

Approved March 7, 1989
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

9:00 a.m./p.m. on August 21, 1987 in room 519-S of the Capitol.

All members were present ~~except~~

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research Department
Robin Hunn, Legislative Research Department
Jackie Brey Meyer, Committee Secretary

Conferees appearing before the committee:

Mike Lackey, Kansas Department of Transportation
Ms. Deb Miller, Kansas Department of Transportation

The Chairman called the meeting to order. He said the first order of business will be to have Ms. Hunn go through the options that she was asked to prepare for the committee. Copies of figures were distributed. (Attachment 1)

Ms. Hunn directed attention to the left hand column. All the figures there are for fiscal 1988 through fiscal year 1996. This is the same period of time as seen in the task force and Governor's proposal. A beginning balance of \$73 million is shown. Existing revenues of \$2,827 are shown. The MFT is the motor fuels tax. This shows no indexing as the committee requested. An increase of 3¢, with 2¢ going to state and 1¢ to local. Over the time period this would bring in \$243 million. No increase or decrease in motor fuels tax is what the next part means.

On the vehicle registration fees, there is no indexing. Handwritten at the bottom is a 25% across the board increase. That brings \$151 million in over the time period. Looking at the righthand column figures tells you that bonds would have to be issued just to cover the core program. This is with a 3¢ fuels tax and 25% across the board registration fees. It would not be enough in cash flow to keep KDOT going through the 8½ year time period. Line 16 shows \$129 million in bonds would have to be issued. The \$121 million in local revenue is how much the 1¢ would generate over the 8½ year time period.

The Chairman went over again what the major modification program entailed. It optimizes federal dollars; those things that qualify for cost sharing and what had been previously considered as a five year program. It seems to be fairly static at around \$97 or \$98 million dollars from the federal and \$20 million from the state. Substantial maintenance is the third level of maintenance that was discussed yesterday. Both are included in the \$481 million figure. The major modification projects are listed in the task force report plus the map which shows where those projects are. They do not include any of the new construction initiatives or the debottleneck projects.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 9:00 a.m. ~~pm~~ on August 21, 1987

Ms. Hunn turned to the next page of the attachment and said all the data is essentially the same. This shows a 50% across the board increase in registration fees. Looking at the vehicle registration increase it is \$301 million as opposed to the \$151 million that would be brought in under the 25% across the board registration fees. Under this scenario it would provide adequate funding to fund the \$481 million dollar shortfall through the period Fiscal 1988 through Fiscal 1996 and at the end of that time period, in the middle of the right hand column, shows an ending balance in the state highway fund of \$55 million dollars. At that point in time you would be looking at a situation like there is now and the Department would be looking for an additional form of revenue increase to continue the program past 1996. Ms. Hunn explained the balance decreases because at that point the expenditures would have caught up with revenues. The expenditures would be on the upward climb while revenues stayed flat. She explained the 14.0 gasoline tax is the 11¢ plus 2¢ for state, 1¢ local. Title fees have not been raised since 1976.

The question was asked, will the 1983 formula be held to. This formula had an indexing factor. It was tied to the price of gasoline. What would happen if the price of gasoline during this period increased and would trigger it. Ms. Hunn replied the formula would be held to if existing law was retained.

The Chairman said the indexing has never kicked in. Ms. Hunn said the floor was the 11¢ we currently have and 13¢ on diesel. The Chairman said that in order to kick in it had to get above \$1.10. Although it seems like we are not far from this figure, projections are that it will not kick in for at least a couple of years.

The question was asked, if we do nothing with the 1983 law and add one of these scenarios to it, could we possibly be looking at more revenue than this picture shows because the indexing would kick in. The reply was that it could be possible. What is being said is indexing is not liked, but we'll let the current level stand.

Another question asked was how much does it amount to at the first triggering. The Chairman replied it has a penny limit per year. The full penny is received at the trigger. The publication indexed to has ceased to exist or has been changed to a new publication. The maximum increase in any one year is a penny. It is 110% of the base price and then every 10% after that.

Ms. Hunn continued with the attachment which showed the same scenario with vehicle registration fees as recommended by the task force. This brings in a little more than the 50% across the board increase of \$333 million in fees as compared to \$301 million. The \$481 million dollar shortfall could be funded and at the end of the time period KDOT would have \$87 million dollars left in the state highway fund. After that time period you would be looking at an additional shortfall.

The next page of the attachment was a specific request, looking at the different categories of passenger cars. It is broken down into the four major categories of weights. This would give two rates for the four major categories of passenger cars as opposed to the four rates now. Under this projection seen here is a lower increase in the smaller weight categories and bringing in less revenue because it is the smaller weight cars that we have the most registrations for. Under this projection there

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 9:00 a.m./p.m. on August 21, 1987

would not be sufficient money to fund KDOT through 1996. The next scenario would put all of the passenger vehicles at the highest rate that we have now for passenger vehicles plus 25%. It would be in the \$26 plus 25% which would be \$32.50 for all passenger vehicles. Trucks would be at 35% increase. This is very similar to what the task force recommended in terms of overall dollars. The 77.25% is the overall average increase per passenger vehicle. It takes all of the passenger cars to a flat rate of \$32.50 which is 25% higher than the current highest rate for passenger vehicles. It 'crunches' all four categories into one. Ms. Hunn stated these are a few of the options. The majority of registration fees are paid by passenger vehicles. She believes the figure is 60%.

The Chairman asked if there were any other options the committee would like to run. One member asked to see a 25% breakdown by trucks versus cars. Another member asked to see a breakdown with a 2¢ gas tax with 1¢ to state, 1¢ local, with variations in the registration fees.

The Chairman said the agenda for the rest of the morning and the afternoon would consist of Mr. Lackey speaking on substantial maintenance and Ms. Deb Miller speaking on major modifications. Any computer runs the committee wants will be provided. What the committee is looking for is basically a mechanism to fund the figures on the board. The Chairman would like to suggest to the committee discussing setting aside an amount of sales tax for a certain period of time which could then be sunsetted. The Committee might then look at some specific projects. He thinks the sales tax should be considered. There seems to be much more support for it. He has visited with the Governor about this and although it is not a part of his program he did not seem opposed to the idea of a bill going out with sales tax in it. The committee is definitely going home today. The general wisdom is the Senate will attempt to run their bill first. This committee should have a pretty good idea of what it could at least put out by the time it adjourns today. Things such as governance can be dealt with at a later date. He thinks the Governor's plan should be introduced. The common wisdom that emanates from the leadership of the House and Senate is the Senate will run their bill first. The suggestion of sending the Governor's plan to the floor without recommendation has not seen much sentiment.

A member commented that an option not discussed is to put this major highway plan to a vote of the people. The Chairman said the only way he knew of doing this was by a constitutional amendment.

Arden Endsley, Chief Revisor, stated the constitution has invested all legislative power in the legislative body so it would be questionable how far they could go in submitting the question. The safe thing to do is to always go to the constitution. Taxes put in the constitution in 1928 as a constitutional act were deemed unnecessary by the court in that it could have been done by legislation. There is nothing in case law that says it has to be passed on to the people.

One member said there is no feeling whatsoever one way or another for the popular support of this. Areas thought to be for it have come out two to one against. Part of this is the public has not been educated to the program.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 9:00 a.m. ~~XXX~~ on August 21, 1987

The Chairman said he was not sure the legislators have the authority to issue even a non-binding referendum.

After this discussion, the Chairman called on Mr. Lackey to discuss the maintenance program and levels 1, 2, 3, and 4; what can be done at each of these levels.

Mr. Lackey asked the committee to turn to page 25 of the revised Secretary's report and the chart on the Substantial Maintenance Program. He defined current maintenance. This substantial maintenance program is not what is done with KDOT's own forces, it is what is contracted out to private contractors. The Department's own maintenance operations are included in the state operations part of the funding scenario. This is a contracted out type program. It is the heavy stuff beyond the capabilities of the Department's own maintenance people.

Under the current level, \$42.4 million dollars is being spent each year. It is divided into the major categories shown. PMS or resurfacing was formally called the IR program in past history. It is thin overlay, normally two inches or less that is done. It is heavy maintenance to keep the system smooth. The reason for the name change is the Department has been developing a pavement management system. Last year for the first time, the Department started using the computerized system that gathers hard data from the field and optimizes the locations and types of surfacing put on the road. It was used last year for the first time to select locations. The system is half developed. This year the second half will begin testing which optimizes the actual treatment put at each location. What it does is look at the entire system for a given amount of money to try to spend the money in the places with the treatments that will achieve maximum results. Formerly these locations were selected by the district engineers and headquarters personnel. In order to run the program, levels of performance are used. Level 1 is the level that says there is nothing to do on the road. It is in good condition. Level 2 is the level that indicates there is routine maintenance to do; minor things done with KDOT's own forces. Level 3, which is the worst level, says the road needs contract work beyond the capability of our forces to bring it back to a smooth adequate condition. The system can be run based on the data and find out exactly how many miles would need each level of service. The Department has just received the 1987 survey which surveys 11,000 segments of the system and gets hard data. We currently have 61% at level 1; 32% in level 2; 7% in level 3. In miles this can be roughly multiplied by 10,000. This will give an idea of how many miles are in each level. In the current level of maintenance we cannot maintain the system at those numbers over an extended period of time; it would gradually deteriorate so that there would be more miles in levels 2 and 3 than in level 1.

Mr. Lackey was asked what would happen to a level 3 when a 3/4" overlay was put on it. He replied that it would immediately bring it to a level 1, but then gradually deteriorate to some other condition. It would simply be a step function. These treatments are not designed to totally rehabilitate a road; it is a maintenance type thing, trying to keep the road smooth at all times. Mr. Lackey was asked the difference in a 3/4" overlay and a 1 1/2" overlay. He replied they are actions in the PMS system.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 9:00 a.m. ~~xxx~~ on August 21, 1987

They are selected based on what is there and what type of rehabilitation the road needs and how much money there is available. It depends on the base and the condition. The system selects that treatment which most nearly fits the condition the road is in at the present time. The levels have been consistent throughout the development of PMS. A general statement with the type of treatment we have looks to a 3 to 7 year life span depending on the treatment. On a life cycle basis the Department is trying to optimize maximum coverage and maximum length of time on the road. The cost of this program is between one and three million dollars, but it will pay off when it becomes operational. It is one of the most sophisticated programs in the country. It is the only one Mr. Lackey knows of that meshes network optimization with project optimization; this is state of the art. At the current level of funding on PMS, road conditions will have deteriorated to 50% for level 1; 40% level 2; 10% level 3.

Mr. Lackey continued with the second major program, the Interstate Set-Aside. An in-house study was done a couple of years ago on the interstate system only. Federal money coming in is known as IR money - interstate rehabilitation. This is separate from interstate completion money. The only interstate near completion now is in Kansas City. Interstate rehabilitation money is gradually going up and when the interstate in Kansas City is finished, the Department will be able to take what little money is left each year and apply it to rehabilitation. Projections were looked at on how much the Department would be getting and how long it would take to get around to rehabilitating the interstate with the money and they found that the interstate surface condition was going to deteriorate to an unacceptable level before the Department could get enough money accumulated to rebuild it. They came in with the regular budget process and asked for and received an additional \$4 million a year in the maintenance budget to contract out minor surfacing like milling, crack repair and thin overlays. This is a kind of IR for the interstate. These are light treatments until enough rehabilitation money is accumulated to rebuild.

A member commented it would take three to five years after the interstate in Kansas City is complete to develop the rehabilitation money.

Mr. Lackey said what the Department did was calculate what it would take to keep the system at the same level of service two years ago and not deteriorate anymore. \$4 million a year was the amount needed. This was based on projections made at the time it was assumed the \$4 million could be spent plus also assumptions regarding inflation. Also assumed was that somewhere in the mid 1990's the Department would be catching up. Possibly about the end of this program the money being talked about will start going down as the rehabilitation money goes up but through the life of this program it looks like it will take about \$4 million a year.

In answer to the question, is this money cost/share, Mr. Lackey replied none of the money in substantial maintenance is matched with federal aid. This is all Kansas money only. The federal government does not participate in maintenance. Mr. Lackey continued by saying it is not known how long it will take to rebuild the entire interstate system - probably 2000 or later.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 9:00 a.m./p.m. on August 21, 1987

A member commented, with the \$4 million the Department has started on the upturn and is gaining rather than just staying even. Mr. Lackey replied, the Department is trying to stay level. It won't get any worse on the average than it is now.

Mr. Lackey was asked if this amount contained inflation. He replied it will. This is a single year figure, but in the projections that were made for funding the \$4 million amount was inflated throughout the program so that at the end of 1996 it is whatever it is plus inflation. The Department tries to keep constant dollars.

Mr. Lackey continued with bridge repair and bridge painting. Structural steel bridges need to be painted every 20 years to keep them from rusting to the point the steel has to be replaced. Bridges are currently being painted on a 96 year cycle. That is all the money there is available. On bridge repair what is being talked about is doing the repair that federal aid will not cover. There are two types of bridge deficiencies - structural and functional. Functional means too narrow. Structural is what the Department concentrates on. The Department has a very rigid inspection program.

Safety set-aside and culvert repair are all on-going programs.

The Chairman asked for some quantitative measure of the different levels of funding that were discussed.

The number 2 level, called restricted, was \$46.2 million and was essentially the same in PMS, meaning the system would deteriorate in the way of services. The increase between the \$42 million and the \$46 million was all in the bridge area; painting and bridge repair. From level 1 in the current program to level 2 restricted added an extra \$3.8 million, which gave \$200,000 to PMS, the rest to bridges. The level the task force went with - the recommended was \$54.7 million which gave another half million to bridge repair and increased PMS \$7.9 million. Ground is gained on the quality of pavement at the level the task force recommended. This is currently 61-32-7. Mr. Lackey said it would go to 70-25-5. The appropriate level was at \$69.7 million - \$27½ million over current. The 8 year projection on the adequate level of maintenance was \$133 million so the appropriate level would be above that. The breakdown on this was \$20 million over current levels in the surfacing program which the Department said would take them to an 80-16-4 position. They put an extra million in the interstate set-aside. Bridge painting was \$1.6, bridge repair was \$5 million; culvert one-half million; safety set-aside, one-half million. Mr. Lackey said he would get the appropriate level of maintenance figures for the 8 year period.

