

Transportation 2000

Study Group Recommendations

At meetings on October 20 and 21, 1998, the Transportation 2000 Study Group began conducting deliberations and making recommendations based on the information the members had gleaned from five months of Town Hall meetings and presentations by KDOT staff. The deliberations continued into the meetings on November 18 and November 24. The Transportation 2000 Study Group reached the following conclusions and recommendations:

Kansas needs a new transportation program.

More than 2,500 people attended the Town Hall meetings and more than 500 people made presentations, all requesting and supporting additional transportation programs and projects. A total of \$17.5 billion in projects or programs were requested, representing all parts of the state and spread across all transportation modes. The interest, enthusiasm, and turnout for the Town Hall meetings underscores the need for a new transportation program.

The transportation program should include all modes of transportation.

Throughout the Town Hall meetings, the Transportation 2000 Study Group heard needs for

highways, local jurisdictions, aviation, public transit, and rail. In the past, the State of Kansas has provided a minimal level of funding for public transit, and no state funding for aviation or rail. The Study Group concluded that there is a state interest in maintaining adequate aviation, public transit, and rail systems as well as state and local roads and bridges. It is recommended that a new Comprehensive Transportation Program (CTP) should include funding for all modes of transportation.

Recommended Total Program

Overall, the Study Group recommends an eight-year, \$4.3 billion CTP that will address the critical needs expressed by the public at the Town Hall meetings around the state.

The Study Group recommends an eight-year Comprehensive Transportation Program that requires \$4.3 billion in addition to current revenue. The Study Group believes a program of this magnitude is necessary to maintain the state's investment in its transportation infrastructure and address the critical needs expressed by the public in the Town Hall meetings. Figure 20 summarizes the total program recommendation.

It is recommended that this program have components to address needs for highway pre-

servation, modernization, and expansion as well as additional funding for local needs, modal programs, routine maintenance, and ongoing operation of KDOT.

Recommended Core Highway Components

The Study Group recommends a Substantial Maintenance Program funded at \$194 million per year and a Major Modification and Priority Bridge Program funded at \$376 million per year for construction.

A minimum of \$3 million per county should be spent by KDOT during the life of the program. The Study Group also urges that reasonable and prudent efforts be taken to address needs for engineering and safety enforcement at all levels.

Figure 21 summarizes the highway Preservation, Modernization, and Expansion component recommendations.

The Study Group recommends a Substantial Maintenance Program of \$194 million per year for construction (FY 2004 dollars) to adequately preserve the significant investment in the State Highway System. It is understood that this program would preserve the “as built” condition of existing roads and bridges and will extend the useful life of roadways.

T2000 Recommendation	
Expenditures	Annual Average (\$ Millions)
Maintenance:	
Routine Maintenance	\$119
Substantial Maintenance	194
Construction:	
Major Modification & Priority Bridge	376
System Enhancement	167
CE/PE/ROW/Utilities (Includes engineering for Substantial Maintenance)	190
Modes:	
Aviation	3
Public Transit (Includes both State & Federal Funds)	14
Rail (Includes both State & Federal Funds)	6
Local:	
Special City and County Highway Fund	182
Local Federal Aid Projects (Includes Local Match)	80
Local Partnership (Included in Substantial Maintenance and Major Modification)	---
KLINK Maintenance Payments	3
Management and Other	80
Transfers Out	53
Debt Service	85
	\$1,552
Available Resources	1,017
Shortfall	\$535
\$535 per year for 8-year program = \$4,280	

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Figure 20

A systematic approach to modernization is recommended to provide uniform upkeep of the State Highway System in conjunction with an adequate Substantial Maintenance Program. A funding level of \$376 million per year for construction (FY 2004 dollars) is recommended by the Study Group. It is recommended that this funding be continued for the future to minimize “peak/valley” funding cycles and to allow KDOT, local governments, consultants, contractors, and utility companies to better manage resources.

In addition, the Study Group recognizes the importance of Corridor Management to preserve the function of major traffic corridors.

To guarantee that all areas of the state will participate in the benefits of a new CTP, the Study Group recommends that a minimum of \$3 million per county by KDOT be spent during the eight-year life of the program, an increase from \$2.5 million during the CHP.

