

Approved: March 8, 2005  
Date

## MINUTES OF THE SENATE WAYS AND MEANS COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 10:30 A.M. on February 2, 2005 in Room 123-S of the Capitol.

All members were present.

Committee staff present:

Jill Wolters, Senior Assistant, Revisor of Statutes  
Alan Conroy, Director, Kansas Legislative Research Department  
Susan Kannarr, Kansas Legislative Research Department  
Matt Spurgin, Kansas Legislative Research Department  
Robert Waller, Kansas Legislative Research Department  
Judy Bromich, Administrative Analyst  
Mary Shaw, Committee Secretary

Conferees appearing before the committee:

Deb Miller, Secretary, Kansas Department of Transportation

Others attending:

See attached list.

Chairman Umbarger welcomed Deb Miller, Secretary, Kansas Department of Transportation, who presented an overview of the Agency and the Comprehensive Transportation Plan ([Attachment 1](#)). Secretary Miller explained that the purpose of the Agency is to move people and goods. She noted that one of her goals is that decisions are made at the local level.

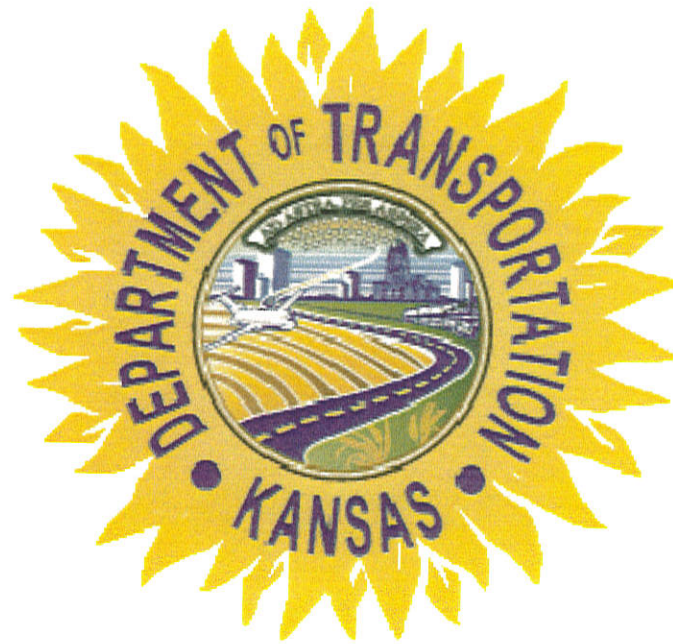
The Secretary addressed the following items in her testimony:

- Comprehensive Transportation Program passed in 1999
- Funding of the State Highway Funds (FY 2000-2009)
- Streamlined Comprehensive Transportation Update - Highways, Local System, Aviation, Rail, Transit

Committee questions and discussion followed. The Committee discussed when Congress might enact the Federal Transportation Program and debt service. Secretary Miller will update the Committee with additional information on this item.

The meeting adjourned at 11:40 a.m. The next meeting is scheduled for February 3, 2005.