The question was asked, what was the task forces's feeling in not going to the appropriate level. The reply was that it was simply a question of money.

The Chairman called a short recess.

Ms. Deb Miller was present to explain why the year has changed in which KDOT is going to have trouble with its funds and why didn't the Department make the Legislature aware of it. An attachment was distributed. (See Attachment 2)

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,

room 519-S, Statehouse, at 9:00 a.m./~~p.m.~~ on August 21, 1987

Ms. Miller said she could not remember a time when Secretary Kemp gave a presentation that he didn't talk about the program or the new five year program where he did not make the comparison of them to the last year's program. If a look was taken at the first five year program, it was the largest program and every year it has declined a little. Ms. Miller thinks Secretary Kemp made that very clear every time he presented the program and tried to draw not only the Legislature's attention to this but the public's attention as well to the fact that over a period of time the ability to meet the Department's expenditure needs declined because most of the revenue basis didn't grow with inflation but costs did. The attachment the committee just received was distributed to the Special Committee on Transportation last summer. What was in the chart where figures indicating that by 1992, because the 3.5 million balance was so low, it would be lower than what could be accepted as an ending balance. There would have to be adjustments made to the 1991 program and it was questioned whether there would be any kind of program in 1992. Now what is being heard from KDOT is a bleaker picture. There are several reasons for this. When these projections are looked at, the Department is obviously looking at a number of years down the line. For a project that is let to contract in FY 1988, the Department has to be assured there will be sufficient funds in 1991 to pay for it. The Department never lives by year to year, but is always looking further down the road than what many agencies might do just by the nature of the work involved. Last year when the consensus revenue estimating group met, they showed a downward trend in the sales tax and that had an impact on the Department of about \$20 million dollars. Frankly, the Department discovered they had made an error which had about a \$20 million dollar impact in terms of the funds that the Department was going to have available which concerned how the Department was crediting some interest. Another thing was during the legislative session, the sales tax transfer that goes to the Department was changed causing a loss of about \$32 million dollars worth of revenue to the Department. A large portion of the revenue base is made up of federal funds and what is done is to use state funds to leverage against them. The loss of federal funds to the state highway fund has an enormous impact because it is not just a \$30 million dollar loss, but the potential impact of having sufficient funds to match federal aid. The net effect of all this is that now, when cash flow projects are done, the Department is showing that in 1990 it would have such low balances that it would not be able to have a program so large in 1989 as had been originally forecast. The Department would have to begin making adjustments in the construction program in FY 1989. Congress recently authorized its Surface Transportation and Assistance Act and federal aid was lost through that also. The Department considers \$20 million a reasonable ending balance. Some recent projections make it \$15 million.

Ms. Miller explained the \$20 million error had to do with freeway construction transfers to the state highway fund. An error was made in that calculation and as a consequence, a transfer was reflected from the state highway fund in a fiscal year when it became obvious the Department would not be able to make the transfer out of the freeway fund. It was not a continuing issue throughout the life of the program.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,

room 519-S, Statehouse, at 9:00 a.m. ~~xxx~~ on August 21, 1987

In answer to a question, Ms. Miller replied the \$32 million is never really picked up. What happens is that under current law the sales tax transfer goes back to its original level as was passed in 1983. So that \$32 million is lost forever; it goes back to the original level. This is not reflected in this chart because this was a chart which was generated last summer which was before that had actually taken place.

A committee member asked why on the chart on Table 6 the figures for FY 1993 of 7,400 and 7,030 showed such a big drop. Ms. Miller replied in 1993 what is being assumed is that the last of the payoffs are being made on those projects which had probably been let in 1990 or 1991. She was asked if this would effect federal aid reimbursement.

Ms. Miller gave a sketch of how federal aid is handled. The Department gets federal aid in as a revenue. They pay up front for their federal aid contracts and then get reimbursed from the federal government. So what is shown as Federal Aid Reimbursement is what they are paying the Department back and Capital Improvement Payouts is what the Department is paying out to the contractor. The reason for the two low figures is that a construction program would not have been assumed beyond 1991.

Ms. Miller began the major modification program and how it is arrived at.

Generally speaking, the program is what the committee is used to seeing as the five year program. This program would have included a year and a half of surfacing work, but the rest of the work would be what is called major modification. These are the projects arrived at by the use of federal aid. The state receives federal aid in categories. There is the category of interstate completion; another category, interstate 4R; this is for reconstruction of the interstate. A primary category, dealing with roads on the primary system; a secondary system, most of the secondary system is in counties, some of it is on the state system, but not much. An urban system for the cities and then what is called bridge replacement and rehabilitation funds which are received from the federal government.

Ms. Miller was asked to provide a major modification list to the committee.

In the construction of the Governor's comprehensive highway program, one of the assumptions used was a corridor was selected for new constructives. The cost estimates which were generated would take care of any needs on that system and it would free up any projects which might be occurring from the new construction corridors so the money could be spent other places on the system. The reason this is important is because this list of five years worth of major modifications which is reflected in the Governor's task force would not be accurate if any of those corridors were not constructed because there may be projects on those corridors which have a higher priority than some of these projects. In the final analysis what might be done is to drop some of those projects and bring those back in. The Department does not want to mislead the public on this fact.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 9:00 a.m. ~~pm~~ on August 21, 1987

Ms. Miller said there were still some questions regarding the KDOT five year program. Does it still exist? The program is sort of in limbo. In reality it still exists. What was done this year so as not to confuse the public, press, or anyone else was to publish and distribute the 1988 program awaiting the action of the Legislature to know clearly what the future was going to be. The Department wanted to show there is a document; this is the 1988 program. Basically with a few minor adjustments which often times are made because a project isn't ready to go to contract or something of that nature. This is basically a reflection of what is seen in the 1988 to 1991 program for 1988.

Ms. Miller replied to a question by answering the committee member was probably referring to the public forums that Secretary Kemp held. He held public forums in each of the KDOT's six districts for a total of twelve public forums. The purpose of this was to announce the latest five year program and to talk about what the work would be in a particular district. He would present them as two year firm; three year tentative.

The Chairman asked the committee if they wanted any other funding combinations in terms of combinations of the motor fuel tax or registration fees that could be run on the computer. One member requested information using the appropriate level or 'cadillac' version factored in.

The Chairman is going to request the amount of revenue from a sales tax of $\frac{1}{2}\text{¢}$ for $8\frac{1}{2}$ years, to sunset in 1996.

Another member requested projected figures on a five year plan as opposed to $8\frac{1}{2}$.

Ms. Hunn asked if the committee was requesting KDOT funding through FY 1992, including picking up the \$348 million shortfall or whatever the appropriate figure is. Also adding an amount adjusted for inflation of five years to bring the figures up to an adequate level of maintenance. It might be easier to signify the levels as 1, 2, 3 and 4.

It was asked if going from $8\frac{1}{2}$ years to five would create a problem.

Another member said that was where the problem seemed to be because going beyond five years you are talking of a maintenance program with so many guesses in the last three or three and a half years. If we know we have to come back in $8\frac{1}{2}$ years, we might as well come back in five years.

The question arose if the 1983 index could be factored in.

The Chairman replied that it will probably not kick in for the eight year period. Ms. Hunn said it was not projected to kick in from the figures she had seen.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,

room 519-S, Statehouse, at 9:00 a.m./~~p.m.~~ on August 21, 1987

The Chairman asked Ms. Miller if under current indexing conditions it isn't anticipated that at any time in the next eight years the indexing conditions would kick in. She replied she didn't think so.

Ms. Hunn expressed concern at looking at a five year program since the committee would really be looking at a seven year planning horizon.

Another member requested the conclusions reached using the projections of the 1985 cost allocation study and what the level of registration fees should be at 1) current levels; 2) 25% across the board; 3) 50% across the board.

Ms. Miller replied to the question on indexing asked previously. In order for the tax to index from 11¢ to 12¢ the pump price would have to be \$1.30. Another indexing is from 16¢ to 17¢ would take a \$1.57 plus whatever the tax rate was so that's not a pump price.

Mr. Lackey said he had the maintenance numbers at the higher levels the committee had requested. First of all it is assumed that if the Governor's highway program went through they would lock out at 500 miles. That is the rollover in the five year time span, assuming the Governor's program does not go through and the Department is only dealing with the major modification program, in order to maintain the same performance level at the recommended level, it would go from \$43.5 million to \$45.8 million per year. Over the life of the program, 8½ years, it comes to \$564.7 million for that program plus \$28.3 million. You would add the \$28.3 million to the shortfall. At the higher level it would be about \$58.5 million per year on an additional \$185 million over the life of the program. This is assuming no new construction programs. This holds true unless the assumptions held now are not valid at that time. The Chairman asked if the billion 25 million envisions maximizing federal dollars. Mr. Lackey replied that was correct.

A committee member asked for several versions of figures using the windfall.

The Chairman adjourned the meeting until 1:15 p.m.

The Chairman called the meeting to order. He commented that funding the \$481 million plus if the committee wanted money to go into local units would be the order. Projects would be addressed after that. Some type of funding beyond maintenance and the local units. At some time he would like to see some discussion on sales tax. There has been a proposal suggested on several occasions of submitting a 1¢ sales tax increase to the public as a constitutional amendment. This particular proposal has in it 70% for roads and bridges, 8% for local governments for roads, and 10% for infrastructure. He asked the committee to keep this in mind. It would fund a \$1.58 billion dollar construction program between FY 1989 and FY 2000 without bonds. The Senate has been looking at a proposal that envisions a 2¢ motor fuel tax, with registration fees as recommended by the task force and a quarter cent sales tax.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
 room 519-S Statehouse, at 9:00 a.m. ~~p.m.~~ on August 21, 1987

Ms. Hunn continued with several options that had been run on the computer. First, she distributed the Major Modification Projects the committee had requested. They are also in the Secretary's report, as well as the task force report. (Attachment 3) A single sheet, showing the FY 1989-1991 Current Program was distributed. (See Attachment 4) She noted the column containing projects which were in the five year plan. The next column shows which projects carry forward into what is in the major modification program for FY 1989 through FY 1993 as recommended by the KDOT proposal. The third column shows which of those projects that were in the old five year plan are now in one of the new construction corridors.

Ms. Hunn had some information that would clarify some figures given earlier on maintenance. (See Attachment 5) She directed attention to the \$57 million dollar figure which is the comparable figure for the adequate level of maintenance if there were no new construction corridors. This would make the total for 1988 through 1996 the \$553,704 figure. This compares back to the \$639 million figure. If the \$24.7 million figure is added, it makes it less than the \$28.3 figure of the previous day. Instead of the \$28.3 figure, the correct figure is \$24.7. The next page of the attachment was for the highest level of maintenance. This figure is \$72.6 with a total of \$829.9 compared with \$639, which leaves a difference of approximately \$191 million.

Ms. Hunn said the first page is similar to those seen this morning on the scenarios. This option contains a 3¢ fuel increase - 2¢ to the state, 1¢ to the local with input of the new maintenance figures without the new construction. Now is seen \$57 million for substantial maintenance where before was seen \$54.7 million. What this would do on the registration fees is put the two low weight categories of passenger vehicles at the same rate of \$26. The two higher rates of passenger vehicles would be at \$35. Truck registration fees are across the board at 35%. This is the adequate level of maintenance. This would show an ending balance of \$27 million at the end of FY 1986. The 62% is the overall average for all vehicles. It would be 100% for the smallest category of cars because they are at \$13 right now. It would be a lesser percentage for the others.

The Chairman asked if this scenario adds in the \$24.7 million so that we don't have to adjust. Ms. Hunn replied in the affirmative.

The Chairman stated the exercise just gone through means that we need to add in to the old \$348 million dollar shortfall \$24.7 million dollars if no new construction were to take place.

The next page of the attachment showed the same scenario except it still has the adequate level of maintenance with the \$24.7 million added in. All categories of passenger vehicles would be at \$39. The adequate level of maintenance is level 3. Whether a person has a Cadillac or a Subaru the price for entry into the system would be \$39. The ending balance on this scenario would be \$164 million dollars.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 9:00 a.m./~~p.m.~~ on August 21, 1987

Ms. Hunn was questioned if this sum would be enough to fund level 4. She replied it would be very close - \$166 as against \$164. The difference between the adequate and the appropriate under the figures would not leave an adequate balance - you would probably run out of money a year earlier.

Ms. Hunn turned to the next page where the handwritten figure showed 50%. This would be at the 'appropriate' or higher level of maintenance. \$72.6 million. What this shows is that adequate funding would not be provided under the 3¢ fuel tax and 50% across the board registrations. Bonds would have to be issued.

The next scenario used the appropriate or higher level of maintenance - the \$72.6 million figure with 75% across the board vehicle registration fee increases and \$20 million dollars from windfall money per year. This would leave an ending balance of \$64 million dollars.

The time it takes to complete a scenario depends on the complexity of that scenario. A constant fixed dollar registration was asked for and Ms. Hunn said she could get that for the committee.

The Chairman directed attention to the first scenario. He said if something was done along the order of an adequate level of maintenance, 1¢ to local units and picking up the shortfall, this should do it.

The Chairman asked if there was any interest in providing a funding mechanism along the lines of passenger vehicles at 62%, trucks at 35%, or the option that shows passenger vehicles at 114% overall and trucks at 25%. Discussion was held.

The Chairman asked Ms. Hunn how long it would take to get a constant or would it be easier to go 30 and 35 on cars and 25 or 30 on trucks.

Ms. Hunn replied that either case would take time. One member said he would like to see a 30% flat fee for all passenger vehicles and 25% registration fee on trucks.

