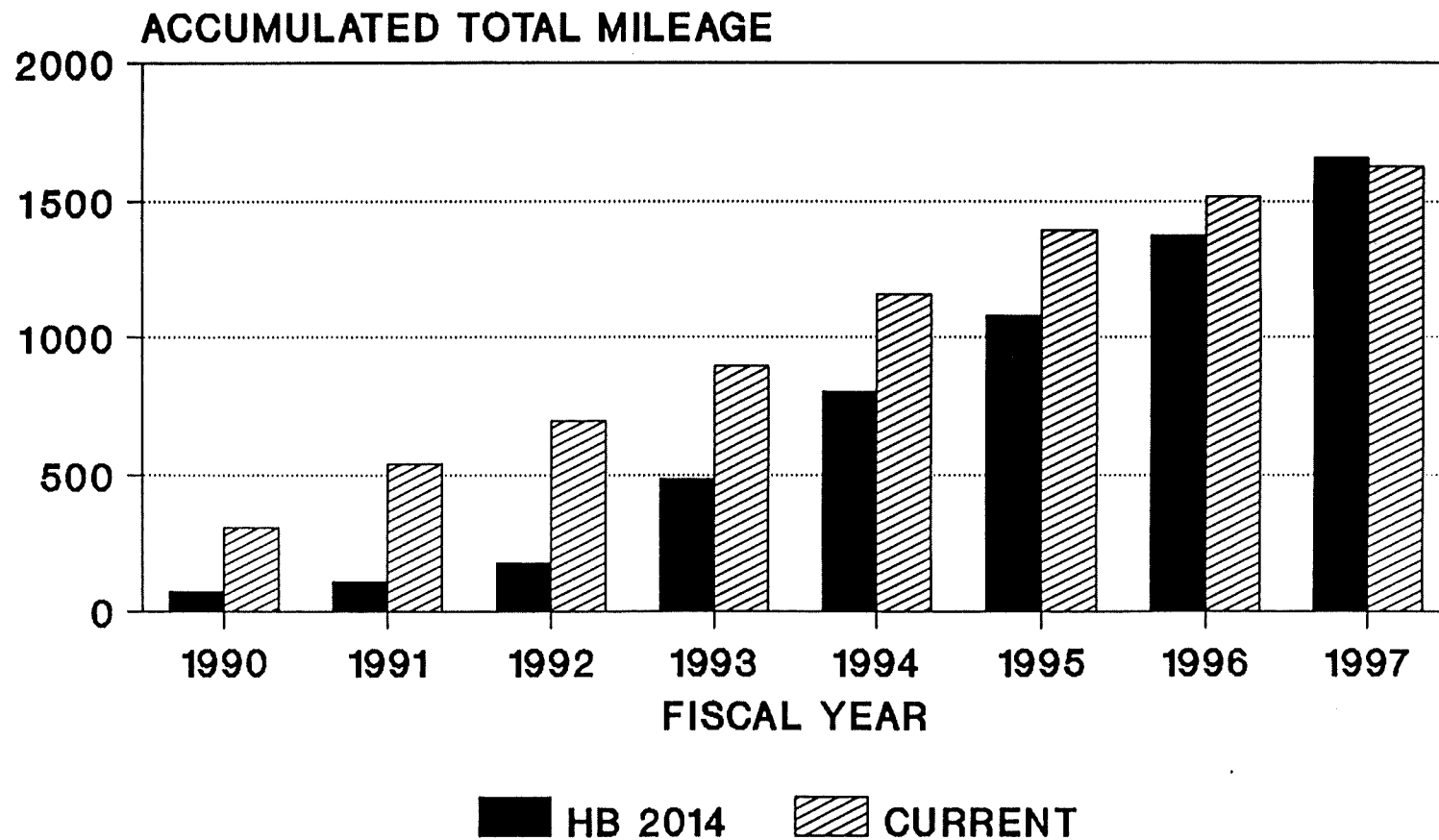
#### **System Enhancements**

The System Enhancement program established in K.S.A. 68-2314(b)(5) as amended consists of "additions and special projects that substantially improve safety, relieve congestion, improve access or enhance economic development." There are three distinct project categories that fit the description for system enhancement projects: corridors, interchanges and separations, and bypasses.

