

Approved 4-12-91  
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Representative Herman G. Dillon at  
Chairperson

2:17 ~~am~~/p.m. on April 1, 1991 in room 519-S of the Capitol.

All members were present except:

Representative Parkinson - Excused

Committee staff present:

Hank Avila - Legislative Research  
Bruce Kinzie - Revisor of Statutes  
Jo Copeland - Committee Secretary

Conferees appearing before the committee:

Pam Somerville - Governmental Affairs Director for the Kansas  
Motor Car Dealers Association  
Dean Trimmell - Legislative Chairman for Kansas Motor Car  
Dealers Association

SB 169 - Highway advertising control act, nonconforming signs,  
penalty.

Information requested from Ken Stodgell (KDOT) regarding SB  
169 was presented to the Committee. (Attachment 1)

Information requested from Senator Francisco regarding SB  
169 was also presented to the Committee. (Attachment 2)

Final action on SB 169.

Representative Freeman moved to amend SB 169 (Attachment 3)  
and Representative Gross seconded. Motion carried.

Representative Shore moved to amend SB 169 (Attachment 4)  
and Representative Smith seconded. Motion carried.

Representative Freeman moved to pass SB 169 as amended and  
Representative Shore seconded. Motion carried.

Sub-Committee report on:

HB 2557 - Vehicle identification number, inspection;  
competitive bidding required.

HB 2591 - An act concerning motor vehicles; relating to the  
checking of vehicle identification numbers, amending  
K.S.A.: 1990 Supp. 8-116a and repealing the existing  
section.

HB 2178 - Vehicle identification number inspection, county  
treasurer.

The Sub-Committee consisting of Representative Gross, Chairman,  
Representative Garner and Representative Shallenburger  
presented the report on HB 2557, 2591, and 2178.  
Representative Gross stated the amendments (Attachment 5)  
would aid in the implementation of some of the recommendations  
of the Post Audit Report. (1990 - Highway Patrol's Oversight  
of Vehicle Identification Number Inspections, Page 22 - Section  
6). Representative Gross emphasized the money generated from  
the increase in fee would be used for the purchase of computers  
and not used to purchase Highway Patrol cars.

Representative Gross moved the motion to pass HB 2557 as  
amended and Representative Correll seconded. Motion carried.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,  
room 519, Statehouse, at 2:17 ~~xx~~ p.m. on April 1, 1991.

Questions and discussion followed.

Representative Gross moved to table HB 2557 and Representative Freeman seconded. Motion carried.

SB 267 - Motor vehicle dealers establishment or relocation of new vehicle dealers.

Chairman Dillon opened hearing on SB 267.

Chairman Dillon introduced Pam Somerville who testified in support of SB 267. (Attachment 6)

Chairman Dillon introduced Dean Trimmell who presented Mike Stevens testimony in support of SB 267. (Attachment 7)

Jim Hattan presented written testimony only in support of SB 267. (Attachment 8)

Hearing ended on SB 267.

Deb Miller, Director of Planning and Development, KDOT, presented the briefing from KDOT. (Attachment 9)

William M. Lackey, Transportation Engineer, KDOT, presented the briefing on the Comprehensive Highway Program Status Report. (Attachment 10)

Questions and discussion followed both presentations.

Chairman Dillon entertained a motion to approve the March 26th minutes. Representative Shallenburger moved the motion and Representative Bryant seconded. Motion carried.

Meeting adjourned at 3:17 p.m.



# Kansas Department of Transportation

March 29, 1991

MEMORANDUM TO: KEN STODGELL  
LEGISLATIVE LIAISON

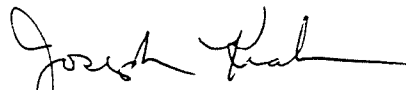
REGARDING: LOGO SIGNS

Federal and State laws and regulations do not preclude the use of logo signs on new highways. The same provisions apply to old and new highways. Logo signs are placed on public right of way.

On new highways, commercial off-premise signs may be erected in "business areas" that is areas zoned for commercial or industrial uses or unzoned commercial or industrial areas as defined in K.S.A. 68-2232 (r). Zoned commercial or industrial areas must be zoned as part of a comprehensive zoning plan as opposed to spot zoning created solely for billboard purposes.

Directional and other official signs, on premises signs and signs advertising the sale or lease of the property upon which they are located can be erected on new highways and these type of signs are not confined to business areas. Farm and ranch directional signs and rural business directional signs are also allowed on new highways and are not confined to business areas.

Sincerely,



JOSEPH KRAHN, CHIEF  
BUREAU OF RIGHT OF WAY

JK:cap

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*ATTACHMENT 1-1*

# AdverSign

## OUTDOOR ADVERTISING

March 28, 1991

Representative Herman Dillon, Chairman  
House Transportation Committee  
Statehouse, Room 431-N  
Topeka, Kansas 66612

Dear Representative Dillon:

Per your request, please find below the additional information you had asked for in committee on Tuesday, March 26th.

- \* Privately owned outdoor advertising signs can still be built in commercially zoned areas adjacent to all highways.
- \* Existing signs, some of which are on Ag land, are both conforming and non-conforming. The industry owns these signs and are continually seeking advertisers for these structures. The industry is also continually building new signs in commercially zoned areas as allowed by the Highway Beautification Act.
- \* The sales people that represent various companies throughout the state are being told by some advertisers that they are not going to buy or renew a sign because they are going to buy a sign from Kansas Department of Transportation.

The Kansas Department of Transportation does not have to comply with any zoning restrictions nor do they have any lease expense. Kansas Department of Transportation can erect signs anywhere on right-of-way that they choose, even right in front of an existing privately owned sign.

- \* Both the land owner and private industry are hurt financially because they cannot compete with the Kansas Department of Transportation.

*Ken Francisco*

*House Transportation  
(316) 261-9168*

PROPOSED AMENDMENTS

TO

SENATE BILL NO. 169

To Prohibit State Competition With Private Enterprise  
In Business Advertising

The following suggested amendments would solve the problem experienced by the outdoor advertising industry where the State of Kansas competes with private enterprise in advertising for profit services of various persons and other business entities throughout the State.

The Definitions Section of the Highway Advertising Control Act of 1972, K.S.A. 68-2232, should be placed into the bill and amended to add the following definitions to those already existing:

(v) "Specific information panel" is a sign placed within the highway right-of-way which identifies a type of motorist service with the words GAS, FOOD, LODGING, or CAMPING, or combinations thereof, and provides directional information to areas providing such services.

(w) "Logo signs or logo signing" are signs which show, reference or contain the identification symbol, name, brand, trademark or combination thereof, of any person, business or other organization, or otherwise provides advertising services.

K.S.A. 68-2233 generally provides for the prohibition of certain signs, with some exceptions. K.S.A. 68-2233 should be added to the bill and subsection (a) of the statute should be amended in the following manner:

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"(1) After March 31, 1972, and subject to the provisions of K.S.A. 68-2237, no sign shall be erected or maintained in an adjacent area, except the following: (a) directional and other official signs, including, but not limited to, specific information panels and signs pertaining to natural wonders or scenic or historical attractions, which are required or authorized by law and which comply with regulations which shall be promulgated by the Secretary of Transportation. . . ."

This same statute should be further amended with the addition of the following new section:

"(2) Notwithstanding any other provisions of this section, the Secretary or the State, as the case may be, shall not approve, allow or offer logo signs or logo signing on specific information panels as defined by law or otherwise sponsor or engage in the business of offering such signs for rent, lease, sale or use. All logo signs subject to this section shall be removed by July 1, 1991, or at the end of any lease or similar use term in effect on the effective date of this Act."

## PROPOSED AMENDMENT TO SB 169

Section 1. K.S.A. 68-2233 is hereby amended to read as follows: 68-2233. After March 31, 1972, and subject to the provisions of K.S.A. 68-2237, and amendments thereto, no sign shall be erected or maintained in an adjacent area, except the following: (a) Directional and other official signs, including, but not limited to, signs pertaining to natural wonders or scenic or historical attractions, which are required or authorized by law and which comply with rules and regulations which shall be promulgated by the secretary of transportation relative to their lighting, size, number, spacing and such other requirements as may be appropriate to implement the provisions of this act: Provided,--That. Such rules and regulations shall not be inconsistent with, nor more restrictive than, such national standards as may be promulgated from time to time by the secretary of the department of transportation of the United States, pursuant to subsection (c) of section 131 of title 23 of the United States code;

(b) signs advertising the sale or lease of property upon which they are located, except that there shall not be more than one ~~(1)~~ such sign which is visible to traffic proceeding in any one direction on any one interstate or primary highway;

(c) signs advertising activities conducted on the property on which they are located, including, without limiting the generality of the foregoing, goods sold, stored, manufactured, processed or mined thereon; services rendered thereon; and entertainment provided thereon;

(d) signs erected in business areas on or before March 31, 1972; and

(e) signs which are to be erected in business areas and which will comply when erected with the provisions of K.S.A. 68-2234, and amendments thereto; and

(f) rural business and farm or ranch directional signs erected in accordance with section 2.

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New Sec. 2. (a) As used in this section:

(1) "Rural area" means a sign site outside the limits of an incorporated city despite the zoning, if any, that may be in place;

(2) "element" means a component, complete in itself, of a single or multimessage sign structure;

(3) "structure" means a total sign unit. A structure may carry one or more elements.

(b) Signs not exceeding 32 square feet in informational display area per element giving directions to off-highway businesses, farms or ranches shall be allowed in rural areas. Such signs may be a single sign element or a multielement sign structure.

(c) The secretary of transportation may adopt such rules and regulations to implement the provisions of this section.

HOUSE BILL No. 2557

By Committee on Appropriations

3-6

8 AN ACT concerning motor vehicles; relating to inspection of vehicle  
9 identification numbers; amending K.S.A. 1990 Supp. 8-116a and  
10 repealing the existing section.

11 *Be it enacted by the Legislature of the State of Kansas:*

12 Section 1. K.S.A. 1990 Supp. 8-116a is hereby amended to read  
13 as follows: 8-116a. (a) When an application is made for a vehicle  
14 which has been assembled, reconstructed, reconstituted or restored  
15 from one or more vehicles, or the proper identification number of  
16 a vehicle is in doubt, the procedure in this section shall be followed.  
17 The owner of the vehicle shall request the Kansas highway patrol  
18 to check the vehicle. At the time of such check the owner shall  
19 supply the highway patrol with information concerning the history  
20 of the various parts of the vehicle. Such information shall be supplied  
21 by affidavit of the owner, if so requested by the highway patrol. If  
22 the highway patrol is satisfied that the vehicle contains no stolen  
23 parts, it shall assign an existing or new identification number to the  
24 vehicle and direct the places and manner in which the identification  
25 number is to be located and affixed or implanted. A charge of \$10  
26 per hour or part thereof, with a minimum charge of \$10, shall be  
27 made to the owner of a vehicle requesting check under this sub-  
28 section, and such charge shall be paid prior to the check under this  
29 section. When a check has been made under subsection (b), not  
30 more than 60 days prior to a check of the same vehicle identification  
31 number, requested by the owner of the vehicle to obtain a regular  
32 certificate of title in lieu of a nonhighway certificate of title, no  
33 charge shall be made for such second check.

34 (b) ~~From and after the effective date of this act,~~ Any person  
35 making application for any original Kansas title for a used vehicle  
36 which, at the time of making application, is titled in another juris-  
37 diction, as a condition precedent to obtaining any Kansas title, shall  
38 have such vehicle checked by the Kansas highway patrol for veri-  
39 fication that the vehicle identification number shown on the foreign  
40 title is genuine and agrees with the identification number on the  
41 vehicle. Checks under this section may include inspection for pos-  
42 sible violation of K.S.A. ~~8-611~~ 21-3757, and amendments thereto,  
43

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1 or other evidence of possible fraud. The verification shall be made  
 2 upon forms prescribed by the division of vehicles which shall contain  
 3 such information as the secretary of revenue shall require by rules  
 4 and regulations. A charge of \$10 per hour or part thereof, with a  
 5 minimum charge of \$10, shall be made for checks under this sub-  
 6 section. When a vehicle is registered in another state, but is financed  
 7 by a Kansas financial institution and is repossessed in another state  
 8 and such vehicle will not be returned to Kansas, the check required  
 9 by this subsection ~~(b)~~ shall not be required to obtain a valid Kansas  
 10 title or registration.

11 (c) As used in this act, "identification number" or "vehicle iden-  
 12 tification number" means an identifying number, serial number, en-  
 13 gine number, transmission number or other distinguishing number  
 14 or mark, placed on a vehicle, engine, transmission or other essential  
 15 part by its manufacturer or by authority of the division of vehicles  
 16 or the Kansas highway patrol or in accordance with the laws of  
 17 another state or country.

18 (d) The checks made under subsection (b) may be made by a  
 19 designee of the superintendent of the Kansas highway patrol. *All*  
 20 *contracts to provide such checks shall be entered into pursuant to*  
 21 *agreements with local law enforcement agencies or pursuant to com-*  
 22 *petitive proposals administered pursuant to K.S.A. 75-37,102, and*  
 23 *amendments thereto. The request for proposals shall set forth the*  
 24 *minimum qualifications and the responsibilities of the parties who*  
 25 *may contract to provide such checks.* For checks made by a designee,  
 26 at least \$1 of each charge shall be remitted to the Kansas highway  
 27 patrol and the balance of such charges shall be retained by such  
 28 designee. When a check is made under either subsection (a) or (b)  
 29 by personnel of the Kansas highway patrol, the entire amount of  
 30 the charge therefor shall be paid to the highway patrol.

31 (e) There is hereby created the vehicle identification number fee  
 32 fund. The Kansas highway patrol shall remit all moneys received by  
 33 the Kansas highway patrol from fees collected under subsection (d)  
 34 to the state treasurer at least monthly. Upon receipt of each such  
 35 remittance, the state treasurer shall deposit the entire amount in  
 36 the state treasury to the credit of the vehicle identification number  
 37 fee fund. All expenditures from the vehicle identification number  
 38 fee fund shall be made in accordance with appropriations acts upon  
 39 warrants of the director of accounts and reports issued pursuant to  
 40 vouchers approved by the superintendent of the Kansas highway  
 41 patrol or by a person or persons designated by the superintendent.

42 Sec. 2. K.S.A. 1990 Supp. 8-116a is hereby repealed.

superintendent of the Kansas highway patrol shall  
 adopt rules and regulations to establish: (1)

; and (2) a procedure for the administration of the  
 competitive proposal process

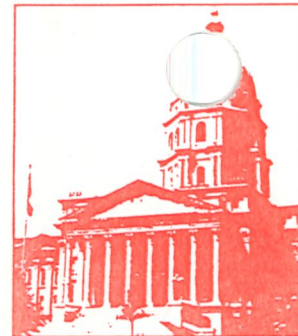


# kmcda



KANSAS MOTOR CAR DEALERS ASSOCIATION

800 Jackson • Suite 808 • Topeka, Kansas 66612 • (913) 233-6456 • (800) 825-0169 (KS only)



## LEGISLATIVE TESTIMONY

TESTIMONY BEFORE THE HOUSE TRANSPORTATION COMMITTEE

SENATE BILL 267

RELEVANT MARKET AREA

March 27, 1991

Mr. Chairman and members of the Committee:

Thank you for the opportunity to appear before you this afternoon on Senate Bill 267. My name is Pam Somerville, Governmental Affairs Director for the Kansas Motor Car Dealers Association. I would also like to introduce Dean Trimmell, KMCD A Legislative Chairman; and Pat Barnes, KMCD A Legislative Counsel.

The Kansas Motor Car Dealers Association is a trade association representing 329 franchised new car and truck dealers in Kansas. Senate Bill 267 proposes to establish a relevant market area law for the state of Kansas. Simply stated, a relevant market area law would establish criteria for a dealer's response when a manufacturer intends to place a new dealership within an existing dealer's market area. Senate Bill 267 would require the manufacturer to notify the Director of Vehicles in the event the

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manufacturer proposed placing a new same line-same make dealership within the existing automobile dealer's territory. The Director of Vehicles would then notify the affected dealer(s), and the Director would also be required to publish the notice in the Kansas Register. The dealer would then have thirty days to respond to the Director of Vehicles, in writing, to protest. A hearing would be held based on established criteria, as defined on Page 2 of Senate Bill 267, lines 27 through 43, and Page 3 lines 1 through 8. Following the hearing a decision would be rendered.

The subject of Relevant Market Area legislation is not new to the automobile industry. To date, thirty-eight states have enacted legislation to preserve an automobile dealer's primary area of responsibility contained in their respective Sales and Service agreement. While a dealer is not "guaranteed" a primary area of responsibility, the geographical area is traditionally defined in their agreement. This legislation is important to the franchised dealer to preserve their personal investment and the investment they make to the individual communities in which they reside.

Section 2 of Senate Bill 267 provides an exemption for a manufacturer who has a dispute resolution mechanism for the establishment of an additional new motor vehicle dealer or the relocation of an existing new motor vehicle dealer. I would point out that we have conferred with General Motors and the Ford Motor Company and both manufacturers support this language.

Mr. Chairman, I would like to stress to the committee that our proposal is not an attempt to prevent new dealers in our state, but rather we are simply proposing that the manufacturer be required to notify an existing dealer of the intent to place a new

dealer in their relevant market area and prove good cause for that additional dealership.

The Senate committee amended the bill by changing the 20 mile radius to a 10 mile radius in counties with populations greater than 30,000 and a 15 mile radius in counties with populations less than 30,000. The Senate also amended the bill to exempt motorcycle manufacturers.

Once again, thank you for the opportunity to appear today. I would be happy to respond to questions.



**STATEMENT TO THE HOUSE TRANSPORTATION COMMITTEE  
BY MIKE STEVEN, PRESIDENT, STEVEN MOTOR GROUP, WICHITA**

**IN SUPPORT OF SENATE BILL 267**

March 27, 1991

Mr. Chairman and members of the Committee:

Thank you for the opportunity to present written testimony in support of SB 267. My name is Mike Steven, President of the Steven Motor Group in Wichita. I am also an officer of the Kansas Motor Car Dealers Association.

Senate Bill 267 is an issue important not only to myself, but also to my fellow dealers; particularly because of the huge investment we, as franchised dealers, make to the manufacturers to market their products. The intent of this legislation is simply to require the manufacturer to notify the affected dealer of the intent to place a new dealership in the existing dealer's territory. The legislation requires the manufacturer to give notice and prove good cause.

I would like to take just a moment to relate my own personal situation to each of you.

Steven Motors has been a franchised Subaru dealer since 1975. Last spring, I received a letter from Subaru stating that they had appointed another

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dealer within three miles of my existing dealership with absolutely no previous notice. To make a long story short, I then contacted Subaru and asked if their personnel had conducted a market study to determine if a new dealership was warranted. Subaru's reply was "NO" -- they had not conducted a market study, and furthermore, their attorney had advised them there were no laws in Kansas that required them to do so. PERIOD.

As a businessman, I believe this legislation is important to our industry. I respectfully ask for your favorable support of Senate Bill 267. Again, thank you for the opportunity to provide this testimony.



**Don Hattan Chevrolet Inc.**

6024 N. Broadway • P.O. Box 4659 • Wichita, Kansas 67204 • (316) 744-1275

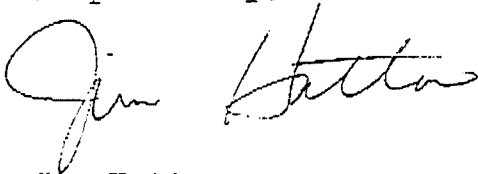
March 27, 1991

Honorable Representative Herman Dillon,

For the record, Mr. Chairman, I would like to state that my letter to Bill Morris on Senate Bill 267 is also applicable to the Wichita Auto Dealers Association membership.

We respectfully ask for favorable passage on relevant market area.

Respectfully,



Jim Hattan  
President,  
Wichita Auto Dealers Association

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Your "Twice as Nice" Chevy Dealer



March 8, 1991

Senator Bill Morris  
Room 143-N  
State House  
Topeka, Kansas 66612

Dear Senator Morris,

My name is Jim Hattan and I am President of Don Hattan Chevrolet, Inc. which is located at 6024 N. Broadway in Wichita, Kansas. I was an active participant in the Kansas Auto Dealers Legislative Coalition in 1989 and in the early part of 1990. The coalition was formed to introduce passage of a Broker's bill. After passage of the bill, active participation by many of the Kansas dealers ceased.

I was contacted by Mr. Mike Grogan in the summer of 1990. At that time, he asked for my membership in the 1990-91 coalition. I sent him a check for that membership on July 27, 1990. I had no further correspondence with him until January 26, 1991, when he sent a letter to me stating that the coalition with its 191 dues-paying members were opposed to the Sunday Closing Law, Senate Bill 65.

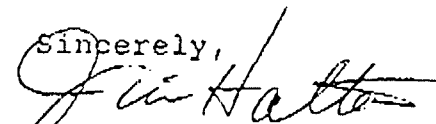
I contacted Mr. Grogan immediately and stated that I was in favor of this bill and asked him who in the coalition was opposed to this bill. At that time, he did not name any dealers who were opposed. He did feel that there were legislators opposing the bill.

Today, February 8, 1991, I received information that Mr. Grogan, under the heading 'Kansas Auto Dealers Legislative Coalition', testified to the coalition's opposition of the Relevant Market Area Legislation, Senate Bill 267.

I have never been contacted by Mr. Grogan concerning this bill. In the one telephone conversation I did have with him, he offered to assist me in acquiring a Japanese import at my present location. However, relevant market area legislation was never discussed.

I am very sorry that any confusion has possibly arisen due to my association with Mr. Grogan. As an Automobile Dealer, I am in favor of both Senate Bill 65 and Senate Bill 267.

Sincerely,

  
Jim Hattan

**KANSAS DEPARTMENT OF TRANSPORTATION  
PRESENTATION TO THE  
HOUSE COMMITTEE ON TRANSPORTATION  
April 1, 1991**

Recent reports of efforts to enact new federal legislation for highway and transportation programs have indicated that a new system of highways of national significance is being considered and that federal funding for transportation programs may be increased. These recommendations are contained in the Bush Administration's proposal for reauthorization of the Federal Surface Transportation Act.

Because Federal-aid is a significant part of the state's Comprehensive Highway Program, and because it has a major effect on the programs of local cities and counties, it is important that transportation officials and others in responsible positions understand and plan for major congressional changes.

First, it is important to clarify that the Administration's proposal has not been enacted; in fact, it has only just recently been formally introduced in Congress.

A brief discussion of the history of major federal highway legislation follows to provide background and to put the Administration's proposal in perspective. The proposal will be outlined in general terms and comparisons will be made with existing programs. Finally, some observations and criticisms of the proposal are offered followed by a discussion of likely future activities.

**Background**

In order to comprehend the magnitude and impact of any proposed change, it is important to understand how the federal role in transportation has evolved over time and what are the existing federal systems and programs in place today.

The first major federal aid program for roads was the Federal Aid Road Act of 1916. This act authorized the use of federal money for road construction and established a formula for apportionment among the states based on land area, population and postal mileage (mileage on roads over which mail was carried).

In Kansas, this prompted the legislature to create the State Highway Commission in 1917. At that time, the Commission consisted of the Governor and two appointees who represented the eastern and western portions of the state. The Commission was authorized to enter into contracts and agreements with federal authorities

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concerning governmental aid.

The next significant federal highway legislation was developed during the Eisenhower Administration with the adoption of the Federal Aid Highway Act and the Highway Revenue Act of 1956. These far-reaching bills authorized the Interstate as a separately funded program, and created the Highway Trust Fund as a continuous reliable source of funding. Special emphasis was placed on the Interstate program by the use of a 90 percent federal matching ratio for funding projects.

Since 1956, there have been several bills which reauthorized the highway programs. In 1982, federal motor fuel taxes were raised by 5 cents to 9 cents per gallon. Additionally, heavy truck taxes were substantially increased but states were required to allow bigger, heavier trucks on state designated networks. One cent of the increased gas tax was earmarked for mass transit.

In 1984, the Deficit Reduction Act reduced scheduled tax hikes on heavy trucks and increased the tax on diesel fuel from 9 to 15 cents per gallon.

The most recent major federal highway legislation enacted was the Surface Transportation and Uniform Relocation and Assistance Act (STURAA) of 1987. In addition to reauthorizing most of the existing programs, the act allowed states to raise the speed limit to 65 mph on certain freeways and Interstate segments located outside urbanized areas of 50,000 population or more.

#### **Current Systems and Programs**

Presently, in Kansas there are 133,156 miles of public roads and streets. Of that total 33,126 or approximately 25 percent are on federal aid systems and are eligible to receive federal funding for construction or reconstruction. There are actually three separate federal aid systems which are eligible for federal aid--the primary, secondary and urban systems. The Federal Aid Primary System in Kansas is 8,917 miles. It includes the Interstate and most roads on the State Highway System. The Federal Aid Secondary System in Kansas is 22,609 miles. Most of these miles are the responsibility of counties, however, there are approximately 1,642 miles which are on the State Highway System. The Urban System consists of 1,600 miles within urban areas in Kansas. Of these miles, 92 are either on the State Highway System or are a city connecting link to the State System.

Currently, funds are apportioned to states by categories such as Interstate, Interstate 4R, Primary, Secondary, Urban and Bridge. The amount of these funds is determined by often complex formulas and by discretionary allocations depending on the category. With the exception of bridges, use of these funds is limited to projects

on a specific federal aid system. For example, Urban funds must be used for projects on the designated federal aid Urban System. There are, however, limited provisions for transfer of funds between categories.

### **Efforts Toward a New Federal Aid Program**

Because the Interstate is nearly complete, funding previously dedicated for this purpose can now be used for other programs. Many officials believe this is an opportune time to reassess existing federal transportation programs. Today's transportation officials face a different set of challenges. Most of the facilities are in place. Much of the challenge is now preserving the huge investment in our roads and streets, and easing urban congestion.

Groups such as the American Association of State Highway and Transportation Officials (AASHTO), Highway Users Federation, the National Governors Association (NGA) and many others have been assessing the needs of transportation users and have made recommendations for a new federal surface transportation program. The United States Department of Transportation (USDOT) completed a comprehensive study of transportation programs and policies and released its National Transportation Policy last April. The report included a number of recommendations, implementation of which would require a restructuring of existing programs.

The 1987 STURAA expires on September 30, 1991. To continue federal programs for highways and public transportation, Congress must take some action to extend the existing programs or enact new legislation. Both the House Public Works and Transportation Committee (Kansas is represented on the committee by Representative Dick Nichols) and the Senate Environment and Public Works Committee will consider legislation this spring and summer dealing with the reauthorization.

### **The Administration's Proposal**

On February 13th the Bush Administration announced the proposed Surface Transportation Assistance Act of 1991. The draft legislation was released with a series of press conferences by the President, Secretary of Transportation Sam Skinner and FHWA Administrator Thomas Larson.

The Administration's proposed Surface Transportation Assistance Act of 1991 is a five-year program which would provide funding for the Federal highway, safety, motor carrier and transit programs for Fiscal Years 1992-1996, at a total cost of \$105 billion.

The highway portion of the proposed act contains the clear majority of the total funding. The Administration has recommended \$88 billion to fund highway programs over the five-year period. The funding level would range from \$15.8 billion in 1992 to \$20.1 billion in 1996. The federal obligation limit for highway funds in the current fiscal year is \$14.5 billion, however, accounting for all allocations, the total funding equals \$15.6 billion.

The Administration's proposal restructures the current Federal highway program into three main components:

- 1) National Highway Program
- 2) Urban/Rural Program
- 3) Bridge Program

The National Highway Program provides for a National Highway System, referred to as simply the NHS. Building on the success of the Interstate System, the NHS will incorporate the Interstate highways (which will continue to carry their own identity) and major demographic, freight and travel routes that are of national significance. The NHS will include routes that serve major population centers, ports, airports, international border crossings, meet national defense requirements, and serve interstate and interregional travel.

Specifically, the proposed 150,000 mile NHS will be comprised of the entire Interstate System, and its future additions; selected principal rural and urban arterials; the Strategic Highway Network (STRAHNET), which consists of highways that provide defense access and emergency capabilities for the movement of personnel, materials and equipment; and connectors to the STRAHNET. While NHS mileage is initially limited to 150,000, the Secretary of USDOT can make adjustments not to exceed 10 percent.

KDOT officials have been working with FHWA to designate the state's portion of the NHS. It is anticipated that the state's total mileage will approximate 3,500 miles. The latest preliminary rural mileage figure from FHWA for Kansas was 3,119 miles. Based on these preliminary figures, the state would have more rural miles on the NHS than any of its neighbors. In fact, Kansas would have the fifth largest number of rural miles (ranking behind Texas, California, Pennsylvania and Illinois), with almost 3 percent (2.96) of the national total mileage. Urban miles would add approximately 400 miles to the state's NHS.

The second major component of the Administration's proposed highway program is the Urban/Rural Program. This program would provide funding for any public road except those on the NHS and roads functionally classified as local or rural minor collector. Included under the program would be state highways off the NHS, county roads on the current Rural Secondary System and city streets on the current program's Urban System. In addition, approximately

550 miles of the state's roads which are not currently on the Federal-aid system would qualify for federal funding under the Urban/Rural Program.

The Urban/Rural Program will reduce FHWA involvement and would allow state and local officials greater discretion. States must certify that they have developed an internal funding distribution method which is fair and equitable to rural and urban areas. The Urban/Rural Program would provide for interchangeable funding with transit projects.