In discussion the Chairman said he felt the justification for the two major support systems was an entry into the support system and a user fee. These two items reflect the person who would use the system more.

A member stated that it made sense to have a straight fee for all passenger cars.

Ms. Hunn directed attention to the page where it showed all passenger vehicles at \$39. For \$30 looking at the left hand column where it shows \$435 million for vehicle registration increases, a rough estimate drops that figure down to \$243 million.

The Chairman said a scenario that will probably work is 30% on the trucks and \$30 on the passenger vehicles.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,

room 519-S, Statehouse, at 9:00 a.m./~~p.m.~~ on August 21, 1987

This figure still proved to be a little short.

The Chairman said that what the committee needs to do is conceptually adopt the figures necessary on the registration fees and the motor fuel. This conceptual motion would fund the adequate level of maintenance and the shortfall with a penny back to local units.

Representative Wilbert made a conceptual motion to adopt a funding package for an adequate level of maintenance plus the shortfall that would entail a 3¢ motor fuels tax, with 2¢ going to the state, 1¢ to local, with registration fees to make up the difference. Representative Smith gave a second to the motion.

Discussion was held.

Representative Adam made a substitute motion to recommend funding at the number 4 level of maintenance and not speak to the funding. Representative Gross gave a second to the motion.

In discussion it was stated this would add \$191 million to the package. A vote was taken. The motion failed. The committee was back to the original motion.

Discussion was held. The funding mechanism for state operations and maintenance was discussed.

The Chairman sought to clarify the figures by stating what the committee was dealing with was everything that is included on page 7 in the shortfall which is maintenance, major modifications and state operations which gives a shortfall of \$348 million plus the \$24.7 million without any new construction. Added to this to get maintenance \$133 which get to the level of \$506 million as opposed to the \$481 million because of the \$24.7 addition. We are talking about funding with motor tax of which 3¢ is state 1¢ local and a registration fee, the division of which will be decided after more numbers are provided. From talking with people, this seems to be the thing which everyone feels has to be a part of any program. We are still conceptually awaiting a funding division on the registration fees that we can get a majority vote on.

The motion as the Chairman sees it is to provide for a bill to be drafted that when the special session begins, the committee can request be introduced. The committee cannot vote to introduce anything at this point in time.

The Chairman asked if there was anyone who did not understand the original motion. A vote was taken. A division was called for and by a vote of 10 against; 9 for, the motion failed.

In discussion it appeared several members had misunderstood the motion.

The Chairman explained the motion again. It was to establish an adequate level of maintenance and the shortfall with a 3¢ motor fuels tax - 2¢ state; 1¢ local, with registration fees determined after the computer runs are in. If this would pass, the committee would be down to new construction and de-bottlenecking.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 9:00 a.m./~~p.m.~~ on August 21, 19 87

Representative Brown moved to reconsider the previous motion.
Representative Wilbert gave a second to the motion.

Discussion was held.

The vote was taken and the motion carried.

The Chairman asked for a vote on the original motion of Representative Wilbert, seconded by Representative Smith.

The motion carried.

The Chairman said that basically the ranges that have been talked about have been 25% to 35% on the trucks and from \$26 on the two smallest categories of cars up to \$39 for all four categories. This is basically the range the committee is thinking about.

Another member would like to see figures with an assumed ending balance of \$25 million with truck registrations at 25%, and find out what kind of passenger cars vehicle registration it would take.

The Chairman asked for any other specific requests.

A short recess was called.

When the meeting resumed, Ms. Hunn had further scenarios to present. She said she had no attachments to distribute and that the figures would have to be checked later.

The first option leaves a \$25 million dollar balance in the highway fund and goes with a 25% increase in trucks. The sum for passenger vehicles would be approximately \$32.

Another option that was run very quickly on the computer was taking a look at a 32% increase in truck registration. At that rate you could drop down to \$31 for passenger vehicles.

Another option was 35% on trucks with a drop to \$30 for passenger vehicles.

The Chairman asked if there were any questions on the three options.

Representative Wilbert moved a 25% increase in truck registration and \$32 on cars.

Representative Snowbarger gave a second to the motion.

Discussion was called for. The pros and cons of the passenger vehicle fees were discussed. Mary Turkington, Kansas Motor Carriers, provided a per unit figure of \$331 on large trucks. They are at sixteen and a quarter now and will go to sixteen fifty. The Chairman guessed this would put Kansas at the top of the registration fees in the United States for that category of truck. 1976 was the last time there was an increase in trucks.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,

room 519-S, Statehouse, at 9:00 a.m.~~p.m.~~ on August 21, 1987.

The Chairman pointed out that since that time the federal law has imposed significant taxes on trucks. Farm trucks were increased in 1984 or '85.

Ms. Hunn said she had talked with Ms. Miller about the cost allocation study. She might wish to discuss some of the complications in generating some of the data the committee asked for.

Ms. Miller replied that it can be done, but checking with some of the people who run these numbers, they have to know the level of the construction program. The issue of cost allocation is different for new construction than it is for major modifications and also substantial maintenance. They would have to know the assumptions. The Chairman advised that whoever wanted the information to contact Ms. Miller and give her the factors they are looking for.

The Chairman called for further discussion on the motion and asked if everyone knew what the motion was.

On the vote, the motion carried.

The things remaining to be discussed are new construction and debottlenecks and what level of funding the committee might want to be provided for those types of projects. As the Chairman sees it, using \$190 million current receipts for sales tax, a quarter of a cent raise is in the area of \$404 million over an 8½ year period. A half cent would raise about \$807 million over an 8½ year time period.

Another idea is a constitutional amendment for a penny sales tax, with that penny going to infrastructure. The suggestion the Chairman saw had 70% for roads and bridges, and 8% for local governance for roads; 8% for an educational building fund, 4% for SIBF or State Institutional Building Fund, 10% for infrastructure in general. Doing away with state wide property tax for SIBF, which amounts to about 1½ mills. All these expenditures would be of an infrastructure type.

One of the members said they also thought this included the ending of the general fund transfer to the highway fund. It is his understanding that it is a counter proposal to the Governor's plan.

The Chairman said the total financial proposal includes three parts:

The constitutional amendment

The task force registration fee increase without indexing

1¢ gas increase on 1-1-88; 1¢ more per year in '89, '90, '91, & '92 for a five cent total without indexing.

Various members discussed what they had heard on the Governor's package and information that will be forthcoming in the mail before the session begins.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 9:00 a.m. ~~XXX~~ on August 21, 1987.

People could be aware there is a rather 'novel' different approach that provides a referendum on those items that are of principally new construction.

Representative Snowbarger moved the proposals made thus far be placed in one bill and anything done in the future be placed in a separate bill. Representative Brown seconded the motion.

In discussion, and as a point of reference, one of the members commented this would include the maintenance, shortfall, and funding mechanism.

A vote was taken and the motion carried.

The committee continued with new construction. There has seemed to be a consensus yesterday of substantial support for a sales tax. The Chairman said he would like to see a motion made somewhere along the lines of a $\frac{1}{2}\text{¢}$ sales tax for $8\frac{1}{2}$ years with a time frame from January 1, 1988 to January 1, 1997, and see what kind of support it would receive.

Representative Sallee made a motion for a $\frac{1}{2}\text{¢}$ sales tax to be used for major new construction and/or debottlenecks. Representative Freeman seconded the motion.

It was stated that 8 years at $\frac{1}{2}\text{¢}$ raises approximately \$807 million. Not assumed in this is that sales tax receipts will increase.

Representative Gross commented what the committee is looking at are major initiatives to help the road system because of the transportation problems in the state. If the figures are going to be \$800 million in round figures in 8 years, the possibility is that all areas of the state will benefit from these dollars. The transportation picture should be looked at as far as the entire state goes other than just roads. A lot of people are looking at rail service such as Amtrak going from Kansas City to Denver. Rural airports are faced with loss of services because of federal dollars not coming in.

Representative Gross made a substitute motion that of the $\frac{1}{2}\text{¢}$ sales tax, 5% of that $\frac{1}{2}\text{¢}$ total figure be utilized in areas such as 40% for rail passenger service; 40% of the 5% for air; and 20% of the 5% for mass transit. Representative Russell seconded the motion.

Discussion was held. Representative Gross said this would give broad enough support across the state and some areas which will not be getting roads, but would be helped through other services. This works out in dollar amounts to approximately \$18 million rail; \$18 million air and \$9 million mass transit.

Total dollars on the $\frac{1}{2}\text{¢}$ sales tax for 8 years, figuring in 3% for inflation is approximately \$885 million. Institution of a $\frac{1}{2}\text{¢}$ sales tax should be utilized to other forms of transportation. Representative Gross was thinking of proposing legislation to set up an advisory committee along with KDOT to oversee the program and funds.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 9:00 a.m. ~~pm~~ on August 21, 1987.

Several members commented on the positive and negative sides of this proposal. Representative Gross said the point he was trying to make was that in areas not designated for any type of road construction, it would be a lot easier for constituents to go along with a $\frac{1}{2}$ ¢ sales tax if they know they are going to get some money out of it and not see just a road project in Southeast Kansas.

More discussion was held. Representative Gross said he had made the substitute motion for purposes of discussion and this had been accomplished. He did feel that he was premature with the motion as the sales tax had not been voted on as yet, so he withdrew his substitute motion. Representative Russell withdrew his second. This put the committee back on the original motion made by Representative Sallee and seconded by Representative Freeman.

Another member said the $\frac{1}{2}$ ¢ sales tax has been one of the traditional resources for raising the other revenues needed by the state for other programs such as education, social services, prisons, etc. It is one of the few resources the state has to raise those kinds of revenues. What the motion is doing is locking in $\frac{1}{2}$ ¢ for the next 8 years and taking away the ability to use the $\frac{1}{2}$ ¢ for other needs that might arise.

Sales tax in surrounding states was discussed. The figures on a $\frac{1}{2}$ ¢ sales tax over 8½ years with 3% per year for inflation yields \$898 million.

Another comment was made regarding reappraisal. No one knows what that will bring. It might possibly take some type of extra funding from whatever source.

The motion was stated again and a vote called for. The motion was defeated by a vote of 11-8.

Represent Spaniol moved to submit a constitutional amendment to the people in the August 1988 primary for a $\frac{1}{2}$ ¢ sales tax increase which would be in place for 8 years used solely for new construction to be effective January 1, 1989. Representative Smith seconded the motion.

The motion carried.

Representative Gross moved to amend his 5% proposal into the constitutional amendment, to sunset after 8 years. Representative Russell gave a second to the motion.

Discussion was held.

Representative Gross said he would like to change his motion to amend his motion to specify the $\frac{1}{2}$ ¢ sales tax for forms of transportation.

More discussion was held.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S Statehouse, at 9:00 a.m./~~p.m.~~ on August 21, 1987.

Representative Gross said he would forego any type of amendment until the Legislature returns and he can get the amendment in draft form and have some research done on it. He withdrew his amendment and Representative Russell withdrew his second.

The Chairman asked if there were any specific projects anyone would like to discuss.

Representative Gross expressed his concern that if they start earmarking individual projects, the proposal will not make it through the House of Representatives and would therefore defeat the purpose of why we are even talking about letting the people decide whether or not to vote on a ½¢ sales tax. If the proposal can get through the Legislature in a year and a half conclusions can be reached and individual routes worked with, otherwise the whole purpose of any type of new building may be defeated. His point is to get it through the House first, get it into law that there will be a referendum and then do the projects.

Another comment was made that all the work of the task force and KDOT should not be 'junked'.

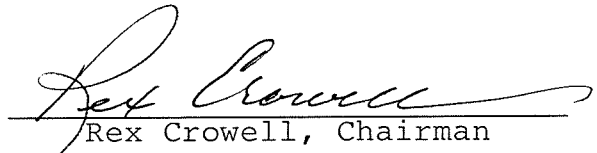
Another comment was, if decisions are made too quickly, it really narrows the number of people that are going to look favorably on the proposal.

Representative Laird moved any new construction use the Davis/Bacon prevailing wage. Representative Justice seconded the motion.

It was stated that this is a governance issue and those issues were going to be addressed when the legislators return.

The Chairman asked if Representative Laird would bring his proposal up at that time. This was agreeable with Representative Laird and Representative Justice.

The Chairman thanked the committee and staff and adjourned the meeting at 4:35 p.m.