# Senate Ways and Means Committee

February 2, 2005

Senate Ways and Means  
2-02-05  
Attachment 1



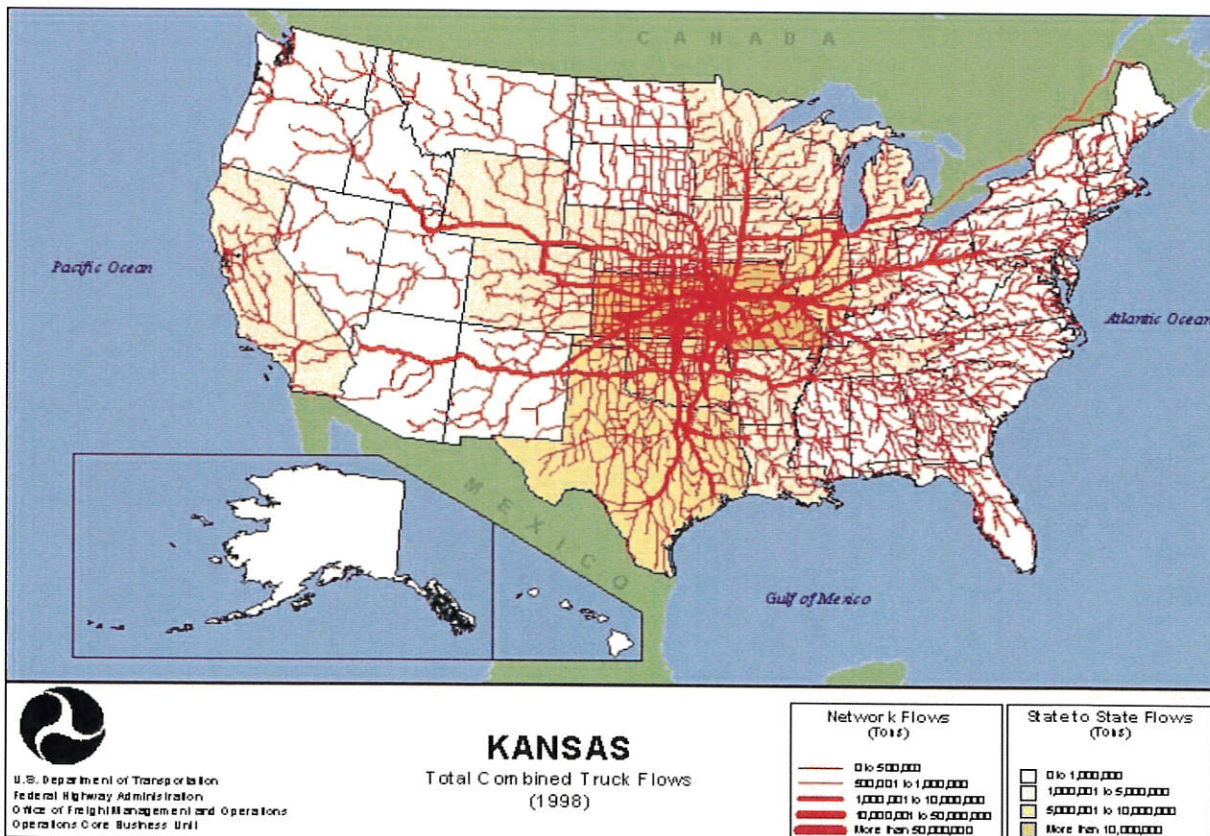


# Transportation Moves People and the Kansas Economy



- 10,000 miles of state highways
- More than 2 million registered vehicles