The Study Group recognizes the importance of engineering services and safety enforcement to the maintenance and improvement of the state’s transportation system. Recognizing that limited funds and shortages of qualified candidates could affect the successful implementation of a new CTP, the Study Group urges that reasonable and prudent efforts be made to address needs for engineering and safety enforcement at all levels.

Recommended System Enhancement Highway Component

A System Enhancement Program should be funded at \$2 billion (annual average of \$250 million) over the life of the program for construction, engineering, right of way, and utility costs.

Recap of Highway Component	
ANNUAL AVERAGE LET COSTS (\$MILLIONS)	
	T2000 Recommendation
Preservation:	
SM Non-Interstate	\$117.1
SM Interstate	38.3
SM Set-Asides	38.3
Preservation Subtotal	<u>\$193.7</u>
Modernization:	
MM Interstate, Non-Interstate, and Priority Bridge	329.8
MM Set-Asides	46.4
Modernization Subtotal	<u>\$376.2</u>
Expansion:	
System Enhancement	167.0
Construction Cost Subtotal	<u>\$736.9</u>
CE,PE,ROW and Utilities	199.9
HIGHWAY SUBTOTAL	<u><u>\$936.8</u></u>

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Figure 21

Figure 21 summarizes the highway Preservation, Modernization, and Expansion component recommendations.

The Study Group recognizes that a System Enhancement Program is vital to meet a significant portion of the needs expressed by the public at the Town Hall meetings. The public called for bold action to adequately address System Enhancement needs throughout the state. It is recommended that \$2 billion be allocated to begin to address the huge backlog of needs for corridors, bypasses, and interchanges that were requested throughout the state.

The Study Group further recommends that a System Enhancement Program process similar to the one successfully developed and implemented for the CHP be used to select enhancement projects

for the new CTP. This process will solicit nominations for projects from local jurisdictions and use objective criteria, where available, to select projects. In addition to parameters such as traffic volume and safety, the economic development potential of projects should also be assessed and considered.

As in the CHP, “extra credit” should be given to projects for local commitment as demonstrated by local matching funds and/or removal of lane-miles from the State Highway System. In addition, special consideration should be given to completing “gaps” and to continuing projects partially funded by the CHP.

Recap of Local Jurisdiction Component	
ANNUAL AVERAGE COSTS (\$MILLIONS)	T2000 Recommendation
Statutory:	
SCCHF	\$ 182.0
KLINK Maintenance Payments	3.1
Subtotal	<u>\$ 185.1</u>
KDOT Allocation:	
Local Partnership Program (State Funds)	
KLINK Resurfacing	\$4.5
Geometric Improvement	8.0
Economic Development	6.0
Federal Pass-Through Funds	63.0 *
Subtotal	<u>\$81.5</u>
LOCAL JURISDICTION SUBTOTAL	\$266.6
* TEA-21 funding level	
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Figure 22

Recommended Local Jurisdiction Component

The Study Group recommends increasing state funding to the Special City and County Highway Fund (SCCHF) for local roads, streets, and bridges. The Study Group also recommends that City Connecting Link maintenance payments increase to \$3,000 per lane-mile per year, and that funding for local projects through KDOT's Local Partnership Program be increased to \$18.5 million per year.

The Study Group heard the needs expressed by local officials for local roads, streets, and bridges and recommends a significant increase in state revenues to local jurisdictions. The Study Group strongly believes that any increase in funding for KDOT's core programs should be accompanied by a proportional increase in funding for local jurisdictions.

Figure 22 summarizes the local jurisdiction component recommendations. It is recommended that state funds to the SCCHF be increased to approximately \$182 million per year (FY 2004 dollars). To help fund that increase, it is recommended that the existing "cap" on Motor Carrier Property Tax transfers to the SCCHF be eliminated.

The Study Group recognizes that a state-local partnership is critical in maintaining the state's transportation infrastructure. One part of that partnership is funding to maintain and rehabilitate City Connecting Links. State payments to cities for the maintenance of City Connecting Links should be increased from \$2,000 to \$3,000 per lane-mile per year to reflect increased costs due to inflation.