The third major component in the Administration's proposed bill is the Bridge Program. Any obsolete or deficient bridge is eligible for replacement or rehabilitation under this program. There will also be a special discretionary program for high-cost bridges on the NHS and on roads eligible for the Urban/Rural Program. Bridges on the NHS costing more than \$10 million and those on Urban/Rural roads costing more than \$5 million would be eligible for these discretionary funds.

Under the Administration's proposed STAA of 1991, the total highway program apportionments for Kansas would increase from the present level of \$132.9 million to \$205.8 million in 1992. The state would receive 1.40 percent of the total national apportionments compared to the current share of 1.08 percent. Of the \$205.8 million to be apportioned in 1992, 56 percent or \$114.3 million would go for the NHS; \$47.6 million or 23 percent, would be apportioned to the Urban/Rural Program; and \$43.4 million or 21 percent, would be for the Bridge Program.

The state's apportionments would continue to rise from \$205.8 million in 1992 to \$305.1 million in 1996. Over the five-year period of the proposed highway program, Kansas would be apportioned \$1,175,237,000 -- 1.465 percent of the national total.

In addition to the highway title there are three other titles in the STAA of 1991 -- safety, motor carrier and transit.

The safety title continues the existing State and Community Highway Safety Program in the current act, as well as the Speed Limit Program and the Drinking Age law. The Highway Safety Program is designed to reduce traffic accidents, deaths, injuries and property damage. States are required to provide driver improvement programs and encouragement of safety belt use. The Administration's proposal for the safety program uses the strategy of incentives to get states to implement these programs rather than sanctions. For example, under the proposal, a new Safety Bonus Program is established to award funds to states that take specific actions, both statutory and programmatic, to advance highway safety. The current requirement of the National Maximum Speed Limit Program to submit data would be repealed (although the provision would be continued under the Highway Safety Program) and

states would no longer face a loss of funds for noncompliance with the 55 mph speed law. FHWA has stated that there is no evidence which suggests that states' efforts to achieve compliance and avoid sanctions have resulted in improved highway safety.

The proposed Motor Carrier Act continues the existing Motor Carrier Safety Assistance Program and current commercial motor vehicle length and width limitations. The vehicle length and width limitations would apply to the National Highway System. Failure to certify adequate enforcement of all vehicle size and weight laws would result in withholding of apportionments.

The Motor Carrier Safety Program provides for the development and implementation of a safety program which includes the enforcement of safety regulations. The proposal also includes vehicle size and maximum weight, and drug awareness/enforcement. The motor carrier inspection program in Kansas is administered by the Kansas Highway Patrol.

The proposal would prohibit states from requiring interstate motor carriers to obtain intrastate authority. Interstate carriers would no longer need to obtain an annual cab card or annual state identification stamps. States would also be prohibited from regulating the inter- or intrastate rates, routes, or services of any interstate motor carrier.

The Federal Mass Transportation Act continues the existing formula and capital grant transit programs. All transit programs would be financed from the Mass Transit Account of the Highway Trust Fund, discontinuing the general fund support of the current program. The proposal would also provide for the interchange of transit and highway funds in an effort to give states more flexibility of funding, as well, perhaps, to draw more attention to transportation rather than the historical major focus on highways. The transit planning process would be designed to parallel the highway planning process; both must coordinate with clean air State Implementation Plans and consider multi-modal impacts and congestion management.

### Criticisms

As state transportation agencies and other interested organizations have had an opportunity to examine the Administration's proposed Surface Transportation Assistance Act, several criticisms have been leveled at the proposal.

#### 1) Apportionment Formulas

The apportionment formulas for distribution of funds to the states have not been consistently well received. The formulas have been criticized for the use of fuel consumption as the principal



factor for the NHS program. The argument advanced is that states which have managed to reduce their use of motor fuels for energy and clean air purposes would be penalized for their efforts while rewarding states which had not attempted to curtail fuel use.

Concerns have also been raised over the use of both land area and low population density factors in the NHS formula. These two factors would seem to skew the formula to the benefit of large, rural western states.

The level of service bridge formula is under critical review by states as well. For many, the formula causes a significant reduction in apportionments compared to the current program.

## 2) Match Ratios

The proposed program requires an increased state/local match in almost every category. Overall the federal share of the program would decline from 83 percent this year to 72 percent under the proposed program. For some states and many local units of government it may be impossible to meet the higher match requirement. Increased funding levels for transportation programs are not a remedy if higher matching ratios make it impossible to even initiate projects.

## 3) Mileage Limits on the NHS

Many states are dissatisfied with their allotted mileages for the National Highway System, particularly the amount of urban miles. While FHWA has sought to keep the mileage in the 150,000 range, many states argue that 180,000 would be more appropriate.

## 4) Transit Funding

Transit proponents have been particularly critical of the proposal. While they had hoped for significantly higher transit funding levels, instead the funding proposal is essentially flat. More damning still in the eyes of transit activists is the Administration's proposal to fund all transit programs out of the transit account within the Highway Trust Fund. Currently transit funding also comes from the federal general fund. While in the early years of the proposal it would be possible to do this and maintain funding levels due to drawing down balances, in the later years the proposed funding levels for transit will not be possible without an additional source of funding.

## Conclusion

While KDOT could certainly find issues to disagree within this proposed legislation, for the most part it is positive for Kansas. KDOT basically agrees that the proposed structure of the highway program is an improvement. We also welcome the relaxation of federal requirements contained in the proposal. Specifically, Kansas does very well overall in terms of dollars under the Administration's proposal and, compared to our neighbors, the mileage for the state's NHS is very generous.

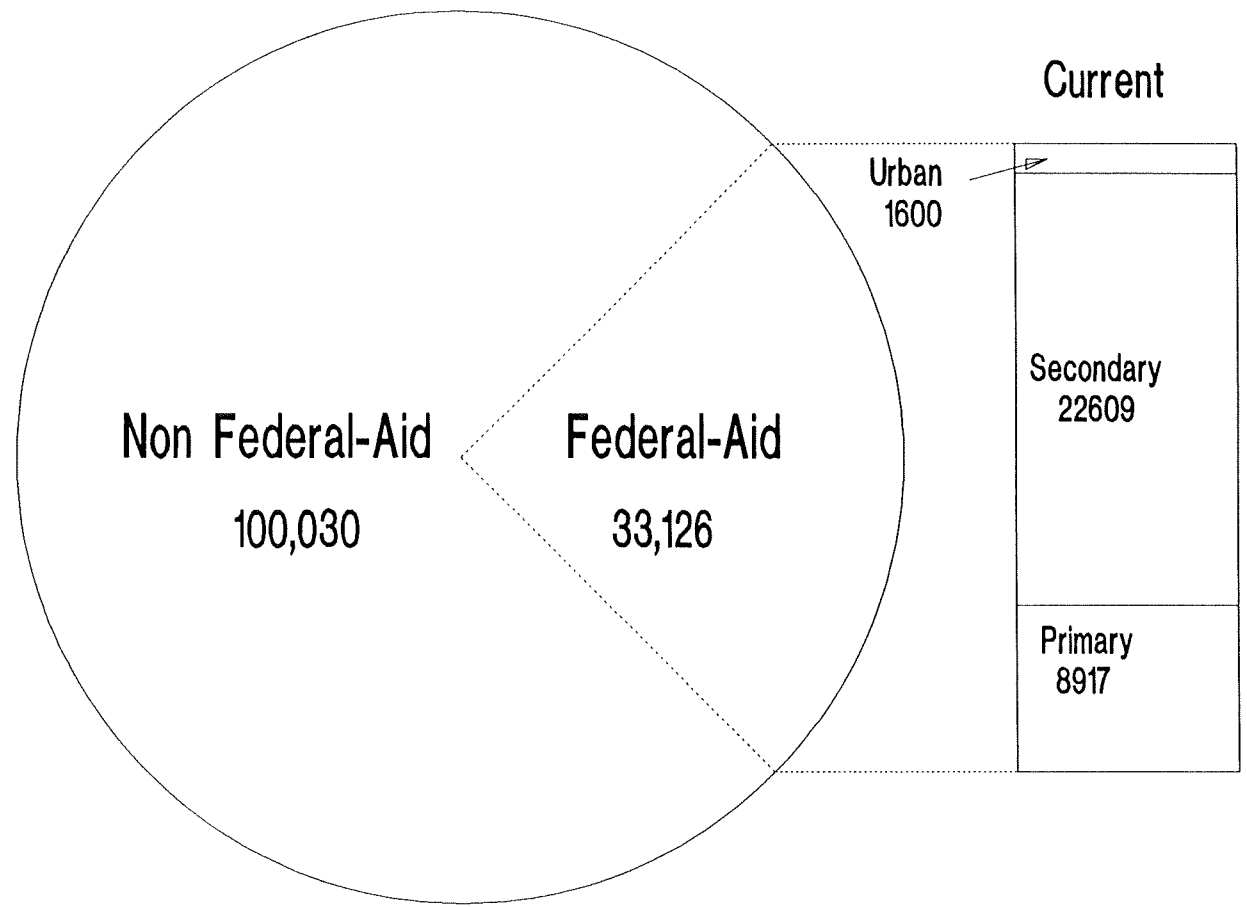
The Administration's proposed Surface Transportation Assistance Act of 1991 was formally introduced in Congress on March 7th as Senate Bill 610 and as House Resolution 1351. It is most certain that other bills will also be offered for consideration. Despite announcement of optimistic schedules by President Bush and House Public Works Chairman Roe, it is likely that legislation will not move forward as quickly as planned. In fact, there may not be action before the September 30th expiration date of the current act. If history is a guide, the 1987 legislation was finally passed six months after the expiration of the 1982 Act. Congress may ultimately choose not to pass new legislation this year. If so, one option available is to simply extend the 1987 Act.

It should be stressed that it would be premature to assume that this proposal or any part of it will become law. Further, if the Administration's proposal should be passed, funding is not guaranteed. The Omnibus Budget Reconciliation Act of 1990 placed a ceiling on domestic discretionary spending at the FY 1991 level with inflation increases. All domestic programs, including transportation, will have to compete for additional revenue and outlay ceilings will be enforced by an across-the-board sequester.

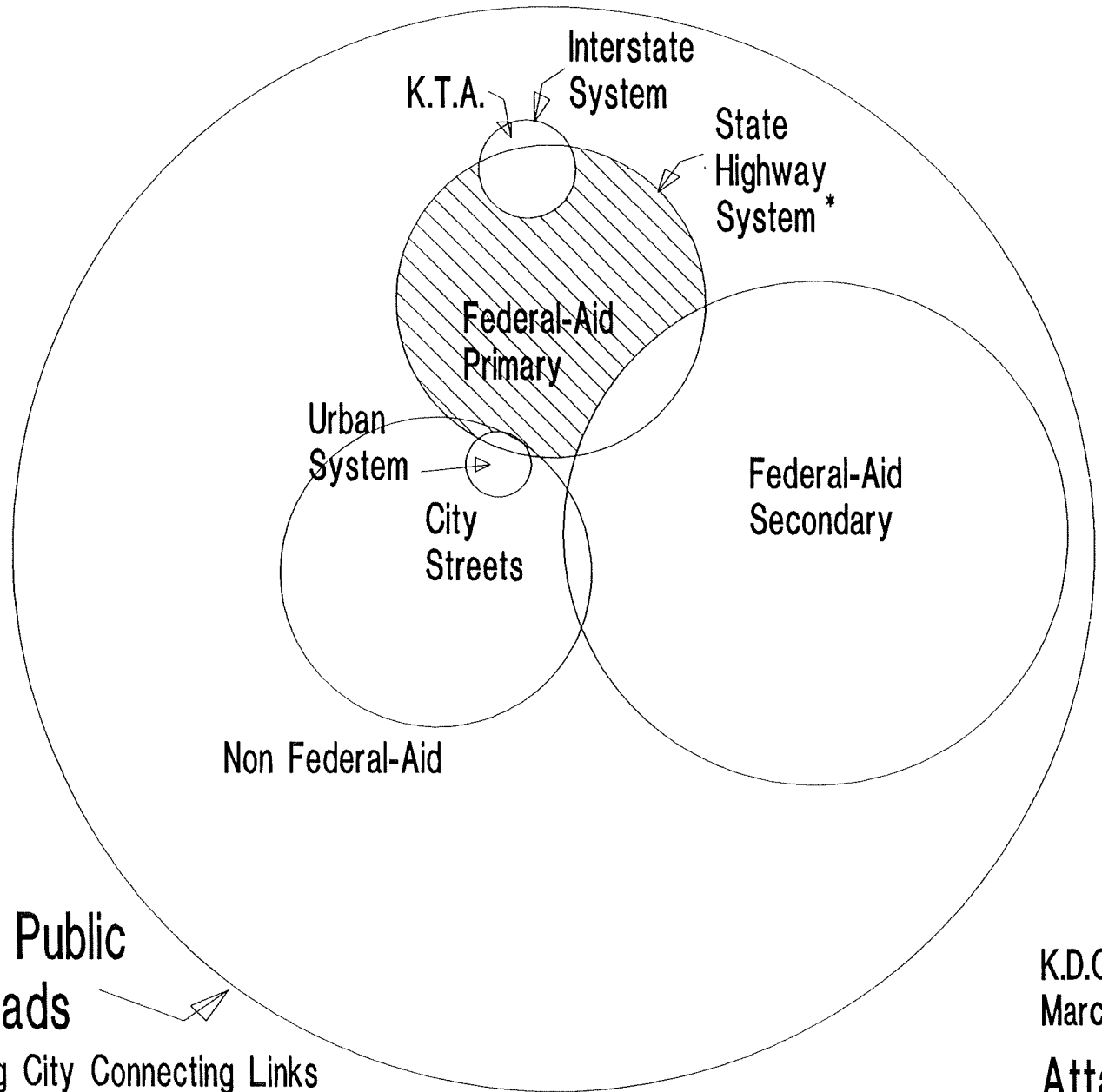
KDOT staff have been in touch with the Kansas Congressional Delegation regarding this legislation and plan to continue these contacts as this legislation moves through Congress.

We will be happy to keep you and your staff informed as well. Clearly, we have only just begun what will be a long and involved process.

# TOTAL PUBLIC ROAD MILEAGE



K.D.O.T.  
March 21,1991  
Attachment 1



All Public Roads

\* Including City Connecting Links

K.D.O.T.  
March 21, 1991

Attachment 2

# Categories & Matching Ratios

Major Categories

Bridge 80-20
Urban 75-25
Secondary 75-25
Primary 75-25
I.C. & I4R 90-10

Current

K.D.O.T.  
March 21, 1991

Attachment 3

# JURISDICTION - FEDERAL-AID SYSTEM

## Current

## Proposed

	State Highway System	City Connect. Link	City Streets	County- Township Roads	Kansas Turnpike	System Total
Interstate	514	119			238	871
Primary	7498	548				8046
Secondary	1581	61	357	20610		22609
Urban	11	81	1241	267		1600
<b>Total Federal-Aid</b>	<b>9604</b>	<b>809</b>	<b>1598</b>	<b>20877</b>	<b>238</b>	<b>33126</b>
Non Federal-Aid	246*	4	10585	89191	4	100030
<b>Grand Total</b>	<b>9850</b>	<b>813</b>	<b>12183</b>	<b>110068</b>	<b>242</b>	<b>133156</b>

	State Highway System	City Connect. Link	City Streets	County- Township Roads	Kansas Turnpike	System Total
N.H.S./ (I-State)	514	119			238	871
N.H.S./ (Non I-St)	2400	217				2617
Urban/ Rural	6690	473	2000	21033		30196
<b>Total Federal-Aid</b>	<b>9604</b>	<b>809</b>	<b>2000</b>	<b>21033</b>	<b>238</b>	<b>33684</b>
Non Federal-Aid	246*	4	10183	89035	4	99472
<b>Grand Total</b>	<b>9850</b>	<b>813</b>	<b>12183</b>	<b>110068</b>	<b>242</b>	<b>133156</b>

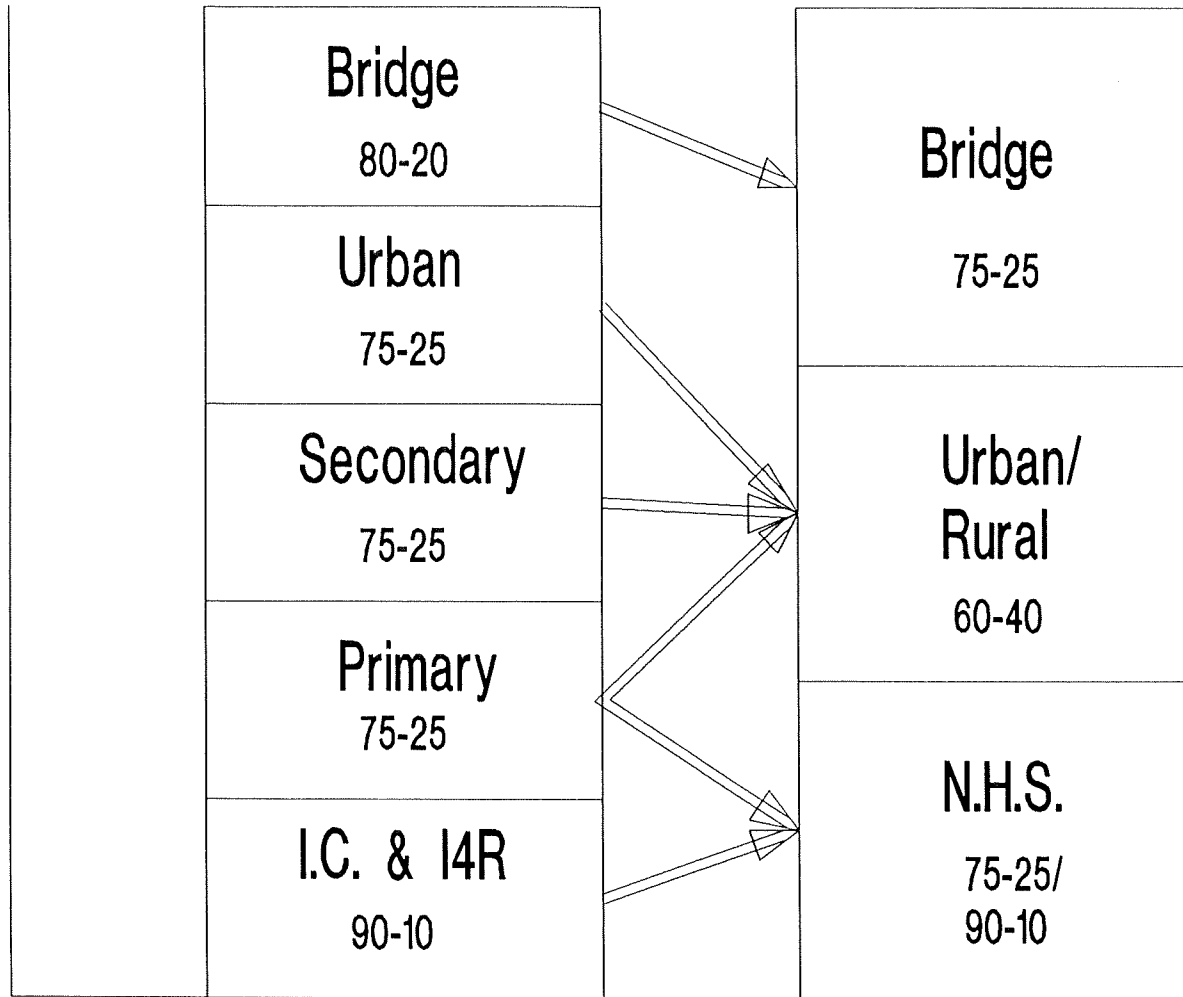
\* Includes 230 Miles of Park Roads

K.D.O.T.  
March 21,1991

Attachment 4

# Categories & Matching Ratios

Major Categories



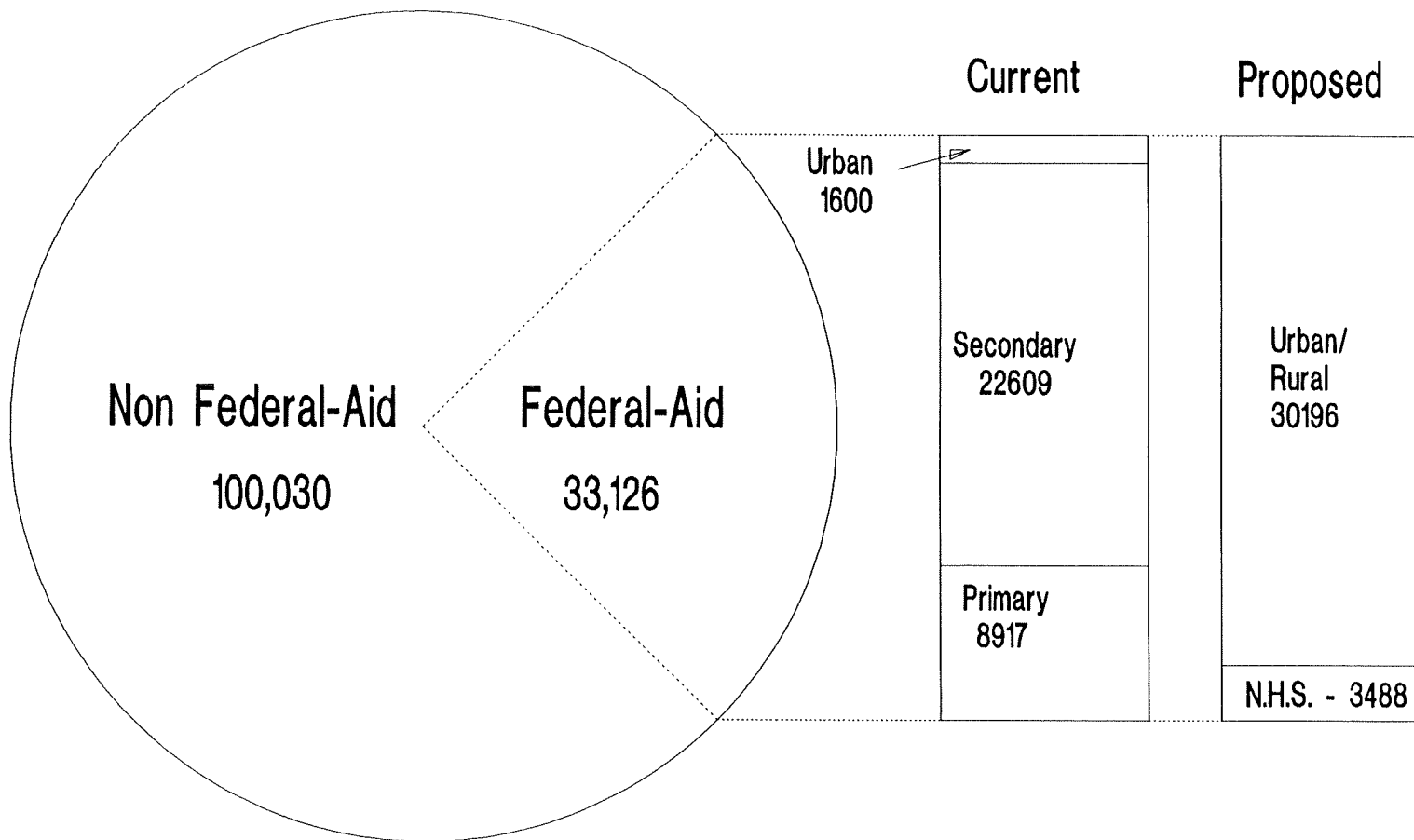
Current

Proposed

K.D.O.T.  
March 21,1991

Attachment 5

# TOTAL PUBLIC ROAD MILEAGE

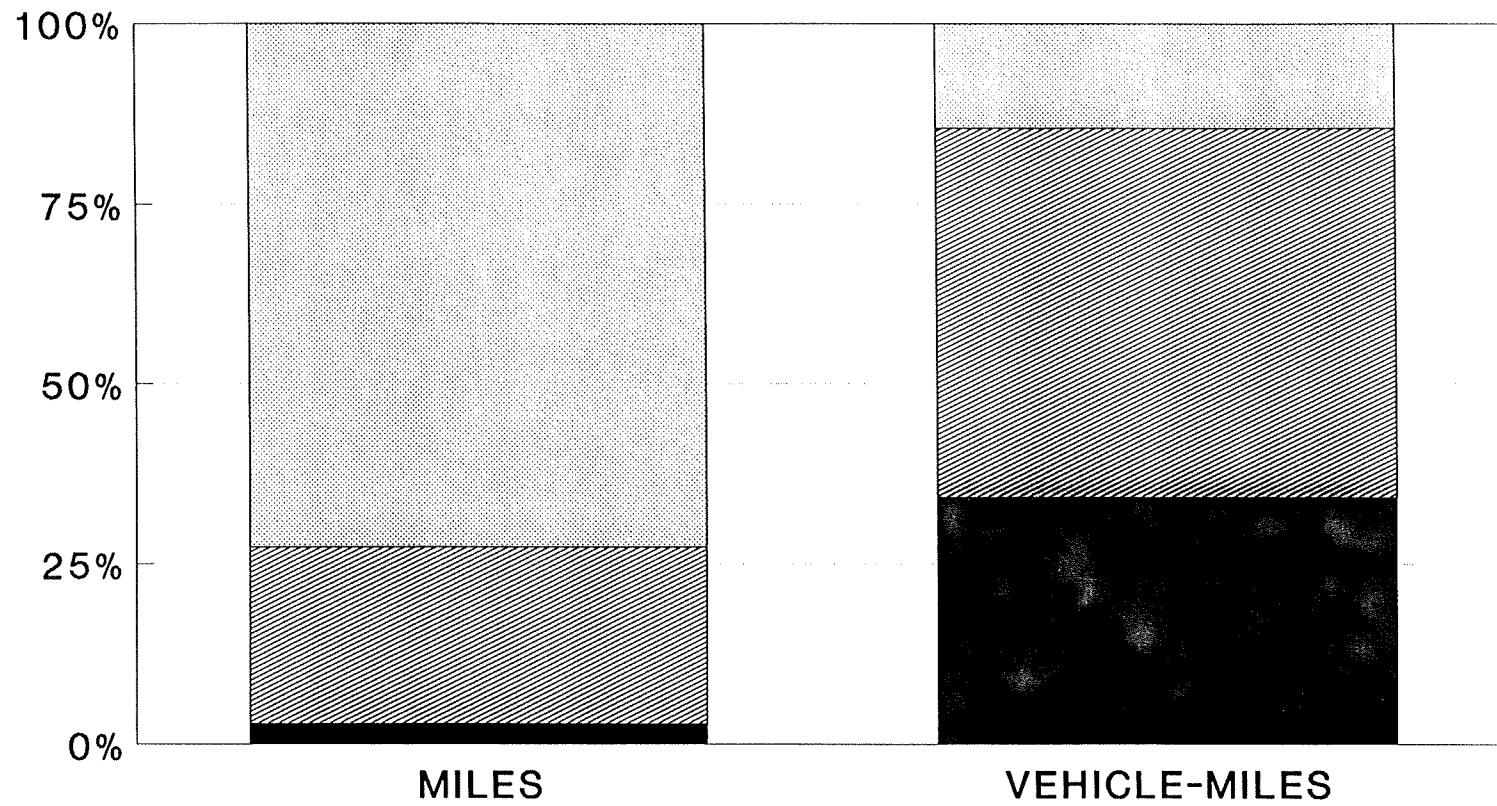


K.D.O.T.  
March 21,1991

Attachment 6



# NATIONAL HIGHWAY SYSTEM MILES AND VEHICLE-MILES



■ N.H.S.    ▨ URBAN/RURAL    □ NON-F.A.

K.D.O.T.  
March 21, 1991  
Attachment 7

PRESENTATION  
TO THE  
  
KANSAS  
HOUSE OF REPRESENTATIVES  
TRANSPORTATION COMMITTEE

COMPREHENSIVE HIGHWAY PROGRAM  
STATUS REPORT

KANSAS  
DEPARTMENT OF TRANSPORTATION

APRIL 1, 1991

*House Transportation*  
*41-91*  
*ATTACHMENT 10-1*

# HB-2014

## (Major Requirements)

. . .that the highway projects selected shall represent, as nearly as possible, the top 16% of the existing state highway system needs as determined by the transportation department's prioritization method

. . .that priority bridge projects shall be increased by, as nearly as possible, 20%

. . .that, as nearly as possible, the amount of \$600,000,000 shall be expended or committed to be expended for system enhancements

*(. . .system enhancements, which include additions and special projects that substantially improve safety, relieve congestion, improve accesses or enhance economic development)*

. . .An increase in substantial maintenance to a level sufficient to arrest and reverse the decline in the surface condition of the highways and bridges

Summary of the Comprehensive Highway Program  
(as implemented by HB 2014)

Sources of Funds

**Motor Fuel Tax:** Increases in motor fuel taxes of 4 cents on July 1, 1989, and 1 cent on July 1, 1990, 1991, and 1992 for a total increase of 7 cents. Currently, the tax on gasoline is 16 cents and 18 cents for diesel fuel.

**Registration Fees:** Registration fees increased effective January 1, 1990. Increases for passenger cars and pickups ranged from \$5.50 to \$12.00. Truck registrations increased an average 30%.

**Sales Tax Transfer:** The sales tax transfer increased to ten percent of the then existing 4 percent state sales tax rate. This was done to more closely reflect the value of sales tax collected on new and used automobile sales.

**Sales Tax Increase:** The sales and compensating use tax increased by .25% on July 1, 1989 with the full increase going to the State Highway Fund.