- Nearly 2 million licensed drivers
- More than \$160 billion of goods shipped to/from and within Kansas annually

Freight flows to, from, and within Kansas by truck: 1998 (tons)





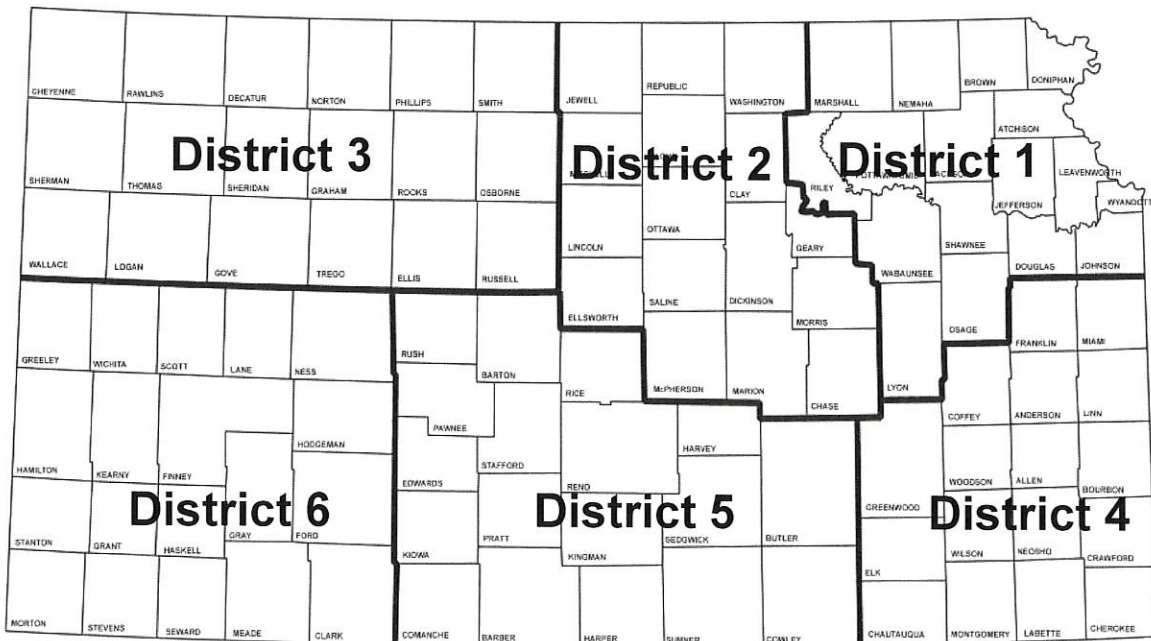
# KDOT's Resources Strategically Deployed



