

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Les Donovan at 8:30 a.m. on January 24, 2001 in Room 245-N of the Capitol.

All members were present except: Sen. Harrington

Committee staff present: Hank Avila, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee: Dean Carlson, Secretary KDOT

Others attending: See attached list.

Overview of Kansas Department of Transportation

Chairman Donovan welcomed Dean Carlson, Secretary Kansas Department of Transportation (KDOT). Secretary Carlson provided members a comprehensive overview of KDOT (Attachment 1). It's an interesting fact that Kansas ranks 4th in the number of public road miles in the nation behind, Texas, California and Illinois where there are from 67 to 200 persons per mile of highway which essentially is how money is generated to pay for the program. Kansas has 20 persons per mile to support all these miles of public roads and that's why they must come to the Legislature for funding. KDOT has a presentation with financial details which they would be pleased to present at another time. A report on the aviation component of the Comprehensive Transportation Program is scheduled for next week. Members expressed appreciation for Secretary Carlson's comprehensive presentation and had few additional questions. They were advised the rail loan program is being used and they believe short line railroads will be in much better shape than they have been. In regard to the aviation component of the program, Secretary Carlson advised the FAA has been very cooperative regarding federal requirements. This should speed the process of updating general purpose airports.

Chairman Donovan commended Secretary Carlson for a job well done. This has been and continues to be a very important program for the entire state.

Introduction of bill

The committee has been requested to introduce a bill related to removal of statutory requirement to repaint used school buses that have been purchased by child care centers and/or churches. Senator Jackson moved to introduce the bill. Senator Gooch seconded the motion. Motion carried.

Approval of minutes

Senator Gooch moved to approve minutes of the January 23, 2001 meeting. Senator Schodorf seconded the motion. Motion carried

The meeting adjourned at 9:30 a.m.

The next meeting is scheduled for January 25, 2001.

FY 2000-2009 COMPREHENSIVE TRANSPORTATION PROGRAM (CTP)

**Presentation to
Senate Transportation Committee
January 24, 2001**

**E. Dean Carlson
Secretary
Kansas Department of Transportation**

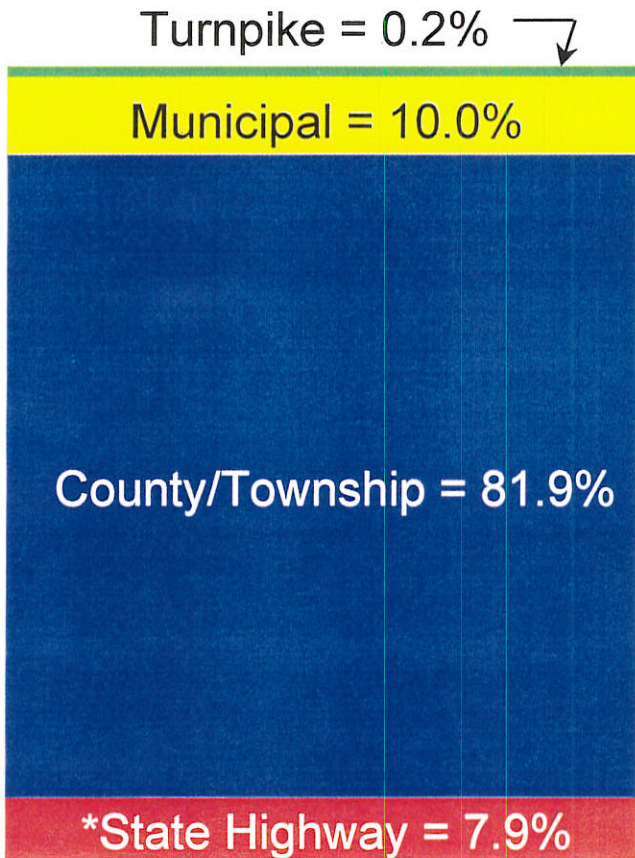
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SENATE TRANSPORTATION
COMMITTEE-DATE: 1-24-01
ATTACHMENT: 1