**Bond Sales:** The bill authorizes up to \$890 million in bond sales.

**Interest on Funds:** Interest earnings on funds during the period.

Use of Funds

**Comprehensive Program:** The program provides for a comprehensive highway program which will expend or commit to expend the indicated funds in the following four categories over the life of the program.

Major Modifications: The category which provides funding for improvements on 16 percent of the State Highway System having the highest priority.

System Enhancements: Provides nearly \$600 million for corridors, bypasses and interchange/separation projects nominated by local units of government.

Priority Bridges: Provides for a 20% increase in expenditures for high priority bridge improvements.

Substantial Maintenance: Provides for contract maintenance work which maintains and slightly increases the serviceability of roads and bridges.

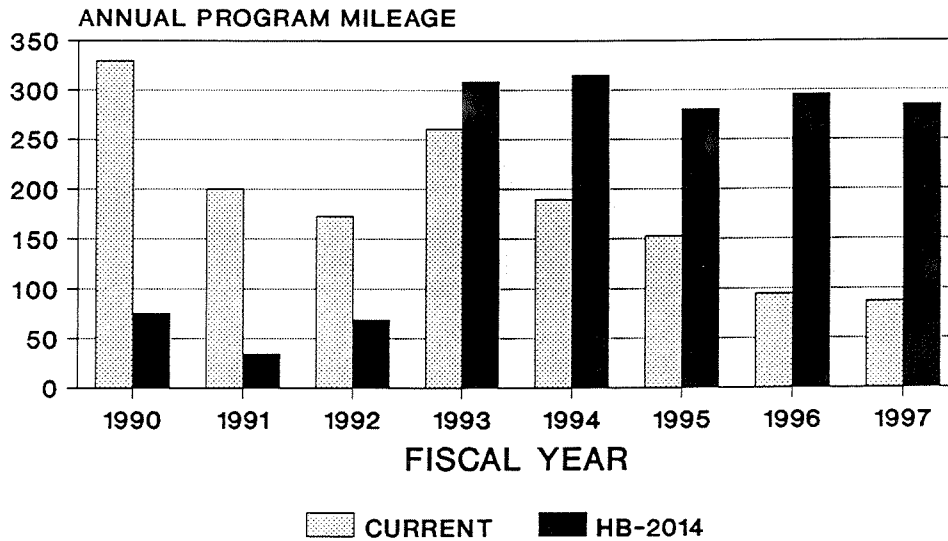
**Local Aid:**

Elderly and Handicapped: Provides for \$390,000 per year to assist in supporting public transportation programs for the elderly and handicapped.

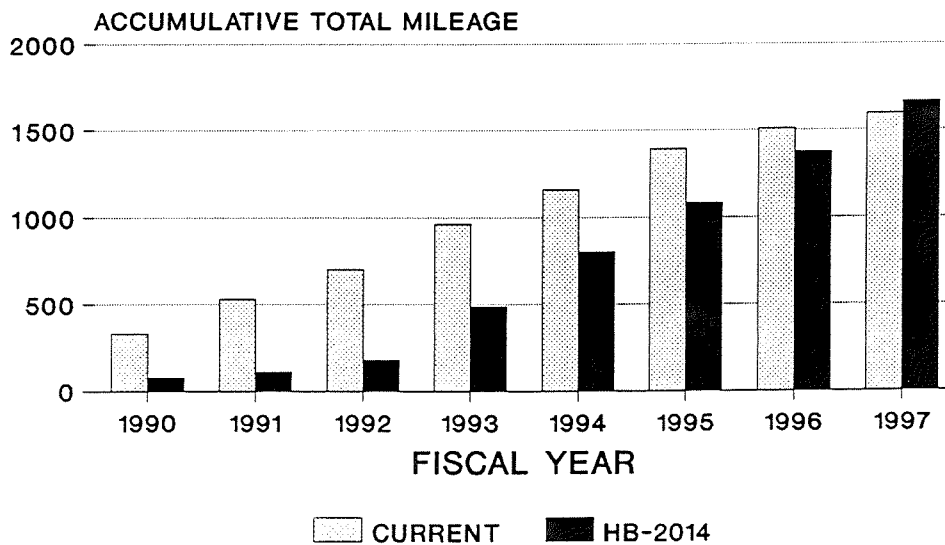
City Connecting Link Payments: Increases the payments for city connecting links maintained by cities from \$1,250 to \$2,000 per lane mile.

**Special City and County Highway Fund:** This fund receives 40.5% of the increase in motor fuel taxes for distribution to cities and counties.

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



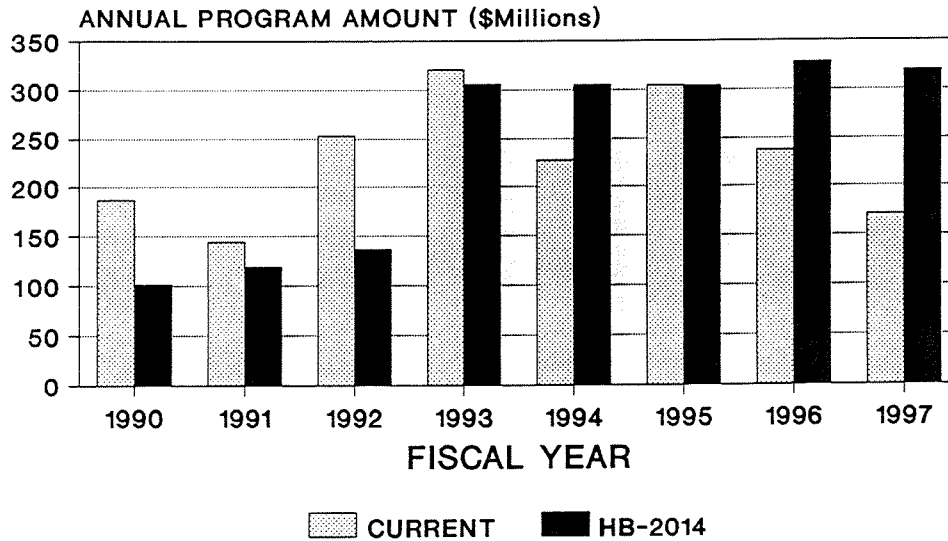
## MAJOR MODIFICATION PROGRAM COMPARISON OF MILEAGE CURRENT VS HB-2014



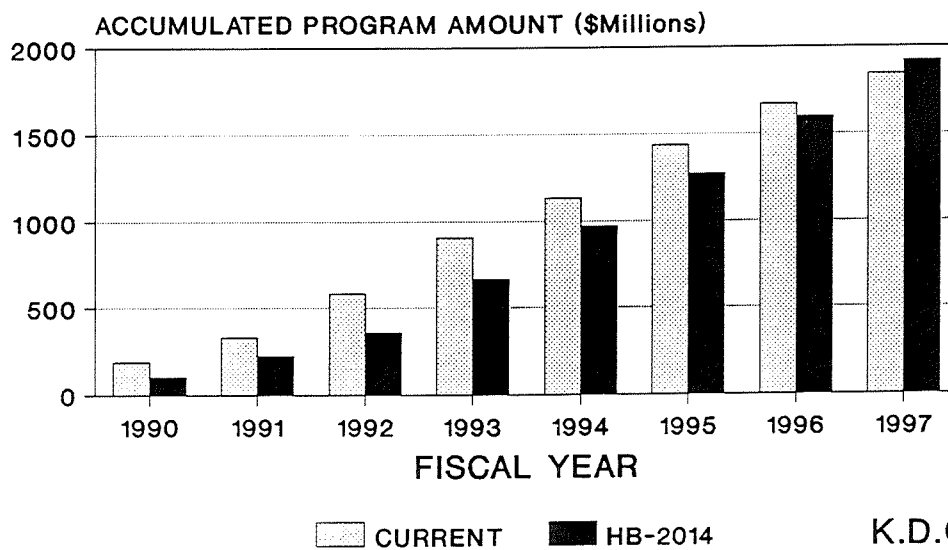
K.D.O.T.  
March 21, 1991

10-4

## MAJOR MODIFICATION PROGRAM COMPARISON OF TOTAL COST CURRENT VS HB-2014

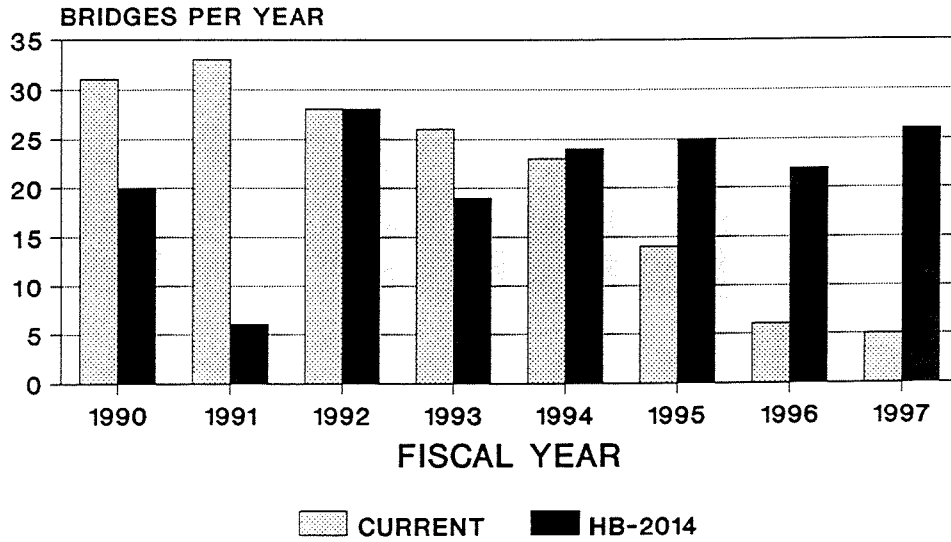


## MAJOR MODIFICATION PROGRAM COMPARISON OF TOTAL COST CURRENT VS HB-2014

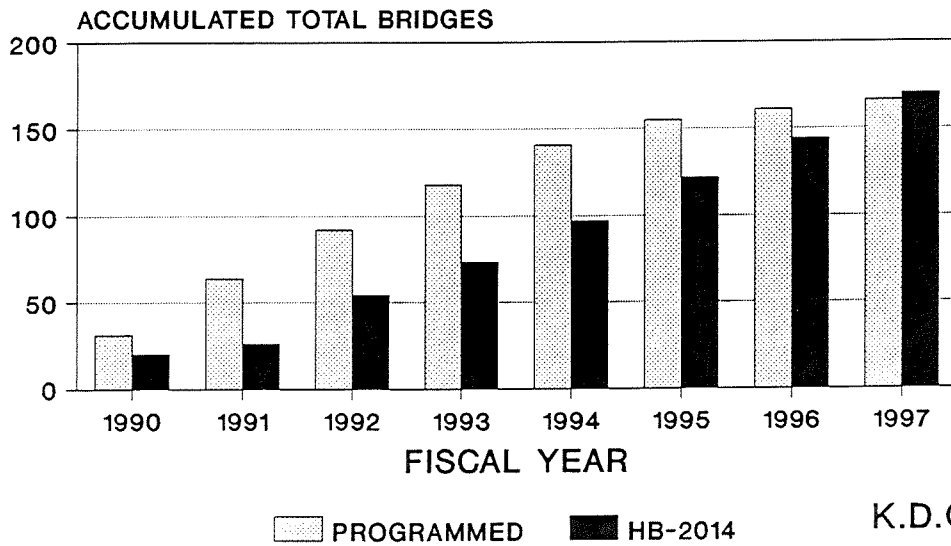


K.D.O.T.  
March 21, 1991

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

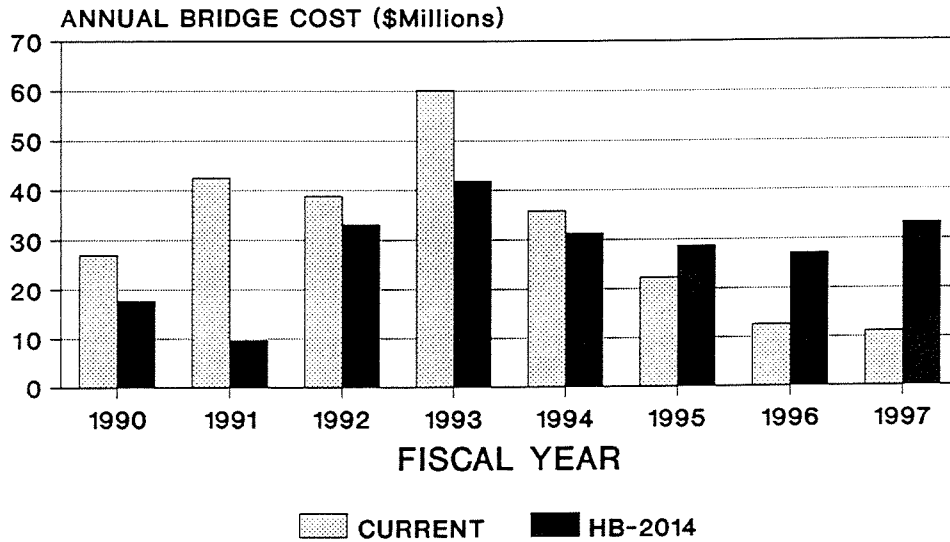


## PRIORITY BRIDGE PROGRAM COMPARISON OF CURRENT VS HB-2014

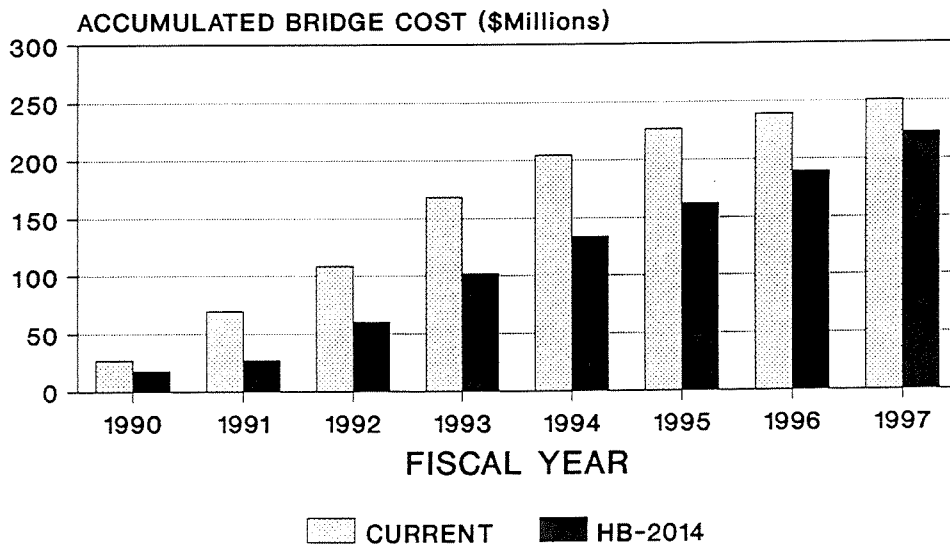


K.D.O.T.  
March 21, 1991

## PRIORITY BRIDGE PROGRAM COMPARISON OF TOTAL COST CURRENT VS HB-2014



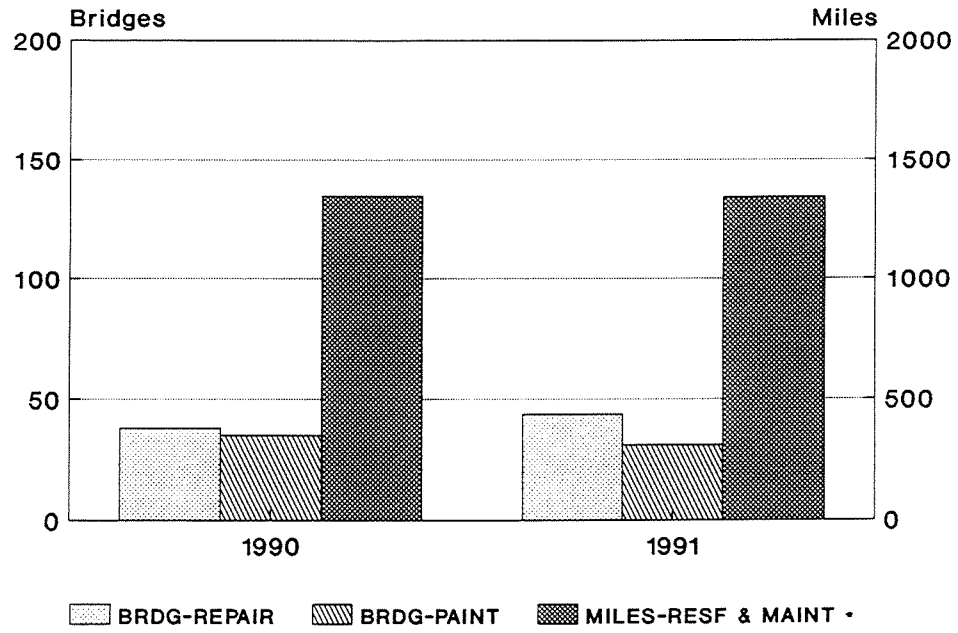
## PRIORITY BRIDGE PROGRAM COMPARISON OF TOTAL COST CURRENT VS HB-2014



K.D.O.T.  
March 21, 1991



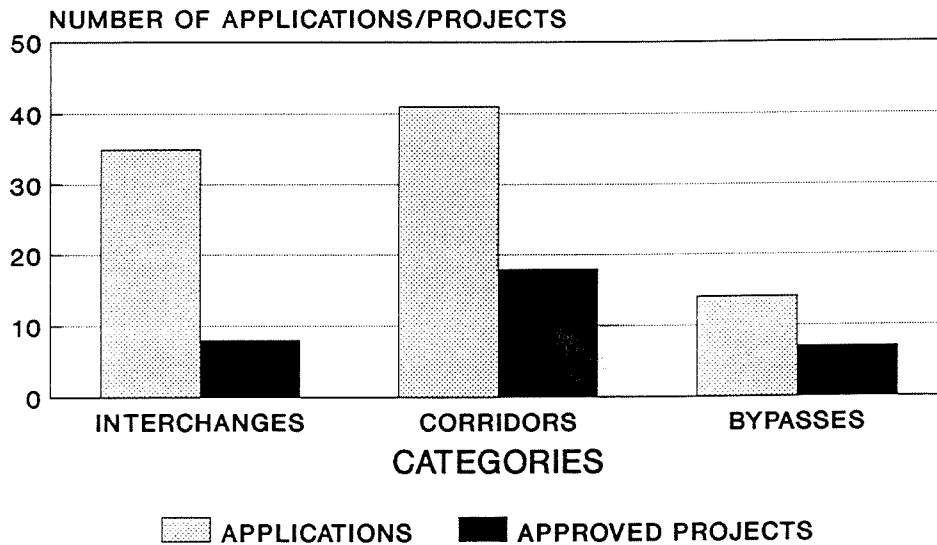
# SUBSTANTIAL MAINTENANCE PROGRAM



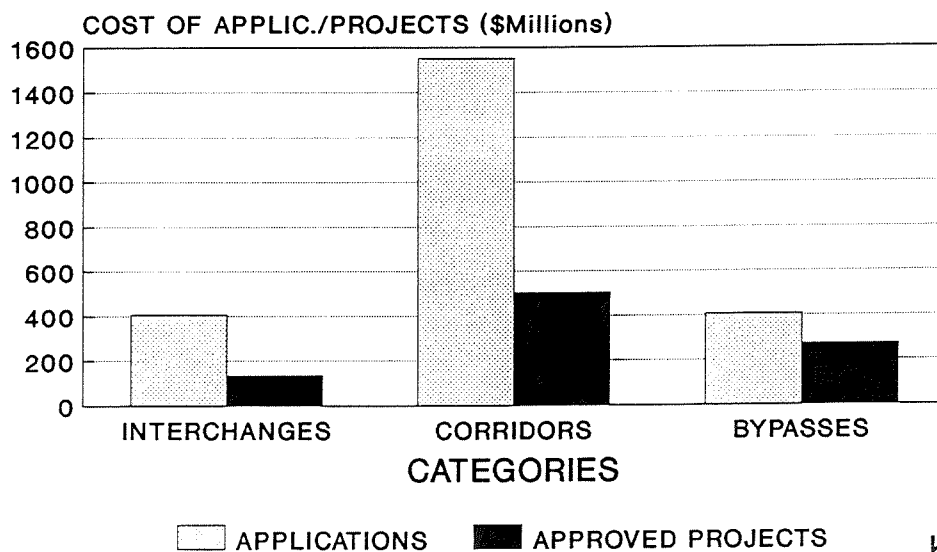
• Resurfacing and Contract Maintenance

K.D.O.T.  
March 21, 1991

## SYSTEM ENHANCEMENT PROGRAM COMPARISON OF APPLICATIONS RECEIVED AND APPROVED

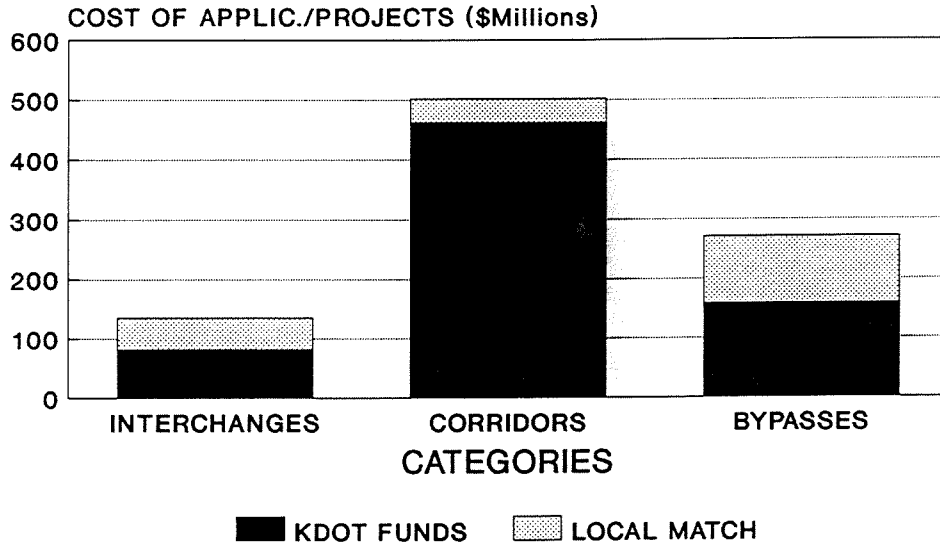


## SYSTEM ENHANCEMENT PROGRAM COMPARISON OF APPLICATIONS RECEIVED AND APPROVED



K.D.O.T.  
March 21, 1991

# SYSTEM ENHANCEMENT PROGRAM FUNDING RESPONSIBILITY KDOT AND LOCAL MATCH



K.D.O.T.  
March 21, 1991

# **SELECTED SYSTEM ENHANCEMENT PROJECTS**

Presentation for the  
**1991 Kansas House Transportation Committee**

Prepared by  
**Kansas Department of Transportation  
Division of Planning and Development  
Bureau of Program Management**

**April 1, 1991**

SYSTEM ENHANCEMENT PROGRAM SUMMARY  
April 1, 1991

The System Enhancement Program was established as a part of the Kansas Comprehensive Highway Program authorized by the 1989 Legislature. K.S.A. 68-2314(b)(5) states that the Secretary of Transportation shall include in the highway program..."system enhancements, which include additions and special projects that substantially improve safety, relieve congestion, improve accesses or enhance economic development." System Enhancement Projects are local partnership projects where local governments or sponsors submitted projects for consideration by the Kansas Department of Transportation. Projects meeting the appropriate criteria were analyzed in three categories, Bypasses, Interchanges/Separation Structures and Corridors, and selected based on a number of engineering, safety and economic development factors. Additional "points" could be garnered by the amount of local match funding and lane-miles offered for removal from the state highway system.

The cost of the System Enhancement Program is estimated to be \$906 Million of which \$210 Million is local match funding. Approximately 205 miles will be improved by the 33 projects to be constructed. In addition to the 183 lane-miles offered for removal by the local sponsors, additional miles that are logical deletions as a result of System Enhancement Project improvements will be removed from the state highway system upon completion of those projects.

The System Enhancement Projects selected by KDOT are recapped in the following pages. Project costs are estimated in "let year" dollars and reflect the System Enhancement Program as announced June 26, 1990. Cost estimates are being revised based on a more detailed analysis and will continue to be refined as information is generated during the design process. The majority of projects are in the beginning stages of Preliminary Engineering. Preliminary Engineering encompasses activities such as surveys, environmental and location studies and the preparation of detailed construction plans. Design consultants have been selected or are in the process of being selected by either KDOT or the local sponsor to provide engineering services for the design and plan preparation for each System Enhancement Project. Project agreements (the contract between the state and local sponsor) delineating responsibilities and obligations for both the state and the local sponsors are being executed.

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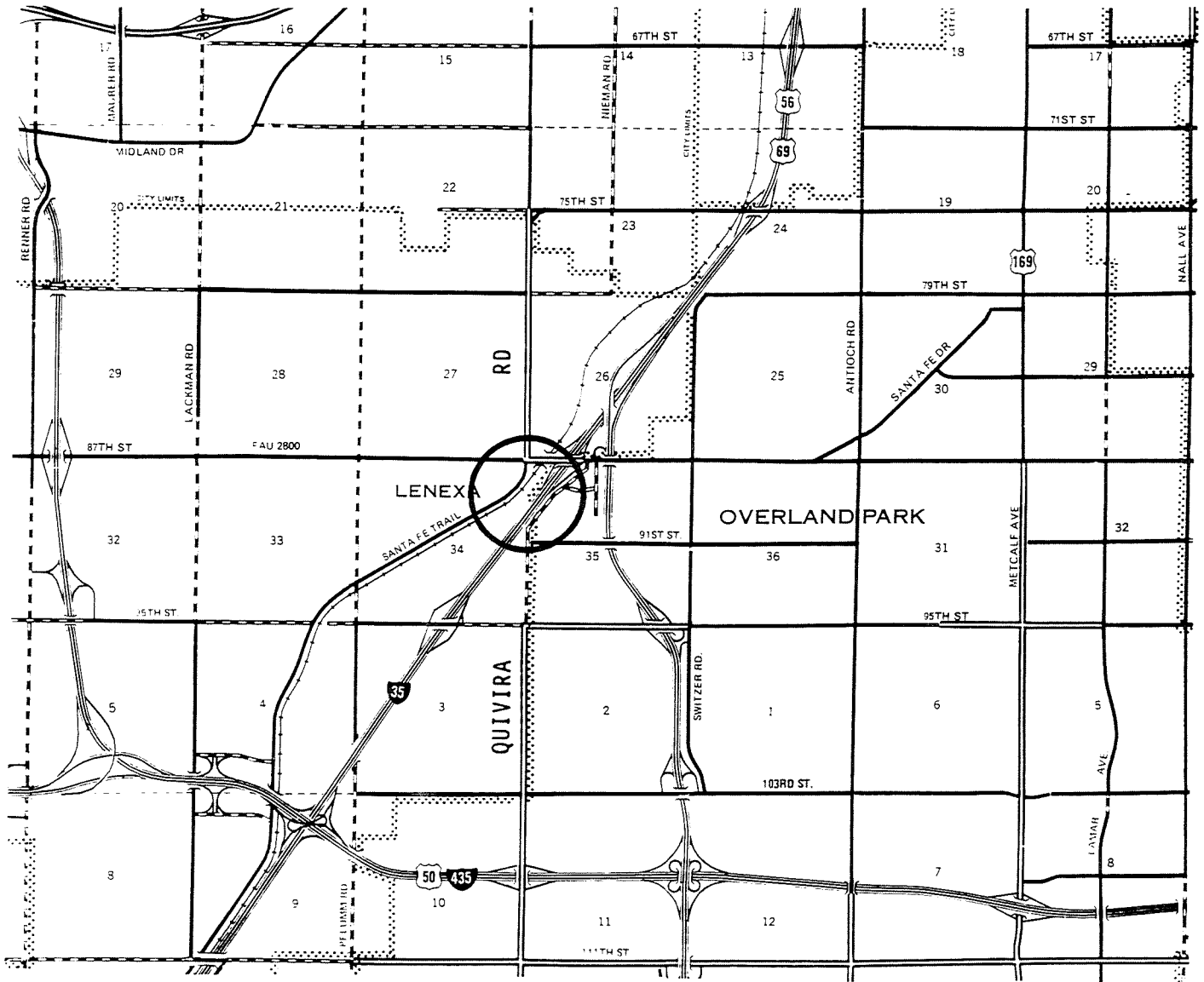
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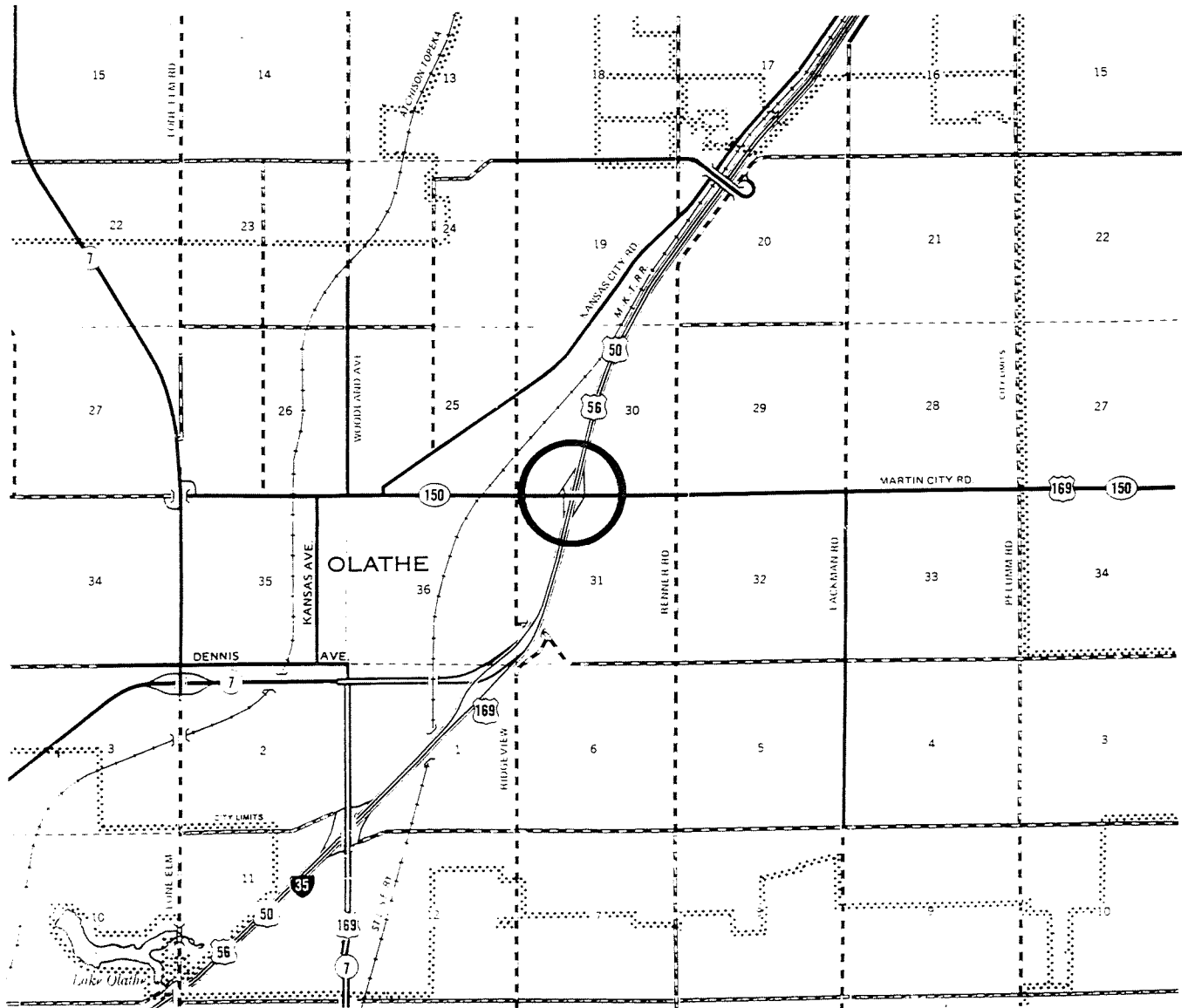
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**I35/QUIVIRA RD INTERCHANGE  
LENEXA**