Rex Crowell, Chairman

Aug. 21 #1

AW6: [W9] 0

READY

	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW
	SOURCES:				1988-96		USES:			1988-96
1										
2										
3					\$75					(\$1,723)
4								54.7		(639) adequate level
5					\$2,827					(1,025)
6										- 0
7				NONE	\$0					(12)
8				3.0	\$243					
9				NONE	(0)					(\$3,400)
10				NONE	0					
11					151					\$22
12				NONE	0					
13				0.00	0					
14					0					
15										Gasoline Tax (1996): 14.0
16					129					\$121
17										
18					\$3,422					
19										Bond Sales after 1996? YES

20-Aug-87 07:46 PM

It would generate 8 1/2 yr. time period

only maintenance included from board not elderly/handicapped or connecting links

25% Across the board Registration

Increase 151 Majority passenger vehicles over 60%

Attachment #1 Transportation Ms. Glenn

AN1: [W1]

READY

AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW		
1	SOURCES:			1988-96			USES:			1988-96	
2	=====			=====			=====			=====	
3	Beginning Balance:			\$73	State Operations:			(\$1,723)			
4					Substantial Maint: 54.7			(639)			
5	Existing Revenues:			\$2,827	Major Modifications:			(1,025)			
6					New Construction:			0			
7	MFT: Index existing:			NONE	\$0	Debt Service:			0		
8	2x Increase:			3.0	\$243	1¢ to local			-----		
9	Index increase:			NONE	(0)	TOTAL USES :			(\$3,388)		
10	VR: Index existing:			NONE	0	=====			=====		
11	Increase:			301	BALANCE (7/1/1996):			\$55 ←			
12	Index increase:			NONE	0	=====			=====		
13	Sales Tax:			0.00	0						
14	Misc. Revenues:			0							
15					Gasoline Tax (1996):			14.0			
16	Bond Proceeds (inc. int.):			0	Inc. in Local Revenue: 1¢			\$121			
17	-----										
18	TOTAL SOURCES:			\$3,443							
19	=====			Bond Sales after 1996?			YES				

*50%
Registration
Fees Inverts*

*1¢ + 2 + 1
St. local*

	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW
1			SOURCES:		1988-96		USES:			1988-96
2					=====					=====
3			Beginning Balance:		\$73		State Operations:			(\$1,723)
4							Substantial Maint:	54.7		(639)
5			Existing Revenues:		\$2,827		Major Modifications:			(1,025)
6							New Construction:			0
7			MFT: Index existing:	NONE	\$0		Debt Service:			0
8			Increase:	3.0	\$243					-----
9			Index increase:	NONE	(0)		TOTAL USES :			(\$3,388)
10			VR: Index existing:	NONE	0					=====
11			Increase:		<u>333</u>		BALANCE (7/1/1996):			\$87 ✓
12			Index increase:	NONE	0					=====
13			Sales Tax:	0.00	0					
14			Misc. Revenues:		0					
15							Gasoline Tax (1996):			14.0
16			Bond Proceeds (inc. int.):		0		Inc. in Local Revenue:			\$121
17					-----					
18			TOTAL SOURCES:		\$3,475					
19					=====		Bond Sales after 1996?			YES
20										

20-Aug-87 07:52 PM

*Task Force
Registration
No indexation
bring in more than
5090 regis.*

AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW
1		SOURCES:		1988-96		USES:			1988-96
2				=====					=====
3		Beginning Balance:		\$73		State Operations:			(\$1,723)
4						Substantial Maint:	54.7		(639)
5		Existing Revenues:		\$2,827		Major Modifications:			(1,025)
6						New Construction:			0
7		MFT: Index existing:	NONE	\$0		Debt Service:			(6)
8		Increase:	3.0	\$243					-----
9		Index increase:	NONE	(0)		TOTAL USES :			(\$3,394)
10	VR:	Index existing:	NONE	0					=====
11		Increase:		187		BALANCE (7/1/1996):			\$19
12		Index increase:	NONE	0					=====
13		Sales Tax:	0.00	0					
14		Misc. Revenues:		0					
15						Gasoline Tax (1996):			14.0
16		Bond Proceeds (inc. int.):		84		Inc. in Local Revenue:			\$121
17				-----					
18		TOTAL SOURCES:		\$3,413					
19				=====		Bond Sales after 1996?			YES

20-Aug-87 08:06 PM

Auto *36.5%*
Trucks *25%*
✓ 2 → *✓ KDOT* *196*

AW	AV	AU	AT	AS	AR	AQ	AP	AO
1		USES:			1988-96		SOURCES:	
2					=====			
3		State Operations:			\$73		Beginning Balance:	
4		Substantial Maint: 54.7						
5		Major Modifications:			\$2,827		Existing Revenues:	
6		New Construction:						
7		Debt Service:			\$0		MFT: Index existing: NONE	
8					\$243		Increase: 3.0	
9		TOTAL USES :			(0)		Index increase: NONE	
10							VR: Index existing: NONE	
11		BALANCE (7/1/1996):			346		Increase:	
12					0		Index increase: NONE	
13		Gasoline Tax (1996):			0		Sales Tax: 0.00	
14		Inc. in Local Revenue:			0		Misc. Revenues:	
15								
16							Bond Proceeds (inc. int.):	
17								
18							TOTAL SOURCES:	
19								
20								

20-Aug-87 08:14 PM

*#26 + 25% all possible
 \$32.50 flat rate
 w/ avg (all 4 categories into 1)*

*Passenger
 Trucks
 35% to board
 across board*

#13 uh increased 15090(?)

A-2 8/21 6th 11th 1986

TABLE 6

STATE HIGHWAY FUND

(Dollar Amounts in Thousands)

	<u>FY 1987</u>	<u>FY 1988</u>	<u>FY 1989</u>	<u>FY 1990</u>	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
Beginning Balance	\$ 82,594	\$ 66,735	\$ 39,029	\$ 41,098	\$ 38,135	\$ 23,015	\$ 3,550
Net Revenue-State Sources	173,870	182,552	188,899	190,813	189,337	181,943	182,529
Net State Operating Expend.	131,823	137,492	143,714	150,232	156,992	165,260	173,648
Capital Improvement Payouts	213,301	206,444	137,741	146,403	154,064	130,770	Buy 7,400 -
Federal Aid Reimbursement	155,395	133,678	94,625	102,859	106,599	94,622	Exp 7,030 -
Ending Balance	66,735	39,029	41,098	38,135	23,015	3,550	12,061

Source: Kansas Department of Transportation

Z86-245.F

Data presented to 1986 Interim Committee
on Transportation during review of
Proposal No. 30 - Selection of Highway
Improvement Projects

Att. # 3 Transportation

8/21

**Proposed Major Modifications and Improvements
Fiscal Years 1989-1993**

Major Modifications and Improvements enhance the service, comfort, capacity, condition, economy or safety of the existing highway system by reconstructing pavements, widening lanes or shoulders, and replacing bridges. These projects are based on matching federal-aid.

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
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1.	Allen	US-169	1.08 miles north on K-269 to south city limits of Iola	1.7	\$ 2,529
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Widen to 24-foot surface and overlay; widen shoulders to 10 feet and pave.

2.	Allen	US-54	1.1 miles east of Woodson/Allen County line to west city limits of Iola	4.8	7,604
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Reconstruct vertical alignment; 24-foot surface; 8-foot shoulders (3-foot paved, 5-foot rock).

3.	Barber	US-281	Oklahoma/Kansas State line to K-2 (Exclude Hardtner)	5.3	4,733
----	--------	--------	--	-----	-------

Reconstruct vertical alignment; 24-foot surface; 8-foot turf shoulders.

4.	Barton	US-56	East city limits of Pawnee Rock to south city limits of Great Bend	11.5	6,202
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Widen shoulders to 10 feet and pave; overlay surface.

5.	Barton	US-281	Stafford/Barton County line to south city limits of Great Bend	6.4	3,449
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Widen shoulders to 10 feet and pave; overlay surface.

6.	Decatur	US-83	Sheridan/Decatur County line north 9 miles	9.0	7,772
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Reconstruct vertical alignment; 24-foot surface; 8-foot turf shoulders.

#3
Robin Hanna
Transportation

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
7.	Dickinson	I-70	2.3 miles east of K-43 east to Dickinson/Geary County line	6.2	13,824
Reconstruct surface and shoulders.					
8.	Finney	US-83	Haskell/Finney County line to Junction of US-83 (Business)	13.9	7,460
10-foot bituminous shoulders; rehabilitate surface.					
9.	Ford	US-50	East Junction of US-50/US-283 to Edwards/Ford County line	20.2	8,999
10-foot paved shoulders; overlay surface.					
10.	Ford	US-283	3 miles north of FAS 1433 to Junction of US-56	9.1	4,957
Reconstruct 10-foot shoulders and rehabilitate shoulders.					
11.	Geary	I-70	Dickinson/Geary County line to east city limits of Grandview Plaza	11.3	34,630
Reconstruct surface and shoulders.					
12.	Greeley	K-27	North City limits of Tribune to Greeley/Wallace County line	15.9	13,146
Reconstruct vertical alignment; 24-foot surface; 6-foot turf shoulders.					
13.	Haskell	US-83	Seward/Haskell County line north to Haskell/Finney County line	24.1	10,708
Widen shoulders to 10 feet and pave (3-foot bituminous, 7-foot turf); overlay surface.					

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
14.	Johnson	K-7	North city limits of Olathe to 2-lane/4-lane divided	2.1	1,116
			Pave shoulders, patch and overlay surface.		
15.	Johnson	I-35	Miami/Johnson County line northeast 6.7 miles to near Gardner	6.7	17,795
			Reconstruct surface and shoulders.		
16.	Johnson	I-35	Junction of US-56 north to I-635 (exclude 75th Street)	12.3	73,120
			Reconstruct surface and shoulders; add 2 lanes.		
17.	Logan	US-40	2-lane/4-lane divided to I-70	2.3	1,615
			Reconstruct 10-foot shoulders (3-foot bituminous, 7-foot turf); overlay surface.		
18.	Logan	US-83	Logan/Scott County line to 8 miles north of FAS 1067	14.1	11,894
			Reconstruct vertical alignment; 24-foot surface; 8-foot turf shoulders.		
19.	Lyon	I-35	Kansas Turnpike east to east Junction of US-50	5.8	16,854
			Reconstruct surface and shoulders.		
20.	Marion	US-56	North city limits of Lincolnville to Marion/Dickinson County line	7.9	8,458
			Reconstruct vertical alignment; 24-foot surface; 6-foot shoulders (3-foot paved, 3-foot rock).		

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
21.	Montgomery	US-166	8th Street in Coffeyville to east Junction of US-169	1.0	6,242
Widen to 4-12 foot lanes; widen shoulders to 10 feet and pave, overlay surface.					
22.	Morton	K-27	North city limits of Richfield to Morton/ Stanton County line	8.3	6,342
Reconstruct vertical alignment; 24-foot surface; 6-foot turf shoulders.					
23.	Nemaha	US-36	Junction of K-236 to west Junction of US-75	8.0	8,147
Reconstruct vertical alignment; 24-foot surface; 10-foot shoulders (3-foot paved, 7-foot rock).					
24.	Ness	K-96	East city limits of Ness City to west city limits of Bazine	10.7	8,988
Reconstruct vertical alignment; 24-foot surface; 6-foot shoulders (3-foot bituminous, 3-foot turf).					
25.	Phillips	US-183	.1 mile north of Phillipsburg to 7.7 miles north of Phillipsburg	7.7	5,769
Reconstruct vertical alignment; 24-foot surface; 8-foot shoulders (3-foot bituminous, 5-foot turf).					
26.	Pottawatomie	US-24	2-lane/4-lane divided to west city limits of Wamego	9.6	10,038
Reconstruct vertical alignment; 24-foot surface; 10-foot paved shoulders.					
27.	Pottawatomie	US-24	Union Pacific Railroad Bridge #010 5.93 miles east of K-99	1.7	6,717
Construct new approach; 24-foot surface; 10-foot paved shoulders for new railroad overpass.					

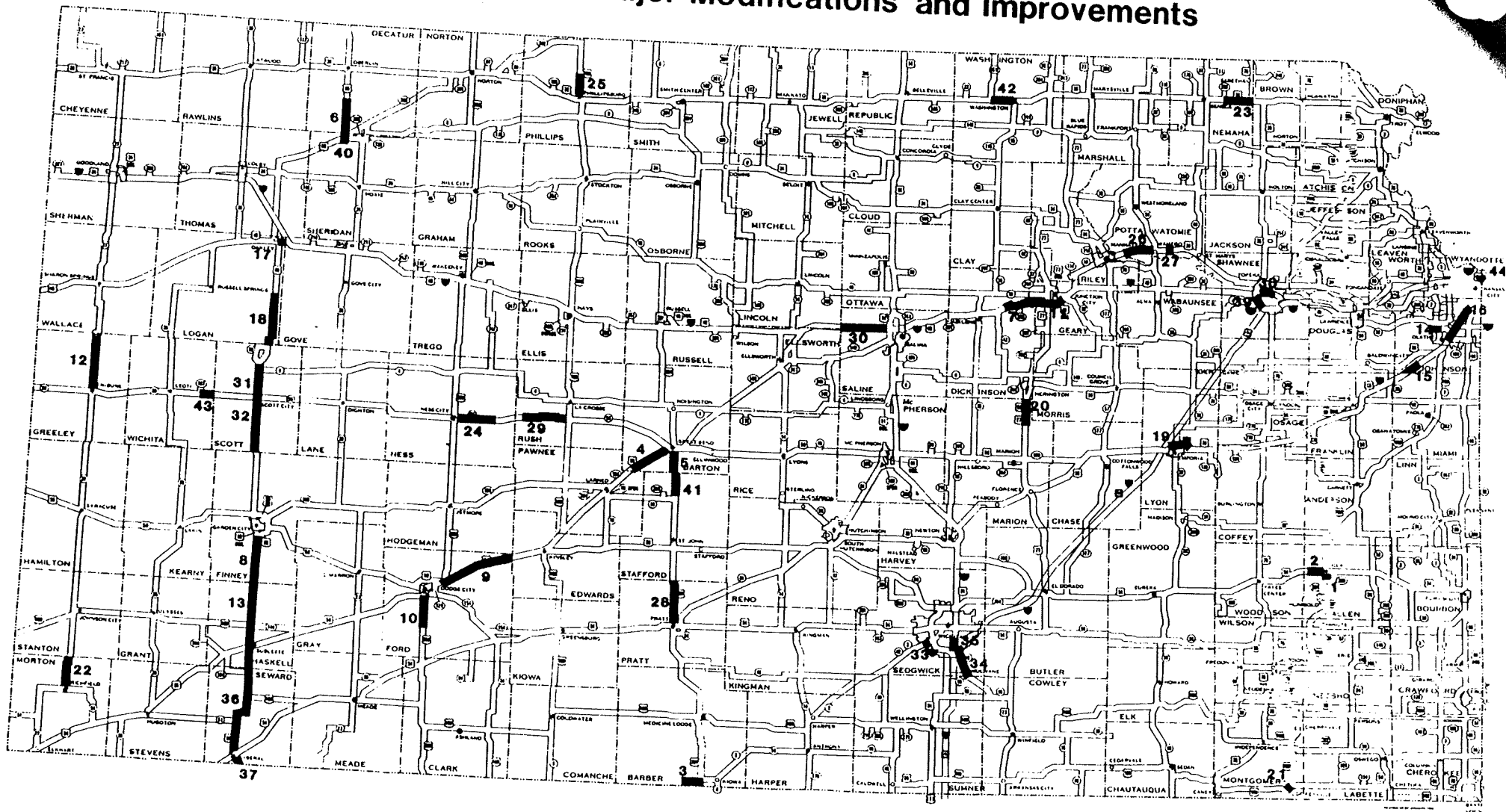
Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
28.	Pratt	US-281	North city limits of Pratt to Pratt/Stafford County line (exclude Iuka)	11.2	11,068
Reconstruct vertical alignment; 24-foot surface; 10-foot shoulders (3-foot bituminous, 7-foot turf).					
29.	Rush	K-96	East city limits of Alexander to west city limits of Rush Center	12.4	10,575
Reconstruct vertical alignment; 24-foot surface; 6-foot shoulders (3-foot bituminous, 3-foot turf).					
30.	Saline	I-70	Lincoln/Saline County line to US-81	15.3	34,298
Reconstruct surface and shoulders.					
31.	Scott	US-83	North city limits of Scott City to south Junction of K-95	9.0	5,653
Widen shoulders to 10 feet and pave; rehabilitate surface.					
32.	Scott	US-83	Finney/Scott County line to south city limits of Scott City	14.3	7,935
Reconstruct 10-foot shoulders (10-foot bituminous); rehabilitate surface.					
33.	Sedgwick	K-2	1.2 miles east of FAS 2061 to west city limits of Wichita	2.0	2,867
Widen shoulders to 10 feet and pave; overlay surface.					
34.	Sedgwick	K-15	Sumner/Sedgwick County line to south city limits of Wichita (exclude cities)	7.6	6,921
Widen shoulders to 10 feet and pave; patch and overlay surface.					