- 3,200 employees
- 2,000 + employees in 6 districts / 26 areas
  - Road maintenance and construction inspection
- 1,000 employees at headquarters
  - Planning and local projects
  - Road and bridge design
  - Aviation, rail, and transit services
  - Signs, access, and speed limits



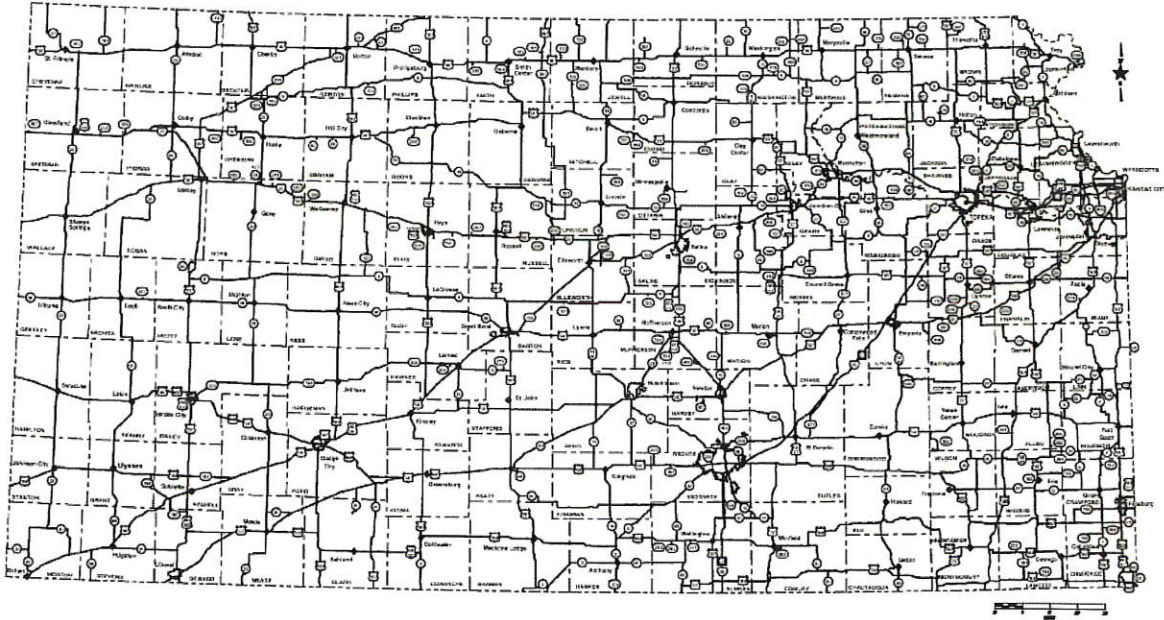
## District Map







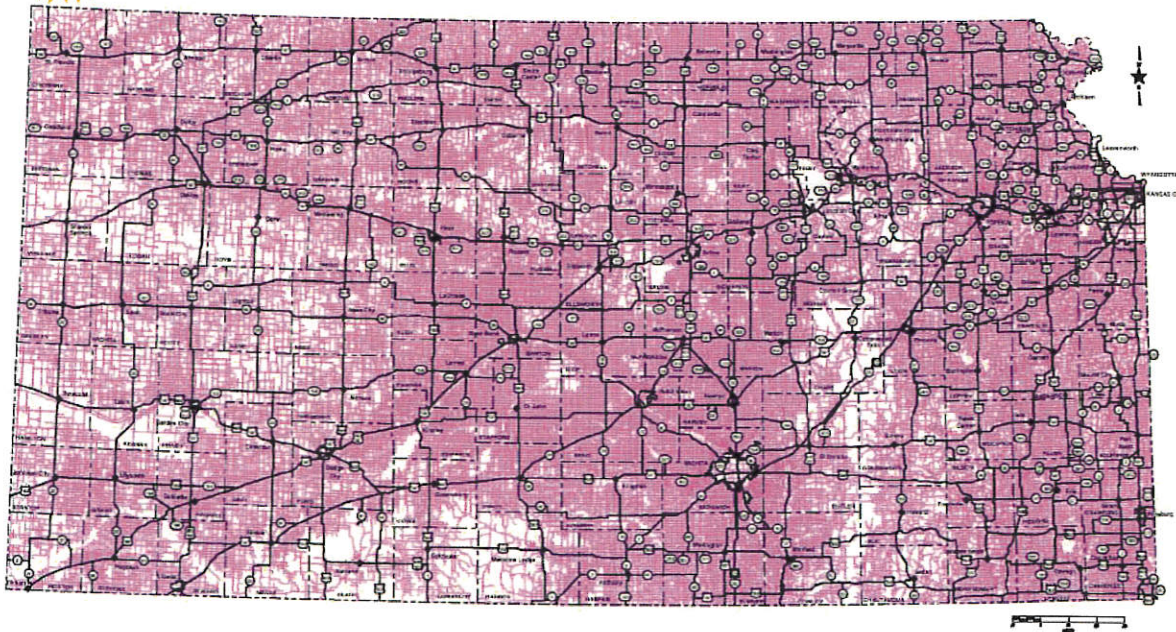
### STATE OF KANSAS



STATE HIGHWAY SYSTEM: 8% (10,617 miles) of 135,035 Kansas Public Road Miles - 59% of total travel



### STATE OF KANSAS



STATE HIGHWAY SYSTEM: 8% (10,617 miles) of 135,035 Kansas Public Road Miles - 59% of total travel  
LOCAL ROAD SYSTEM: 92% (124,418 miles) of 135,035 Kansas Public Road Miles - 41% of total travel



# Comprehensive Transportation Program Passed in 1999

- **\$5.5 Billion State Highway Construction Program**
- **\$2.8 Billion Local Transportation Program**



## Funding of the State Highway Funds (FY 2000-2009)

For every \$1 received:

