

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Representative Rex Crowell at
Chairperson

1:30 ~~am~~/p.m. on February 19, 1985 in room 519-S of the Capitol.

All members were present except: Representatives Brown and Knopp, excused.

Committee staff present:

Hank Avila, Legislative Research Department
Fred Carman, Office of the Revisor of Statutes
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Mr. Dennis Shockley, City of Kansas City Public Works Department
Mr. Ernie Mosher, League of Kansas Municipalities
Mr. David F. Gingerich, Topeka Public Works Department
Mr. Bill Ramsey, City of Olathe
Mr. Scott Lambers, City of Overland Park
Mr. Ed DeSoignie, Kansas Department of Transportation

The meeting was called to order by Chairman Rex Crowell and the first order of business was a hearing on HB-2308 concerning distributions to cities for maintenance of city connecting links.

Mr. Dennis Shockley of the City of Kansas City, Kansas, Public Works Department, gave testimony in favor of HB-2308. (See Attachment 1)

The meeting was opened to questioning by the Committee and Representative Dillon asked when was the last increase in the connecting links payment. Mr. Shockley replied it was over 4 years ago.

Mr. Ernie Mosher, of the League of Kansas Municipalities, was the next conferee and testified in support of HB-2308. He said there are 108 Kansas cities which have contractual agreements with KDOT whereby they are paid for maintenance of state highways within cities. He added that in FY-1984 a total of \$1,355,000 was paid to these 108 Kansas cities for the maintenance of connecting links.

Mr. David F. Gingerich, Department of Public Works, Topeka, Kansas, presented favorable testimony concerning HB-2308. (See Attachment 2)

Mr. Gingerich stated Topeka has done 6 major maintenance projects on Topeka Avenue/US 75 since 1980 at a cost to the city of \$634,000, which is an average cost of \$3,323 per lane mile per year. He also said the cost of routine maintenance such as patching, crack filling, etc. was \$60,443, or \$1,930 per lane mile in 1984.

Mr. Gingerich said routine maintenance on all city connecting links cost a total of \$137,349 in 1984, which is an average of \$3,501 per lane mile.

Mr. Gingerich said Topeka is spending much more than it is receiving for additional maintenance on connecting links, and supports an increase to cities for this purpose.

Mr. Bill Ramsey of the City of Olathe testified favorably concerning HB-2308.

The meeting was opened to questioning by the Committee and Representative Dillon asked Mr. Ramsey how many miles of connecting links Olathe has. Mr. Ramsey said they receive \$16,000 which comes out to around 13 or 14 lane miles of connecting links.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~XX~~ p.m. on February 19, 1985.

Chairman Crowell asked what percent of the traffic using the connecting links is local traffic and how much is through traffic. Mr. Ramsey replied they have never conducted a traffic destination study.

Mr. Scott Lambers, of the City of Overland Park was the next conferee and testified in support of HB-2308. (See Attachment 3)

Mr. Lambers told the Committee that to cold plane and overlay one lane mile of an urban highway will cost approximately \$24,800 and given the current allocation it would take 19.8 years to pay for one major surface maintenance program.

Mr. Ed DeSoignie of the Kansas Department of Transportation testified in opposition to HB-2308. (See Attachment 4)

Mr. DeSoignie said that HB-2308 would amend the per lane mile payment from the current \$1,250 to \$1,500 for the current fiscal year, \$1,750 for Fiscal Year 1986 and \$2,000 for Fiscal Year 1987. He also said the bill's provisions would result in a shortfall of \$67,875 for the current fiscal year and would cause a 40 percent increase of \$560,000 over and above the Governor's recommended budget for city connecting links in Fiscal Year 1986.

Considerable discussion ensued among Committee members and the conferee from KDOT. It was suggested that the KDOT conferee be invited back at a later date for further discussion.

The hearing was ended on HB-2308.

The meeting was adjourned at 2:55 p.m.