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
35.	Sedgwick	I-135	South Junction of I-235 north to Pawnee Street in Wichita	3.1	14,904
Reconstruct surface and shoulders.					
36.	Seward	US-83	North city limits of Liberal to Seward/Haskell County line	24.0	15,396
16 miles 10-foot bituminous and 10 miles 3-foot bituminous; 7-foot turf shoulders; rehabilitate surface.					
37.	Seward	US-83	Kansas/Oklahoma State line to south city limits of Liberal	2.4	1,305
Reconstruct 10-foot shoulders (10-foot bituminous); rehabilitate surface.					
38.	Shawnee	I-70	West Junction of US-75 east to viaduct	4.3	21,001
Reconstruct surface and shoulders.					
39.	Shawnee	I-470	Junction of I-70 southeast to Kansas Turnpike	6.7	20,207
Reconstruct surface and shoulders.					
40.	Sheridan	US-83	Junction of K-23 north to Sheridan/Decatur County line	1.0	1,634
Reconstruct railroad crossing; 24-foot surface; 8-foot turf shoulders.					
41.	Stafford	US-281	K-19 to Stafford/Barton County line	7.1	3,814
Widen and reconstruct shoulders to 10 feet (3-foot bituminous, 7-foot turf); overlay surface.					

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
42.	Washington	US-36	West Junction of K-15 to west city limits of Washington	5.8	5,358
Reconstruct vertical alignment; 24-foot surface; 10-foot shoulders (3-foot paved, 7-foot rock).					
43.	Wichita	K-96	Junction K-167 east to Wichita/Scott County line	4.6	1,626
Reconstruct shoulders (3-foot bituminous, 6-foot turf); rehabilitate surface.					
44.	Wyandotte	I-70	7th Street (US-69) northeast to US-24	1.5	9,805
Reconstruct surface and shoulders.					

	Subtotal	<u>369.9</u>	<u>483,475</u>
102	Priority Bridge Projects		<u>103,679</u>
	Total		587,154

Recommended Major Modifications and Improvements



A-17

Major modification projects FY 1989 to FY 1993

8/21
JULY 10, 1987

KANSAS DEPARTMENT OF TRANSPORTATION

HIGHWAY IMPROVEMENT PROGRAM
FISCAL YEAR 1988

	MILES	NUMBER OF BRIDGES	EST'D CONSTR COST (\$1,000)	PROGRAM PAGE(S)
SUBSTANTIAL MAINTENANCE PROGRAM	1,099.2	20	38,044	1-5
MAJOR MODIFICATION PROGRAM	70.0	19	145,901	6-8
INTERSTATE COMPLETION PROGRAM	0.0	-	19,747	9
TOTAL	<u>1,169.2</u>	<u>39</u>	<u>203,692</u>	

Kansas Department of Transportation
Substantial Maintenance Program
Fiscal Year 1988

10-July-87

				Length			Program Constr. Cost (1,000)
Route	County	Location Description		(Mi)	Type of Work		
K 31	Anderson	S Jct US-59 E to AN-LN Co L		5.0	Mill 1/2 Rec 1	85	
US 59	Anderson	AL-AN Co L N to S Jct US-169		15.2	Mill 1/2 Rec 1	258	
K 116	Atchison	7 Mi E JA-AT Co L to US-59(Excl US-159		9.0	1 1/2 OL TS	270	
US 160	Barber	WCL Medicine Lodge E to ECL Med Lodge		0.4	1 1/2 OL TS	11	
US 160	Barber	ECL Medicine Lodge E to BA-HP Co L		13.2	1 1/2 OL TS	374	
US 160	Barber	CM-BA Co L E to WCL Medicine Lodge		23.2	1 1/2 OL TS	658	
US 56	Barton	ECL Ellinwood E to BT-RC Co L		5.2	1"Ht S Ral Seal	120	
US 56	Barton	WCL Ellinwood E to ECL Ellinwood (4-L)		1.0	1"Ht S Ral Seal	46	
* US 56	Barton	Great Bend-Adams St. to Baker St.		0.7	Overlay	135	
K 156	Barton	Jct US-56 N to Jct K-4		15.3	Mill 1 Rec 2 TS	495	
K 156	Barton	Jct K-4 N to BT-EW Co L		2.0	1 1/2 OL TS	57	
K 3	Bourbon	Little Osage Br #029, 1.9 Mi S Co L			Br Paint	18	
US 69	Bourbon	CR-BB Co L N to SCL Fort Scott		9.6	Touch Mill 3/4 OL	192	
K 20	Brown	Delaware Rv Br #026, 3.8 Mi E US-75			Br Paint	23	
US 73	Brown	1.5 Mi N of FAS 66 NW&N to KS-NB St L		5.4	4" Cd Rec 3/4" OL	173	
US 54	Butler	ECL El Dorado E to BU-GW Co Line		17.2	Mill 1 Rec 2 RS	559	
US 77	Butler	El Dorado-Fourth Ave to Twelfth Ave		0.6	Mill & OL	52	
K 196	Butler	Jct K-254 E to WCL El Dorado(2&4Lanes)		1.6	Mill 1 Rec 2 RS	72	
K 196	Butler	9.5 Mi N & W of Jct K-254 to Jct K-254		9.5	Mill 1 Rec 2 RS	309	
K 254	Butler	El Dorado-W of State St to Oil Hill Rd		0.2	Mill & OL	29	
K 177	Chase	BU-CS Co L N to FAS 91 (to Bazaar)		14.4	1/2 OL & C Seal	212	
US 160	Cherokee	LB-CR Co L E to Jct US-69		20.4	Mill 1 Rec 2 TS	639	
K 161	Cheyenne	Jct US-36 N to KS-NB State L		17.0	Conv Seal	105	
US 160	Clark	S Jt US-283 E to CM Co L (Exc Ashland)		22.9	1/2 OL & C Seal	332	
US 160	Clark	N Jct US-283 S to S Jct US-283		6.5	1 1/2 OL TS	192	
US 160	Clark	ME-CA Co L E to N Jct US-160/US-283		5.0	1/2 OL & C Seal	73	
US 283	Clark	KS-OK St L NE & N to S Jct US-160		13.6	1/2 OL & C Seal	197	
US 24	Clay	Huntress Cr/CRIP #004 12.5 M E CD Co L			Br Paint	40	
US 77	Cowley	Winfield-4th to 6th & 14th to 19th St		0.5	Mill & OL	131	
* US 77	Cowley	Winfield-Walnut Cr to 100' N of 19 St		0.5	2" OL	41	
US 77	Cowley	Timber Cr Br #010 0.74 Mi N US-160			Br Paint	65	
* US 160	Cowley	Winfield-Black Cr Br to ECL		0.6	2" OL	58	
US 160	Cowley	ECL Burden E to CL-EK Co L		13.5	1 1/2 OL TS	383	
K 126	Crawford	Pittsburg-Broadway to US-69 Bypass		1.0	1 1/2" OL	112	
K 15	Dickinson	W Jct K-18 E to E Jct K-18		4.0	1 1/2 OL TS	114	
K 15	Dickinson	MN-DK Co L N to K-4		5.0	M 3/4 & 1 1/2 OL	115	
K 18	Dickinson	OT-DK Co L E to W Jct K-15		9.0	4"Cd Rec & C Seal	230	
K 18	Dickinson	E Jct K-15 E to DK-GE Co L		9.0	1 1/2 OL TS	257	

* = Projects scheduled to be Let in Fiscal Year 1987.

Kansas Department of Transportation
Substantial Maintenance Program
Fiscal Year 1988

10-July-87

				Length	Program	
				(Mi)	Constr.	
Route	County	Location Description			Type of Work	Cost (1,000)
K 7	Doniphan	W Jct US-36 N to KS-NE St L		13.1	1 1/2 OL TS	393
US 40	Douglas	SN-DG Co L E to WCL Lawrence		13.7	Ht-S & Ral Seal	322
US 183	Edwards	SCL Kinsley N to Jct US-56		0.9	Conv Seal	5
US 183	Edwards	KW-ED Co L N to SCL Kinsley		16.1	Conv Seal	97
US 160	Elk	EK-CL Co L E to W Jct K-99		13.7	1 1/2 OL RS	384
I 70	Ellis	TR-EL Co L E 15.6 Mi to US-183		15.6	Mill 1 Rec 2	1,186
* US 183	Ellis	Hays-Vine St.-8th St. to 13th St		0.4	Mill & OL	306
US 183	Ellis	Hays-Vine St- US-183 Alt. to 8th St		0.2	Mill & OL	100
K 156	Ellsworth	BT-EW Co L NE to ECL Holyrood		5.0	1 1/2" OL TS	143
K 23	Finney	W Jct K-23/K-156 N to LE-FI Co L		14.1	1 1/2 OL TS	416
US 83	Finney	SE end Ark River Br, South 7.9 Mi		7.9	Mill 1/2 & 3/4 OL	174
US 50	Ford	1020' E E Jct US-283 N & E 10.6 mi		10.6	1 1/2 OL TS	313
US 56	Ford	GY-FO Co L N & E to S Jct US-283		12.2	4" Cd Recy-3/4"OL	427
US 59	Franklin	Ottawa-Logan St. to Wilson St.		0.5	Wid, OL, C&G	590
K 18	Geary	DK-GE Co L E to US-77		5.3	1 1/2 OL TS	152
I 70	Geary	0.52 Mi W of K-177 E to GE-RL Co L(WB)		2.6	Milling	18
K 23	Gove	K-23/K-23S N to GO-SD Co L		1.8	1" CM 3" H R TS	99
US 40	Gove	GO-LG Co L E to I-70		0.2	Hot Rec (M1 L2)	15
K 18	Graham	US-24 SE to GH-RO Co L		6.0	3/4 OL	96
US 24	Graham	0.234 Mi E of K-18 E to GH-RO Co L		4.6	3/4 OL	74
US 283	Graham	0.138 Mi S NCL Hill City N to GH-NT Co		13.4	1 1/2 OL TS	417
K 25	Grant	S Fk Cimarron Rv #007 11.1 Mi S US-160			Br Paint	38
US 160	Grant	ECL Ulysses E to GT-HS Co L		14.2	1 1/2 OL TS	419
US 56	Gray	ECL Montezuma NE to GY-FO Co L		12.7	4" Cd Recy-3/4"OL	445
US 54	Greenwood	BU-GW Co L E to WCL Eureka		12.5	Mill 1 Rec 2 RS	394
US 50	Hamilton	Jct K-27 in Syracuse E to HM-KE Co L		12.4	1 1/2 OL TS	366
US 36	Jewell	SM-JW Co L E to W Jct K-28		10.5	1 1/2 OL TS	305
I 35	Johnson	Old US-56 @ Olathe N to I-635		14.0	Pav't Pat & OL	564
US 69	Johnson	K-150 N to US-169 (4 lanes) Incl ramps		1.0	1 1/2 OL RS	75
US 169	Johnson	Jct US-69/US169 N to I-435 (4-Lane)		2.4	1 1/2 OL RS	144
K 25	Kearny	GT-KE Co L N to SCL Lakin		16.2	1 1/2 OL TS	478
K 17	Kingman	Jct US-54 N to KM-RN Co L		4.5	Conv Seal	27
US 183	Kiowa	Jct US-54 N to KW-ED Co L		8.8	Conv Seal	53
US 59	Labette	OK-KS SL N to E Jt K-96 (2 & 4 Lanes)		12.2	Mill 2 Rec 3 RS	725
US 160	Labette	Parsons-Labette Cr Br E to Leawood		0.4	Mill & OL	250
US 160	Labette	0.6 Mi W LB-CK Co L E to LB-CK Co L		0.6	Mill 1 Rec 2 TS	19
K 23	Lane	Dighton-S City Limits to N City Limits		0.8	Mill & OL	86
K 96	Lane	Dighton-W City Limits to E City Limits		1.1	Mill & OL	114

Kansas Department of Transportation
Substantial Maintenance Program
Fiscal Year 1988

