

1. What is the \$12 expense listed in Alley Project expenses for 2014?

The \$12 expense was for publication costs for a public notice.

2. Why are the snow removal expenses different from information previously provided?

The totals for Snow and Ice presented during March 13, 2018 CIP discussion were calculated by subtracting annual curb & gutter expenses within the CIP project. This approach over reported snow & ice expenditures because the remaining expenses in the CIP project included other commodity expenses charged by Transportation Operations. These commodity expenses included deicer, salt, asphalt, and other street repair material expenses.

The information presented as part the June 12, 2018 Sales Tax discussion was determined by reviewing each individual expense charged by Transportation Operations and reflects the accurate total of snow maintenance expenses for each year.

3. How much additional revenue will the city receive from the revised federal funds exchange rate?

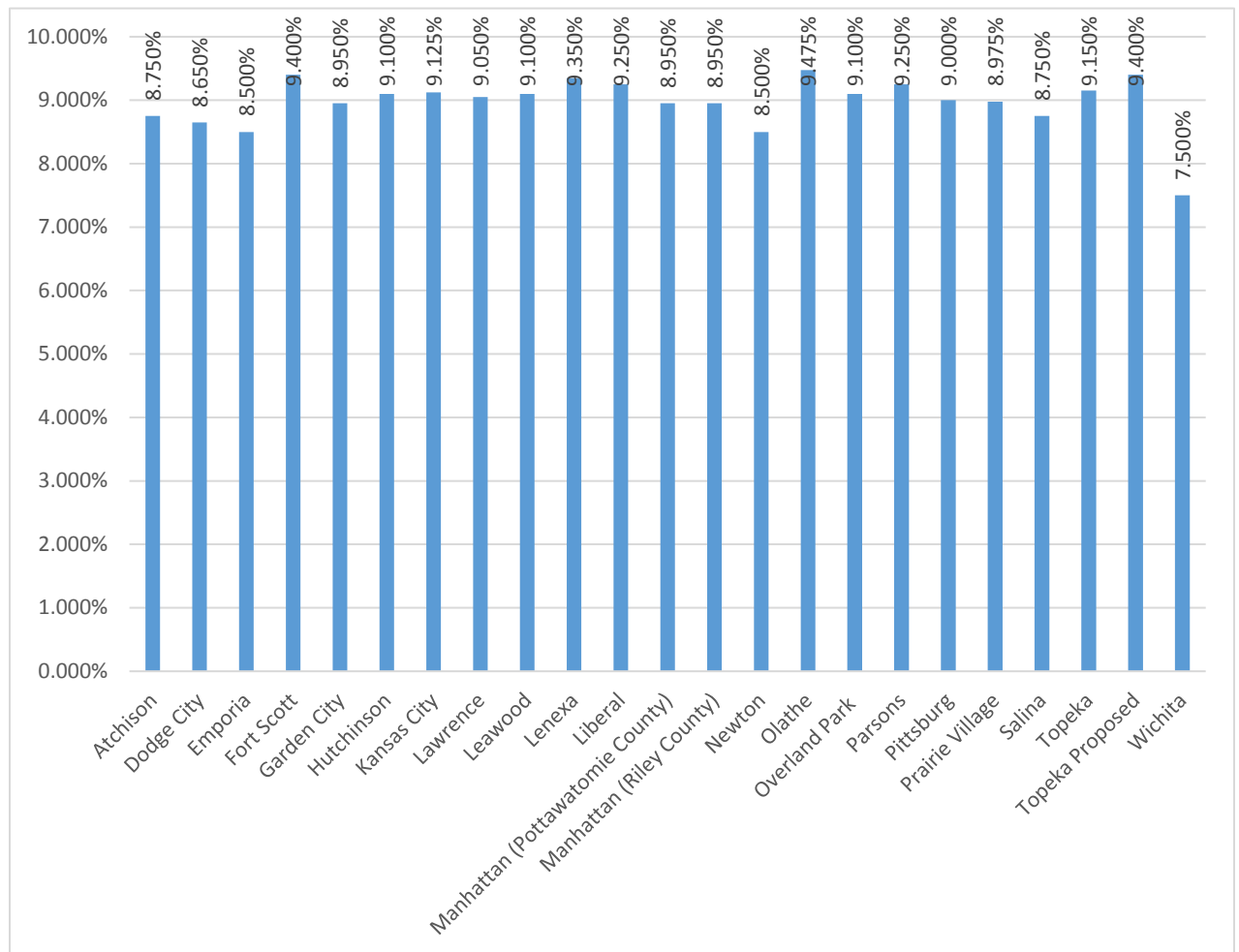
Staff anticipates \$160,000 in additional funds from the FFE program based on the formula revision.