Rex Crowell, Chairman



CITY OF KANSAS CITY, KANSAS
PUBLIC WORKS DEPARTMENT
ONE CIVIC PLAZA 701 NORTH 7TH STREET, 66101 (913) 573-5700



MEMORANDUM

TO: Dennis Shockley

FROM: Joseph M. Mihelcic *JM*

DATE: February 19, 1985

RE: Connecting Links

Receipts @ \$1250/mile

1982	156,692.40 (141 lane miles)
1983	117,197.48 (141 lane miles)
1984	156,800.42 (141 lane miles)

Street Maintenance Budget Expenses
(+ S.C.S.H. est. costs for Connecting Links)

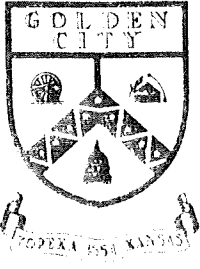
1982	2,697,090 + 180,314 = 2,877,404
1983	3,121,742 + 234,967 = 3,356,709
1984	3,380,948 + 215,570 = 3,596,518

Average Cost per Lane Mile

1982	1,438.70
1983	1,678.35
1984	1,798.26

JMM:tb

*Attach. /
2/19/85*



THE CITY OF TOPEKA, KANSAS

Department of Public Works

215 S.E. Seventh Street • Topeka, Kansas 66603 • 913/295-3801

February 19, 1985

To: House Transportation Committee

From: City of Topeka

On: HB 2308 MAINTENANCE COSTS FOR
CONNECTING LINKS

The State pays the City of Topeka \$1,250 per lane mile per year for maintenance of certain federal highways that pass through the city. We believe this amount to be totally inadequate to pay for the increased maintenance necessary on these facilities. Our cost experience is summarized below.

Topeka has done 6 major maintenance projects on Topeka Avenue/US75 since 1980 at a cost to the city of \$634,000. This is an average cost of \$3,323 per lane mile per year. The cost of routine maintenance such as patching, crack filling, etc. was \$60,443, or \$1,930 per lane mile in 1984. Total cost---major maintenance plus routine maintenance on the Topeka Ave. connecting link---\$5,253 per lane mile.

We estimate major maintenance (overlay) will be needed on Wanamaker/US75 within 3 years at a cost of \$160,000. Assuming 50% KLINK funds, a 10 year life, and 9% interest rate, this works out to a cost of \$12,464 per year for the 3.176 lane miles, or \$3,924 per lane mile per year. Routine maintenance on Wanamaker/US75 cost the city \$10,926, or \$3,440 per lane mile in 1984. Total cost---major maintenance

2/19/85
Attachment 2

plus routine maintenance on Wanamaker Road Connecting Link---
\$7,361 per lane mile per year.

Routine maintenance on all city connecting links cost a total of \$137,349 in 1984, which is an average of \$3,501 per lane mile. Since Topeka Avenue makes up 90% of our connecting link system, we estimate the cost of major maintenance for all connecting links at \$3,300. Total cost---major maintenance plus routine maintenance on all connecting links---\$6,800 per lane mile.

By contrast, major maintenance cost for thoroughfares in Topeka was \$2,100 per mile in 1984. Routine maintenance cost \$2,012 per lane mile. Total---\$4,112.

The above figures are based on actual costs experienced over the past 6 years and take into account substantial state aid received for KLINK projects.

It is clear from the above figures that Topeka is spending much more than it is receiving for additional maintenance on connecting links. We definitely support an increase in the payment to cities for this purpose.

Respectfully submitted,
David F. Gingerich
David F. Gingerich
Director of Public Works

AA

CITY OF OVERLAND PARK

Intra-City Communication

PUBLIC WORKS DEPARTMENT

February 18, 1985

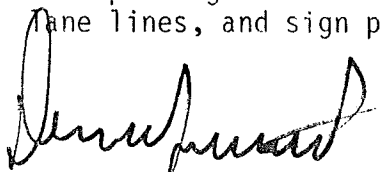
SCOTT LAMBERS - AA

CITY CONNECTING LINKS - KDOT

Present Rate: \$1,250 per traffic lane mile per year.

Cost in 1985 Dollars, to cold plane and overlay one lane mile of an urban highway with high traffic volumes will cost approximately \$24,800. It would take 19.8 years ($\$24,800 \div 1250$) at the present rate to pay for one major surface maintenance program.

A new surface should be placed every ten to twelve years. The present rate of payment will never provide for this expense. Other maintenance items are snow plowing and ice control, pavement patching and crack sealing, traffic lane lines, and sign placement maintenance.



DENNIS R. GARRETT, DPW

erh

2/19/85
Attach. 3

Ed

Kansas Department of Transportation

February 19, 1985

MEMORANDUM TO: HOUSE TRANSPORTATION COMMITTEE

FROM: ED DeSOIGNIE, POLICY COORDINATOR

REGARDING: HOUSE BILL 2308

Mr. Chairman, members of the Committee, my name is Ed DeSoigne, I am Policy Coordinator for the Kansas Department of Transportation on whose behalf I am appearing before you.