<b>SCOPE:</b>	<b>NEW BRIDGE..QUIVIRA OVER I-35</b>
<b>LENGTH:</b>	<b>1.1</b>
<b>TOTAL COST:</b>	<b>21,324,000</b>
<b>STATE SHARE:</b>	<b>14,192,000</b>
<b>LOCAL SHARE:</b>	<b>7,131,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>BUCHER WILLIS &amp; RATLIFF</b>

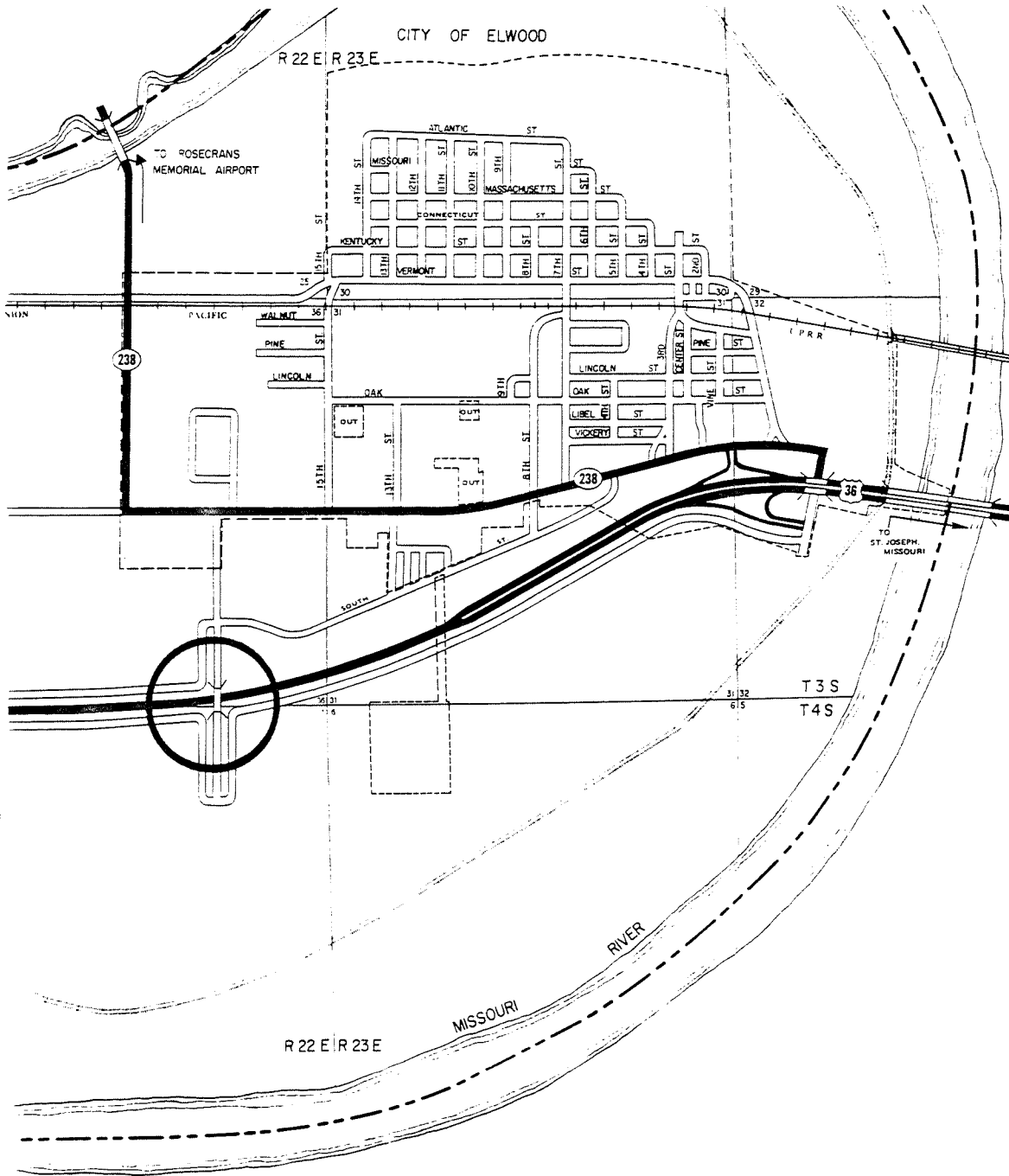
**I35/K150 INTERCHANGE  
OLATHE**



<b>SCOPE:</b>	<b>INTERCHANGE IMPROVEMENT</b>
<b>LENGTH:</b>	<b>0</b>
<b>TOTAL COST:</b>	<b>17,721,000</b>
<b>STATE SHARE:</b>	<b>13,921,000</b>
<b>LOCAL SHARE:</b>	<b>4,430,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>BUCHER WILLIS &amp; RATLIFF</b>

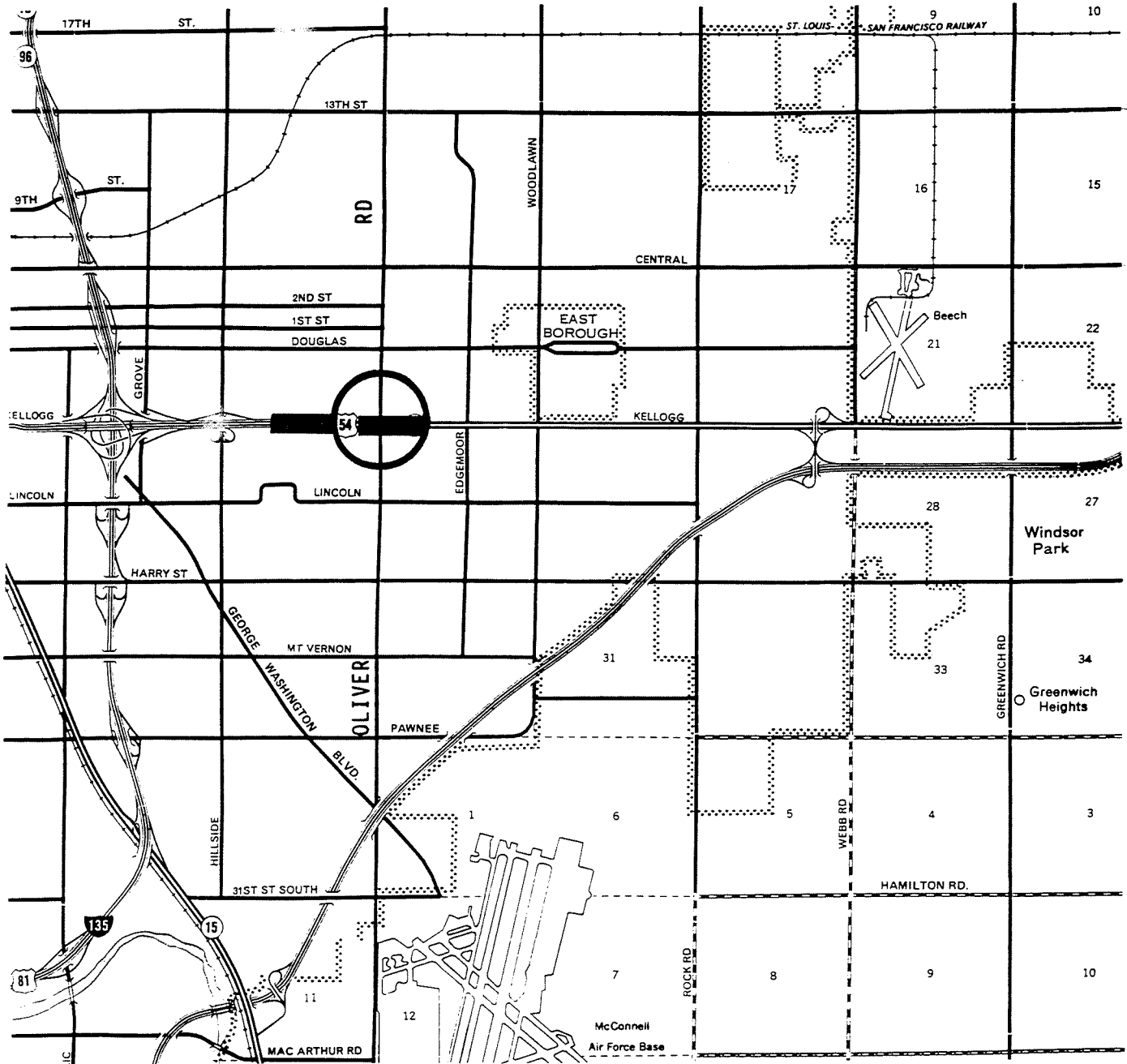


**US 36 ELWOOD INTERCHANGE  
DONIPHAN COUNTY**



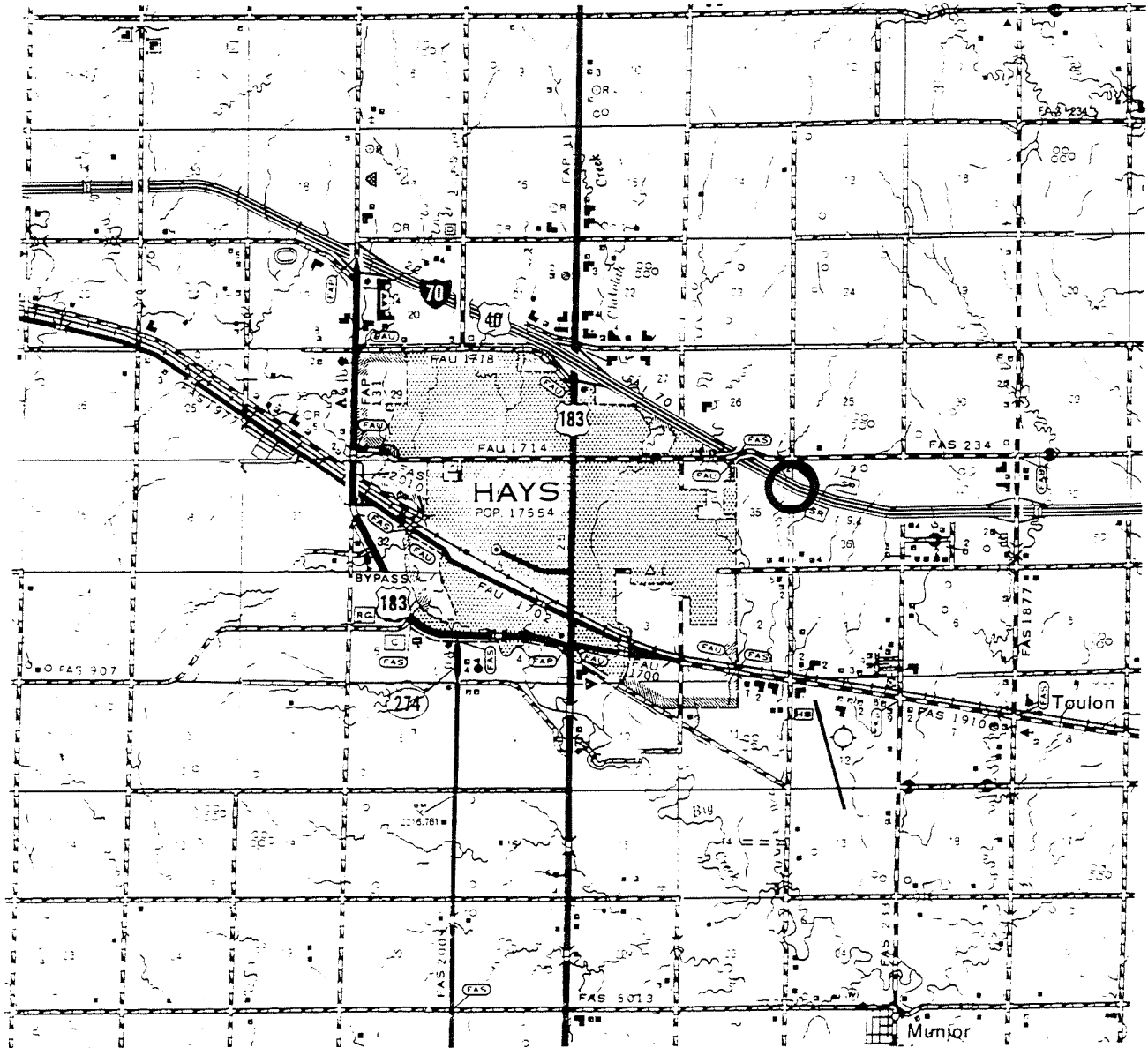
<b>SCOPE:</b>	<b>NEW INTERCHANGE</b>
<b>LENGTH:</b>	<b>0</b>
<b>TOTAL COST:</b>	<b>1,293,000</b>
<b>STATE SHARE:</b>	<b>1,177,000</b>
<b>LOCAL SHARE:</b>	<b>166,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>BURNS &amp; MC DONNELL</b>

**US54 KELLOGG/OLIVER RD INTERCHANGE  
WICHITA**



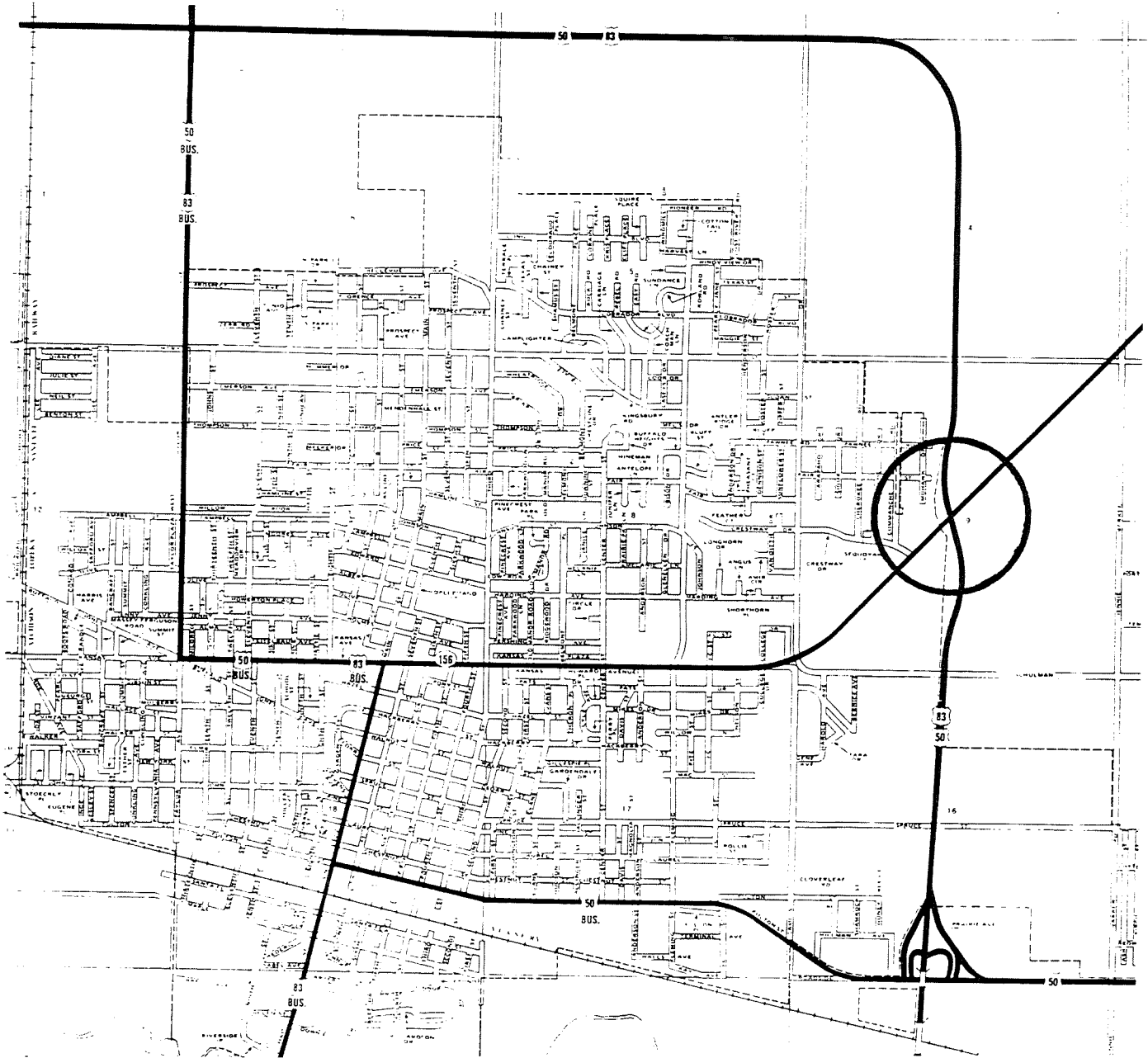
<b>SCOPE:</b>	<b>WIDEN TO 6 LANE WITH INTERCHANGE AT OLIVER RD.</b>
<b>LENGTH:</b>	<b>1.1</b>
<b>TOTAL COST:</b>	<b>64,320,000</b>
<b>STATE SHARE:</b>	<b>29,670,000</b>
<b>LOCAL SHARE:</b>	<b>34,650,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
 <b>CONSULTANT:</b>	 <b>THE CITY OF WICHITA WILL BE HIRING THE ENGINEERING CONSULTANT. A 'REQUEST FOR PROPOSALS' IS EXPECTED BY MAY 1, 1991.</b>

170 COMMERCE PARKWAY INTERCHANGE  
HAYS



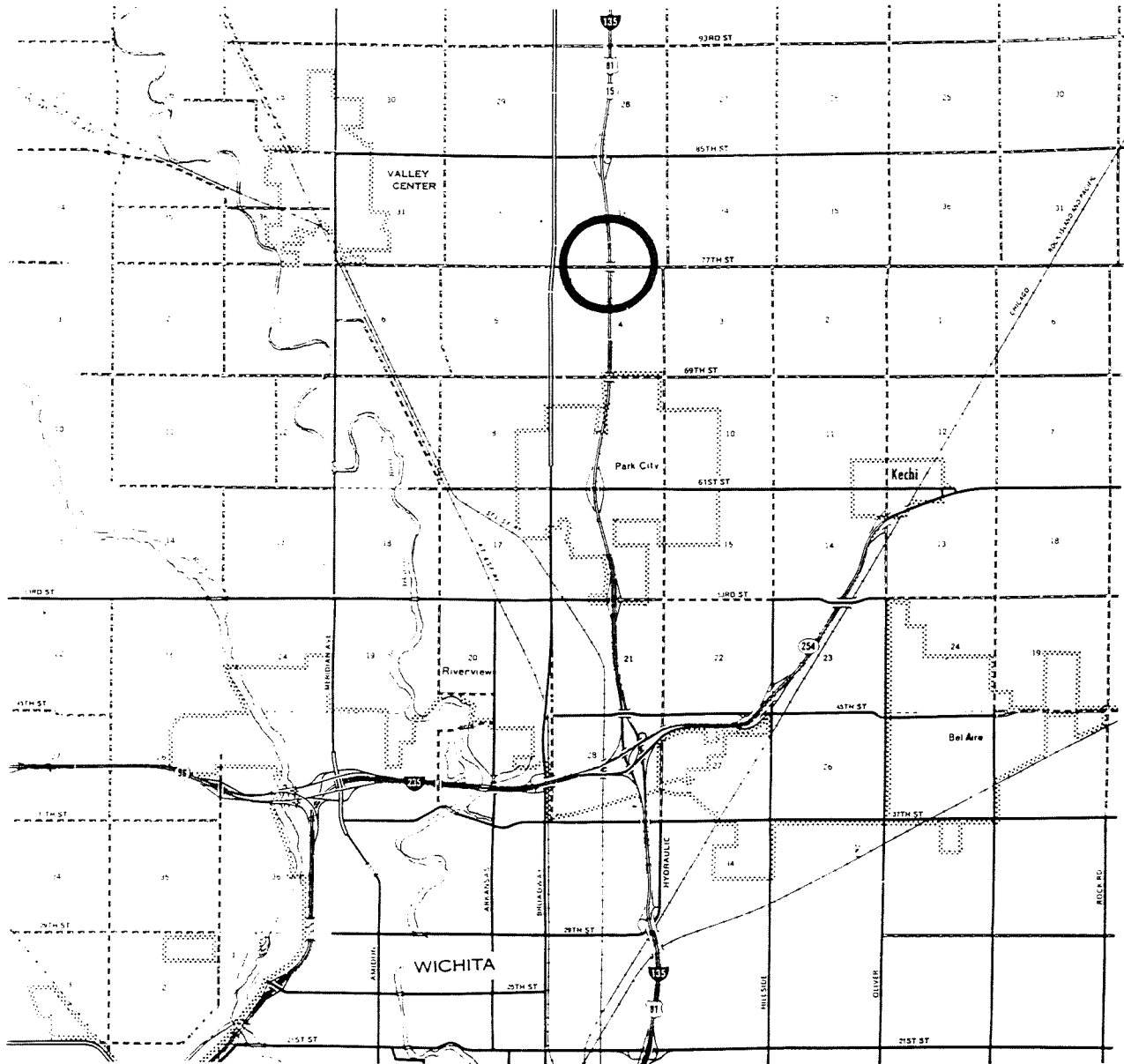
SCOPE:	NEW INTERCHANGE
LENGTH:	0
TOTAL COST:	5,189,000
STATE SHARE:	4,151,000
LOCAL SHARE:	1,038,000
LANE MILES OFFERED FOR REMOVAL:	0.0
PROJECT AGREEMENT:	ACTION PENDING
CONSULTANT:	BUCHER WILLIS & RATLIFF

**US83/US50/K156 INTERCHANGE  
GARDEN CITY**



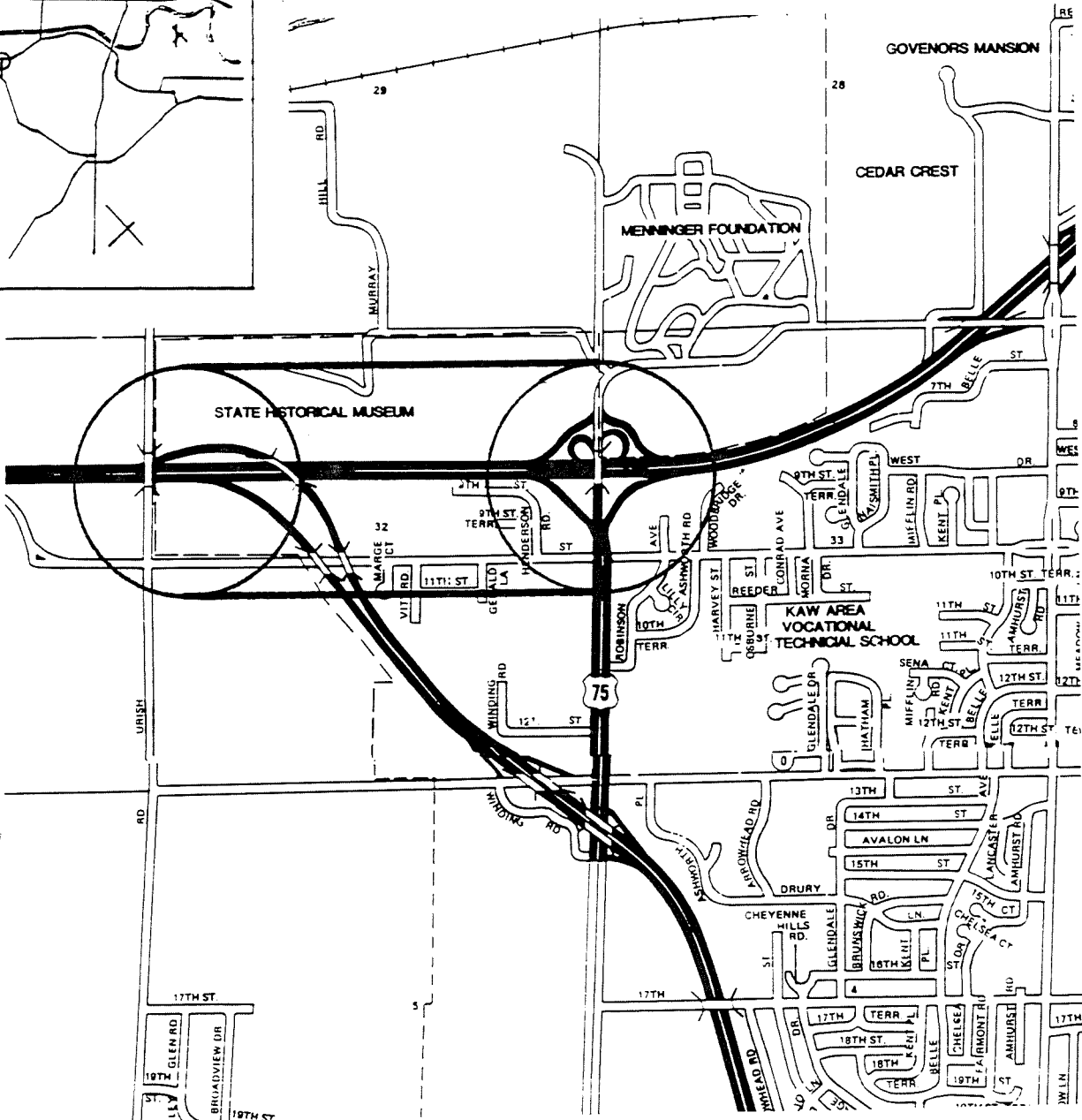
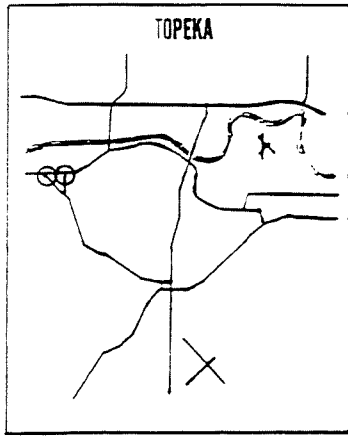
<b>SCOPE:</b>	<b>NEW INTERCHANGE</b>
<b>LENGTH:</b>	<b>0.4</b>
<b>TOTAL COST:</b>	<b>4,316,000</b>
<b>STATE SHARE:</b>	<b>3,594,000</b>
<b>LOCAL SHARE:</b>	<b>722,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>KIRKHAM, MICHAEL &amp; ASSOCIATES</b>

**I135/77TH ST. INTERCHANGE  
SEDGWICK COUNTY**



<b>SCOPE:</b>	<b>NEW INTERCHANGE (WICHITA GREYHOUND PARK)</b>
<b>LENGTH:</b>	<b>0</b>
<b>TOTAL COST:</b>	<b>3,569,000</b>
<b>STATE SHARE:</b>	<b>1,462,000</b>
<b>LOCAL SHARE:</b>	<b>2,107,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>EXECUTED 12/03/90</b>
<b>CONSULTANT:</b>	<b>THIS PROJECT WAS DESIGNED AND LET TO CONSTRUCTION BY SEDGWICK COUNTY. THE INTERCHANGE WAS CONSTRUCTED BY DONDLINGER &amp; SONS CONST. CO., INC. AND IS OPEN TO TRAFFIC.</b>