The Legislature allocated \$600 million to finance the System Enhancement program and to increase funding for two of the agency's local partnership programs. During the eight-year program, approximately \$28 million will be used for the City Connecting Link Geometric Improvement Program and the Economic Development Program. Where all or a portion of a System Enhancement project would have been included in the Major Modification program, the Major Modification funds that would have been spent on the project were credited to the System Enhancement program. These Major Modification funds totaled \$125 million. Thus, \$697 million of state funds were available to fund the 33 projects that were competitively selected. Local match contributed on these projects will amount to \$179 million. Changes in projected costs or project scope will amount to another \$30 million for a total of \$906 million to be spent on System Enhancements.

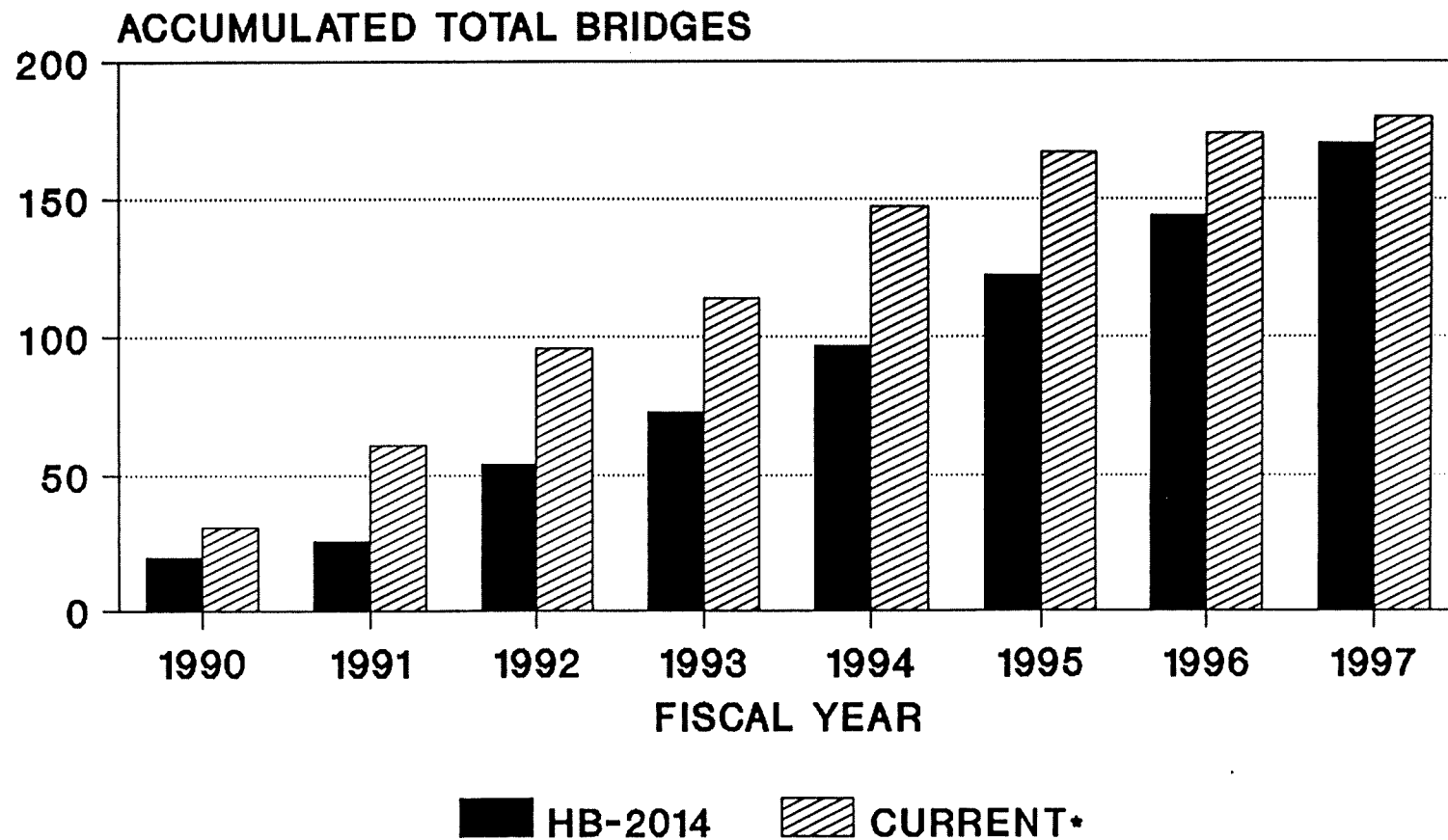
Selected projects include 18 corridor projects, eight interchange/separations and seven bypass projects. One project was completed in FY 1991 at a project cost of \$3.5 million. Work has begun on five projects, three of which are already open to traffic, at a project cost of \$163 million. Twenty-seven System Enhancement projects are scheduled to be let for construction during the period FY 1994 through FY 1997 at an estimated project cost of \$743 million.