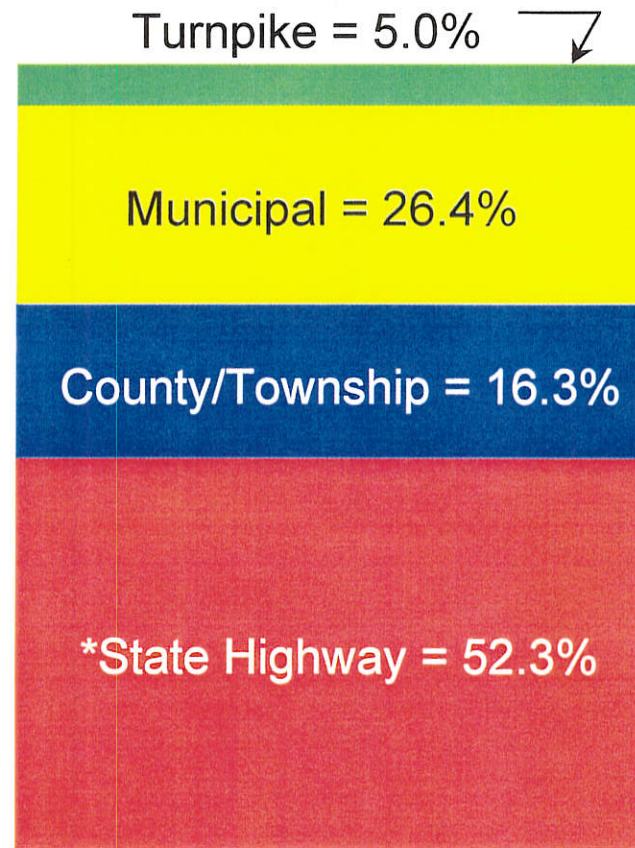
Comparison of Public Road Miles and Population

<u>State</u>	<u>Public Road Miles Ranking</u>	<u>Miles</u>	<u>Population</u>	<u>People Per Mile</u>
Texas	1	296,581	20,044,141	67
California	2	165,951	33,145,121	200
Illinois	3	137,962	12,128,370	88
Kansas	4	133,826	2,654,052	20

Kansas Public Road Miles Percent by Jurisdiction



133,825 Total
Centerline Miles**



76,116,722 Total Daily
Vehicle Miles Traveled

1998 * Includes City Connecting Links and State Park Roads

** Length of route without regard to number of lanes

Road Jurisdictions and Resources

Road Category	Jurisdictional Authority	Fund Sources
State Highway System	KDOT	State Highway Fund <i>(some local programs)</i> Federal Funds Local Matching Funds
Non-State Highway System	Cities and Counties	Special City County Highway Fund Local Funds State Allocated Federal Funds

KDOT Responsibilities

State Highway System

- **The State Highway System consists of 9,600 miles and includes Interstate, US numbered routes, and Kansas route-numbered highways. KDOT has jurisdictional responsibility over all these miles.**
- **KDOT is not generally responsible for “City Connecting Links” but does have some oversight responsibility. City Connecting Links (823 miles) are those portions of a state route that pass through a city. Typically a city is responsible for maintaining the connecting link. KDOT reimburses the city for maintenance based on a lane-mile rate established by law. The Secretary may enter into an agreement to maintain the connecting link in lieu of payments. KDOT maintains all City Connecting Links which have full access control such as the Interstate.**

KDOT Responsibilities

State Highway System

- **“Routine Maintenance”** which includes such things as snow removal, mowing, and pothole patching
- **Construction Projects**
 - **Preliminary Engineering:** project design, plan development, and environmental clearances
 - **Right-of-Way:** purchasing land for projects
 - **Utilities:** utilities are moved to accommodate the project
 - **Construction:** projects are let to construction and the lowest bid from a qualified company is awarded the contract
 - **Construction Engineering:** includes oversight and inspection of project construction

KDOT Responsibilities

Off the State Highway System

- **KDOT passes through federal funds that are used by local units of government for various types of transportation improvements. These would include projects on city and county roads that are under local jurisdiction.**
- **KDOT provides administrative and technical support to local units of government.**
- **Kansas provides direct state funding to cities and counties for road construction and maintenance through the Special City and County Highway Fund (SCCHF). The SCCHF is administered by the State Treasurer's Office and its major source of revenue is the state motor fuels tax.**

Highway Program History

- **FY 1990-1997 Comprehensive Highway Program (CHP) with a total highway project cost of \$3.9 billion funded by \$2.65 billion in new revenue in addition to existing revenues**
- **FY 1998-1999 Interim Plan with limited funding focusing on preservation without new or enhanced programs**
- **FY 2000-2009 Comprehensive Transportation Program (CTP) authorized by House Bill 2071**