**32 Cents**  
**25 Cents**  
**57 Cents**

**Motor fuels tax**  
**Federal funds**

**12 Cents**  
**11 Cents**  
**10 Cents**  
**33 Cents**

**Vehicle registration fees**  
**Bonds**  
**Sales tax direct deposit**

**4 Cents**  
**4 Cents**  
**2 Cents**  
**10 Cents**

**Local matching funds**  
**Other (drivers license fees, etc.)**  
**Sales tax transfer**





# Your Tax Dollars Hard at Work Improving Transportation

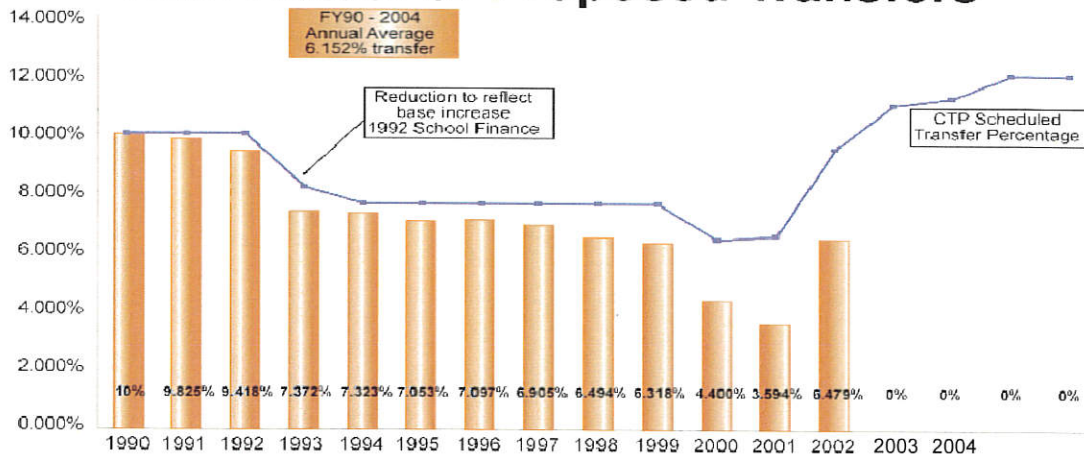
For every \$1 spent:

9 Cents	Routine maintenance
20 Cents	Local transportation programs
50 Cents	Highway construction (+ design, ROW, etc.)
1 Cent	Rail, air, transit
9 Cents	Debt
<hr/>	
89 Cents	
6 Cents	KHP, KDOR, KDWP, + many others
5 Cents	Planning, management, buildings
<hr/>	
11 Cents	



## Funding Was At a Crossroads in 2004

### Sales Tax Transfer Statutory Rates With Actual or Proposed Transfers







## **Streamlined CTP By \$800 Million**

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<b>\$306</b>	<b>Removed construction reserve from ending balance</b>
<b>\$ 25</b>	<b>Reduced Transportation Revolving Fund capitalization</b>
<b>\$ 67</b>	<b>Adjusted inflation/interest rates</b>
<b>\$109</b>	<b>System Enhancement project savings</b>
<b>\$144</b>	<b>Reduced future funds for set-aside projects such as railroad separations and pavement markings</b>
<b>\$161</b>	<b>Restructured bond payments</b>



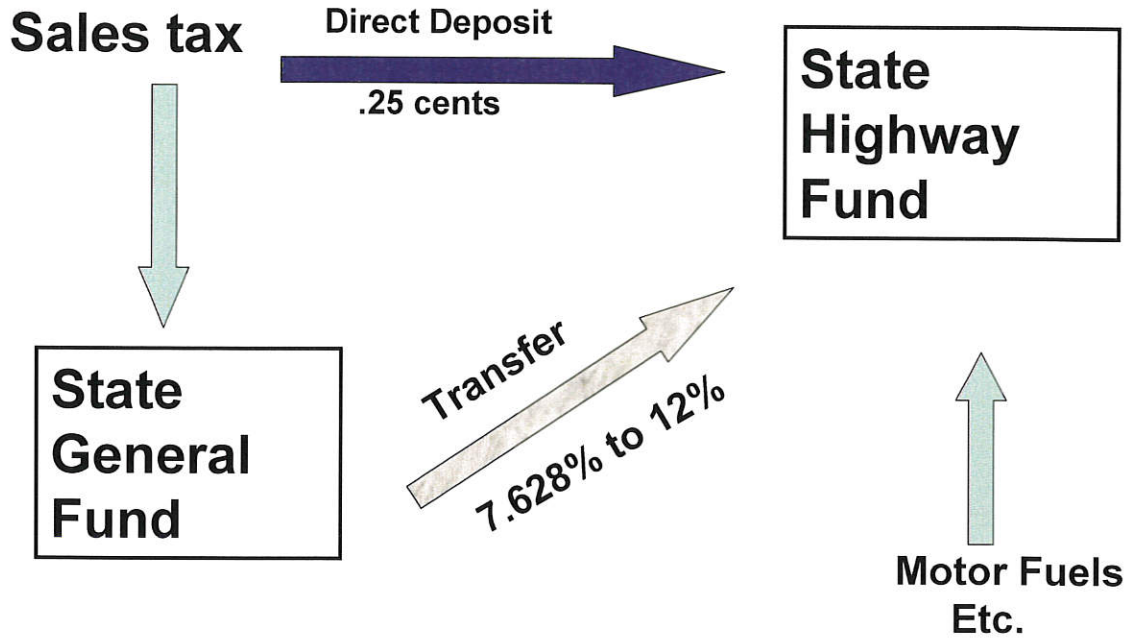
## **2004 Session Kept Promises: Restored Financial Integrity**