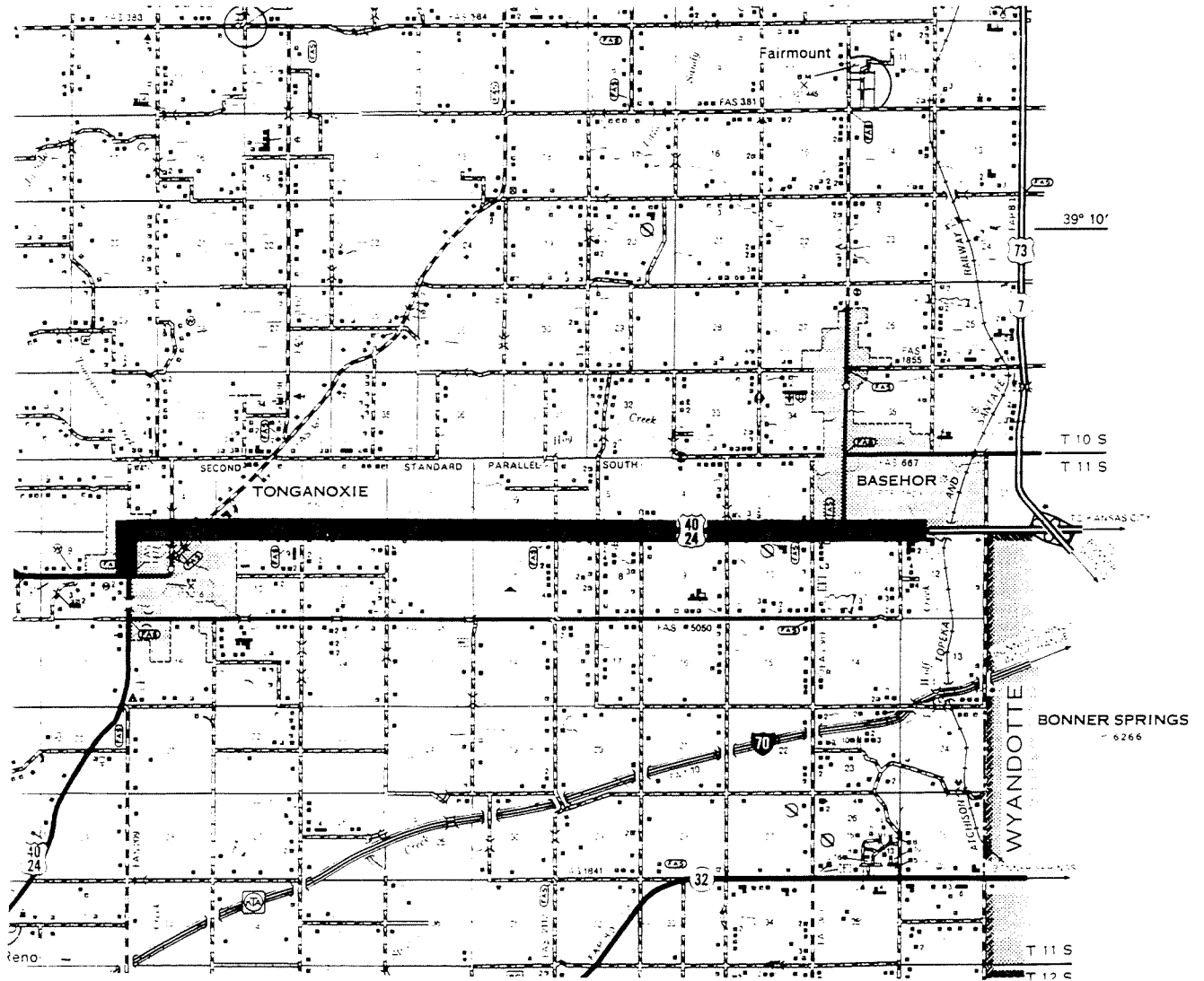
**I-70/I-470 INTERCHANGE  
TOPEKA**



<b>SCOPE:</b>	<b>FULL MOVEMENT INTERCHANGE</b>
<b>LENGTH:</b>	<b>1.7 MILES</b>
<b>TOTAL COST:</b>	<b>18,915,000</b>
<b>STATE SHARE:</b>	<b>15,347,000</b>
<b>LOCAL SHARE:</b>	<b>3,568,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>EXECUTED 01/15/90</b>
<b>CONSULTANT:</b>	<b>HOWARD NEEDLES TAMMEN &amp; BERGENDOFF</b>

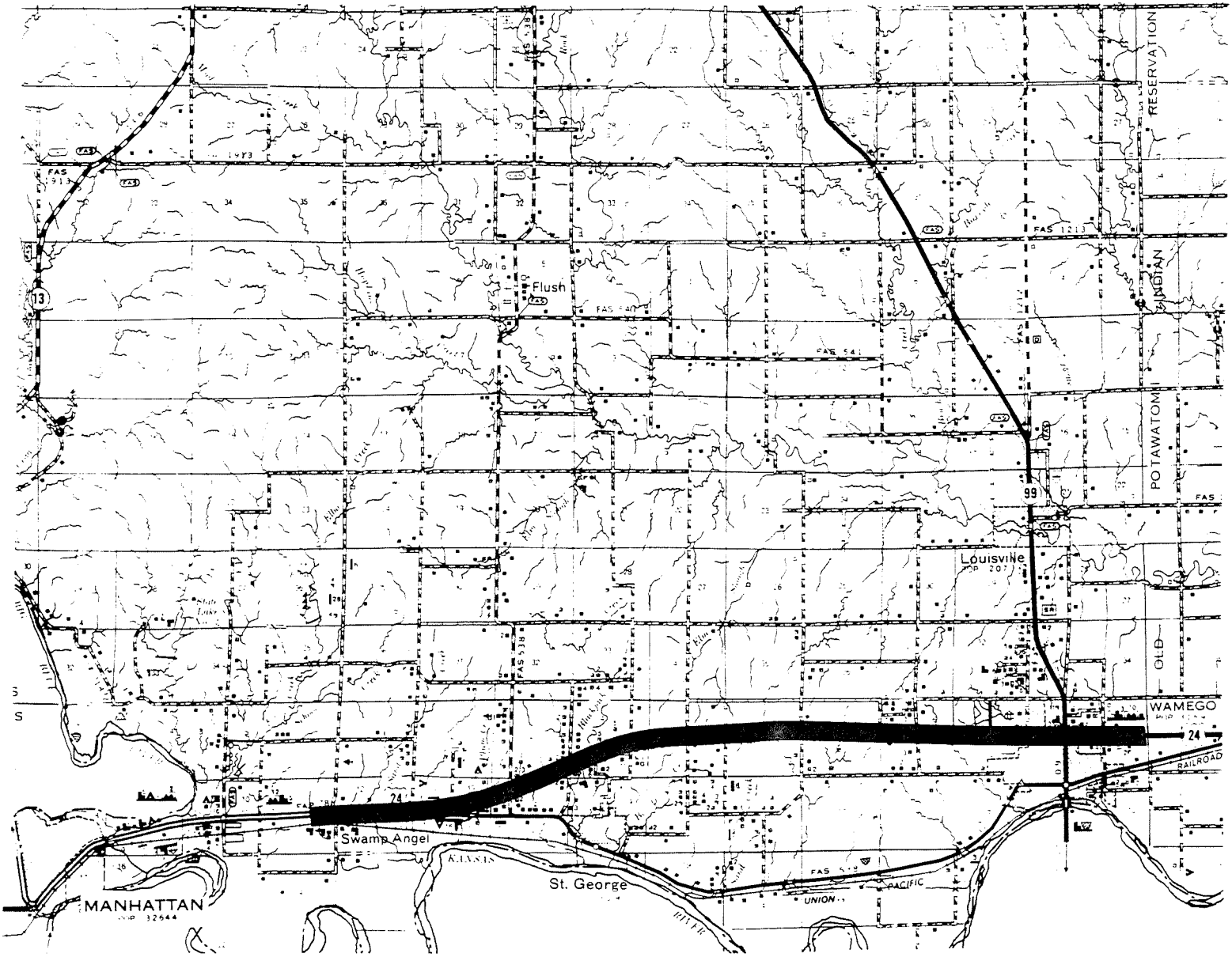
**THIS PROJECT WAS LET TO CONSTRUCTION BY KDOT ON  
02/14/91. CLARKSON CONST. CO. HAS STARTED TO WORK.**

**US 24 CORRIDOR  
LEAVENWORTH COUNTY**



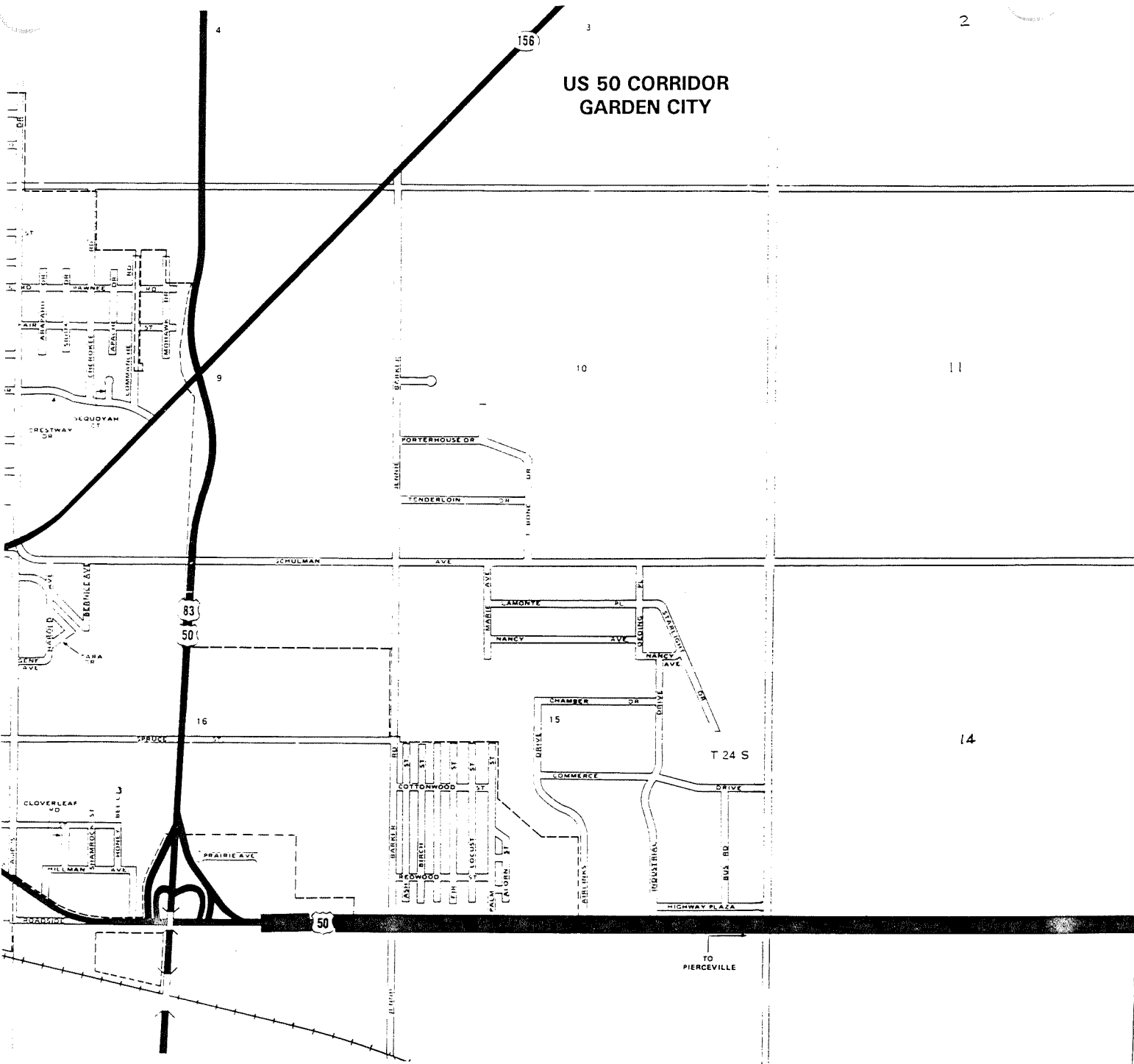
<b>SCOPE:</b>	<b>WIDEN TO 4 LANE EXPRESSWAY</b>
<b>LENGTH:</b>	<b>9.5</b>
<b>TOTAL COST:</b>	<b>33,142,000</b>
<b>STATE SHARE:</b>	<b>28,485,000</b>
<b>LOCAL SHARE:</b>	<b>4,657,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>4.4</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>COOK FLATT &amp; STROBEL, ENGINEERS, P.A.</b>

**US 24 MANHATTAN EAST  
POTTAWATOMIE COUNTY**



<b>SCOPE:</b>	<b>WIDEN TO 4 LANE EXPRESSWAY</b>
<b>LENGTH:</b>	<b>11.0</b>
<b>TOTAL COST:</b>	<b>30,860,000</b>
<b>STATE SHARE:</b>	<b>28,340,000</b>
<b>LOCAL SHARE:</b>	<b>2,520,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>BARTLETT &amp; WEST ENGINEERS, INC.</b>

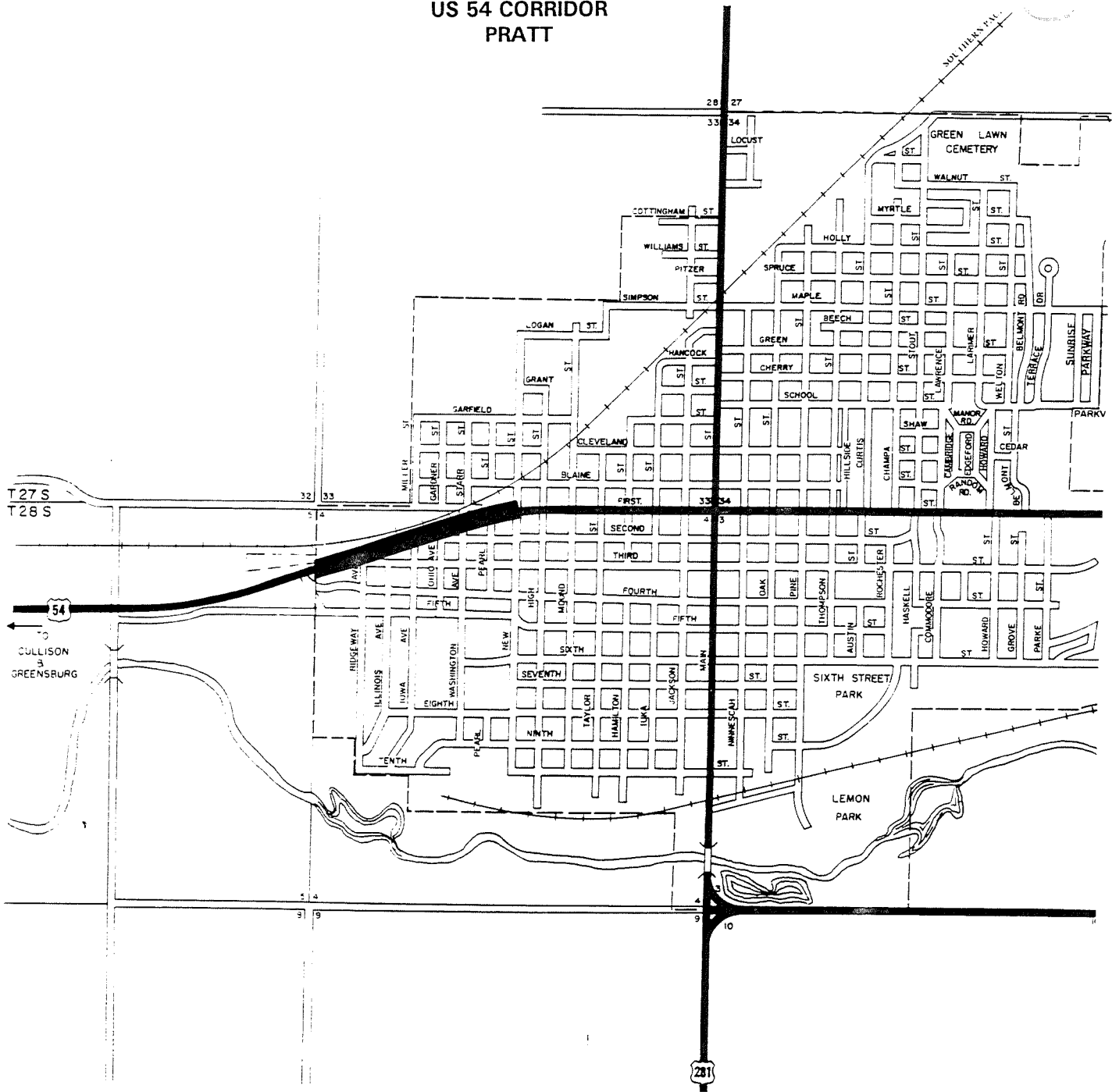




**US 50 CORRIDOR  
GARDEN CITY**

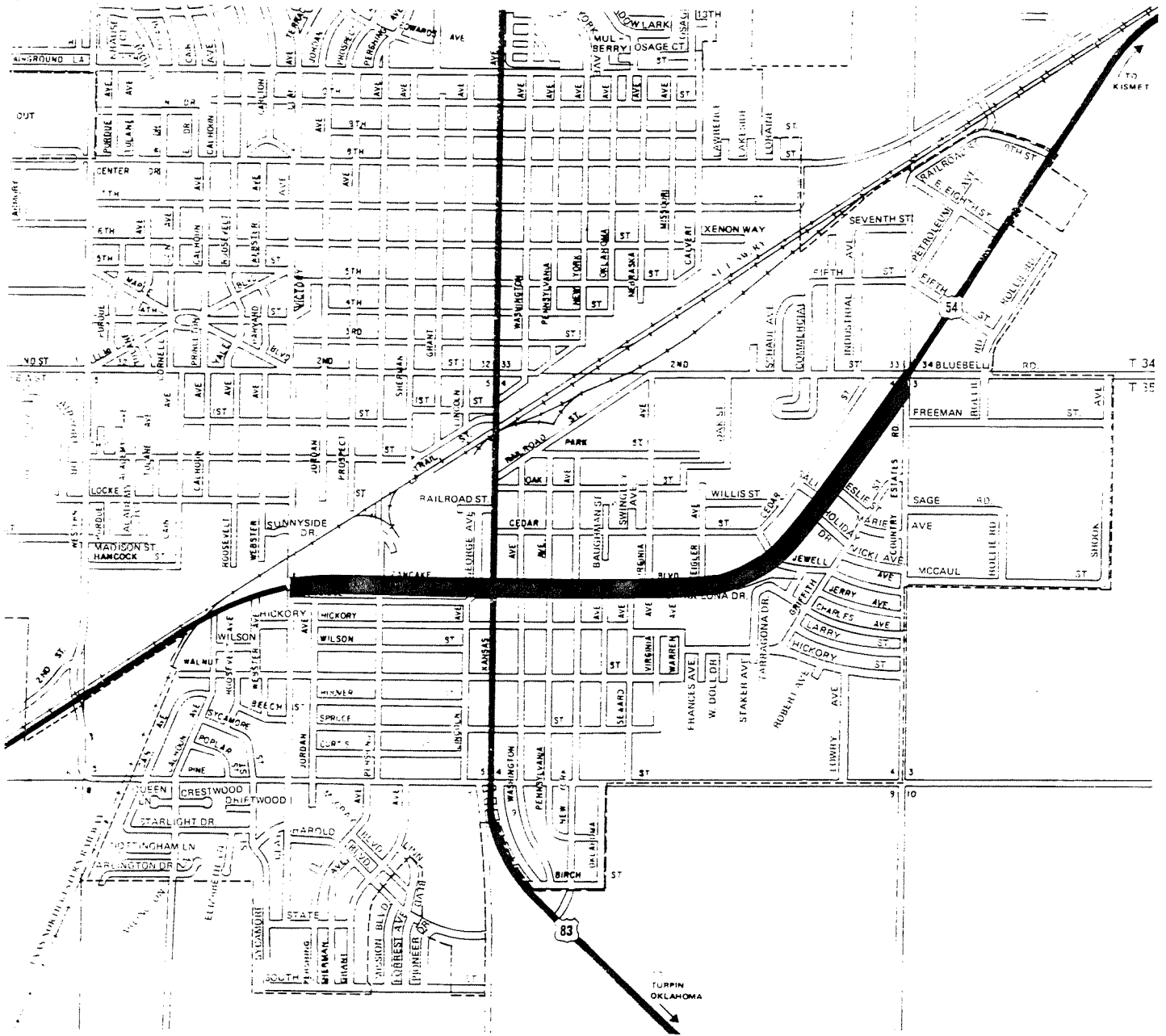
<b>SCOPE:</b>	<b>WIDEN TO 4 LANES</b>
<b>LENGTH:</b>	<b>2.3</b>
<b>TOTAL COST:</b>	<b>3,928,000</b>
<b>STATE SHARE:</b>	<b>3,554,000</b>
<b>LOCAL SHARE:</b>	<b>374,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>JOHNSON, BRICKELL, MULCAHEY AND ASSOCIATES, INC.</b>

**US 54 CORRIDOR  
PRATT**



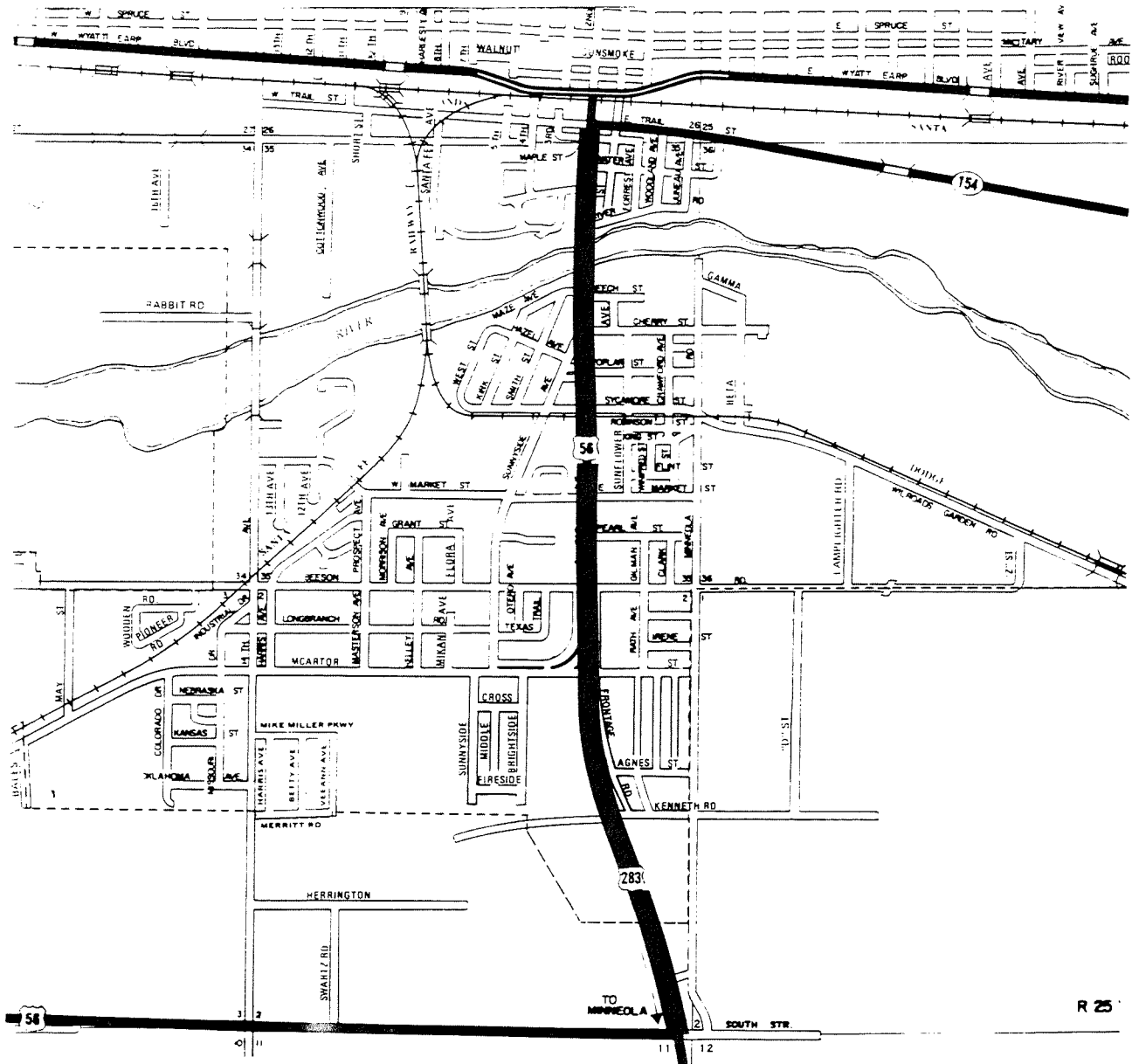
<b>SCOPE:</b>	<b>WIDEN TO 4 LANES</b>
<b>LENGTH:</b>	<b>0.5</b>
<b>TOTAL COST:</b>	<b>1,364,000</b>
<b>STATE SHARE:</b>	<b>1,197,000</b>
<b>LOCAL SHARE:</b>	<b>167,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>PROJECT WITHDRAWN BY LOCAL SPONSER</b>
<b>CONSULTANT:</b>	

**US 54 PANCAKE BLVD WIDENING  
LIBERAL**



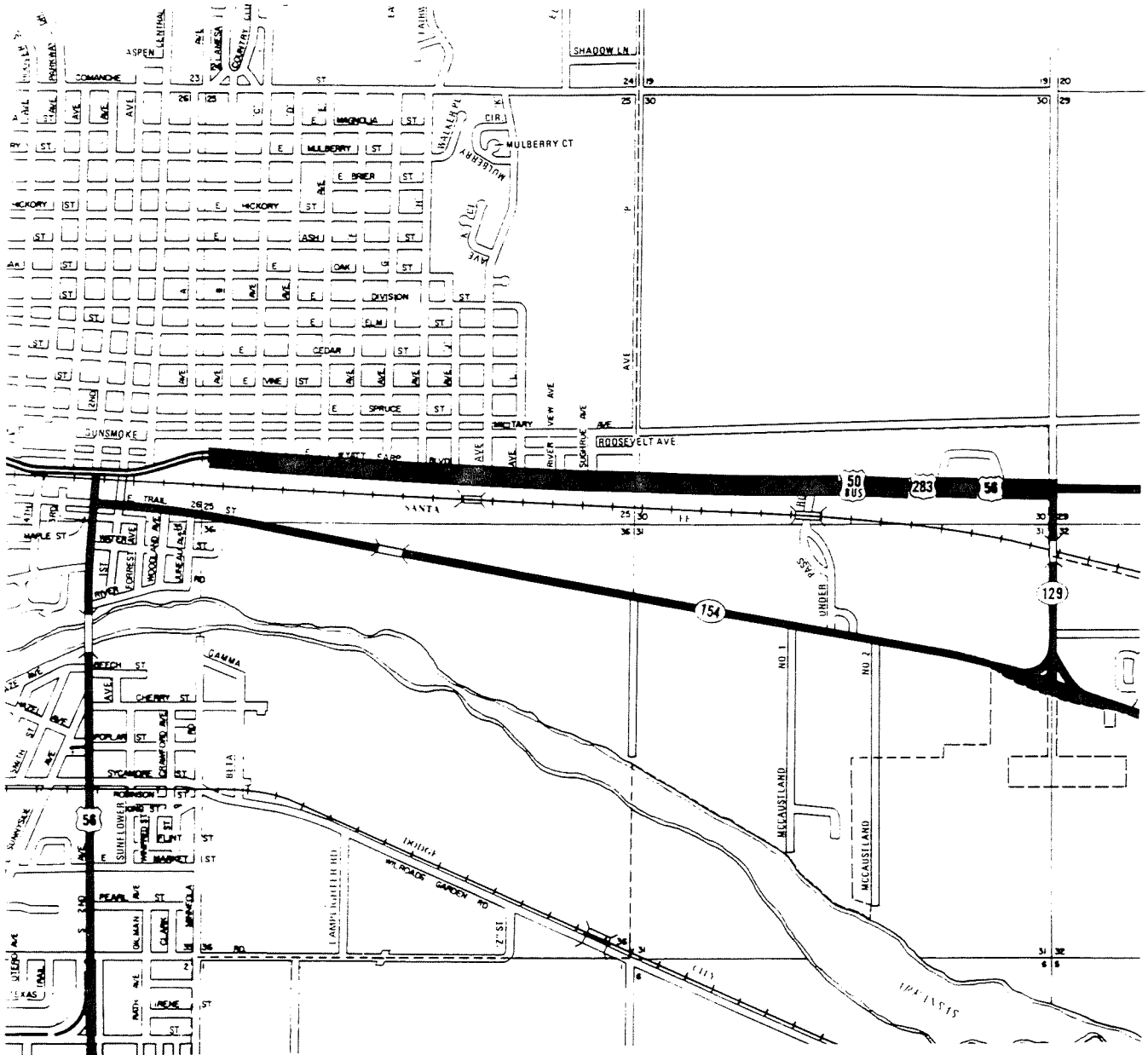
<b>SCOPE:</b>	<b>WIDEN TO 4 LANES WITH LEFT TURN LANE</b>
<b>LENGTH:</b>	<b>1.8</b>
<b>TOTAL COST:</b>	<b>5,770,000</b>
<b>STATE SHARE:</b>	<b>4,899,000</b>
<b>LOCAL SHARE:</b>	<b>871,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>MID-KANSAS ENGINEERING CONSULTANTS, P.A.</b>

