

# Recommendations Discussion



## Overarching Policy Statements

- Kansas must provide consistent, stable funding in order to maintain a quality transportation system.
- Match Federal Funds
- KDOT should explore grant opportunities beyond USDOT

## Program Elements - Complete this first (5 yrs)

- Fund preservation for next 10 years
- Complete T-WORKS modernization and expansion (4 years or less)
- Initiate expansion planning and prelim design (add'l projects, score, prioritize, initial work includes economic development, unless we can afford a separate program)
- Funding thru combo of
  - Sales tax
  - EV
  - Registration
  - MFT
  - locals participate in funding
  - Tolling
  - Heavy load permitting

## Program Elements – Additional priorities

- More money to locals
  - Motor Fuels Tax
  - Federal Fund Swap – continue and enhance when possible
  - Other policies – easier
    - Property tax lid relief
    - Demand transfer
  - Geographic guarantees by county
  - Local Bridge Program
  - Explore increasing CCL annual payment
- Economic Development – increase amt if available
- Modes +\$20M
  - Freight Rail
  - Passenger Rail
  - Transit
  - Bike/ped
  - Aviation



### **Passenger Rail**

- Recognize passenger rail as a mode and keep freight and passenger rail funding separate.
- Preserve existing service
- Need to finalize study of passenger rail study from Wichita to Oklahoma City

### **Bike/Ped**

- Assessment
- Develop state bike/ped plan

### **Transit**

- Respond to urban and rural demands



### **Preservation**

- Ongoing preservation is the top priority.
- Funding for highway preservation must be restored to protect the investment Kansans have made their transportation system and to improve overall system health



### **Modernization**

- The delayed T-WORKS modernization projects should be let in 4 years or less.
- Additional modernization needs should be prioritized, and modernization work should continue after T-WORKS projects are completed.

### **Expansion**

- Let T-WORKS expansion projects in 4 years or less.
- Expansion projects should be identified and prioritized for pursuit after completion of T-WORKS modernization and expansion projects to allow preliminary work to begin



### **Alternative Delivery**

- KDOT's ability to deliver projects with alternative delivery should be allowed. KDOT and industry team to bring specific recommendations in 2019 legislative session.



### **Tolling**

- KDOT, working with KTA, should be allowed to toll facilities that add capacity and system upgrades and for which tolls would offset a portion of the cost of construction, maintenance, or both for that new capacity. Tolling should be considered for individual projects for which the Secretary of Transportation has determined, in consultation with local officials, that traffic volume, local contribution, or other relevant reasons make such tolling option worthwhile. The Legislature should consider authorizing the Secretary to proceed with tolling projects the Secretary determines to be feasible and acceptable to local communities.
- More emphasis on covering a portion of cost
- The Legislature should consider removing the requirement that each KTA toll expressway project be financed wholly through the investment of private funds in toll road revenue bonds.



### **Local Funding for State Transportation Projects**

- The State can't meet all transportation needs. A new program should incentivize or require some level of local community funding/participation – particularly for system expansion and new projects.



### **Project Selection Criteria**

- Recognition of support for current project selection process with the addition of weighting for:
  - Encourage practical improvements
  - Reward local contribution, taking into account population
  - Removing state highway miles
  - Tolling
  - Priority Corridors



### **KDOT Operations & Policies**

- The Legislature should consider oversight either as stand-alone committee or asking transportation committee chairs to request interim meetings /updates when legislature is out of session



### **VMT Study**

- Increasing fuel efficiency and other factors have contributed to Motor Fuel Tax revenues not keeping pace with transportation needs. Other states are considering funding alternatives for transportation such as a Vehicle Miles Traveled (VMT) fee. KDOT should partner with KDOR to explore.



### **Technology**

- Transportation technology is advancing quickly. Ongoing pilot projects for communication infrastructure and broadband, in-vehicle technology, traffic management systems, and connected/automated vehicles should be conducted so that Kansas can keep pace with evolving technology. The Legislature should consider changes necessary to allow truck platooning and automated vehicle.
- Utility Committee to consider broadband and future transportation needs.