10-July-87

				Length	Type of Work	Program Constr. Cost (1,000)
Route	County	Location Description		(Mi)		
K 14	Lincoln	Saline Rv Br #007 11.6 Mi N EW-LC Co L			Br Rep	135
K 31	Linn	AN-LN Co L E to Jct K-3		1.0	Mill 1/2 Rec 1	17
US 69	Linn	Jct K-152 Br #009			Br Paint	4
K 152	Linn	Marais Des Cygnes Br #026 7.9 Mi E K-7			Br Paint	60
US 40	Logan	E Jct US-40/K-25 E 9.876 Mi		9.9	1 1/2 OL Lev TS	379
US 40	Logan	WA-LG Co L NE to E Jct US-40/K-25		25.8	Hot Rec (M1 L2)TS	1,022
US 40	Logan	0.106 Mi W of E Jt US-83 E to IG-GO CL		2.1	Hot Rec (M1 L2)	162
K 57	Lyon	Emporia-1,180' S of Logan N to ATSF-RR		0.9	Mill & OL	224
K 99	Lyon	3.9 Mi N I-35 N & E to Jct K-99/K-170		6.8	1 1/2 OL TS	204
K 15	Marion	New US-56 N to MN-DK Co L		17.0	M 3/4 & 1 1/2 OL	391
US 56	Marion	MP-MN Co L E to New E Jct K-15		8.3	Mill 1 Rec 2 BS	274
* US 56	Marion	Marion-Elm St to ECL		0.6	Overlay	154
US 77	Marion	Cottonwood Rv #027 2.1 Mi N US-50			Br Rep	145
K 168	Marion	Lehigh Spur (US-56 N to SCL Lehigh)		0.5	1 1/2" OL TS	14
US 77	Marshall	Big Blue Rv Br #013 6.2 Mi E W Jct K-9			Br Paint	93
K 61	McPherson	K-61/K-153 E to Jct I-135 (EB & WB)		4.6	4" Cd Rec 3/4" OL	269
US 81 B	McPherson	NCL Lindsborg NE to MP-SA Co L		2.8	3/4 OL	43
US 81 B	McPherson	I-135 W & N to SCL Lindsborg		3.8	3/4 & 1 1/2 OL TS	98
US 54	Meade	4L Div/2L NE to CA-ME Co L		14.4	1 1/2 OL TS	425
US 160	Meade	E Jct US-160/US-54 E to ME-CA Co L		12.3	1/2 OL & C Seal	178
US 24	Mitchell	OB-MC Co L E to Glen Elder		9.2	Mill 1 Rec 2 BS	308
US 166	Montgomery	S Jct US-75 E to 4.343 Mi E ECL Tyro		10.6	3/4" OL	186
US 56	Morris	Council Grove-Main St. Bridge to ECL		0.9	Overlay	60
K 9	Nemaha	S Jct K-63 E to ECL Wetmore		13.1	1 1/2 OL TS	393
K 9	Nemaha	K-187 E to N Jct K-63		5.0	1.0 OL TS	123
K 63	Nemaha	Turkey Cr #023 7.6 Mi N W Jct US-36			Br Rep	101
US 283	Ness	NS-HG Co L N to Jct K-96		13.3	4" Cd Recy-3/4"OL	466
US 36	Norton	DC-NT Co Line E 9.332 Mi		9.3	4"Cd Rec 3/4"OL	288
K 383	Norton	Prairie Dog Cr #026 10.5 Mi NE Co L			Br Paint	27
K 383	Norton	E Jct US-36/K-383 NE to NT-PL Co L		10.3	4"Cd Rec & C Seal	242
K 31	Osage	S Jct US-56 S to WCL Osage City		1.5	1.0 OL TS	37
K 31	Osage	ECL Osage City E to N Jct US-75/K-31		7.3	1.0 OL TS	179
US 56	Osage	Burlingame-Seward St. to Banks St.		0.2	Overlay	28
US 75	Osage	S Jct K-31 N to N Jct K-31		9.2	M 1/2" & 3/4" OL	184
K 18	Ottawa	Jct Old US-81 E to OT-DK CO L		13.0	4"Cd Rec & C Seal	332
US 81	Ottawa	SA-OT Co L N to Jct K-93 (EL & WL)		10.1	M 1 1/2 Rec 3 BS	1010
K 383	Phillips	NT-PL Co L E to Jct US-183		15.9	4"Cd Rec & C Seal	374
K 13	Pottawatomie	RL-PT Co L N to W Jct K-16/K-13		13.6	1.0 OL TS	333

Kansas Department of Transportation
Substantial Maintenance Program
Fiscal Year 1988

10-July-87

				Length			Program Constr. Cost (1,000)
Route	County	Location Description		(Mi)	Type of Work		
K 16	Pottawatomie	RL-PT Co L E	to W Jct K-13/K-16	10.4	1.0 OL TS	255	
US 24	Pottawatomie	End PC Pavt,	E to PT-SN Co L	12.1	Ht-S & 3/4 OL	375	
K 64	Pratt	US-281 E & N	to Jct US-54	3.6	1/2 OL & C Seal	54	
US 36	Rawlins	RA-DC Co L W	8.125 Mi	8.1	1 1/2 OL Lev TS	310	
K 117	Rawlins	Jct US-36 N	to KS-NB State L	12.0	Conv Seal	74	
K 17	Reno	KM-RN Co L N	3.0 Mi	3.0	Conv Seal	18	
K 17	Reno	3.0 Mi N KM-RN	Co L N to Jct K-96	13.5	4" Cd Rec & C Seal	270	
K 46	Rice	US-56 N	to SCL Little River	1.3	3/4 OL	23	
US 56	Rice	ECL Lyons E	to RC-MP Co Line	14.5	4" Cd Rec 3/4" OL	435	
K 13	Riley	N Jct US-24/K-13	NE to RL-PT Co L	1.0	1.0 OL TS	25	
K 16	Riley	US-77 E	to RL-PT Co L	1.7	1.0 OL TS	42	
US 77	Riley	1.5 Mi S of K-16	N to RL-MS Co L	10.6	4" Cd Rec 1" OL	362	
US 24	Rooks	RO-GH Co L E	10.678 Mi	10.7	3/4 OL & Leveling	248	
K 258	Rooks	US-24 S	3.902 Mi	3.9	3/4 OL	62	
K 18	Russell	E Jct K-18/US-281	E to RS-LC Co L	13.3	1/2 OL & C Seal	177	
K 176	Russell	K-18 S	0.173 Mi	0.2	Conv Seal	1	
K 232	Russell	K-18 S	to RS-LC Co L	9.0	1/2 OL & C Seal	120	
US 281	Russell	Smoky Hill Rv #037	5.6 Mi N BT-RS Co L		Br Paint	25	
US 281	Russell	W Jt K-18/US-281	E to E Jt K-18/US-281	8.5	1/2 OL & C Seal	113	
US 81	Saline	I-70 N	to SA-OT Co L (EL & WL)	5.8	M 1 1/2 Rec 3 BS	580	
US 81 B	Saline	MP-SA Co L NE	to I-135	1.1	3/4 OL	17	
I 135	Saline	MP-SA Co L N	9.3 Mi to Conc Pav't(NB)	9.3	1.0 OL	137	
* US 83	Scott	Scott City-6th St	to 2nd St	0.3	Rem Bricks, OL	200	
US 83	Scott	FI-SC Co L N	to SCL Scott City	14.3	4" Cd Recy-3/4" OL	501	
US 83	Scott	Scott City-1st St	N to RR	0.1	Rem Bricks, OL	153	
US 54	Sedgwick	Wichita-Gouverneur St.	to Webb Rd	1.3	OL, Revise Dr	750	
US 54	Seward	Liberal-Pancake Blvd-300'	W of Clay 100	0.2	Surface Replace	185	
US 83	Seward	4L Div/2L N of Liberal	N to FAS 933	8.0	1 1/2 OL TS	232	
US 24	Shawnee	PT-SN Co Line E	to WCL Rossville	5.1	Ht-S & 3/4 OL	158	
US 40	Shawnee	ECL Topeka E	to SN-DG Co L	7.2	Ht-S & Ral Seal	169	
US 75 A	Shawnee	Topeka-300' S.	29th St. to 37th St.	0.9	Mill & OL	205	
US 23	Sheridan	GO-SH Co Line N	to SCL Hoxie	14.7	1" CM 3" H R TS	810	
US 24	Sheridan	S Fk Solomon Rv Dg #009	12.0 Mi E K-23		Br Rep	57	
US 24	Sheridan	SF Solomon Rv #005	7.8 Mi E K-23		Br Rep	112	
US 24	Sheridan	SF Solomon Rv #007	9.1 Mi E K-23		Br Rep	112	
US 56	Stevens	MT-SV Co L N & E	to NCL Hugoton	11.4	1 1/2 OL TS	336	
US 81	Sumner	Culvert #529	3 Mi S W Jct US-160		Culvert Rep	22	
I 70	Trego	US-283 E	16.581 Mi to TR-EL Co L	16.6	Mill 1 Rec 2	1,023	

Kansas Department of Transportation
Substantial Maintenance Program
Fiscal Year 1988

10-July-87

Route	County	Location Description	Length (Mi)	Type of Work	Program Constr. Cost (1,000)
I 70	Wabaunsee	RL-WB Co L E 5.182 Mi(WB Lane Only)	5.2	C Mill Pat 3/4 OL	288
US 36	Washington	K-15W E to ECL Washington (2&4 Lanes)	6.6	1 1/2 OL RS	212
K 148	Washington	Culvert .44 Mi E RP-WS Co L		Culvert Rep	17
K 148	Washington	Culvert #506 1.25 Mi E RP-WS Co L		Culvert Rep	22
K 148	Washington	Culvert 4.94 Mi E RP-WS Co L		Culvert Rep	17
K 25	Wichita	NCL Leoti N to WH-LG Co L	14.6	1 1/2 OL TS	431
K 96	Wichita	GL-WH Co L E to End Conc Pavt, @ Leoti	11.3	1 1/2 OL TS	333
K 47	Wilson	Jct US-75 E to WL-NO Co L	7.2	1 1/2 OL TS	200
K 5	Wyandotte	84th Terr to Savage Dr-47th to 38th St	1.7	Mill & OL	225
K 32	Wyandotte	K-7 E to 94th St (4 lanes)	4.1	Special	328
I 70	Wyandotte	I-70 through the I-635 Interchange	0.7	Overlay & Shldr	583
I 70	Wyandotte	7th St (US-69) NE to US-24	1.4	1 1/4 Mill & OL	217
Totals 1,099.2					38,044

Kansas Department of Transportation
Major Modification Program
Fiscal Year 1988

10-July-87

				Length	Program Constr. Cost	
Route	County	Location Description	(Mi)	Type of Work	(1,000)	
* US 59	Atchison	Atchison: Indust. Park Rd to Barge Dk	0.5	Gr Su	208	
US 59	Atchison	AT&SF-RR Crossing SW of Cummings		Signals	90	
US 59	Atchison	AT&SF-RR Crossing SW of Cummings		Gr Su	100	
K 2	Barber	Kiowa-250' W of K-8	0.1	Repl Culvert	30	
US 56	Barton	Great Bend-10th & Harrison	0.0	Signals & Sign	52	
US 54	Bourbon	KS-MO St L W O.3 Mi	0.3	Gr Su	333	
US 50	Chase	0.2 Mi W of K-177 E to WCL Strong City	1.0	Gr Br Su Pt OL SS	667	
US 50	Chase	Fox Cr Br #017 0.32 Mi E of K-177		Br Widen	331	
* US 69	Cherokee	Co Rd, US-69A E 1.5 Mi & 1.6 Mi N/S	2.5	OL & Sign	317	
US 69	Cherokee	Columbus-3/4 Mi S of Int US-69 & K-7	0.1	Ent, Trans Lanes	31	
US 69	Cherokee	MKT-RR Crossing S of Columbus		Signals	110	
US 69	Cherokee	MKT-RR Crossing S of Columbus		Gr Su	100	
K 103	Cherokee	BN RR Crossing 2.0 Mi W of Weir		Signals	85	
* US 77	Cowley	Arkansas City: Truck Route	0.6	Gr Su	481	
* US 160	Cowley	Arkansas City: Skyline Rd (Goff Ind Park	0.2	Gr Su	154	
US 160	Cowley	Winfield-Timber Cr Br to Manning St	0.2	Imp Intersect	159	
US 160	Cowley	AT&SF-RR Crossing E of Oxford		Signals	90	
US 160	Cowley	AT&SF-RR Crossing E of Oxford		Gr Su	100	
* US 69 A	Crawford	Frontenac: Bacon Plant Road	1.0	Su & Drainage	302	
US 69	Crawford	Pittsburg-4th(K-126)/Broadway(US-69A)		Upgrade Signals	50	
US 69	Crawford	South of Arma-N Jct US-69/K-57		Sgnl/Minor Geomet	70	
K 4	Dickinson	Lime Cr Br #048 1.0 Mi E of K-218		Br Repl	334	
* US 36	Doniphan	1.0 Mi E of BR-DP Co L E & SE 9.0 Mi	*9.0	Gr Br	18,040	
US 36	Doniphan	1.0 Mi E of BR-DP Co L E to E of Troy	14.5	Su Sg	8,960	
* K 120	Doniphan	SCL Highland South to New US-36	0.8	Gr Su	928	
K 10	Douglas	Lawrence-23rd and Louisiana		Intrsec Impr, Sgl	312	
K 10	Douglas	Jct 23rd Street and Naismith Drive		Traffic Signals	60	
US 40	Douglas	Lawrence-California E to Maine St	0.5	Widen & Su	614	
US 40	Douglas	Lawrence-Iowa St to Monterey Way	1.5	Widen, Turn Lns	2,107	
* US 160	Elk	Painterhood Cr Br #011 13.9 Mi E K-99		Br Repl	608	
	Ellis	Co Rd-Old US-40 S, 1 1/2 Mi E of Hays	1.0	Surfacing	418	
K 14	Ellsworth	Ellsworth-N Main St to 2nd St	0.1	Widen Gr Su	150	
US 156	Finney	Garden City-Main & Kansas, & 8th & Kansas		Intrsec Impr, Sgl	220	
* US 283	Franklin	Ottawa: 23rd St, US-50 to US-59	0.3	Su Overlay	92	
* US 283	Graham	UP-RR Crossing S of Hill City		Signals	135	
* US 283	Graham	UP-RR Crossing S of Hill City		Gr Su	100	
US 283	Hodgeman	Jetmore-Main Street	1.0	Curb & Gutter	158	
* K 4	Jefferson	AT&SF RR Crossing SW of Valley Falls		Gr Su	100	