**US56/US283 WIDENING  
DODGE CITY**



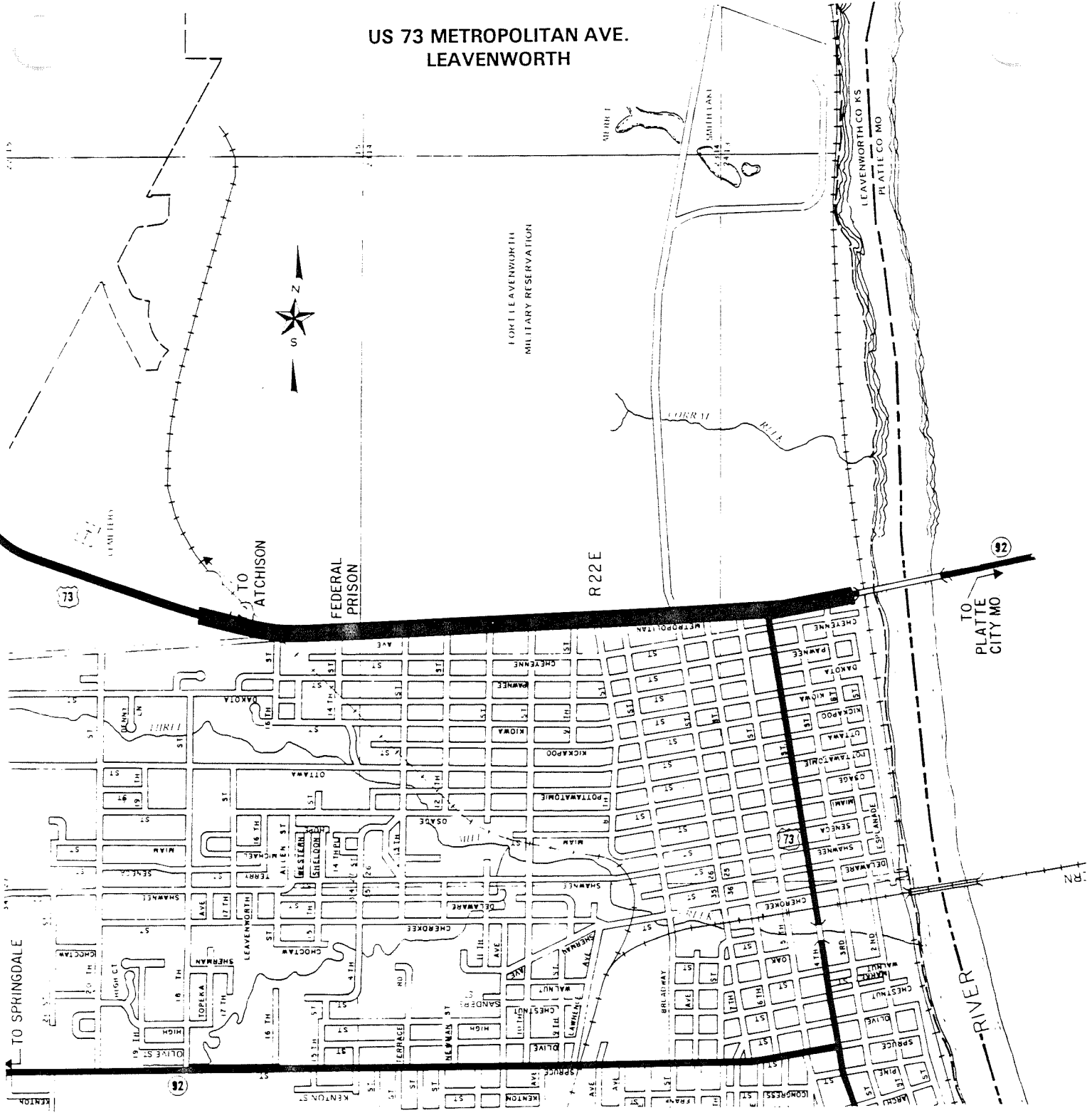
<b>SCOPE:</b>	<b>WIDEN TO 4 LANES WITH LEFT TURN LANE</b>
<b>LENGTH:</b>	<b>1.7</b>
<b>TOTAL COST:</b>	<b>3,852,000</b>
<b>STATE SHARE:</b>	<b>2,697,000</b>
<b>LOCAL SHARE:</b>	<b>1,156,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>JOHNSON, BRICKELL, MULCAHEY &amp; ASSOCIATES, INC.</b>

**US56/US50B WIDENING  
DODGE CITY**



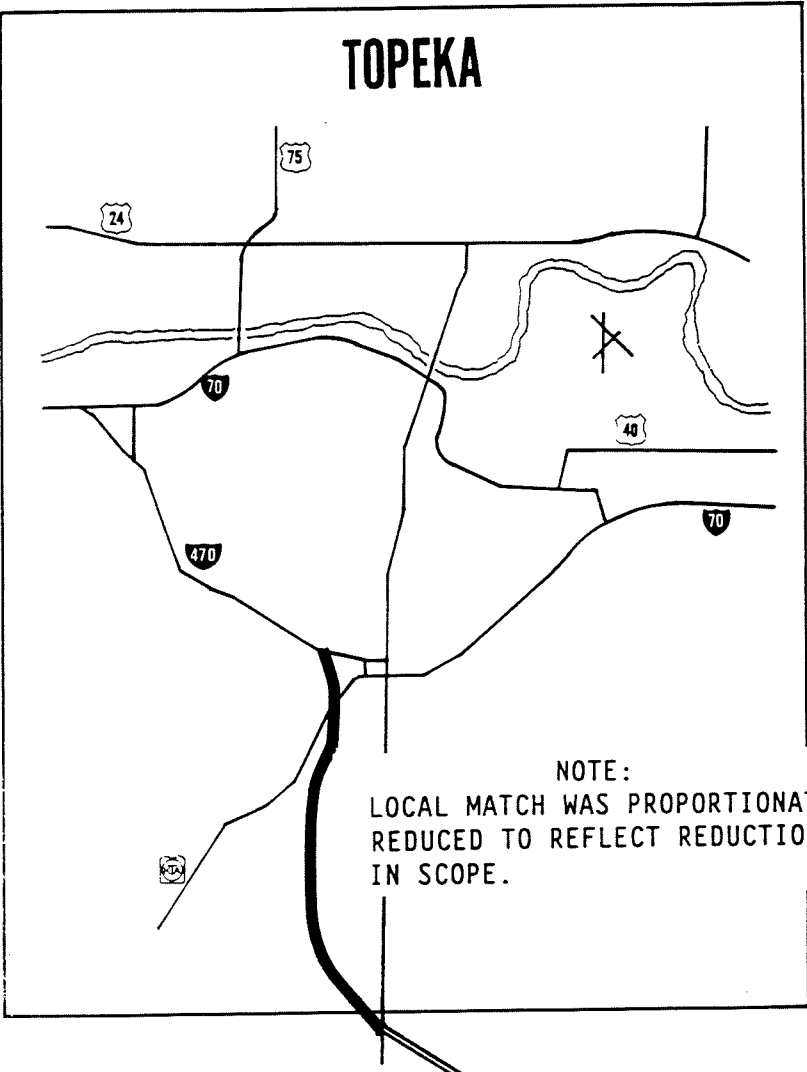
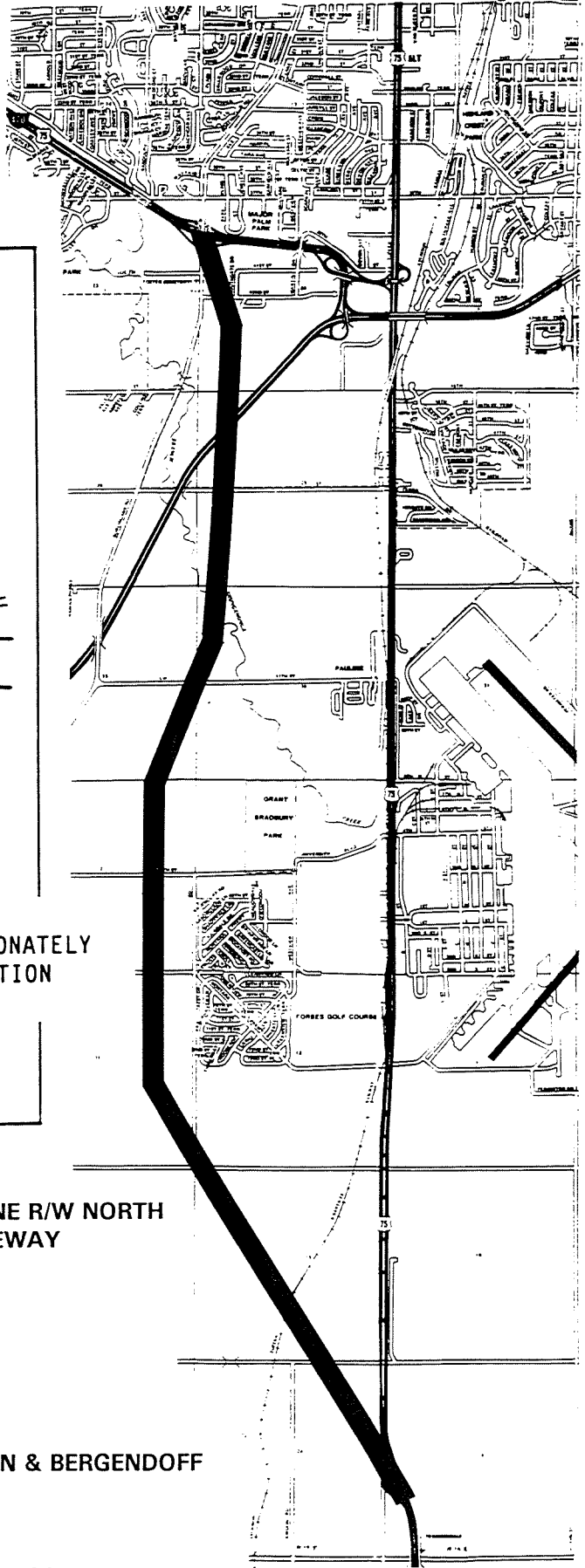
<b>SCOPE:</b>	<b>WIDEN TO 4 LANES WITH LEFT TURN LANE</b>
<b>LENGTH:</b>	<b>2.4</b>
<b>TOTAL COST:</b>	<b>6,757,000</b>
<b>STATE SHARE:</b>	<b>4,730,000</b>
<b>LOCAL SHARE:</b>	<b>2,027,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>COOK FLATT &amp; STROBEL, ENGINEERS, P.A.</b>

**US 73 METROPOLITAN AVE.  
LEAVENWORTH**



<b>SCOPE:</b>	<b>WIDEN TO 4 LANES WITH LEFT TURN LANE</b>
<b>LENGTH:</b>	<b>1.8</b>
<b>TOTAL COST:</b>	<b>4,682,000</b>
<b>STATE SHARE:</b>	<b>3,955,000</b>
<b>LOCAL SHARE:</b>	<b>727,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>JOHNSON, BRICKELL, MULCAHEY &amp; ASSOCIATES, INC.</b>

**US 75 SOUTH TOPEKA CORRIDOR  
TOPEKA**



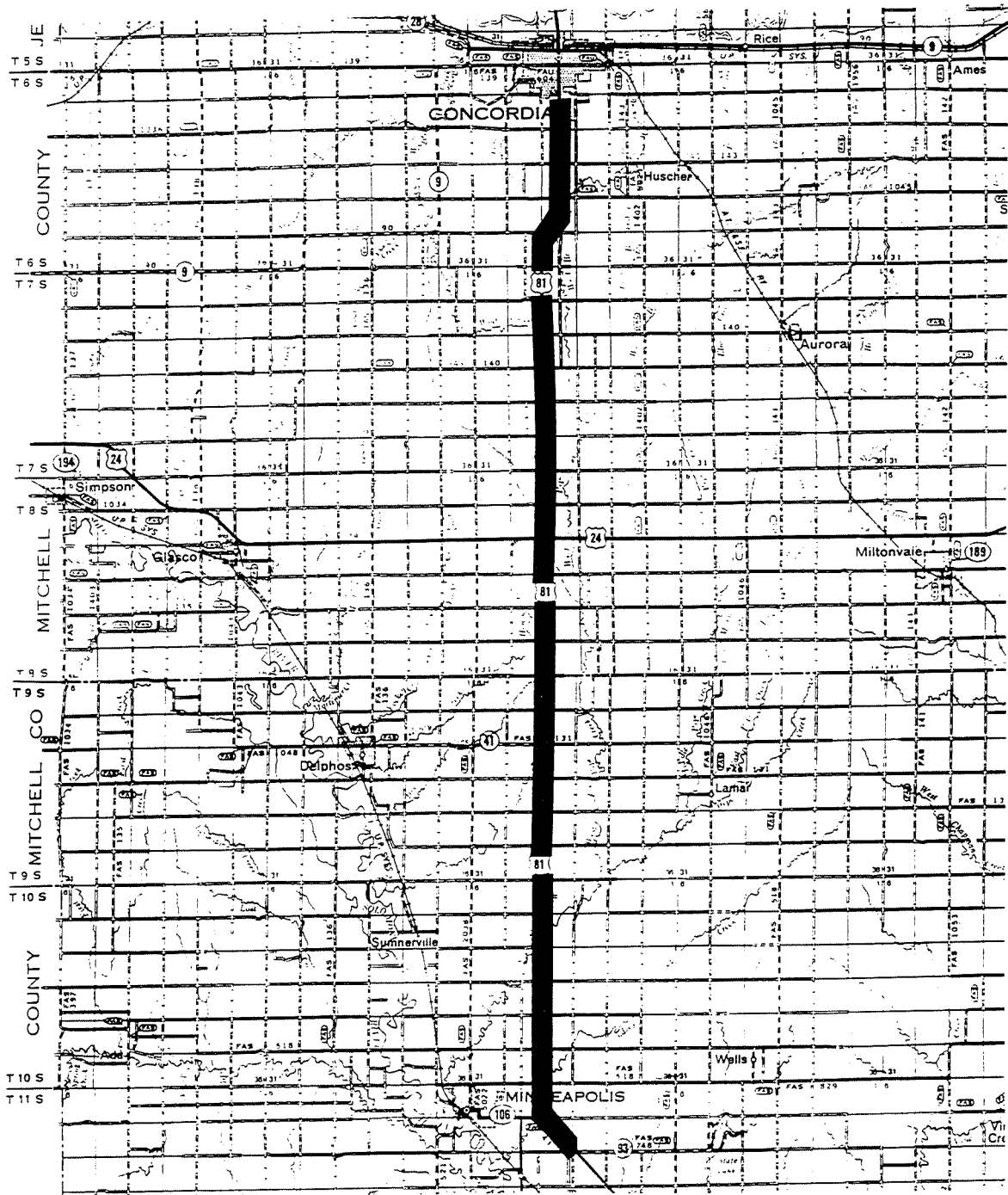
**NOTE:**  
LOCAL MATCH WAS PROPORTIONATELY  
REDUCED TO REFLECT REDUCTION  
IN SCOPE.

<b>SCOPE:</b>	<b>2 LANE FREEWAY ON 4 LANE R/W NORTH TO KTA, THEN 4 LANE FREEWAY</b>
<b>LENGTH:</b>	<b>7.0</b>
<b>TOTAL COST:</b>	<b>46,260,000</b>
<b>STATE SHARE:</b>	<b>42,482,000</b>
<b>LOCAL SHARE:</b>	<b>3,778,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>27.5</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>HOWARD NEEDLES TAMMEN &amp; BERGENDOFF BURNS &amp; McDONNELL</b>

**CHANGE IN SCOPE:**

The portion of the project from existing US-75 south of Topeka, northwest to the Kansas Turnpike will be 2-lane construction on 4-lane R/W instead of 4-lane construction.

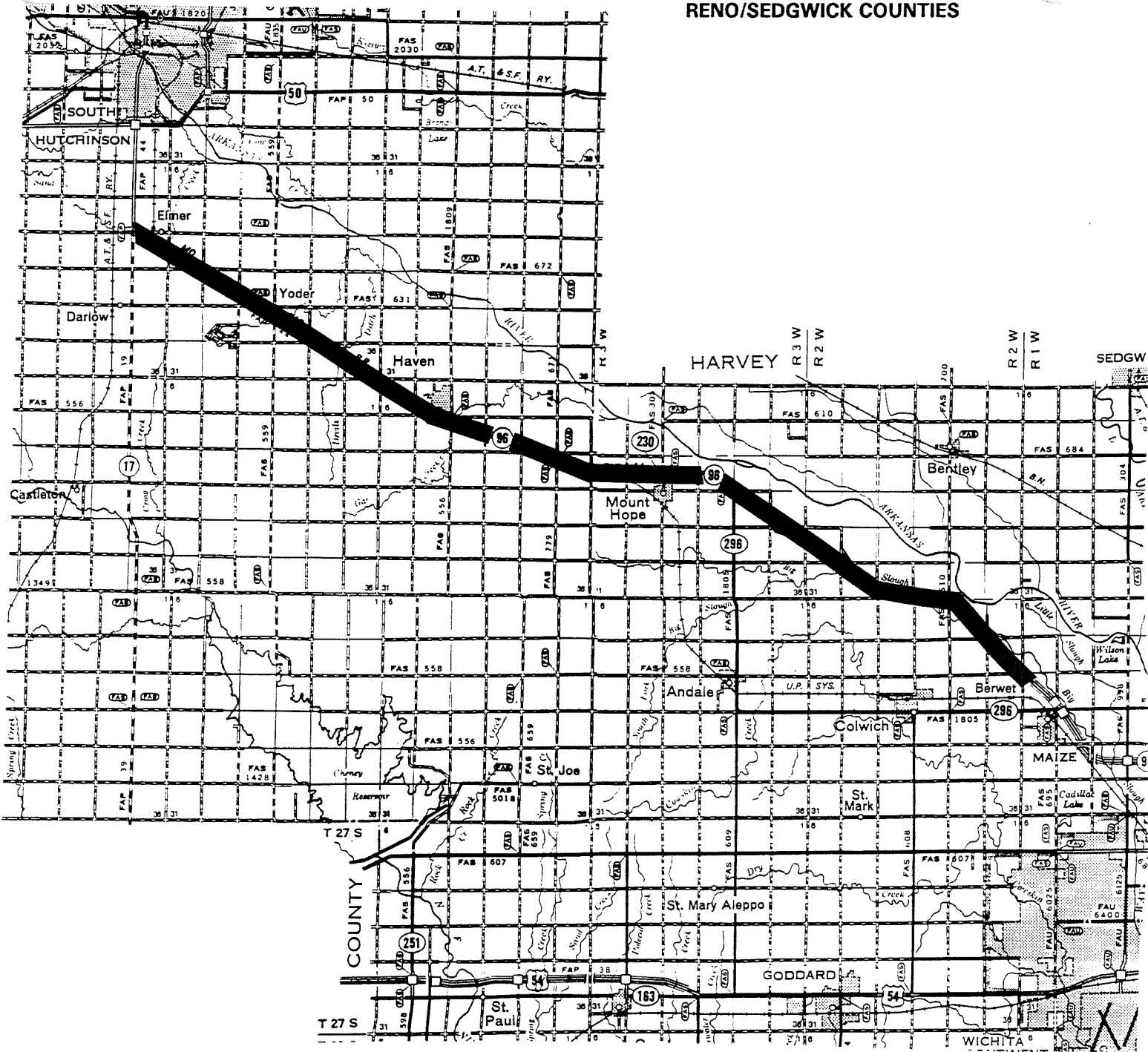
**US 81 CORRIDOR  
OTTAWA/CLOUD COUNTIES**



<b>SCOPE:</b>	<b>WIDEN TO 4 LANES</b>
<b>LENGTH:</b>	<b>31.7</b>
<b>TOTAL COST:</b>	<b>91,223,000</b>
<b>STATE SHARE:</b>	<b>91,223,000</b>
<b>LOCAL SHARE:</b>	<b>0</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>NO AGREEMENT NECESSARY</b>
<b>CONSULTANT:</b>	<b>BUCHER WILLIS &amp; RATLIFF</b>
<b>CHANGE IN SCOPE:</b>	<b>A portion of the requested project from Concordia to the Nebraska state line was not funded at this time.</b>

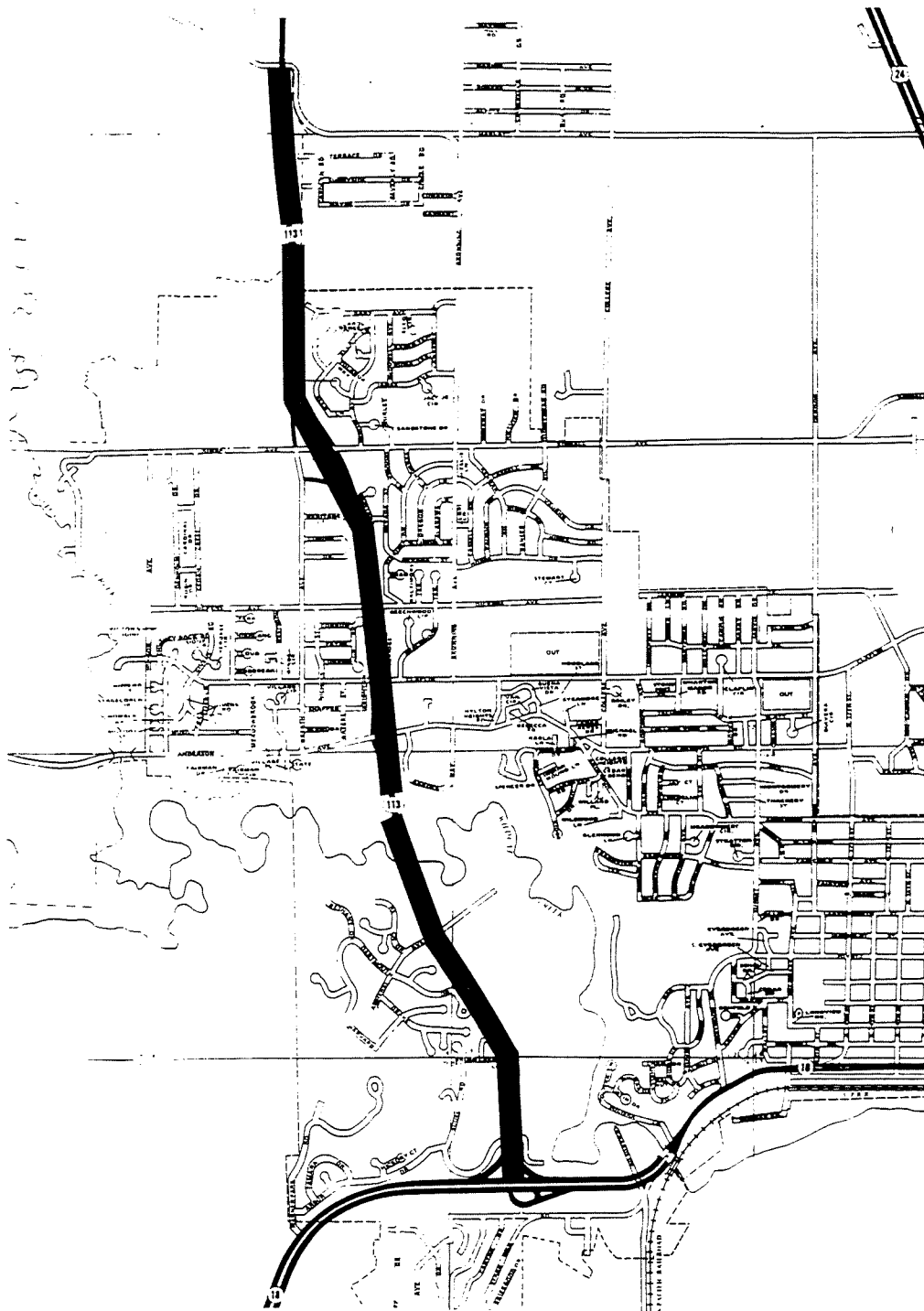


**K 96 CORRIDOR  
RENO/SEDGWICK COUNTIES**



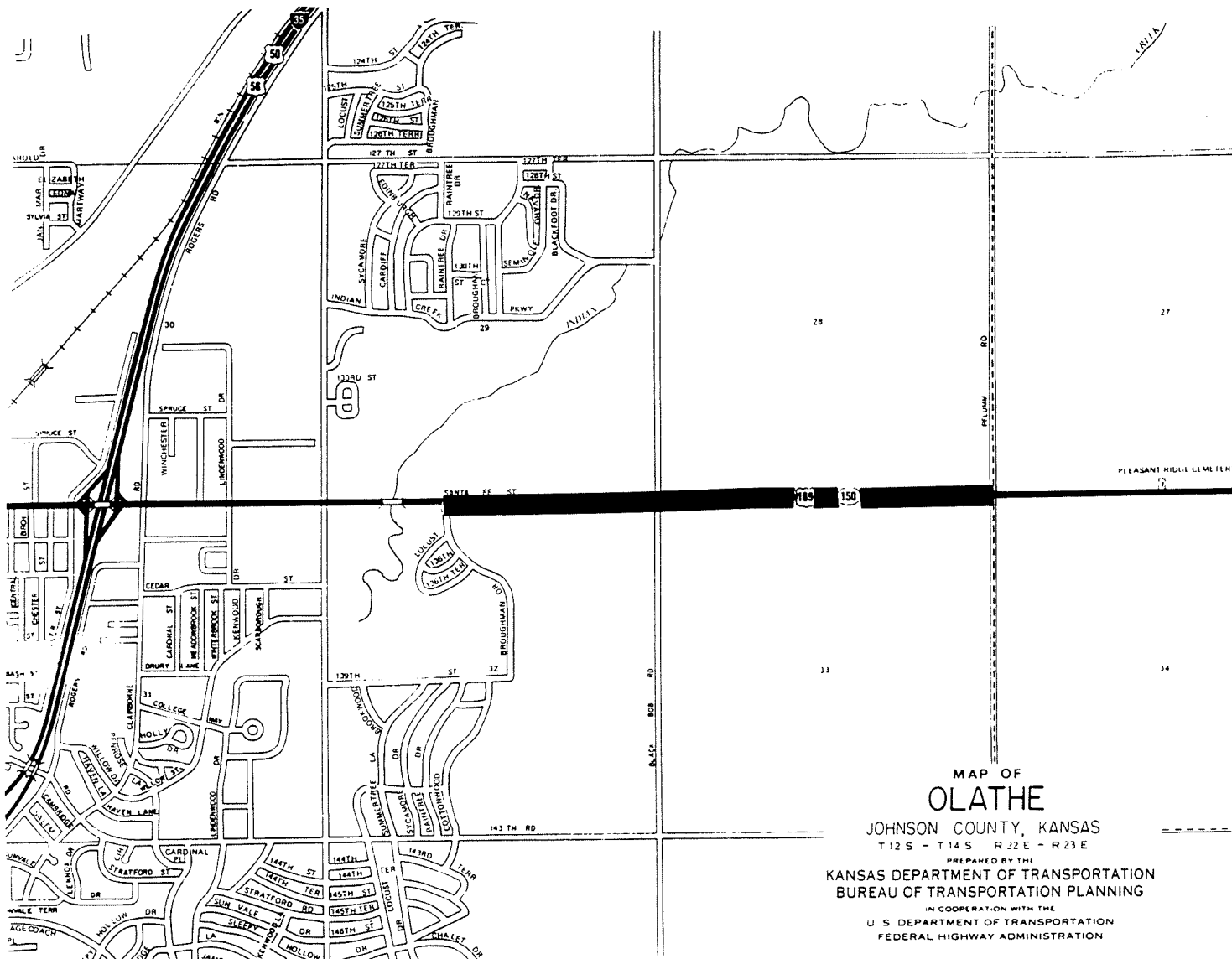
<b>SCOPE:</b>	<b>WIDEN TO 4 LANE EXPRESSWAY</b>
<b>LENGTH:</b>	<b>30.5</b>
<b>TOTAL COST:</b>	<b>95,869,000</b>
<b>STATE SHARE:</b>	<b>91,244,000</b>
<b>LOCAL SHARE:</b>	<b>4,625,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>32.3</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>PROFESSIONAL ENGINEERING CONSULTANTS, P.A.</b>

# K113 CORRIDOR MANHATTAN



<b>SCOPE:</b>	<b>WIDEN TO 4 LANE EXPRESSWAY</b>
<b>LENGTH:</b>	<b>3.9</b>
<b>TOTAL COST:</b>	<b>17,179,000</b>
<b>STATE SHARE:</b>	<b>15,189,000</b>
<b>LOCAL SHARE:</b>	<b>1,990,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>EXECUTED 12/26/90</b>
<b>CONSULTANT:</b>	<b>WELLS ENGINEERS, INC.</b>