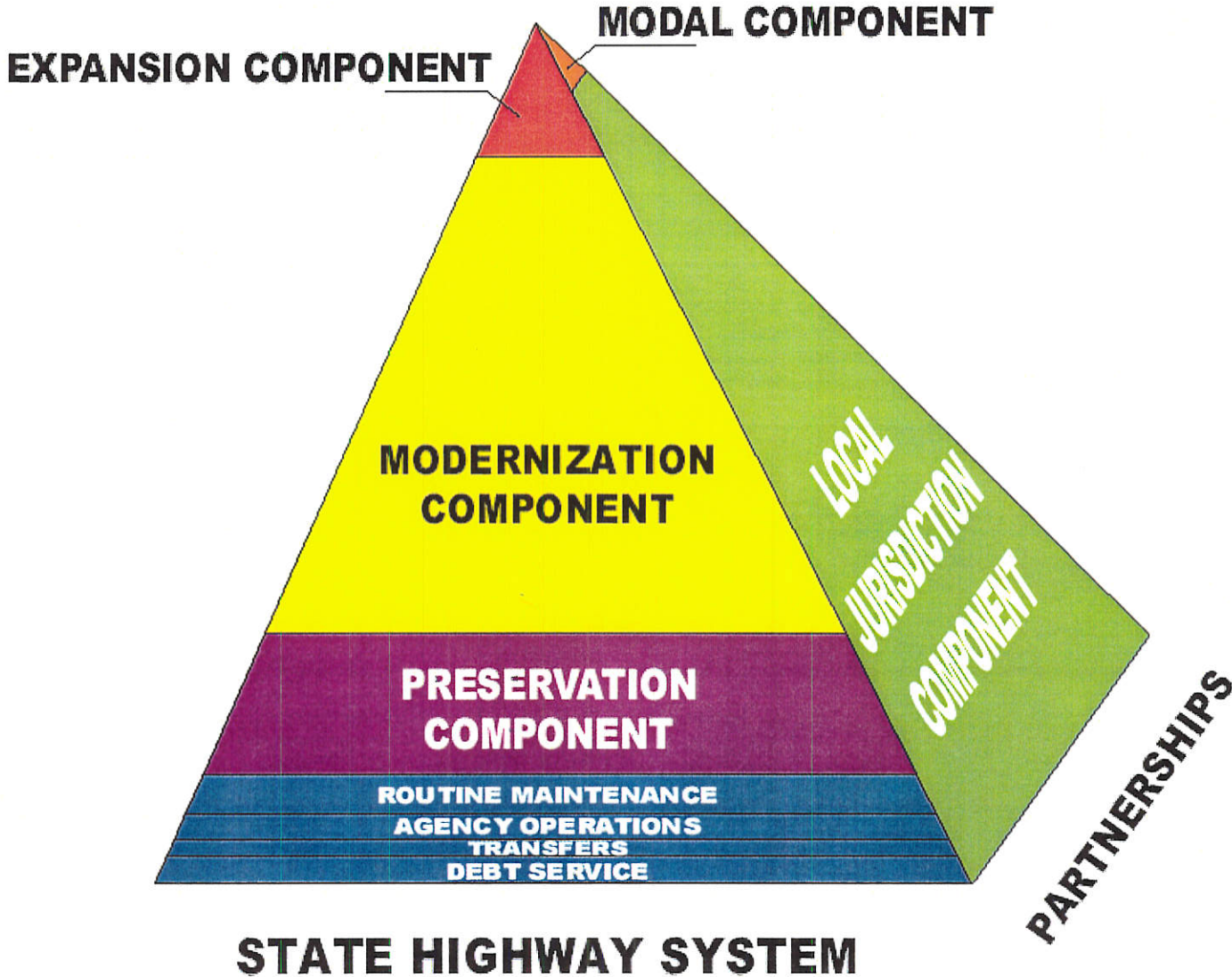
Comprehensive Transportation Program

- **State highway system total project cost of \$6.9 billion and local jurisdiction cost of \$2.7 billion**
- **Program (total KDOT budget) cost of \$13.6 billion**

FY 2000-2009 CTP Funding

- **Motor Fuels Tax Increase**
 - Phased increase of 4 cents per gallon: 2 cents in 1999, 1 cent each in 2001 and 2003, “sunsets” in 2020
- **Sales Tax Transfer**
 - Capped at 1.75% increase for FY 2000 and FY 2001, stepped increases from 9.5% in FY 2002 to 12% in FY 2005
- **Bonding**
 - 995 million in additional bonding authority with 20-year bonds

COMPREHENSIVE TRANSPORTATION PROGRAM "BUILDING BLOCKS"



“Must-Do” Activities

- **Debt Service**
 - 1989 CHP bonds plus 2000 CTP bonds
- **Transfers**
 - Funding provided to other agencies
- **Agency Operations**
 - Building upkeep, administrative costs, etc.
- **Routine Maintenance**
 - Snow removal, mowing, etc.

Highway Program Components

- **Preservation**
 - Substantial Maintenance projects protect the State’s investment by preserving “as-built” conditions as long as possible.
- **Modernization**
 - Major Modification road projects go beyond preservation to improve capacity and enhance safety.
 - Priority Bridge projects target the most deficient bridges for replacement or modernization.
- **Expansion**
 - System Enhancement projects “substantially improve safety, relieve congestion, improve access, or enhance economic development.”