4. How would an increase in the sales tax compare Topeka's total sales tax rate to other Kansas first class cities?

Attached is a summary of all sales tax rates in Kansas. The attachment includes sales tax rates for all cities and includes rates for special taxing districts. Highlights in the attachment reflect sales tax rates for Kansas first class cities.

The following table provides a comparison of first class cities current total sales tax rates. This table does not reflect rates for any special taxing districts within those municipalities. The table reflects the current tax rate for the City of Topeka at 9.15% and includes the new tax rate if voters approved an increase to the Topeka's sales tax. The new tax rate of 9.4% is listed as Topeka Proposed.

Table 1: Kansas First Class Cities – Total Sales Tax Rate (June 2018)



5. What do other cities do for pavement management?

Attached is a table showing pavement management information from other Kansas municipalities. Finance department compiled this information in 2016.

Pavement Management Data and Expenses- Kansas Cities*(2016)							
CITY	PCI?	PCI SCORE	PCI TARGET	# LANE MILES	ANNUAL EXPENDITURES TOTAL ON PVMT MGMT	STREET MAINTENANCE EXPENSE DETAIL	TOTAL CITY BUDGET
Kansas City, KS	No	5-7 PASER (Pavement Surface Evaluation and Rating) (about 50-70 on PCI)	N/A	2,105	Around \$12m	\$1m on crack sealing out of motor fuel fund. \$4m mill and overlay. \$4-5m GO Bond. \$3.38m infrastructure spending from dedicated sales tax.	\$345m
Olathe	Yes	"about 70"	Arterials: 80+ Collectors: 75+ Local Streets: 70+	1,285	\$18.55m total; 3/8 cent sales tax: \$12.8m, G.O. Bonds: 1m, CIP GF: \$2.4m, JOCO CARS County Assistance Program: \$2.125m, and Street Excise Tax: \$225k	\$10m for 32 lane miles of arterial mill/overlay. \$4m for 22 lane miles local collectors mill overlay. \$2m for 60 lane miles surface treatment program. \$2.5m rest which is design work, crack sealing, base repairs etc.	\$336m
Lawrence	Yes	78	"acceptable or good" which would mean 60-80	858	Roughly \$2m GF, \$450k Gas Tax, \$8.3m total street CIP which is high due to a few major street rebuilds, and Sales Tax of \$800k.	Mill & Overlay, chip & seal, curb repair: \$2.05m, Asphalt \$190k, Concrete \$130k, \$8.3m street maintenance CIP which includes a few large street rebuilds, and infrastructure sales tax maintenance of \$800k.	\$191m
Salina	Yes	65	No	733	\$4.7m	About \$1 million in gas tax and \$3.7 million in special sales tax dedicated to street maintenance and rehabilitation in CIP; the special sales tax funded portion will increase by \$2 million for 2017 due to the passage of the .75 % sales tax that was passed in April of 2016 to replace the current .40% sales tax.	\$89m plus \$16m transfers

Q & A: Citywide Half Cent Sales Tax Program 2009-2019

Manhattan	Yes	73	> 70	750	Unclear initial sales tax allocation to street. See next column for partial.	Special Street & Highway fund expenses of \$2.12m; sales tax recently increased by estimated \$2m per year of which 95% will go to fund streets. \$1m street CIP maintenance and about \$800k traffic.	\$147m
Lenexa	Yes	62	NO - can fluctuate wildly but do monitor changes	700	Please see total CIP expenses to right and then 0.375% sales tax partially used for roads.	Street, Bridge, and Traffic CIP expenses of \$7.25m for 2017 and about \$5.5m for 2018-2020. 0.375% sales tax used for roads, parks, and new civic center.	\$105m
Overland Park	Yes	73	80	1,970	About \$31.5m	12.15m for street maintenance (overlay, chipseal, etc) Residential Street Reconstruction, \$6.3m Street Maintenance: \$2,302,922m Thoroughfare Improvements: \$10.8m	\$278.6m
Topeka	Yes	55	Deciding	1,610	\$17.4 million not including \$2.1m deferred maintenance	\$16.7m rehabilitation and construction, \$2.1m deferred maintenance/stop-gap, and \$700k Preventative Maintenance.	\$289m
Wichita	Previously but not now	Wichita currently does not use PCI, but the last time they reported PCI they believe the score was upper 60s in 2014.	Wichita uses a "remaining service life" system as opposed to PCI now	Roughly 5,000	Around \$15m total not including one-time allocation.	\$10.9m in the operating budget for Street Maintenance. \$4m budgeted in CIP for street maintenance. A one-time allocation of \$10m for additional street maintenance in 2017. That doesn't included any CIP projects that rebuild streets or add capacity.	\$581m

*The above information was compiled in March 2016 by COT staff contacting the City's Finance/Public Works Departments or looking through budget documents and is subject to change or updates.