# MAJOR MODIFICATION PROGRAM COMPARISON OF MILEAGE CURRENT\* VS HB-2014



\* As of June 30, 1993

# PRIORITY BRIDGE PROGRAM COMPARISON OF CURRENT\* VS HB-2014



\* As of June 30, 1992

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**NARRATIVE INFORMATION--DA 400**

**DIVISION OF THE BUDGET  
DEPARTMENT OF ADMINISTRATION  
STATE OF KANSAS**

AGENCY NAME: KANSAS DEPARTMENT OF TRANSPORTATION  
AGENCY--SUBAGENCY CODES: 276 FUNCTION NO. 08  
PROGRAM TITLE AND CODE: Executive Summary  
SUBPROGRAM TITLE AND CODE: \_\_\_\_\_

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PAGE**

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**Program Activity**

The following table shows actual and current projections for average annual project lettings under the Comprehensive Highway Program.

	Average FY 1988-89	Average FY 1990-93	Percent Let to Date	Average FY 1994-97
<b>SUBSTANTIAL MAINTENANCE PROGRAM</b>				
Number of Projects	201	261	52.1%	240
Miles	1,297.3	1,353.8	57.3%	1,009.4
Bridges Repaired	10	42	49.6%	43
Bridges Painted	7	25	58.7%	18
<b>MAJOR MODIFICATION PROGRAM</b>				
<b>Interstate:</b>				
Number of Projects	6	6	61.1%	4
Miles	21.8	14.3	49.6%	14.5
Associated Bridges	24	26	56.5%	20
<b>Non-Interstate:</b>				
Number of Projects	10	28	56.4%	21
Miles	41.8	222.0	54.2%	187.3
Associated Bridges	19	61	48.2%	66
<b>Other Set-Asides:</b>				
Number of Projects	40	28	52.4%	25
Miles	8.0	9.8	52.8%	8.7
<b>PRIORITY BRIDGE PROGRAM</b>				
Number of Projects/Bridges	15	29	63.3%	17
<b>SYSTEM ENHANCEMENT PROGRAM</b>				
<b>Interchange/Separation:</b>				
Number of Projects	0	1	37.5%	1
Miles	0.0	0.5	55.9%	0.4
<b>Corridors:</b>				
Number of Projects	0	0	5.6%	4
Miles	0.0	0.8	6.6%	10.7
<b>Bypasses:</b>				
Number of Projects	0	0	14.3%	2
Miles	0.0	2.6	23.4%	8.6