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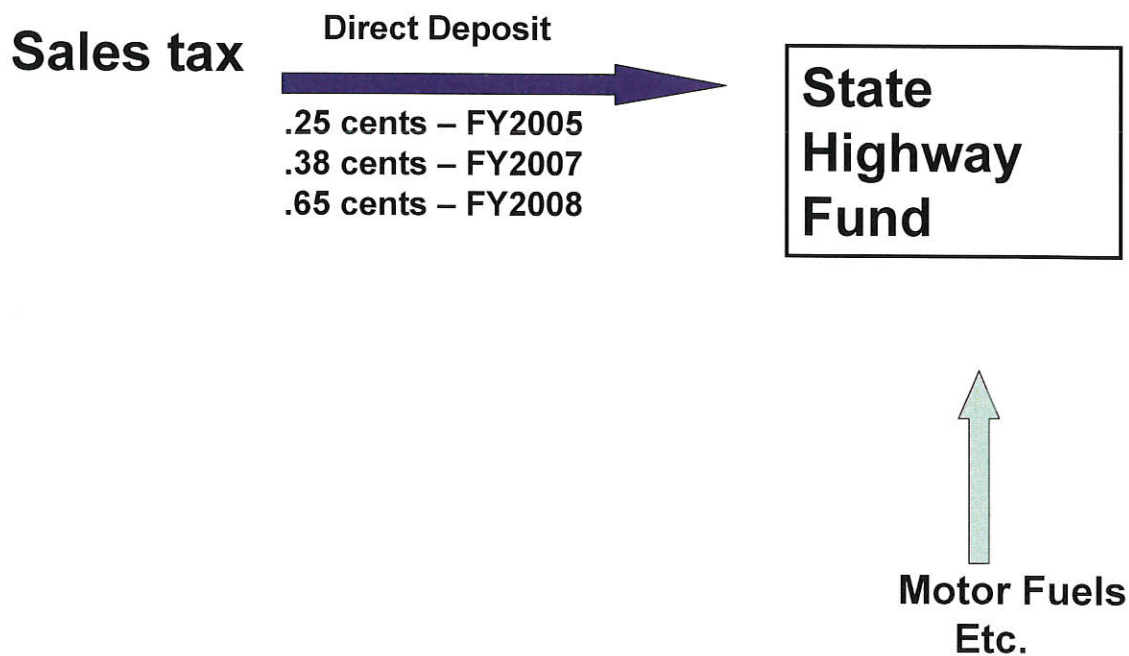
- **Replaced sales tax transfer with sales tax direct deposit**
  - **Current: .25 cents**
  - **Increases to: .38 cents FY 2007**
  - **Increases to: .65 cents FY 2008 and beyond**
- **\$150 million State General Fund bonding**
- **Assumed \$250 million additional federal funds through 2009**



# How Funding Was Supposed To Work



# Restoring Financial Integrity





# Funding Mix for the CTP Has Changed

## FY 2000-2009 Totals

Source	Projected Makeup in 1999	Current Projection November 2004	Percent Change
Motor Fuels Tax	31.0%	32.0%	1.0
Federal Funds	22.2%	24.9% (Assumes \$250M additional)	2.7
Bonds	7.7%	11.2%	3.5
Vehicle Registration Fees	10.3%	11.6%	1.3
Sales Tax Direct Deposit (1/4 cent, then increased)	8.5%	10.4%	1.9
Other (driver license fees, etc.)	4.3%	4.5%	0.2
Sales Tax Transfer (percentage, then eliminated)	14.4%	1.6%	(12.8)
Local Matching Funds	1.6%	3.8%	2.2