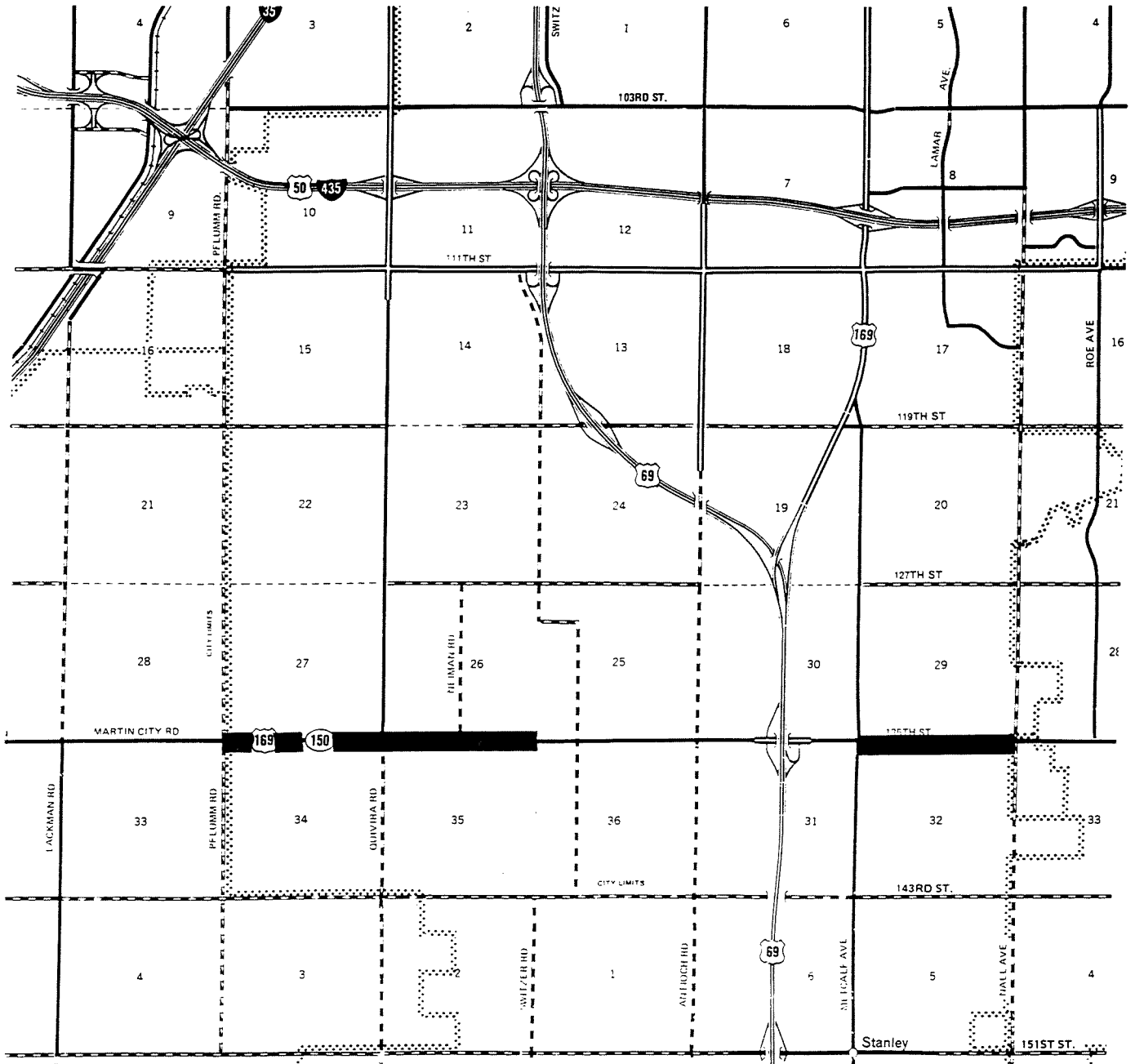
**K 150 BROUGHAM TO PFLUMM  
OLATHE**



MAP OF  
**OLATHE**  
 JOHNSON COUNTY, KANSAS  
 T 12 S - T 14 S R 22 E - R 23 E  
 PREPARED BY THE  
 KANSAS DEPARTMENT OF TRANSPORTATION  
 BUREAU OF TRANSPORTATION PLANNING  
 IN COOPERATION WITH THE  
 U S DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION

<b>SCOPE:</b>	<b>WIDEN TO 4 LANE EXPRESSWAY</b>
<b>LENGTH:</b>	<b>1.6</b>
<b>TOTAL COST:</b>	<b>7,030,000</b>
<b>STATE SHARE:</b>	<b>5,490,000</b>
<b>LOCAL SHARE:</b>	<b>1,540,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>HOWARD NEEDLES TAMMEN &amp; BERGENDOFF</b>

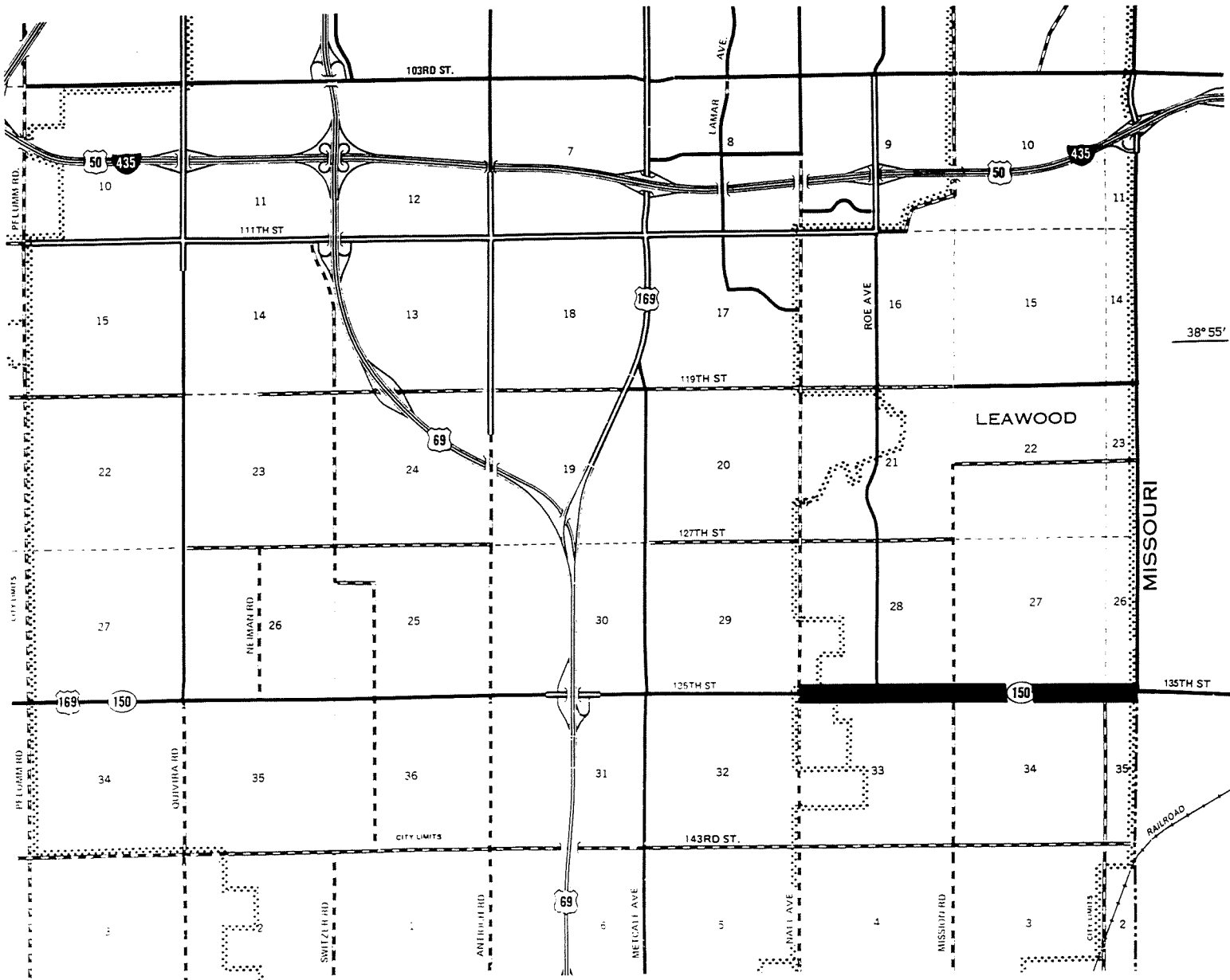
**SWITZER TO PFLUMM & METCALF TO NALL  
OVERLAND PARK**



<b>SCOPE:</b>	<b>WIDEN TO 4 LANE EXPRESSWAY</b>
<b>LENGTH:</b>	<b>3.0</b>
<b>TOTAL COST:</b>	<b>11,007,000</b>
<b>STATE SHARE:</b>	<b>5,571,000</b>
<b>LOCAL SHARE:</b>	<b>5,436,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>HOWARD NEEDLES TAMMEN &amp; BERGENDOFF</b>

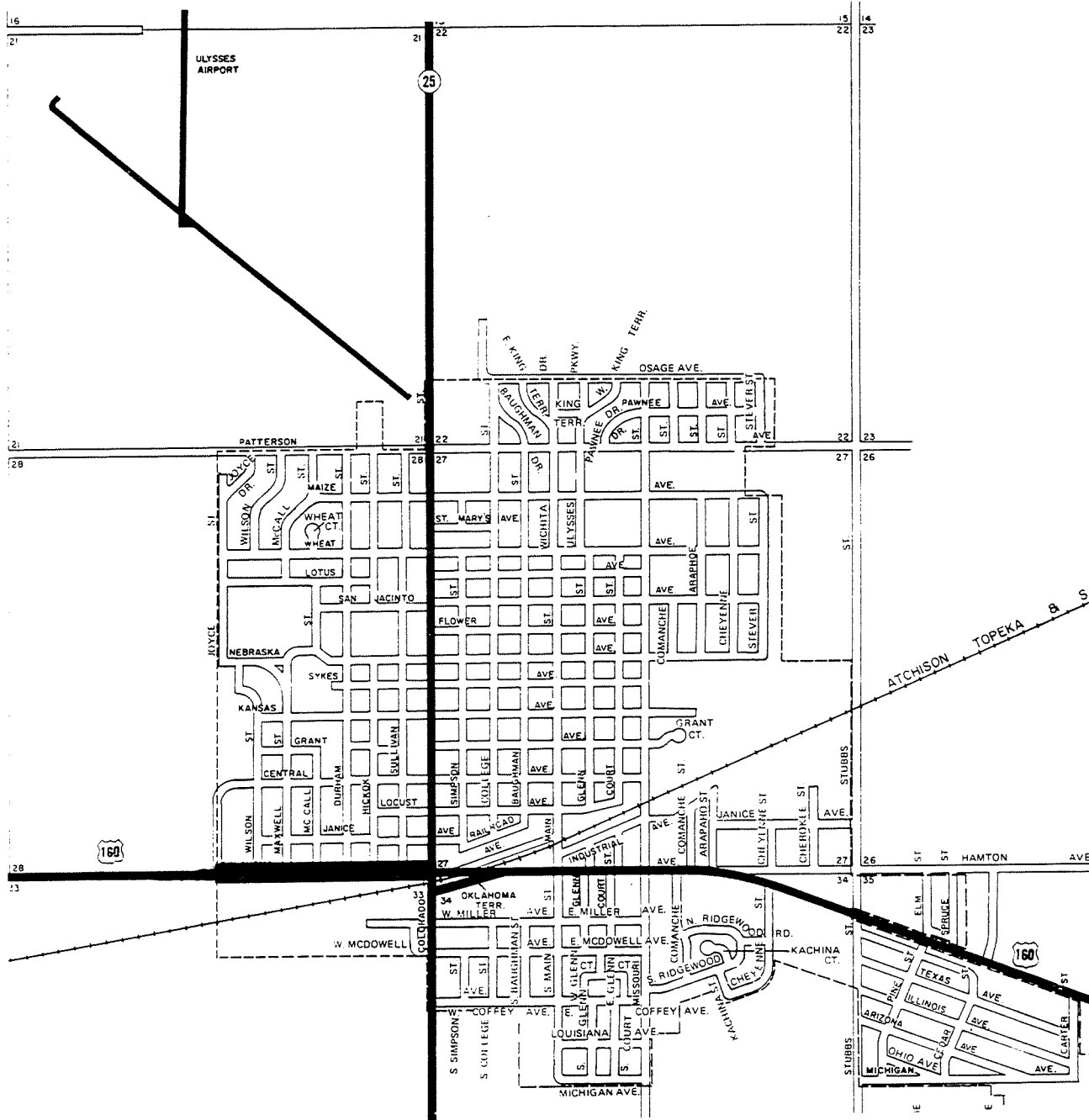
This project is scheduled to be let to construction April 18,  
1991 by the city of Overland Park.

**K 150 NALL AVE. TO STATE LINE  
LEAWOOD**



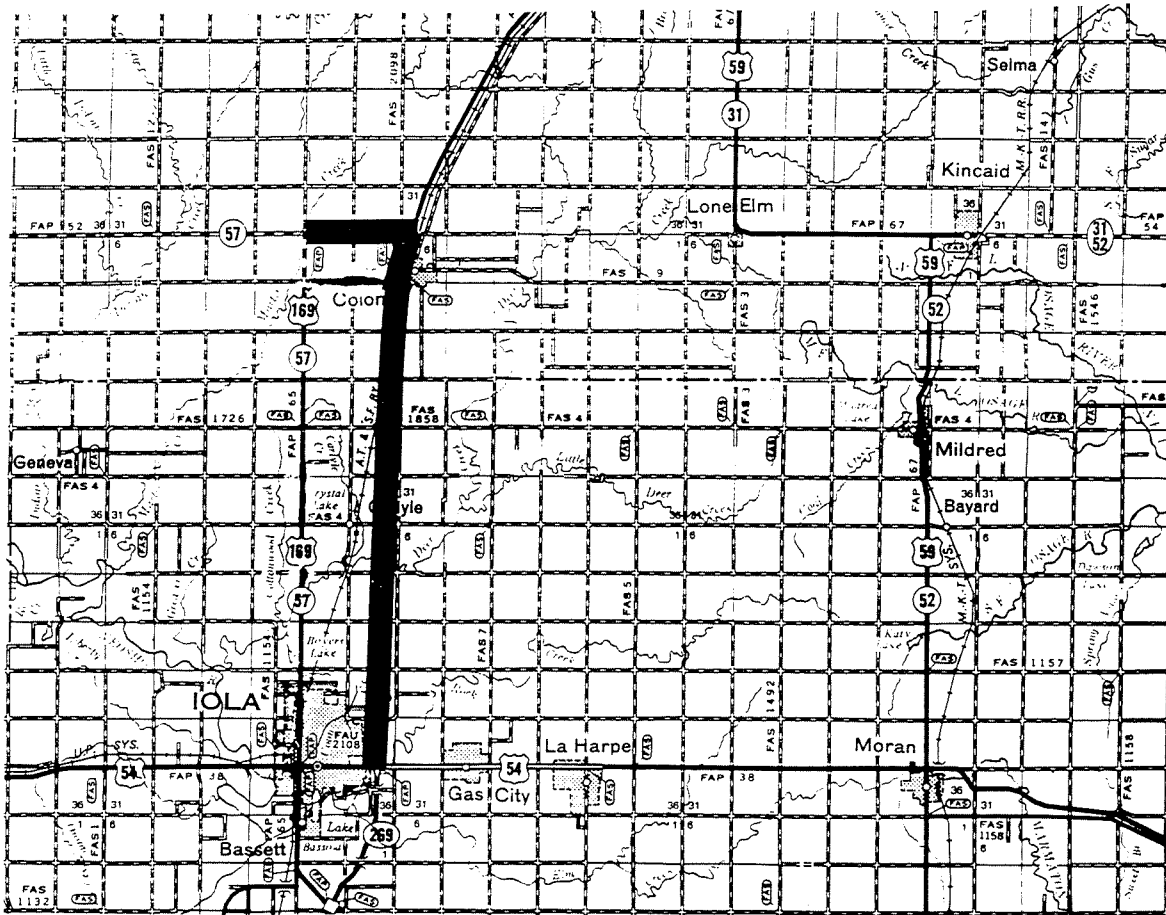
<b>SCOPE:</b>	<b>WIDEN TO 4 LANE EXPRESSWAY</b>
<b>LENGTH:</b>	<b>2.2</b>
<b>TOTAL COST:</b>	<b>7,621,000</b>
<b>STATE SHARE:</b>	<b>3,810,000</b>
<b>LOCAL SHARE:</b>	<b>3,810,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>HOWARD NEEDLES TAMMEN &amp; BERGENDOFF</b>

**US 160 OKLAHOMA AVE.  
ULYSSES**



<b>SCOPE:</b>	<b>WIDEN TO 4 LANES</b>
<b>LENGTH:</b>	<b>0.5</b>
<b>TOTAL COST:</b>	<b>817,000</b>
<b>STATE SHARE:</b>	<b>408,000</b>
<b>LOCAL SHARE:</b>	<b>408,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>KAW VALLEY ENGINEERING &amp; DEVELOPMENT, INC.</b>

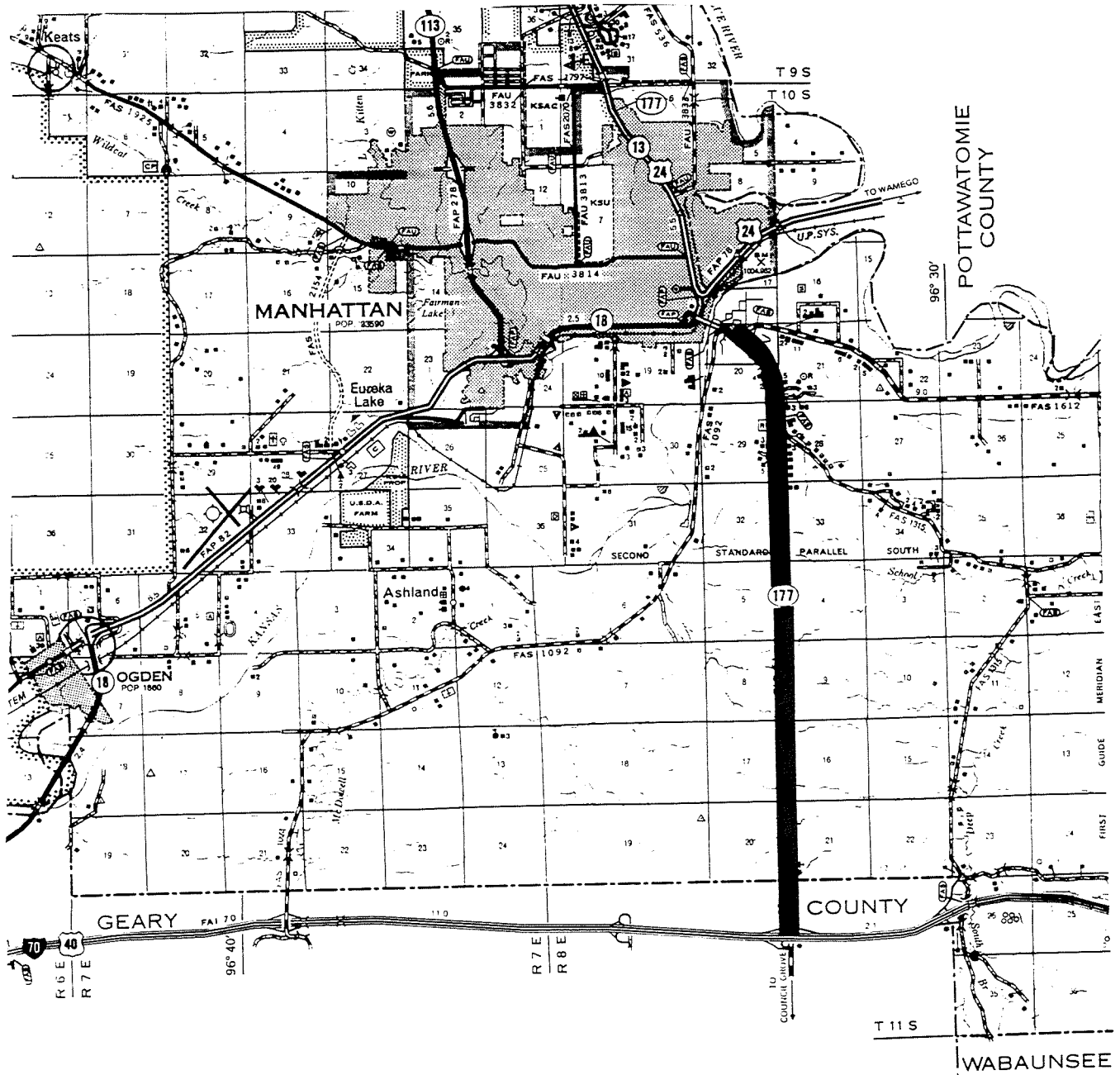
**US 169 CORRIDOR  
ALLEN/ANDERSON COUNTIES**



NOTE: LOCAL MATCH WAS PROPORTIONATELY  
REDUCED TO REFLECT REDUCTION IN SCOPE.

<b>SCOPE:</b>	<b>CONSTRUCT 2 LANE HIGHWAY (NEW LOCATION)</b>
<b>LENGTH:</b>	<b>11.0</b>
<b>TOTAL COST:</b>	<b>16,945,000</b>
<b>STATE SHARE:</b>	<b>16,476,000</b>
<b>LOCAL SHARE:</b>	<b>469,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>26.2</b>
<b>PROJECT AGREEMENT:</b>	<b>EXECUTED 03/07/91</b>
<b>CONSULTANT:</b>	<b>LARKIN ASSOCIATES CONSULTING ENGINEERS, INC.</b>
<b>CHANGE IN SCOPE:</b>	<b>A portion of the requested project from Colony to Garnett was not funded.</b>

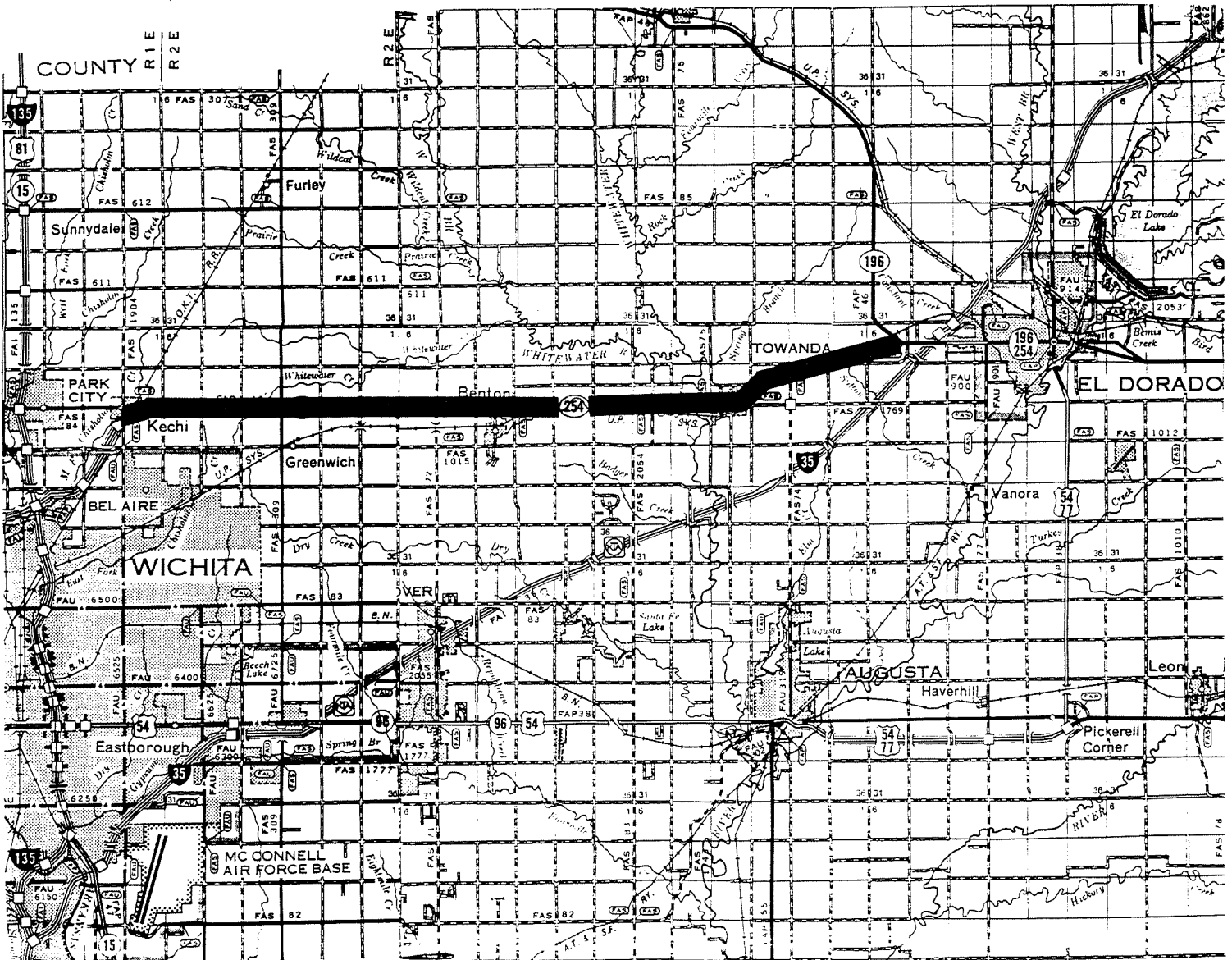
**K 177 CORRIDOR  
RILEY COUNTY**



<b>SCOPE:</b>	<b>WIDEN TO 4 LANE EXPRESSWAY</b>
<b>LENGTH:</b>	<b>7.8</b>
<b>TOTAL COST:</b>	<b>26,013,000</b>
<b>STATE SHARE:</b>	<b>20,926,000</b>
<b>LOCAL SHARE:</b>	<b>5,087,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>SCHWAB-EATON, P.A.</b>

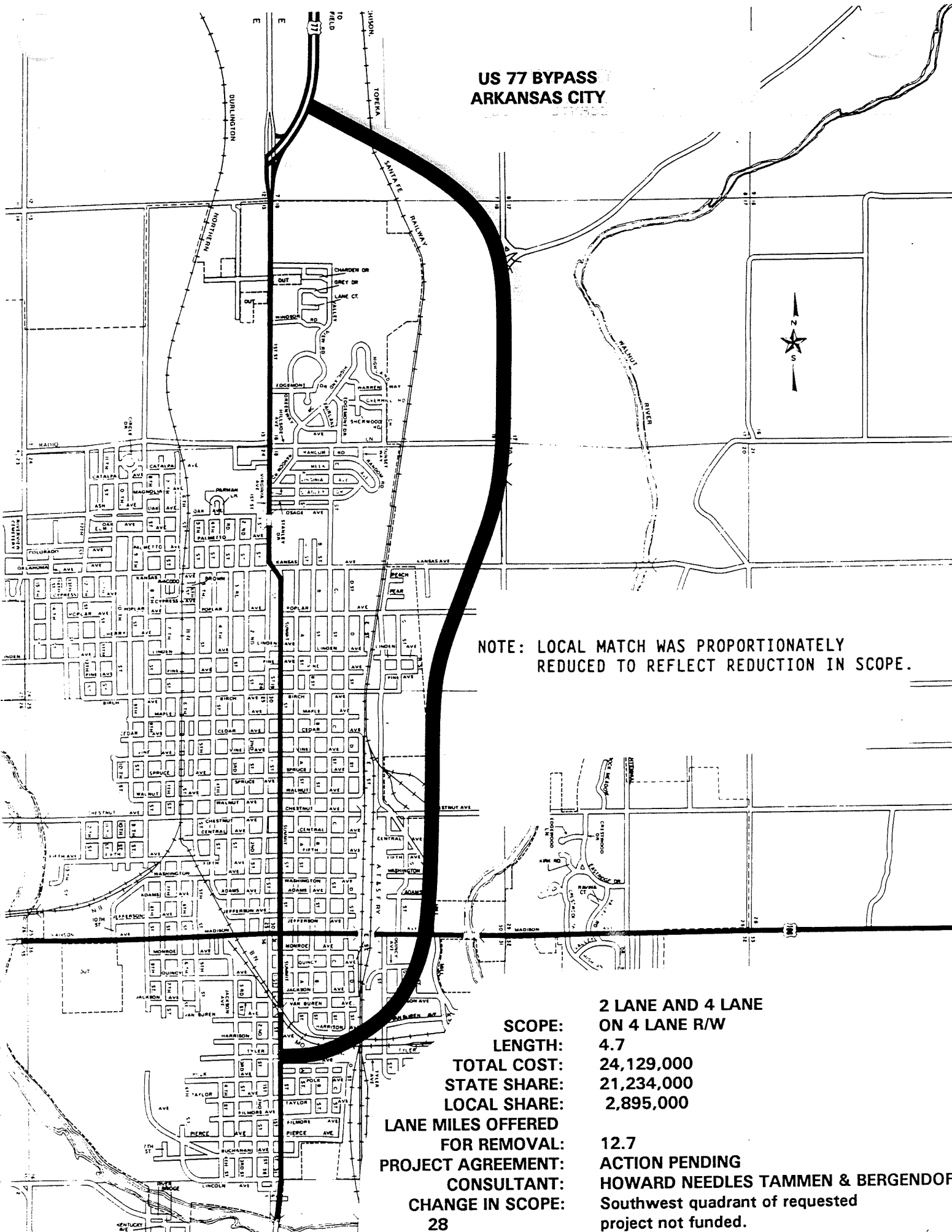


**K 254 CORRIDOR  
BUTLER/SEDGWICK COUNTIES**



<b>SCOPE:</b>	<b>WIDEN TO 4 LANE EXPRESSWAY</b>
<b>LENGTH:</b>	<b>21.0</b>
<b>TOTAL COST:</b>	<b>85,959,000</b>
<b>STATE SHARE:</b>	<b>85,325,000</b>
<b>LOCAL SHARE:</b>	<b>634,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>7.0</b>
<b>PROJECT AGREEMENT:</b>	<b>EXECUTED 02/05/91, SEDGWICK COUNTY ACTION PENDING, BUTLER COUNTY</b>
<b>CONSULTANT:</b>	<b>PROFESSIONAL ENGINEERING CONSULTANTS, P.A.</b>