# NARRATIVE INFORMATION--DA 400

DIVISION OF THE BUDGET  
DEPARTMENT OF ADMINISTRATION  
STATE OF KANSAS

AGENCY NAME: KANSAS DEPARTMENT OF TRANSPORTATION  
AGENCY--SUBAGENCY CODES: 276 FUNCTION NO. 08  
PROGRAM TITLE AND CODE: Maintenance - 7100  
SUBPROGRAM TITLE AND CODE: Substantial Maintenance - 7120

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## Performance Indicators:

	FY 1989 Actual	FY 1990 Actual	FY 1991 Actual	FY 1992 Actual	FY 1993 Actual	FY 1994 Estimate	FY 1995 Estimate
Percent of roadway miles on State Highway System by PMS Performance Level rating (1-2-3) by roadway classification (A-E)							
A - 1	58	61	62	70	68	68	68
2	33	29	32	25	26	26	26
3	9	10	6	5	6	6	6
B - 1	66	57	64	76	74	74	74
2	29	36	32	23	21	21	21
3	5	7	4	1	5	5	5
C - 1	63	63	70	79	75	75	75
2	31	31	27	19	21	21	21
3	6	6	3	2	4	4	4
D - 1	68	67	71	81	71	71	71
2	26	28	26	18	24	24	24
3	6	5	3	1	5	5	5
E - 1	68	62	71	80	66	66	66
2	28	32	26	19	22	22	22
3	4	6	3	1	12	12	12
Number of roadway miles on the State Highway System resurfaced	1,414.0	1,449.8	1,450.3	1,214.4	1,300.5	1,003.6	1,014.0
Number of bridges on the State Highway System repaired or painted	18	73	69	74	52	61	60

**NARRATIVE INFORMATION--DA 400**

DIVISION OF THE BUDGET  
DEPARTMENT OF ADMINISTRATION  
STATE OF KANSAS

AGENCY NAME: KANSAS DEPARTMENT OF TRANSPORTATION  
AGENCY--SUBAGENCY CODES: 276 FUNCTION NO. 08  
PROGRAM TITLE AND CODE: Construction - 9900  
SUBPROGRAM TITLE AND CODE: State Projects - 9918

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**Subprogram Purpose:**

The primary purposes of this subprogram are to: secure right of way and undertake highway construction contracts. This subprogram includes funding for three of the four worktype categories within the Comprehensive Highway Program: (1) Major Modifications, (2) Priority Bridges, and (3) System Enhancements. The fourth category, Substantial Maintenance, is included in Subprogram 7120.

The following table reflects actual and planned data for the three worktype categories:

Project Categories	FY 1989 Actual	FY 1990 Actual	FY 1991 Actual	FY 1992 Actual	FY 1993 Actual	FY 1994 Estimate	FY 1995 Estimate	FY 1996 Estimate	FY 1997 Estimate
<b>ROADWAY CONSTRUCTION</b>									
Interstate Miles	27.8	20.2	6.2	15.5	15.3	18.1	13.9	12.0	14.1
Non-Interstate Miles*	60.0	309.4	227.8	159.9	190.9	207.4	288.6	146.6	106.6
Other Set-Aside Miles	7.7	19.0	5.6	7.6	6.9	7.8	7.0	11.1	9.0
<b>BRIDGE CONSTRUCTION</b>									
Interstate	26	36	9	21	38	22	14	26	18
Non-Interstate	23	95	34	56	60	68	97	45	53
Priority Bridges	21	31	30	35	18	33	20	7	6
<b>SYSTEM ENHANCEMENT PROJECT MILES</b>									
Interchange Miles	0.0	0.0	0.0	1.9	0.0	0.4	0.0	0.0	1.1
Corridor Miles	0.0	0.0	1.0	2.0	0.0	21.2	9.6	11.9	0.0
Bypass Miles	0.0	0.0	6.0	4.5	0.0	19.8	6.9	2.9	4.7

\* In cases where all or a portion of a requested System Enhancement project would have been included in the Major Modification Program, the Major Modification funds that would have been spent on the project were credited to the System Enhancement Program. The miles associated with those projects were credited to the Major Modification Program.