# Comprehensive Transportation Program Passed in 1999

	Let To Construction Through December 1, 2004	Left to Do 2005 – 2009
<b>CTP Construction</b>	<b>\$2.9 billion</b>	<b>\$2.6 billion</b>
<b>Sub. Maintenance</b>	<b>\$0.8 billion</b>	<b>\$0.9 billion</b>
<b>Major Modification</b>	<b>\$1.6 billion</b>	<b>\$0.9 billion</b>
<b>Priority Bridge</b>	<b>\$0.3 billion</b>	<b>\$0.1 billion</b>
<b>Sys. Enhancement</b>	<b>\$0.2 billion</b>	<b>\$0.7 billion</b>

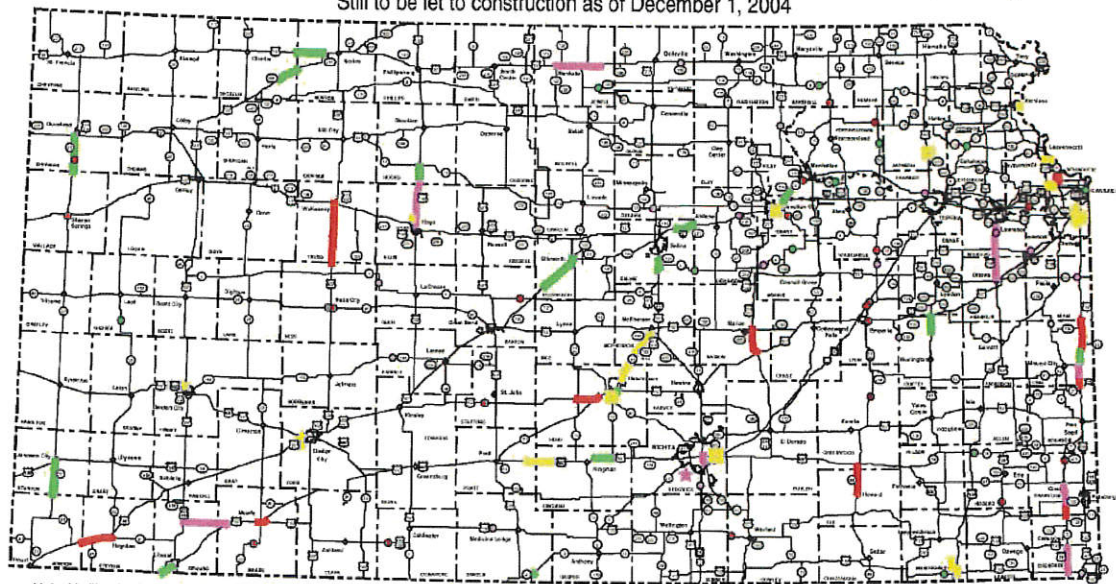




# CTP Update - Highways

	Let to Construction Through December 1, 2004	Left to Do 2005-2009
Major Modification	647 miles 570 bridges	281 miles 91 bridges
Priority Bridges	203 bridges	52 bridges
Sub. Maintenance	8,392 miles 305 bridges	approx. 1,200 miles per year
Sys. Enhancement	11 projects (includes 4 PE only)	16 projects

FY 2005-2009 COMPREHENSIVE TRANSPORTATION PROGRAM \*  
Major Modification Interstate and Non-Interstate, Priority Bridge, and System Enhancement Projects Only  
Still to be let to construction as of December 1, 2004



Major Modification Interstate and Non-Interstate and Priority Bridge

Bridge  
Roadway

2005 2006 2007 - 2009

CTP SE Projects

Interchanges  
Corridors & Bypasses  
Wichita Rail Project

Substantial Maintenance Projects are selected one year at a time, and the majority of the remaining CTP Substantial Maintenance projects have not been selected.

\* Assumes funding provided for in H2071 (April 1999), H2011 (May 2002), and SB394 (April 2004).