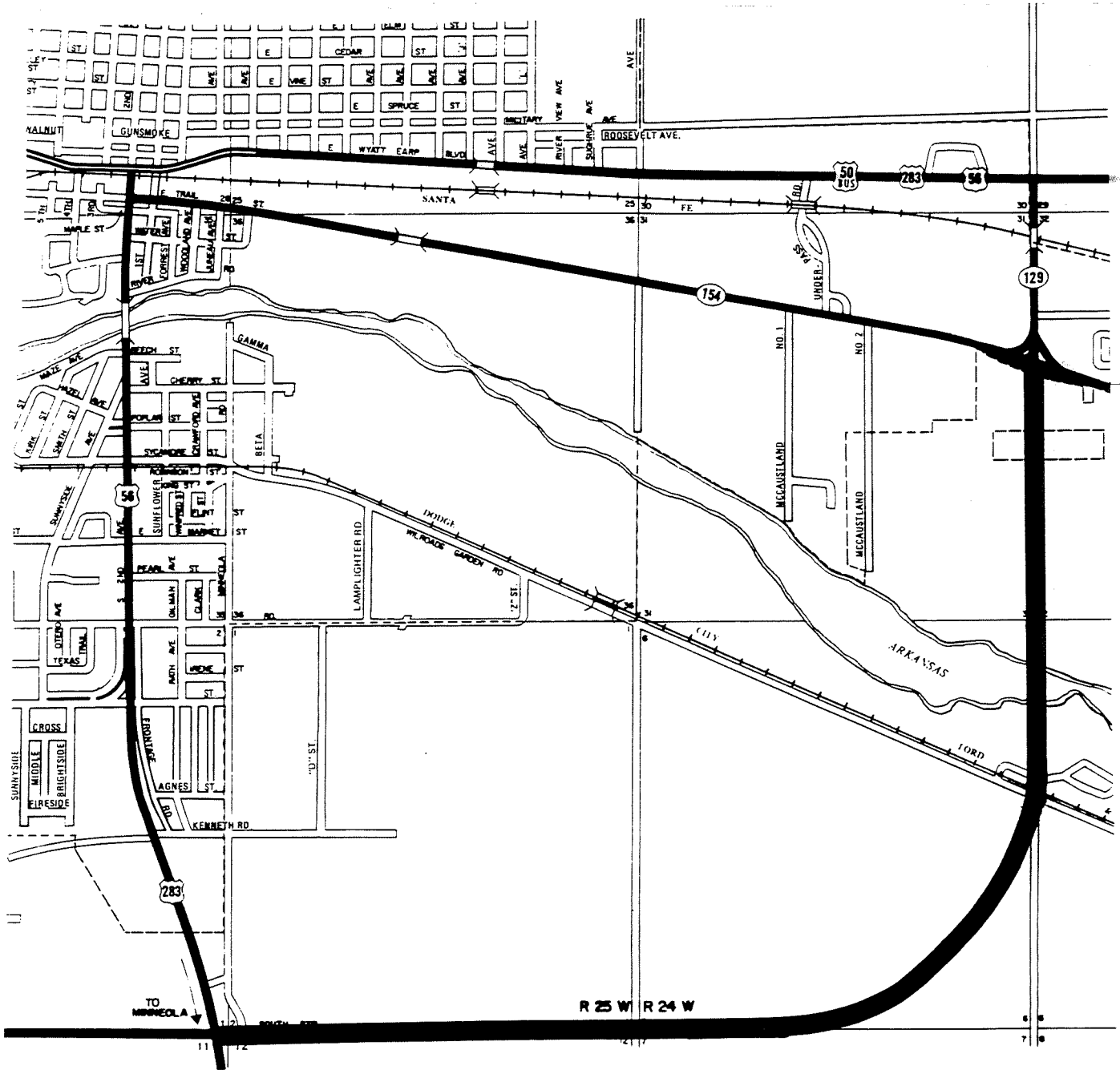
**US 77 BYPASS  
ARKANSAS CITY**



**NOTE: LOCAL MATCH WAS PROPORTIONATELY  
REDUCED TO REFLECT REDUCTION IN SCOPE.**

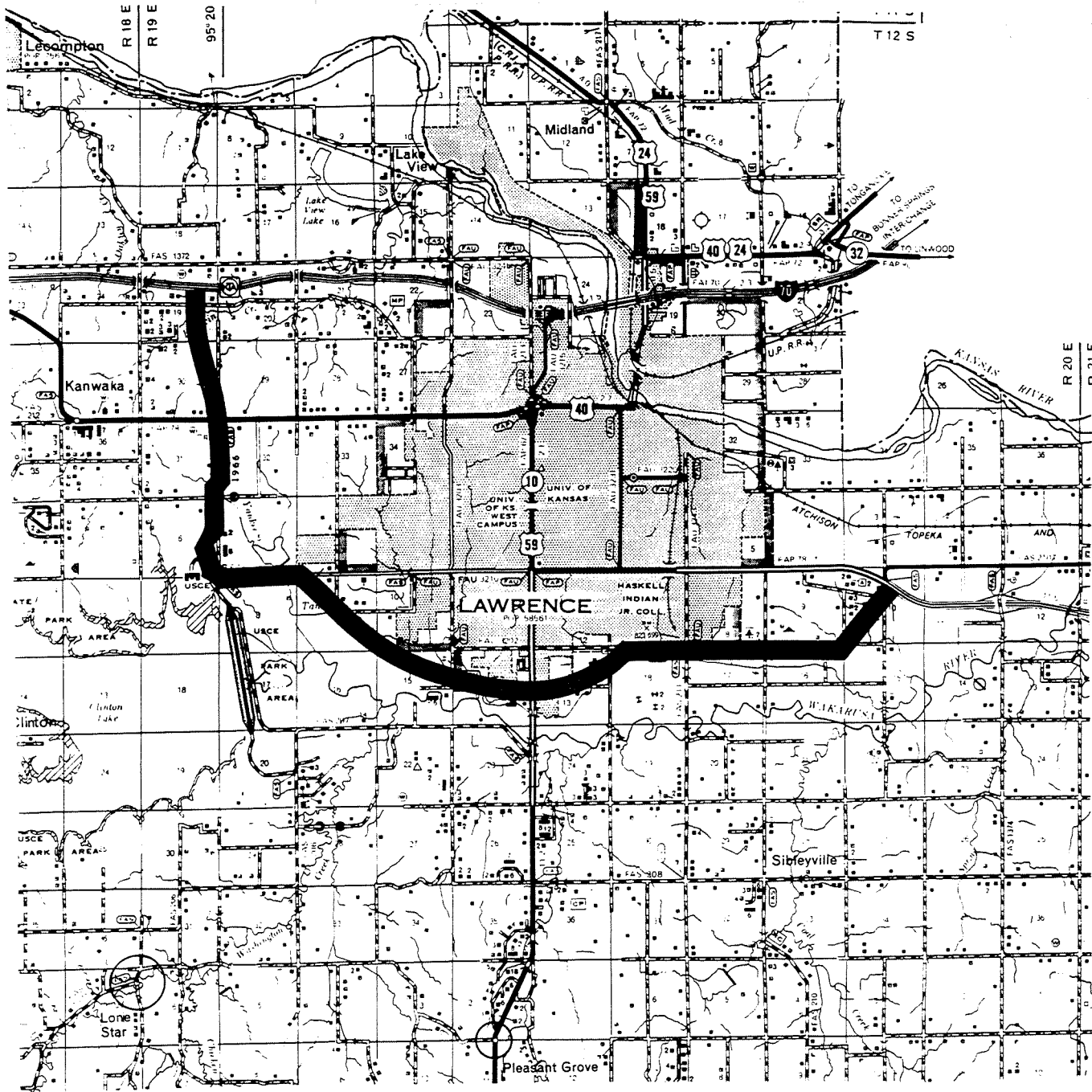
<b>SCOPE:</b>	<b>2 LANE AND 4 LANE ON 4 LANE R/W</b>
<b>LENGTH:</b>	<b>4.7</b>
<b>TOTAL COST:</b>	<b>24,129,000</b>
<b>STATE SHARE:</b>	<b>21,234,000</b>
<b>LOCAL SHARE:</b>	<b>2,895,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>12.7</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>HOWARD NEEDLES TAMMEN &amp; BERGENDOFF</b>
<b>CHANGE IN SCOPE:</b>	<b>Southwest quadrant of requested project not funded.</b>

**SOUTHEAST DODGE CITY BYPASS  
DODGE CITY**



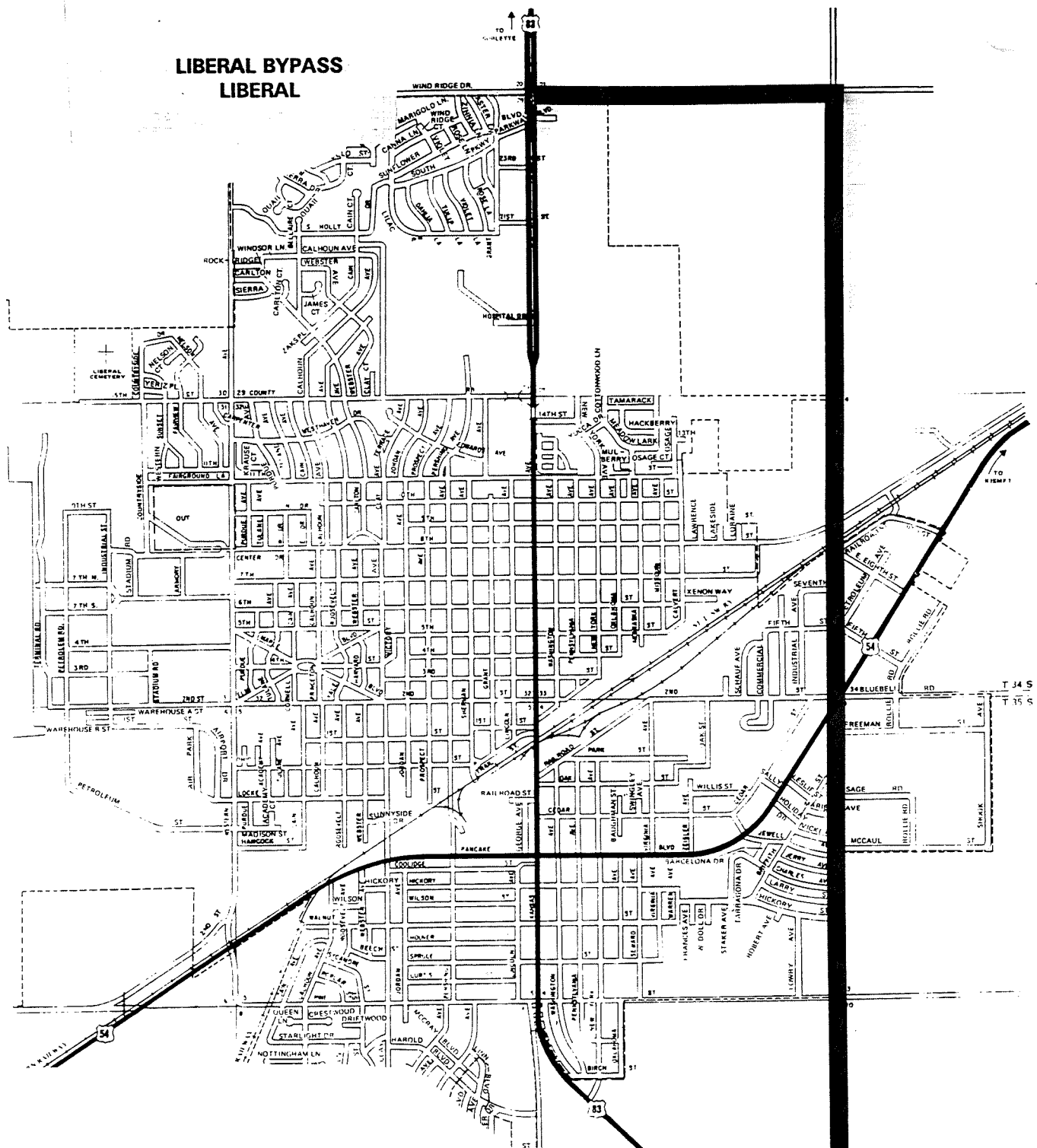
<b>SCOPE:</b>	<b>2 LANE ON 4 LANE R/W</b>
<b>LENGTH:</b>	<b>3.3</b>
<b>TOTAL COST:</b>	<b>14,973,000</b>
<b>STATE SHARE:</b>	<b>13,344,000</b>
<b>LOCAL SHARE:</b>	<b>1,629,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>4.7</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>BOOKER/FREUND ASSOCIATES, INC.</b>

**SOUTH LAWRENCE TRAFFICWAY  
LAWRENCE**



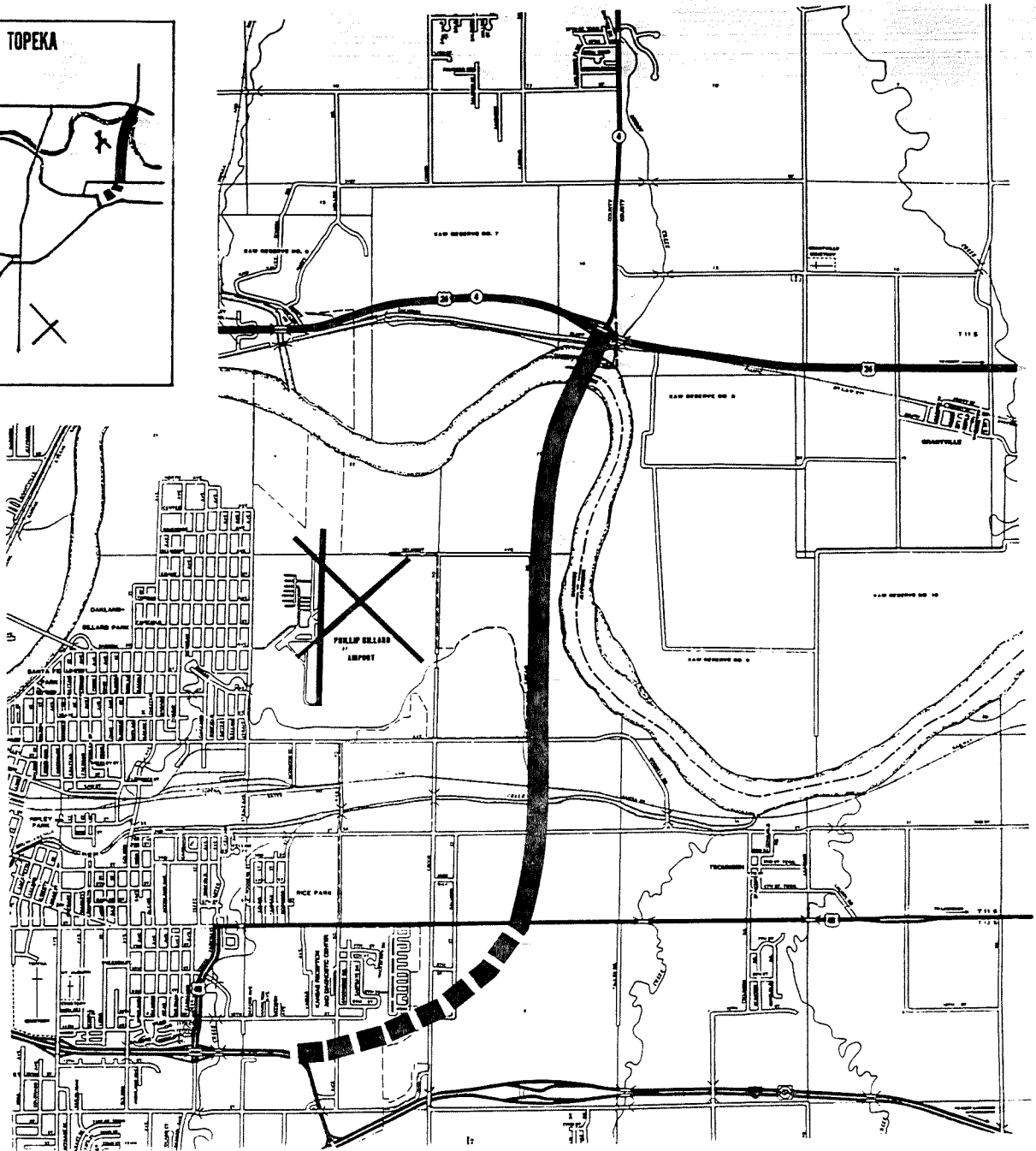
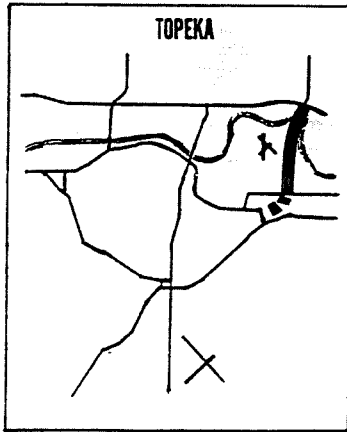
<b>SCOPE:</b>	<b>2 LANE EXPRESSWAY ON 4 LANE R/W WITH INTERCHANGES</b>	
<b>LENGTH:</b>	<b>14.1</b>	
<b>TOTAL COST:</b>	<b>41,785,000</b>	<b>NOTE: LOCAL MATCH WAS</b>
<b>STATE SHARE:</b>	<b>27,725,000</b>	<b>PROPORTIONATELY REDUCED</b>
<b>LOCAL SHARE:</b>	<b>14,060,000</b>	<b>TO REFLECT REDUCTION IN SCOPE.</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>21.3</b>	
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>	
<b>CONSULTANT:</b>	<b>HOWARD NEEDLES TAMMEN &amp; BERGENDOFF WILSON &amp; CO., ENGINEERS &amp; ARCHITECTS</b>	
<b>CHANGE IN SCOPE:</b>	<b>Project funded for PE, 4 lane R/W, all interchanges and 2 lane construction instead of 4-lane construction.</b>	

**LIBERAL BYPASS  
LIBERAL**



<b>SCOPE:</b>	<b>2 LANE AND 3 LANE ROADWAY</b>
<b>LENGTH:</b>	<b>5.0</b>
<b>TOTAL COST:</b>	<b>7,594,000</b>
<b>STATE SHARE:</b>	<b>6,574,000</b>
<b>LOCAL SHARE:</b>	<b>1,020,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>JOHNSON, BRICKELL, MULCAHEY &amp; ASSOCIATES, INC.</b>

# OAKLAND EXPRESSWAY TOPEKA

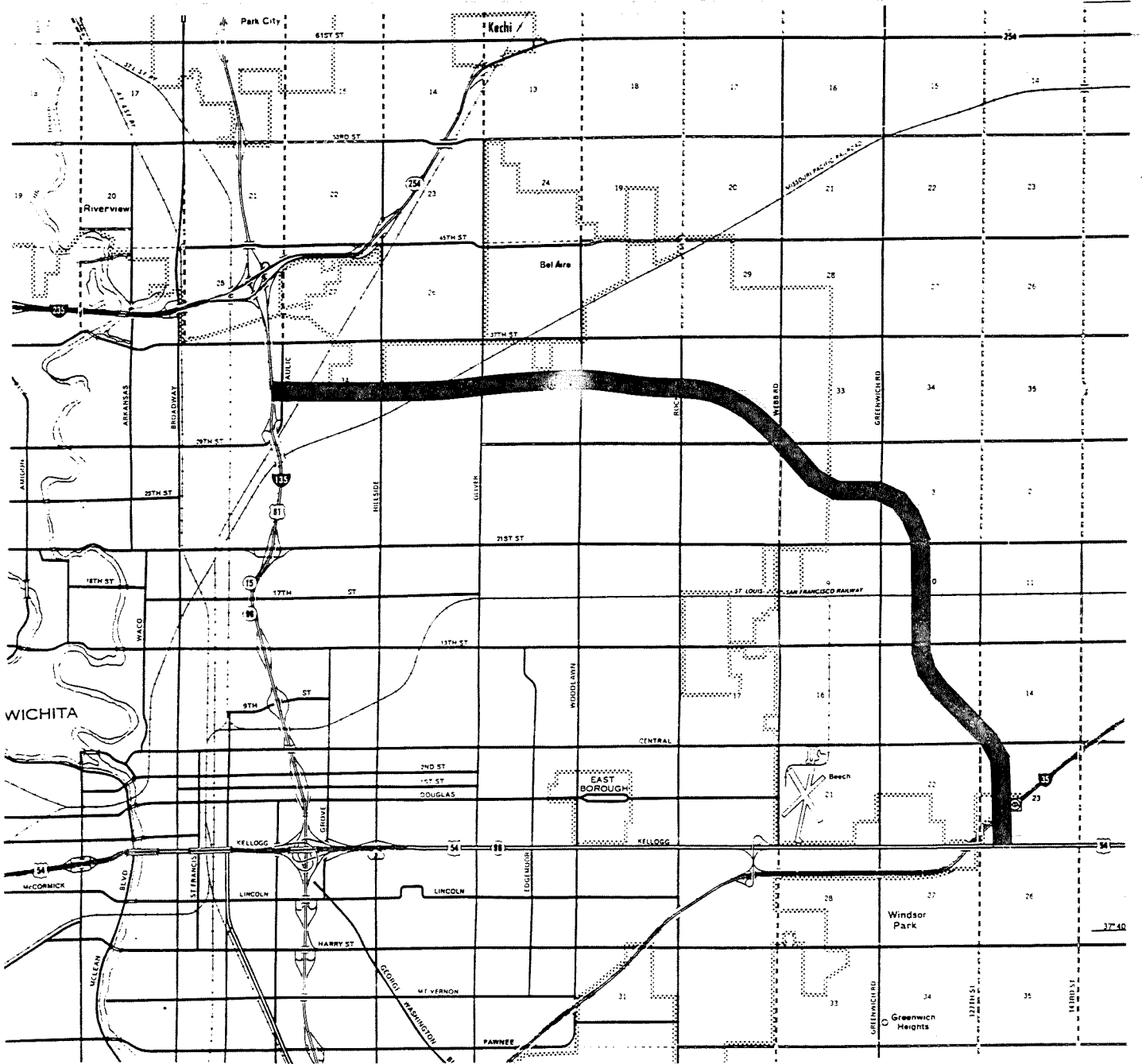


<b>SCOPE:</b>	<b>2 LANE EXPRESSWAY ON 4 LANE R/W - 3.8 MILES</b>
<b>LENGTH:</b>	<b>5.5</b>
<b>TOTAL COST:</b>	<b>36,902,000</b>
<b>STATE SHARE:</b>	<b>29,270,000</b>
<b>LOCAL SHARE:</b>	<b>7,632,000</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>34.3</b>
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>
<b>CONSULTANT:</b>	<b>COOK FLATT &amp; STROBEL, ENGINEERS, P.A.</b>
<b>CHANGE IN SCOPE:</b>	<b>The 1.7 mile segment from I-70 to US-40 is funded for preliminary engineering and 4 lane R/W but is not funded for construction.</b>

**P. E. AND 4 LANE R/W, NO CONSTRUCTION**  

**2 LANE CONSTRUCTION ON 4 LANE R/W**

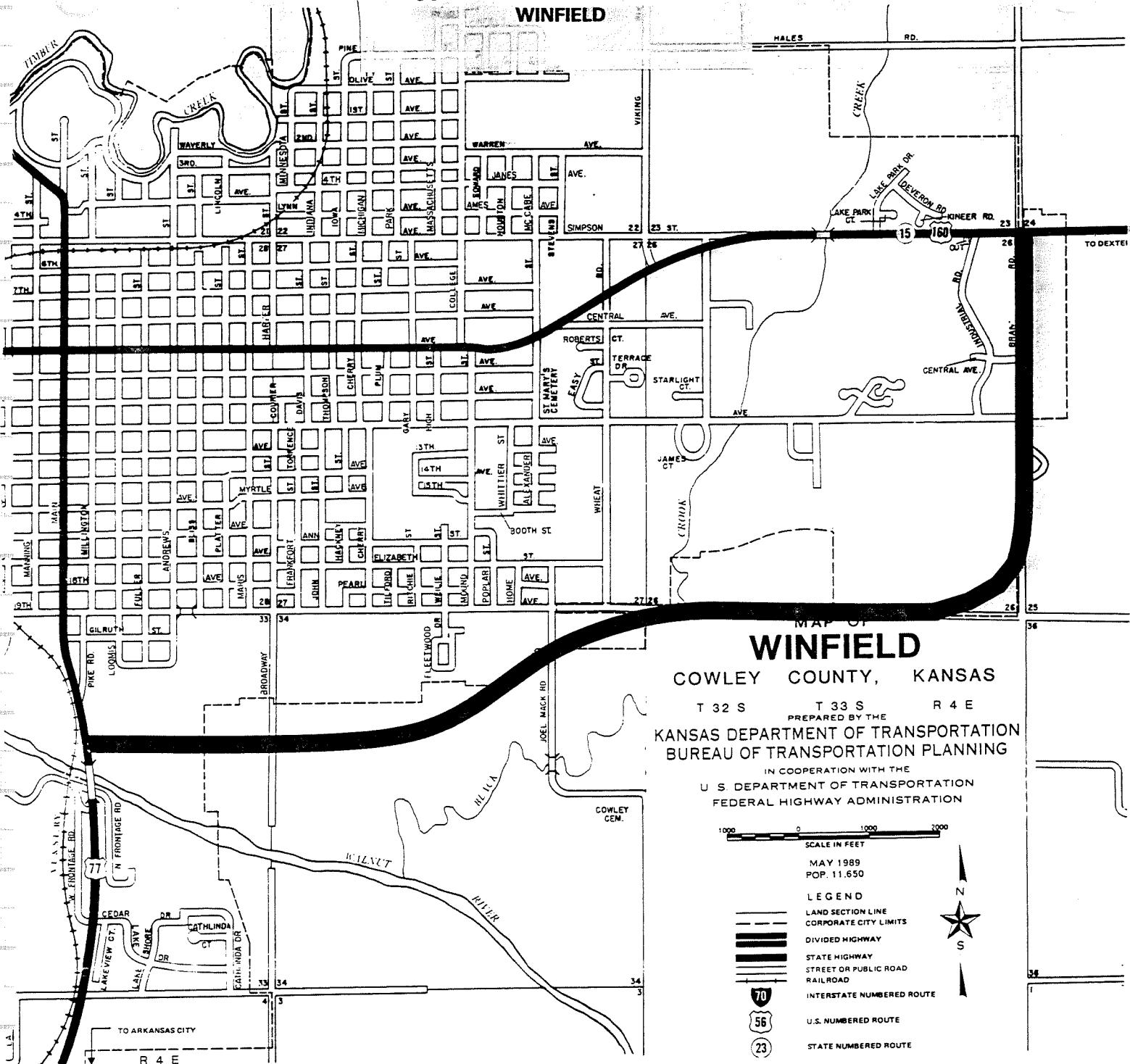
# K 96 BYPASS WICHITA



<b>SCOPE:</b>	<b>4 LANE FREEWAY</b>	
<b>LENGTH:</b>	<b>10.0</b>	
<b>TOTAL COST:</b>	<b>137,954,000</b>	<b>NOTE: INSUFFICIENT FUNDS AVAILABLE TO FULLY FUND THIS PROJECT. FUNDS TO SHARED BY THE CITY AND COUNTY.</b>
<b>STATE SHARE:</b>	<b>50,721,000</b>	
<b>LOCAL SHARE:</b>	<b>87,233,000</b>	
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>0.0</b>	
<b>PROJECT AGREEMENT:</b>	<b>EXECUTED 10/30/90, CITY OF WICHITA ACTION PENDING, SEDGWICK COUNTY PROFESSIONAL ENGINEERING CONSULTANTS, P.A.</b>	
<b>CONSULTANT:</b>		

The city portion of this project has been let to construction in various phases by the City of Wichita. Work is underway by a number of contractors and some segments of the City's portion of the Bypass will be open to traffic by the end of the year.

WINFIELD  
**US 77 TO US 160 CONNECTOR**  
**WINFIELD**



<b>SCOPE:</b>	<b>2 LANE AND 4 LANE ON 4 LANE R/W</b>	
<b>LENGTH:</b>	<b>3.4</b>	
<b>TOTAL COST:</b>	<b>10,322,000</b>	<b>NOTE: LOCAL MATCH WAS PRO-</b>
<b>STATE SHARE:</b>	<b>9,290,000</b>	<b>PORTIONATELY REDUCED TO REFLECT</b>
<b>LOCAL SHARE:</b>	<b>1,032,000</b>	<b>REDUCTION IN SCOPE.</b>
<b>LANE MILES OFFERED FOR REMOVAL:</b>	<b>12.7</b>	
<b>PROJECT AGREEMENT:</b>	<b>ACTION PENDING</b>	
<b>CONSULTANT:</b>	<b>HOWARD NEEDLES TAMMEN &amp; BERGENDOFF</b>	
<b>CHANGE IN SCOPE:</b>	<b>A portion of the requested project from US-160 north and west to US-77 was not funded.</b>	

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