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**NARRATIVE INFORMATION--DA 400**

DIVISION OF THE BUDGET  
DEPARTMENT OF ADMINISTRATION  
STATE OF KANSAS

AGENCY NAME: KANSAS DEPARTMENT OF TRANSPORTATION  
AGENCY--SUBAGENCY CODES: 276 FUNCTION NO. 08  
PROGRAM TITLE AND CODE: Construction - 9900  
SUBPROGRAM TITLE AND CODE: State Projects - 9918

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Performance Indicators:

	FY 1989 Actual	FY 1990 Actual	FY 1991 Actual	FY 1992 Actual	FY 1993 Actual	FY 1994 Estimate	FY 1995 Estimate
Percent of bridges on the State Highway System that are either functionally obsolete or structurally deficient	23.1	23.3	31.0	29.6	24.7	24.5	24.0
Percent of roadway miles on State Highway System with undesirable levels of service (less than Level of Service C) during peak hours of travel	2.0	2.0	3.8	3.3	3.5	3.5	3.5
Average Highway Performance Monitoring System (HPMS) Composite Index for all state highways	76.5	89.9	89.6	90.6	91.4	90.8	90.8
Number of accidents on rail-highway grade crossings on the State Highway System	19	16	13	14	4	5	5
Fatal plus injury accidents per hundred million miles of travel on the State Highway System	63.8	64.3	55.5	52.1	48.6	45.0	45.0
Percent of state highway miles that are rated as deteriorated (Level 3)	8.6	5.9	3.7	1.9	6.1	5.0	5.0

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# KANSAS DEPARTMENT OF TRANSPORTATION

## EXPENDITURE AND OTHER INFORMATION ABOUT THE STATUS OF THE COMPREHENSIVE HIGHWAY PROGRAM

### I. OPERATING AND ADMINISTRATIVE COSTS

The Department currently estimates that, during the program period, regular maintenance and other operating costs will be 0.1 percent more than originally anticipated; debt service will be 112.8 percent higher, and expenditures for buildings, 34.2 percent higher.

(000's)	ADJUSTED HB 2014 COSTS	CURRENT ESTIMATED COSTS	Variance	
			All Funds	
			Dollars	Percent
<b>Operations &amp; Administration</b>				
Reg. Maint, Transfers & Other	\$1,430,183	\$1,431,906	\$1,723	0.1%
Debt Service	104,736	222,877	118,141	112.8%
Buildings	24,490	32,872	8,382	34.2%
Total	<u>\$2,124,317</u>	<u>\$2,253,024</u>	<u>128,707</u>	6.1%

### II. PROGRAM EXPENDITURES

Current expectations are that expenditures will be 5.8 percent less than originally estimated for the Substantial Maintenance program, 5.3 percent more than originally estimated for the Major Modification and Priority Bridge programs, and 0.1 percent higher than originally estimated for the System Enhancement program. The following table shows the anticipated costs for the projects to be let through the year 1997; actual payouts on those projects will extend through the year 2000.

(000's)	ADJUSTED HB 2014 PROGRAM	CURRENT ESTIMATED PROGRAM	Variance	
			All Funds	
			Dollars	Percent
<b>Construction Program</b>				
Substantial Maintenance	\$638,305	\$602,557	(\$35,748)	-5.6%
Major Mod & Priority Bridges	2,412,130	2,540,133	128,003	5.3%
System Enhancements	903,608	904,669	1,061	0.1%
Estimated Total	<u>\$3,954,043</u>	<u>\$4,047,359</u>	<u>\$93,316</u>	2.4%



### III. PROGRAM ACCOMPLISHMENTS

In comparison to original estimates, the Department currently expects to improve 1,452.6 more miles in the Substantial Maintenance program, 1.6 fewer miles in the major modification program, 213 more associated bridges, and 10 additional priority bridges.