KANSAS DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRANSPORTATION PLANNING  
ST. JOSEPH, MISSOURI  
2004



# CTP Update – Local System

	FY 00-04	FY 05-09
Special City County Highway Fund	\$763 M	\$775 M
KLINK Maintenance Payments	\$ 15 M	\$ 17 M
Pass-Through Federal Aid		
Construction Projects	\$446 M	\$386 M
ED/GI/KLINK Projects	\$ 84 M	\$119 M
Local Railroad Grade Separations	\$ 3 M	\$ 57 M
Aviation	\$ 13 M	\$ 16 M
Transit	\$ 52 M	\$ 67 M
Revolving Fund	\$ --	\$ 25 M



## CTP Update - Aviation

- \$3 M annual budget
- All Kansans within 30 minutes of emergency air services
- 2004 average runway pavement condition index 71 (very good), up from 49 (fair in 1999)
- Through FY 2005, 145 grants issued
  - Grants range from \$1,500 - \$1 million
  - 81 separate airports have benefited







## CTP Update - Rail

- **\$3M annual budget thru 2007**
- **Since 1999**
  - 6 Short line railroads have used the program
  - 36 Rehabilitation projects (completed or contracted) – 812 miles
  - 1 Acquisition project – 725 miles
  - Rehabilitation or acquisition in 43 counties
- **Short lines in western Kansas save the state approximately \$57 million annually in road damage costs**



## CTP Update - Transit

	<b>FY 2000</b>	<b>FY 2004</b>
<b>Rural ridership</b>	<b>1.8 Million</b>	<b>2.5 Million</b>
<b>Urban ridership</b>	<b>4.7 Million</b>	<b>5.4 Million</b>

### **Number of Operational Vehicles:**

<b>Federal Funded</b>	<b>390</b>	<b>457</b>
<b>State Funded</b>	<b><u>109</u></b>	<b><u>180</u></b>
	<b>499</b>	<b>637</b>





# KDOT Partnership Project Update

- **Top-to-bottom review of the agency**
- **Surveyed 900+ residents and stakeholders**
  - High marks, especially on physical system
  - Improvements could be made in responsiveness and communication



## KDOT: Responsible and Responsive

### Examples of Improvements:

- #1 Priority: Get KDOT field staff and local officials involved at earliest stages of a project**
- **Allow more flexibility and shared decision making on speed, signals, access**
  - **Invest in local roads for detours**
  - **Monetary settlement for turn-back miles**
  - **Expand local consultation process**



## **Additional Examples of Improvements**

- **Broader Local Engineer Responsibilities**
- **Share Resources With Locals**
  - Make it easier to piggy-back on contracts
  - Share some common materials when it makes sense

*Outreach and involvement are improving relationships*



## **Getting Vital Info to Travelers When and Where They Need It**

- **Voice-activated system launched January, 2004**
- **Road conditions, construction detours, and travel weather information**
- **In 2004, more than 224,000 calls**
- **First week of 2005, more than 76,000 calls**
- **During two winter storms in January, there were 247,000 web visits to KanRoad**



## Getting Vital Info to Travelers When and Where They Need It

- **Kansas City Scout system managed 454 incidents during October, November, and December**
- **The Wichita Intelligent Transportation System is in the final planning stages**
- **Portable variable message boards provide traveler information along rural stretches of major highways**



## The CTP Boosts the Kansas Economy



- **Best public works/jobs program going**
- **CTP spending: 114,000 + jobs FY 2000-2004**
- **Bipartisan commitment to build projects**

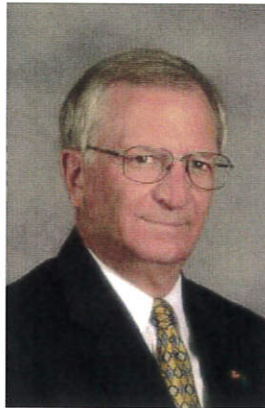
*Completing the CTP is essential to our economic recovery*



# For CTP Update Information



**Deb Miller**  
Secretary of Transportation



**Warren Sick**  
Assistant Secretary and  
State Transportation  
Engineer



**Rosie Ingram, Chief**  
Bureau of Program and  
Project Management