I would draw the Committee's attention to the table below which provides a comparison between the proposed Fiscal Year 1986 connecting links program with the Fiscal Year 1979 program, which was the first year \$1,250 per lane mile annual payments were made to cities.

Connecting Links

Item	FY 1979	FY 198 ⁶
Total	\$1,382,500	\$5,600,000
City Connecting Link Payments	\$1,382,500 ^a	\$1,400,000
KLINK ¹	0	1,600,000
Geometric Improvement	0	2,600,000
City maintained miles	1,106	1,120

^a Based on an annual ~~construction~~ ^{maintenance} inflation rate of 5.8 percent applied to the original amount and carried forward the past 7 years would produce an amount of \$2,051,468 which would represent a connecting links program of similar dimensions to the 1979 program.

¹ While some expenditures may have been made in the past, no specific program on KLINK projects was enacted until Fiscal Year 1983 at which time \$800,000 was dedicated as can be seen from the data in the table the scope of the connecting links program has been broadened and intensified, a factor which needs to be taken into consideration in determining city connecting link needs.

I would like to provide the Committee with background information on city connecting links before addressing the bill before you today.

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Attach. 4

BACKGROUND

The statutory definition of a city connecting link (K.S.A. 1984 Supp. 68-406) is that it is a route inside the city limits of a city which:

- 1) connects a state highway through a city,
- 2) connects a state highway to a city connecting link of another state highway,
- 3) is a state highway which terminates in a city,
- 4) Connects a state highway with a road or highway under the jurisdiction of the Kansas Turnpike Authority, or
- 5) begins and ends within a city's limits and is a part of the interstate system of highways.

The statutes further address the preservation of routes meeting these criteria by addressing the issues of construction (K.S.A. 68-412) separate from maintenance (K.S.A. 68-416a).

Construction, reconstruction and improvement of city connecting links is accomplished through agreements between the City and the Secretary of Transportation. State participation in these projects is funded from the Geometrics Improvement Program of the State Highway Fund. Heavy maintenance of the connecting links is funded through the KLINK Program and is comparable to the State's 1R Program.

Routine maintenance of the connecting links is funded at \$1,250 per lane mile per year as prescribed by law (K.S.A. 68-416a). I would note for the Committee that under this funding provision, a one mile length of four lane city connecting link would produce an annual payment to the city of \$5,000 for route maintenance.

Activities falling under the routine maintenance umbrella can be organized into the following categories:

- + Surface maintenance: sealing cracks, filling chuck holes
- + Bridge maintenance: painting, flushing drains, repairing cracks
- + Shoulders: grading
- + Snow and ice removal
- + Traffic signing
- + Striping
- + Guardrail

Statewide maintenance costs for such activities, by the Department, average out to \$1,366 per lane mile annually. Connecting link maintenance costs of the Department are not as high as the statewide average because of the higher type of design of these sections.

In Fiscal Year 1984 a total of 1,086 lane miles were maintained by cities and 1,460 lane miles were maintained by the Department for a grand total of 2,546 lane miles of connecting links.

The decision as to which entity, the KDOT or City, will maintain a given route rests with the Secretary of Transportation. The Secretary has adopted the policy that the Department will be receptive to maintaining connecting links in very small cities (generally defined as Class 3 cities and/or cities having a population less than 2,000 persons), the Department evaluates each small city (generally defined by Class 2 cities having a population of 2,000 to 5,000 persons), and the Department has not been receptive to maintaining connecting links in large cities (generally defined by Class 1 cities with a population of 5,000 persons or greater).

FISCAL IMPACT

The bill before you today would amend the per lane mile payment from the current \$1,250 to \$1,500 for the current fiscal year, \$1,750 for Fiscal Year 1986 and \$2,500 for Fiscal Year 1987. It is unclear whether the \$2,000 applies to all years after Fiscal Year 1987. The bill's provisions would result in a shortfall of \$67,875 for the current fiscal year and would cause a 40 percent increase of \$560,000 over and above the Governor's recommended budget for city connecting links in Fiscal Year 1986.

CONCLUSION

I would again point out that the present city connecting links programs exceeds the aid envisioned by the 1978 Legislature adjusted for inflation growth.