Kansas Department of Transportation
Major Modification Program
Fiscal Year 1988

10-July-87

Program
Constr.
Cost
(1,000)

Route	County	Location Description	Length (Mi)	Type of Work	Cost (1,000)
* K 4	Jefferson	Delaware Rv Br #020 at Valley Falls		Br Repr	50
* K 28	Jewell	Mankato, Northeast to Packing Plant	1.6	Surfacing	351
* K 28	Jewell	Jewell-Delaware, Columbus St E to ECL	0.4	Curb & Gutter	132
US 56	Johnson	Sycamore St in Gardner NE to I-35	2.3	Gr Dr Su	1,869
US 56	Johnson	Jct Shawnee Mission Parkway & 53rd St		Channelization	10
US 56	Johnson	Olathe-US-56 and Sunset		Lighting	20
I 435	Johnson	WB Br #063 Over State Line Road		Deck OL & Rail	58
I 635	Johnson	I-35/I-635 Interchange Phase III		Gr Br Su Sg	5,037
* US 54	Kingman	PR-KM Co L E to Kingman	19.0	Gr Br Su	17,418
* US 54	Kingman	AT&SF RR Crossing 18 Mi W of Kingman		RR Signals	90
US 54	Kiowa	Jct US-54/K-154 E of Mullinville		Length Acc Lane	25
US 160	Labette	Parsons-Kay Lane to Bowling Alley	0.3	Widen & SS	345
US 73	Leavenworth	NW Edge Leavenworth NW to K-192	*8.6	Gr Br	11,259
US 73	Leavenworth	Lansing-Fairlane N to Holiday Terr	0.1	Signals & Widen	129
US 69	Linn	S Jct K-52 N to NCL Pleasanton (Reloc)	3.0	Gr Br Su	6,694
US 36	Marshall	UP-RR Crossing at Home City		Signals	125
US 36	Marshall	UP-RR Crossing at Home City		Gr Su	100
* K 4	McPherson	Dry Cr Br #091 0.25 Mi W WCL Lindsborg		Br Repl	83
I 135	McPherson	Interchange-Northview Rd & I-135	1.0	New Interchange	1,615
* US 169	Montgomery	OK-KS St L N to SCL Coffeyville	0.6	Gr Br Su	1,495
US 36	Nemaha	UP-RR Crossing E of Seneca		Signals	110
US 36	Nemaha	UP-RR Crossing E of Seneca		Gr Su	100
	Neosho	Chanute-35th St-US 169 W to New US-169	1.5	OL & RR Signals	1,245
US 59	Neosho	Neosho Rv BR #004 2.4 Mi N K-57		Br Rep	37
US 56	Osage	Jct US-56/Old US-75		Interst Reconst	125
* K 170	Osage	AT&SF-RR Crossing S of Osage City		Gr Su	100
K 17	Reno	Sand Cr Br #037 0.23 Mi S K-96		Br Repl	109
US 50	Reno	Hutchinson-Jct US-50/K-61		Signals	90
K 96	Reno	Woodseat Freeway/K-96 Ramps		Interchange Impr	15
* K 96	Riley	Manhattan: Kimball Ave, Hudson to K-18	4.7	ROW	1,238
US 281	Russell	US-40A N to 8th Street in Russell	0.5	Gr Su Storm Sew	1,058
US 281	Russell	Russell-2nd to 5th St	0.2	Widen Gr Su	341
* K 96	Saline	Salina: Industrial Area to Airport	1.0	Gr Br Su	1,708
K 4	Saline	UP-RR Crossing S of Salina		Signals	100
K 4	Saline	UP-RR Crossing S of Salina		Gr Su	100
	Sedgwick	S of Kellogg Ave, W from Ridge Rd	0.2	New City Street	197
I 135	Sedgwick	NB B #291 Wichita Viad 18th to English		Br OL	6,649
I 235	Sedgwick	SB I-235 #079 @ MoPac .3 Mi NW West St		Br Widen & OL	229

Kansas Department of Transportation
Major Modification Program
Fiscal Year 1988

10-July-87

Program
Constr.
Cost
(1,000)

Route	County	Location Description	Length (Mi)	Type of Work	Cost (1,000)
I 235	Sedgwick	NB I-235 Br #078 over West St		Br Widen & OL	208
I 235	Sedgwick	NB I-235 Br #082 over AT&SF-RR & K-2		Br Widen & OL	473
I 235	Sedgwick	SB I-235 Br #081 over AT&SF-RR & K-2		Br Widen & OL	396
I 235	Sedgwick	NB I-235 #080 @ MoPac .3 Mi NW West St		Br Widen & OL	339
I 235	Sedgwick	SB I-235 Br #077 over West St		Br Widen & OL	209
I 70	Shawnee	End Viaduct E to KTA (6 & 4 lanes)	3.9	Su Reconst	16,329
US 75 A	Shawnee	Topeka-Independence and Topeka		Sgnl Mod & Geomet	250
US 75	Shawnee	I-470/Huntoon/Wanamaker off-Ramp Improvements		Gr Su	148
US 75	Shawnee	I-470/Huntoon/Wanamaker off-Ramp Improvements		Traffic Signals	150
US 75 A	Shawnee	Topeka-8th and Topeka		Upgrade Signals	45
* I 470	Shawnee	EB Br #065 over 37th E of Fairlawn		Br Repl	1,112
* I 470	Shawnee	37th St Br #153 over Shunganunga Cr		RFB Ext	69
* I 470	Shawnee	WB Br #064 over 37th E of Fairlawn		Br Repl	1,113
US 283	Trego	Wakeeney-UP-RR to N City Limits	0.2	Curb & Gutter	113
K 25	Wichita	Leoti-MoPac-RR to N City Limits	0.5	Widen & SS	198
US 75	Wilson	MP-RR Crossing N of Altoona		Signals	90
US 54	Woodson	MP-RR Crossing near Piqua		Signals	90
US 54	Woodson	MP-RR Crossing near Piqua		Gr Su	100
K 32	Wyandotte	On K-32 300' W of 57th St E 1100'	0.5	Med Mod & Su	1,831
K 32	Wyandotte	Edwardsville-Intersection-9th St, K-32	0.0	Decel Ln, Signs	98
K 32	Wyandotte	Kansas City-K-32/Kansas/68th St		Wid, Chan'zation	450
K 32	Wyandotte	Kansas City-K-32/I-70, WB Ramps/38th St		Signals	35
I 35	Wyandotte	.3 Mi SW of JO-WY Co L NE TO KS-MO SL	*4.0	Sgn	1,498
I 35	Wyandotte	.25 Mi SW JO-WY Co L NE to K-12 SW Bld	2.3	Pvmt Reconst Br	15,301
I 35	Wyandotte	I-35/18th St Expressway (US-69) Interc		Gr Su Brs	5,626
* US 69	Wyandotte	Br #066 over Mo Pac-RR .42 Mi S of K-5		Repl Deck & Rep	1,562
US 169	Wyandotte	Kansas City-7th and Kansas		Intrsec Impr, Sgl	237
I 435	Wyandotte	I-435/State Ave		Traf Sgn	179
Totals			70.0		145,901

Kansas Department of Transportation
 New Construction
 Fiscal Year 1988

10-July-87

Route	County	Location Description	Length (Mi)	Type of Work	Program Constr. Cost (1,000)
I 435	Johnson	I-35 Interchange Ramp N-W & I-35		Gr Su Sg	7,725
I 670	Wyandotte	Central Ave Ramps for I-670 5 thru 8		Gr Br Su	9,765
I 670	Wyandotte	Central Ave Ramps for I-670 1 thru 4		Br	2,013
I 670	Wyandotte	Connection to I-70 & Central Ave Ramps		Lighting	244
Totals			0.0		19,747

	1988-96 =====		1988-96 =====
Beginning Balance:	\$73	State Operations:	(\$1,777)
Existing Revenues:	\$2,827	Substantial Maint: 54.7	(639)
MFT: Index existing: NONE	\$0	Major Modifications:	(1,025)
Increase: 6.0	\$607	New Construction:	(400)
Index increase: NONE	(0)	Debt Service:	0
VR: Index existing: NONE	0	TOTAL USES :	(\$3,841)
Increase:	350	BALANCE (7/1/1996):	\$15
Index increase: NONE	0		=====
Sales Tax: 0.00	0		=====
Misc. Revenues:	0	Gasoline Tax (1996):	17.0
Bond Proceeds (inc. int.):	0	Inc. in Local Revenue:	\$121
TOTAL SOURCES:	\$3,856		
	----- =====		

Assumptions

Motor Fuel Tax

10/1/1987 6¢ increase
 1¢ to local units

Vehicle Registrations

Auto increase per task force w/o indexation
Trucks increase 50% light trucks w/o indexation
 35% heavy trucks w/o indexation

5,000 per year - Highway Patrol 1988-1996

425 per year - Rural Public Trans. 1989-1996

KDOT

August 20, 1987 8:00 a.m.

STATE HIGHWAY FUND-PROJECTIONS-EXISTING REVENUE SOURCES*

(\$ IN 000)	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	TOTAL
REVENUES										
MOTOR FUEL	\$78,500	\$77,300	\$77,200	\$78,000	\$77,600	\$77,300	\$77,000	\$76,400	\$76,700	\$696,000
VEHICLE REG.	\$78,000	\$78,500	\$78,500	\$78,500	\$71,000	\$71,000	\$71,000	\$71,500	\$71,500	\$637,500
SGF TRANSFER	\$20,000	\$31,000	\$43,000	\$47,600	\$49,300	\$51,100	\$52,600	\$54,200	\$55,000	\$405,400
MISCELLANEOUS TRANSFERS	\$5,724	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$5,700	\$51,324
FEDERAL AID REIMBURSEMENTS	\$128,163	\$107,502	\$117,054	\$101,911	\$102,422	\$102,422	\$102,422	\$102,422	\$102,422	\$966,740
SUBTOTAL-REVENUES	\$316,529	\$307,603	\$327,204	\$311,363	\$309,803	\$311,383	\$312,583	\$314,083	\$315,983	\$2,826,614
EXPENDITURES										
STATE OPERATIONS & MISC.	\$168,746	\$177,094	\$178,234	\$185,126	\$188,099	\$196,050	\$203,527	\$211,296	\$219,384	\$1,720,356
SUBSTANTIAL MAINTENANCE	\$33,343	\$43,689	\$63,691	\$68,470	\$73,743	\$79,421	\$85,536	\$92,122	\$99,216	\$639,231
MAJOR MODIFICATIONS	\$162,109	\$108,634	\$113,385	\$107,000	\$107,078	\$106,884	\$106,797	\$106,757	\$106,737	\$1,025,381
SUBTOTAL-STATE OPS., SUBST. MAINT., AND MAJOR MODIFICATIONS	\$364,198	\$329,417	\$355,310	\$360,606	\$369,220	\$382,355	\$395,860	\$410,175	\$425,337	\$3,392,888
REVENUES MINUS EXPENDITURES	(\$47,669)	(\$21,814)	(\$28,026)	(\$49,233)	(\$59,837)	(\$70,972)	(\$83,277)	(\$96,092)	(\$109,354)	(\$566,274)
BEGINNING BALANCE	\$72,473	\$24,804	\$2,990	(\$25,036)	(\$74,269)	(\$134,106)	(\$205,078)	(\$288,355)	(\$384,447)	
CUMULATIVE BALANCE	\$24,804	\$2,990	(\$25,036)	(\$74,269)	(\$134,106)	(\$205,078)	(\$288,355)	(\$384,447)	(\$493,801)	

* ALL REVENUE AND EXPENDITURE PROJECTIONS ARE FROM KDOT ASSUMPTIONS

Kansas Department of Transportation
Highway Improvement Program

DATE: 24-Jul-87
AT: 01:12 PM

Program Constr. Cost (1,000)
 FY 89-91 Current Program
 FY 89-93 New Major Modification Program
 On New Initiative Corridors