Also, the Study Group recommends increasing KDOT's Local Partnership KLINK Resurfacing Program to \$4.5 million per year, the Geometric Improvement Program to \$8 million per year, and the Economic Development Program to \$6 million per year.

The Study Group also responded to calls from county officials asking for assistance to fund the services of a County Engineer. The Study Group urges that reasonable and prudent efforts be taken to assist in providing the necessary professional and technical expertise to manage and maintain the huge investment in local transportation infrastructure.

Finally, it is recommended the state continue its long-standing policy of sharing a significant portion of federal-aid highway funds with local units of government. KDOT's plan to share the increase in federal-aid funding from the Transportation Equity Act for the 21st Century (TEA-21) is believed to be fair and appropriate.

Recommended Aviation Component

The Aviation Component of a transportation program should be funded at an annual level of \$3 million. The program should provide improvements for runways, taxiways and ramps, lighting, and for the addition of navigation and weather equipment.

Figure 23 summarizes the Modal Component recommendations.

The Transportation 2000 Study Group recommends that the state fund a Kansas Airport Improvement Program for public-use airports. The aviation

component of a transportation program should be funded at an annual level of \$3 million. The program should provide for runways, taxiways and ramps, lighting improvements, and for the addition of navigation and weather equipment.

Projects for the program are to be solicited annually from local governments. A selection committee using an objective priority rating system would evaluate the project applications and there would be a sliding scale for state/sponsor match depending on applicant population. The Study Group understood that this size of program would provide for the funding of approximately 11 projects per year.

It is further recommended that a state-funded aviation program should give smaller communities an opportunity to participate and should have guidelines that are flexible and workable. In addition, funds should be allowed to carry over if necessary from year to year.

A state-funded aviation program would allow for

expanded opportunities to obtain federal aviation discretionary funds.

Recommended Public Transit Component

The Public Transit Component of a transportation program should be state-funded at an annual level of \$8.8 million.

Figure 23 summarizes the Modal Component Recommendations.

The Study Group recommends that state funding for public transit should be increased from \$1 million per year to \$8.8 million per year to enhance service and extend hours of daily and weekend operations and to address other unmet needs. Public transit providers include members of Coordinated Transit Districts and Urbanized Area Transit Authorities.

<u>Recap of Modal Components</u>	
ANNUAL AVERAGE COSTS (\$MILLIONS)	T2000 Recommendation
Aviation State Funds	\$3.0
Public Transit State Funds	\$8.8
Rail Loan Program State Funds	\$5.0

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Figure 23

The state funding should be flexible, allowing for capital and operating expenditures in rural and urban areas and for the carry over of funding if necessary although expeditious use of the funds will continue to be encouraged.

As state funds are increased, the local matching percentage share for operating costs will be reduced.

If other urbanized areas in the state institute fixed-route transit systems, the amount of state funding for public transit should be revisited by the Legislature.

If other agencies providing transportation services believe they are in need of more money for transportation, that issue should be addressed separately from this funding and through their respective budgets.

Increases in state funding for public transit must not be used as a substitute for local money now spent on transit. The goal is increased service, not decreased local effort.

The Study Group supports efforts to develop commuter rail in the Kansas City area. Efforts to continue cooperative planning between local officials and the Burlington Northern Santa Fe Railroad should be encouraged. In addition, efforts to obtain federal funding through the annual appropriations process should be continued.

Recommended Rail Component



The Rail Component of a transportation program should be state-funded up to \$5 million a year for eight years to capitalize an annual revolving loan program with match and oversight to be determined by the Secretary of Transportation.

Figure 23 summarizes the Modal Component recommendations.

The rail component of a transportation program should consist of an annual revolving loan program. It should be capitalized with state funds of up to \$5 million per year for eight years with matching funds requirements and oversight to be determined by the Secretary of Transportation.

The state-funded program would assist Kansas shortline railroads with track rehabilitation. The program would supplement the current revolving loan program that originated with previously programmed federal dollars. It is the Study Group's desire that the program be available to address, over time, the needs of as many Kansas shortline railroads as possible. The Study Group recognizes the importance of shortline railroads in the transportation of agricultural and other products and the cost to highway maintenance by failing to support shortline railroads.