Modal Components

- **Aviation Component**
 - Kansas Airport Improvement Program funded at \$3 million per year
- **Public Transit Component**
 - Increase from \$1 million to \$6 million per year state funding for capital and operating subsidies
- **Rail Component**
 - \$3 million state funds (loan program) annually for eight years to assist Kansas shortline railroads with track rehabilitation

Local Jurisdiction Component

- **37% increase in funding for Special City and County Highway Fund (SCCHF) compared to CHP annual average**
- **Increase payments for maintenance of City Connecting Links from \$2,000 per year per lane-mile to \$3,000 per year per lane-mile**
- **Increase annual state set-aside amounts for Local Partnership Program**
- **Continue KDOT's policy of sharing federal aid increases-- TEA-21 provided for a 45% increase to cities and counties resulting in approximately \$17 million per year additional funding for FFY 1998 - 2003 for cities and counties**

Other CTP Initiatives

- **Minimum Expenditure per County**
 - \$3 million (highway contract costs) over life of CTP
- **Railroad Crossings**
 - Allow assistance for crossings not on the state system

Overview of Highway Construction Program

- **Preservation (Substantial Maintenance), Modernization (Major Modification and Priority Bridge), and Expansion (System Enhancement) project categories and subcategories are tailored to address a wide range of needs.**
- **Multiyear construction program: projects are generally planned years in advance of construction letting due to the lead time required for project development.**
- **Objective, data-driven project selection criteria for all categories including priority formulas for Non-Interstate road and Priority Bridge projects.**

Highway Preservation Component

- **Substantial Maintenance projects protect the State’s investment by preserving “as-built” conditions as long as possible and extending the useful life of the roadway.**
 - **Resurfacing projects are based on the Pavement Management System which optimizes performance and cost using a goal of a minimum of 80% of system miles (surface) rated “good” for non-Interstate and 85% for Interstate.**
 - **Bridge repair projects are based on information from the Bridge Management System.**
 - **Set-aside programs are identified for specific needs such as Safety Projects, Pavement Marking, Signing, and Highway Lighting based on objective selection criteria.**

Highway Modernization Component

- **Major Modification road projects go beyond preservation to improve capacity and enhance safety, and Priority Bridge projects target the most deficient bridges for replacement or modernization.**
- **Pavement design life is 20 years and bridge design life is 50 years. With an adequate Substantial Maintenance program most State Highway System miles and bridges do remain in service much longer than their design life.**
- **Most roads eventually require modernization due to increased traffic volume and outdated geometrics.**

Highway Modernization Component (cont.)

- **The Modernization primary programs consist of Major Modification Interstate and Non-Interstate road projects and Priority Bridge projects. These projects are selected based on priority formulas. For FY 2000-2009, Major Modification Interstate and Non-Interstate and Priority Bridge projects have already been identified using this prioritization process.**
- **Set-aside programs are identified for specific needs such as Economic Development and Geometric Improvement (Local Partnership Program), Railroad Grade Separations, and Corridor Management based on objective selection criteria.**

Highway Expansion Component

- **The System Enhancement (SE) Program was established as a part of the Comprehensive Transportation Program to substantially improve safety, relieve congestion, improve access, or enhance economic development.**
- **Approach successfully used for the Comprehensive Highway Program System Enhancement projects formed the basis for the new expansion program.**
- **Projects were selected based on engineering and safety factors (80%) plus “Economic Development Enhancement” (20%) plus extra credit for local match funds, lane-miles removed, and partially complete project development.**

SE Program Status

- **KDOT met with all project sponsors during the month of August and met internally on all projects during August and September.**
- **Staff has continued to meet with project sponsors and discuss project details as city/county/state agreements are developed and project development and design begins. Design consultant selection has begun on many of the projects.**
- **It is critical to the success of the SE program that KDOT work hand-in-hand with the local governments that sponsored the projects and, in many cases, are providing local matching funds.**

Keys to Future CTP Success

- **Continued legislative commitment to funding**
- **Continued federal commitment to funding**
- **Economic environment (inflation)**
- **KDOT's efficient execution**

CTP Update Summary

- **There are no excess revenues.**
- **The margin between success and failure is getting thinner. Revenue changes will impact the program.**
- **KDOT is committed to the CTP as envisioned by House Bill 2071 and will carefully manage the available funds.**

Summary

- **This presentation has been an overview of the CTP as requested by the Committee. A follow-on presentation with additional details is available and is being presented to the House Appropriations Committee on January 25.**