5 yr plan
KDOT Reports 8/21
lets in new

Route	County	Location Description	Length (MI)	Type of Work	Program Constr. Cost (1,000)	FY 89-91 Current Program	FY 89-93 New Major Modification Program	On New Initiative Corridors
K 2	Sedgwick	1.2 Mi E FAS 2061 to WCL Wichita	2.0	Widen, OL, SS	2,493		X	
K 4	Salina	Jct K-104 to NCL Gypsum	9.2	1 1/2 OL	482	X		
K 7	Bourbon	Jct US-54 NW to FAS 53	6.7	1 1/2 OL	376	X		
K 7	Bourbon	FAS 53 N to W Jct K-31	7.2	1 1/2 OL	400	X		
K 7	Doniphan	Jct K-20 to SCL Troy	4.6	1 1/2 OL	256	X		
K 7	Johnson	NCL Olathe to 2L/4L Div	2.1	Patch, OL, SS	970			X
K 7	Miami	LN-MI Co L N to US-169	7.9	1 1/2 OL	410	X		
K 14	Rice	RN-RC Co L-N to SCL Sterling	3.0	1 1/2 OL	166	X		
K 15	Sedgwick	SU-SG Co Line to SCL Wichita(Exc City)	7.6	Patch, OL, SS	3,018			X
US 24	Pottawatomie	4L Div/2L to WCL Wamego	9.6	Reconstruction	8,729			X
US 24	Pottawatomie	UP-RR Br #010 5.93 Mi E of K-99	1.7	Gr Br Su	5,841			X
K 27	Greeley	NCL Tribune to GL-WA Co Line	15.9	Reconstruction	11,431			X
K 27	Morton	NCL Richfield to MT-ST Co L	8.3	Reconstruction	5,514			X
I 35	Johnson	MI-JO Co L NE 6.7 Mi	6.7	Pavt Rec Sq Lt	16,105	X		X
I 35	Johnson	US-56 NE to Renner Road	2.7	Pav Recon Sq Lt	10,836	X		X
I 35	Johnson	I-435 NE to US-69	2.5	Su Reconst Sq	9,013	X		X
I 35	Johnson	Jct US-69 NE to I-635 Exclude 75th St	4.7	Pvmt Rehab	26,236	X		X
I 35	Johnson	Renner Road NE to I-435	2.4	Pav Recon Sq Lt	9,407	X		X
I 35	Lyon	KTA E to E Jct US-50	5.8	Su Recon Sq Lt	15,253			X
US 36	Nemaha	Jct K-236 to W Jct US-75	8.0	Reconstruction	7,085			X
US 36	Washington	WJct K-15 to WCL Washington	5.8	Reconstruction	4,659			X
K 37	Montgomery	WL-WG Co L E to FAS 375	3.2	1 1/2 OL	190	X		X
US 40	Logan	2L/4L Div to I-70 (SL & NL)	2.3	Resurf	1,405			X
US 50	Ford	E Jct US-50/US-283 to ED-FO Co L	20.2	Resurf	7,825			X
US 50	Ford	1 Mi E FAS 257 E to ED-FO Co Line	9.4	Rdwy Rehab	4,362	X		
US 50	Lyon	2.4 Mi E OS-LY Co Line to 2L/4L Div	3.2	Rdwy Rehab	1,142	X		X
US 54	Allen	1.1 Mi E WQ-AL Co Line to WCL Iola	4.8	Reconstruction	6,613			X
US 54	Butler	BU-SG Co L to WCL Augusta NL & SL	8.9	Wid Patch & OL	4,569	X		X
US 54	Sedgwick	ECL Wichita E to BU-SG Co L	2.3	Wid Patch & OL	1,209	X		X
US 56	Barton	ECL Pawnee Rock to SCL Great Bend	11.5	Rdwy Rehab	5,392			X
US 56	Marion	NCL Lincolnville to MN-DK Co L	7.9	Reconstruction	7,354			X
I 70	Dickinson	2.3 Mi E K-43 E to DK-GE Co L	6.2	Su Recon Sq Lt	11,336	X		X
I 70	Geary	7.0 Mi E Co L to ECL Grandview Plaza	4.3	Su Reconst	9,195	X		X
I 70	Geary	DK-GE Co L East 7.0 Mi	7.0	Su Reconst	14,217	X		X
I 70	Saline	LC-SA Co L to US-81	15.3	Su Recon Sq Lt	31,039			X
I 70	Shawnee	E of E Jct US-75 E to Begin Viaduct	2.7	Su Recon Sq Lt	9,587	X		X
I 70	Shawnee	W Jct US-75 E to W of E Jct US-75	1.6	Su Recon Sq Lt	5,085	X		X
I 70	Wyandotte	7th St (US-69) NE to US-24	1.5	Su Reconst	6,743	X		X
US 73	Leavenworth	NW Edge Leavenworth NW to K-192	8.6	Su	6,602	X		X
US 75	Jackson	N Jct K-214 N to SCL Holton	13.8	Su Rehab	7,646	X		X
US 75	Woodson	2.9 Mi N WL-WO Co L N to Yates Center	7.7	Rehab	4,695	X		X
US 75	Woodson	WL-WO Co L N 2.9 Mi	2.9	Rehab	3,357	X		X
US 83	Decatur	SD-DC Co L N 9 Mi	9.0	Rehab	4,464	X		X
US 83	Finney	HS-FI Co Line to Jct US-83 Bus	13.9	Widen, OL, SS	6,487			X
US 83	Haskell	SW-HS Co Line N to HS-FI Co L	24.1	Widen, OL, SS	9,311			X
US 83	Logan	LG-SC Co Line to 8.0 Mi N FAS 1067	14.1	Recon	10,342			X
US 83	Scott	FI-SC Co Line to SCL Scott City	14.3	Rdwy Rehab	6,900			X
US 83	Scott	NCL Scott City to S Jct K-95	9.0	Widen, OL, SS	4,917			X
US 83	Seward	KS-OK St Line to SCL Liberal	2.4	Roadway Rehab	1,134			X
US 83	Seward	NCL Liberal to SW-HS Co L	24.0	Roadway Rehab	13,388			X
US 83	Sheridan	Jct K-23 N to SD-DC Co L (Part Reloc)	1.0	Rehab	1,277	X		X
K 96	Ness	ECL Ness City to WCL Bazine	10.7	Reconstruction	7,817			X
K 96	Rush	ECL Alexander to WCL Rush Center	12.4	Reconstruction	9,193			X
K 96	Wichita	Jct K-167 E to WH-SC Co L	4.6	Resurf	1,413			X
K 99	Wabaunsee	W Jct K-4 NW 6.7 Mi	6.7	1 1/2 OL	401	X		
I 135	Sedgwick	S Jct I-235 N to Pawnee St in Wichita	3.1	Su Reconst & Br	6,566	X		X
US 160	Montgomery	0.6 Mi E of Independence E to US-169	5.7	Resurfacing	1,497	X		
US 166	Montgomery	8th St in Coffeyville to E Jct US-169	1.0	Widen, OL & SS	5,428			X
US 169	Allen	1.08 Mi N K-269 to SCL Iola	1.7	Widen, Pat, OL, SS	2,290			X
US 193	Phillips	.1 Mi N Philipbrg to 7.7 Mi N Philipbr	7.7	Rdwy Recon	5,016			X
US 281	Barber	OK-KS St L to K-2 (Excl Hardtner)	5.3	Reconst	4,117			X
US 281	Barton	SF-BT Co Line to SCL Great Bend	6.4	Widen, OL, SS	2,999			X
US 291	Pratt	NCL Pratt to PR-SF Co L (Excl Iuka)	11.2	Recon	9,624			X
US 281	Stafford	K-19 to SF-BT Co L	7.1	Widen, OL, SS	3,316			X
US 283	Ford	3.0 Mi N FAS 1433 to Jct US-56	9.1		4,482			X
US 283	Hodgeman	0.4 Mi N K-156 N to NS-HG Co L	11.6	Rehab	5,624	X		
K 383	Phillips	ECL Long Island to US-183	9.6	1 1/2" OL	480	X		
I 470	Shawnee	Jct I-70 SE to KIRA & Topeka Ave.	7.0	Su Reconst	14,313	X		X

8/21 Transportation
Attachment #4

Table to Compute New 1988-1996 Total when Ann

Fiscal Year	Inflation Rate	1987 Annual Base	1987 Base Inflated	Payout
1987	0.00%	57,000	32,787	
1988	106.10%		34,454	33,343
1989	113.60%		64,752	44,553
1990	122.00%		69,540	66,348
1991	131.40%		74,898	71,326
1992	141.60%		80,712	76,836
1993	152.50%		86,925	82,783
1994	164.20%		93,594	89,148
1995	176.80%		100,776	95,988
1996	190.50%		108,585	103,379

Total (1988-1996)

663,704

Adequate level if not new corridors construction

Sub in 24.7 to 028.3

*Adequate No New Construction
Compares back to 639*

Transportation #5 8/21

*8/21
Options*

S
S
S
S
S

Table to Compute New 1988-1996 Total when Ann

Fiscal Year	Inflation Rate	1987 Annual Base	1987 Base Inflated	Payout
1987	0.00%	72,600	32,787	
1988	106.10%		34,454	33,343
1989	113.60%		82,474	50,461
1990	122.00%		88,572	84,506
1991	131.40%		95,396	90,847
1992	141.60%		102,802	97,865
1993	152.50%		110,715	105,439
1994	164.20%		119,209	113,546
1995	176.80%		128,357	122,258
1996	190.50%		138,303	131,672
Total (1988-1996)			829,938	

Appropriate no New Construction
W P # 639

	AD	AP	AG	AR	AS	AT	AU	AV	AW
1	SOURCES:			1988-96			USES:		
2	=====			=====			=====		
3	Beginning Balance:			\$73	State Operations:			(\$1,723)	
4					Substantial Maint:			57.0 (664)	
5	Existing Revenues:			\$2,827	Major Modifications:			(1,025)	
6					New Construction:			0	
7	MFT:	Index existing:	NONE	\$0	Debt Service:			0	
8		Increase:	3.0	\$243	25% local			-----	
9		Index increase:	NONE	(0)	TOTAL USES :			(\$3,412)	
10	VR:	Index existing:	NONE	0	=====			=====	
11		Increase:		297	BALANCE (7/1/1996):			\$27	
12		Index increase:	NONE	0	=====			=====	
13	Sales Tax:			0.00					
14	Misc. Revenues:			0					
15					Gasoline Tax (1996):			14.0	
16	Bond Proceeds (inc. int.):			0	Inc. in Local Revenue:			\$121	
17	-----			-----					
18	TOTAL SOURCES:			\$3,439					
19	=====			=====	Bond Sales after 1996?			YES	

21-Aug-87 12:45 PM

100% #13 cars

Passenger Trucks
"Adequate" level maintenance

1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th

this or

AN	AD	AP	AQ	AR	AS	AT	AU	AV	AW
1		SOURCES:		1988-96		USES:			1988-96
2				=====					=====
3		Beginning Balance:		\$73		State Operations:			(\$1,723)
4						Substantial Maint:	57.0		(664)
5		Existing Revenues:		\$2,827		Major Modifications:			(1,025)
6						New Construction:			0
7		MFT: Index existing:	NONE	\$0		Debt Service:			0
8		Increase:	3.0	\$243					
9		Index increase:	NONE	(0)		TOTAL USES :			(\$3,412)
10		VR: Index existing:	NONE	0		DROP To			
11		Increase:		435	243	BALANCE (7/1/1996):			\$164
12		Index increase:	NONE	0		30-30			
13		Sales Tax:	0.00	0		add 15mil			
14		Misc. Revenues:		0					
15						Gasoline Tax (1996):			14.0
16		Bond Proceeds (inc. int.):		0		Inc. in Local Revenue:			\$121
17				=====					
18		TOTAL SOURCES:		\$3,577					
19				=====		Bond Sales after 1996?			YES
20									
21	Aug-87	12:49 PM							

~~30~~

Capillac or Subaru

crunches 1st of categories of vehicles into category

Passenger Vehicle Reg Trucks

*1140
2500
(39)*

"Adequate" level maintenance

24.70 -

Scenario that will probably work \$30 passenger vehicles all categories

*243
152
258*

35

this

AN	AP	AQ	AR	AS	AT	AU	AV	AW
SOURCES:			1988-96			USES:		1988-96
Beginning Balance:				\$73	State Operations:			(\$1,723)
Existing Revenues:			\$2,827		Substantial Maint: 72.6			(830)
MFT: Index existing:			NONE	\$0	Major Modifications:			(1,025)
Increase:			3.0	\$243	New Construction:			0
Index increase:			NONE	(0)	Debt Service:			(19)
VR: Index existing:			NONE	0	TOTAL USES :			(\$3,597)
Increase:				301	BALANCE (7/1/1996):			\$24
Index increase:			NONE	0				
Sales Tax:			0.00	0	Gasoline Tax (1996):			14.0
Misc. Revenues:				0	Inc. in Local Revenue:			\$121
Bond Proceeds (inc. int.):				178	Bond Sales after 1996?			YES
TOTAL SOURCES:				\$3,621				

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Registrations 50%

"appropriate" maintenance level

72.6 million

1

	AO	AP	AQ	AR	AS	AT	AU	AV	AW	
1	SOURCES:			1988-96			USES:			1988-96
2				=====						=====
3	Beginning Balance:			\$73	State Operations:			(\$1,723)		
4					Substantial Maint: 57.0			(664)		
5	Existing Revenues:			\$2,827	Major Modifications:			(1,025)		
6					New Construction:			0		
7	MFT: Index existing:			NONE	\$0	Debt Service:			0	
8	Increase: <i>1 state</i>			2.0	\$122				-----	
9	Index increase: <i>1 local</i>			NONE	(0)	TOTAL USES :			(\$3,412)	
10	VR: Index existing:			NONE	0				=====	
11	Increase:			452	BALANCE (7/1/1996):			(\$60)		
12	Index increase:			NONE	0				=====	
13	Sales Tax:			0.00	0	Gasoline Tax (1996):			13.0	
14	Misc. Revenues:				0	Inc. in Local Revenue:			\$121	
15					0					
16	Bond Proceeds (inc. int.):				0					
17					0					
18	TOTAL SOURCES:			\$3,472						
19					=====	Bond Sales after 1996?			YES	
20										

21-Aug-87 12:52 PM

Passage-Vehicles 75%
Trucks 15%

AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	
SOURCES:				1988-96			USES:		1988-96	
Beginning Balance:				\$73	State Operations:			(\$1,723)		
Existing Revenues:				\$2,827	Substantial Maint:			72.6	(830)	
MFT: Index existing:				NONE	\$0	Major Modifications:			(1,025)	
Increase:				2.0	\$122	New Construction:			0	
Index increase:				NONE	(0)	Debt Service:			0	
VR: Index existing:				NONE	0	TOTAL USES :			(\$3,579)	
Increase:				452	BALANCE (7/1/1996):			64		
Index increase:				NONE	0					
Sales Tax:				0.00	0	Gasoline Tax (1996):				13.0
Misc. Revenues:				170	Inc. in Local Revenue:				\$121	
Bond Proceeds (inc. int.):				0						
TOTAL SOURCES:				\$3,642	Bond Sales after 1996?				YES	

-Aug-87 12:55 PM

\$20 million windfall per year
75% for registration
Appropriate level maintenance