#### Comparison to HB 2014 – Miles and Bridges (Totals)

(Updated through June 30, 1993)

The following table compares the program accomplishments estimated at the time of passage of H.B. 2014 to current projections of accomplishments

		H.B. 2014 Estimate	Current Estimate	Variance
<b>Miles</b>	Substantial Maintenance Miles	8,000.0 (1)	9,452.6	1,452.6
	Major Modification Miles			
	Interstate Miles	167.1	115.3	(51.8)
	Non-Interstate Miles	1,661.0	1,637.2	(23.8)
	Other Set-Aside Miles	-- (2)	74.0	74.0
	Total	1,828.1	1,826.5	(1.6)
	System Enhancement Miles	93.9 (3)	93.9	0.0
<b>Bridges</b>	Associated Bridges	479	692 (4)	213.0
	Priority Bridges	170	180	10.0
	Total Bridges	649	872	223.0

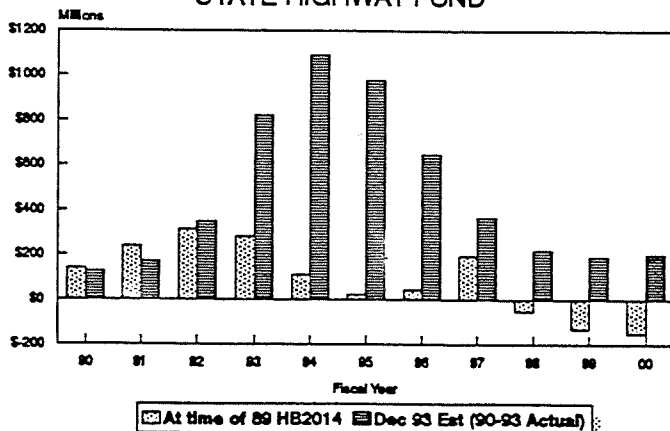
#### Notes:

- (1) Estimated at 1,000 miles per year.
- (2) A separate estimate was not made – the Other Set-Aside mileage was included with the total Major Modification mileage.
- (3) An estimate was not made. The HB 2014 estimate is assumed equal to the current estimate.
- (4) A total of 20 priority bridges are included in the Major Modification Program because the work will be done in conjunction with roadway work.

### IV. ENDING CASH BALANCE

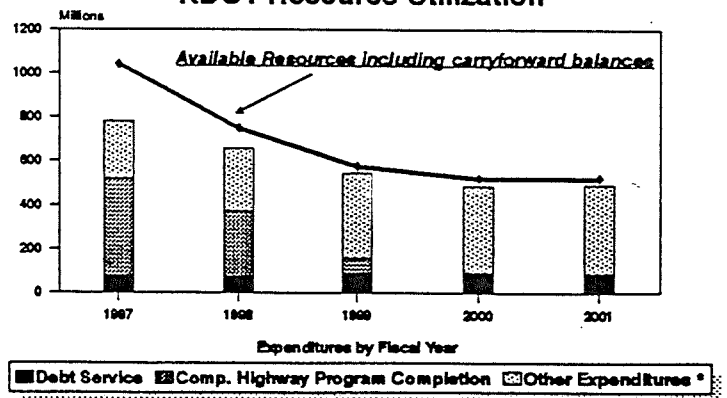
Original estimates at the time of H.B. 2014 showed that the Department would go into a negative cash balance at the end of FY 1998. Current estimates show that the Department should have sufficient resources available to fund projected expenditures through the end of the program period.

#### Ending Cash Balance STATE HIGHWAY FUND



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

#### Projected KDOT Resource Utilization



\* Other Expenditures includes Agency Operations for FY 1997 and subsequent, transfers and buildings, Substantial Maintenance Contracts let FY 1998 and subsequent, and State funds required to match Federal Aid on projects let FY 1998 and subsequent