


FORWARD KANSAS At A Glance

ACTION	SAME	NEW	WHY?	Bill Section
Complete T-WORKS. All projects required to be let by July 1, 2023.	✓		Promises to communities are to be honored where still regional priorities.	New Section 1 (c) Page 2
Local consult meetings held every two years to prioritize programs and projects regionally.	✓		Though not a new approach, FORWARD will require meetings be held every 2 years.	New Section 1 (m) 2 Page 5
All Kansas counties will receive at least \$8 million in transportation improvements.	✓		Highly supported by Kansans.	68-2316 Pages 14 - 15
Engineering, economic and local input scoring process to evaluate highway modernization and expansion projects on a statewide basis.	✓		KDOT must select the best team of projects in order to generate the most benefit to the system and a statewide evaluation process is the best way to do so.	New Section 1 (b) 1 (C & D) Page 2
Highway modernization and expansion projects selected every two years rather than once per decade.		✓	Stakeholders need more flexibility.	New Section 1 (m) 2 Page 5
Problem-solving approach to address the most pressing needs.		✓	Provides more flexible annual commitments (state dollars only) to modal and set-aside programs. The annual minimum commitments will remain in place.	New Section 2 Pages 6 - 7 New Section 3 Pages 7 - 8 75-5035, 75-5048, & 75-5061 Pages 15 - 18
Increased emphasis on local match and practical improvements.		✓	Unsustainable to continue at T-WORKS level. Keeps communities engaged in the process.	New Section 1 (b) 2 Page 2
New/expanded programs to provide communities more resources: 		✓	High demand for these new programs. They help us leverage technology and local resources and address safety needs faster.	New Section 1 (b) 1 (B) Pages 1 - 2 New Section 1 (d) 4 Page 3 New Section 1 (h) Page 4 New Section 2 Pages 6 - 7 New Section 3 Pages 7 - 8



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Protect highway preservation investment levels – Increasing the health of the system must be a top priority to protect the investment of Kansans and deliver a cost-effective highway system in the long-term.		✓	The State Highway system is valued at \$32B+ and condition must be maintained as first priority.	New Section 1 (b) 1 (A) Page 1 New Section 1 (l) 1 (D) Page 5
At least 3 modernization or expansion projects from each district will be selected for the development pipeline.		✓	Geographic distribution	New Section 1 (m) Page 5
KDOT must develop an updated long-range plan by 2030.		✓	Transportation can support evolving and emerging State needs to prepare for the future.	New Section 1 (n) Pages 5 - 6
Alternative delivery - Restricted additional authority to 5% of the program (\$495 M approx.) and toll projects. No Preservation projects.		✓	To allow projects to be built faster, especially for those communities that would support tolls as local contribution to the project.	New Section 1 (j) Page 4 New Section 4 Pages 8 - 10
Increase payments for City Connecting Links.		✓	Previous rate of \$3,000 established in 1999 is insufficient for preservation. Continuing increase of \$5,000 per mile.	68-416-a Page 11
Statutory reporting requirements for all program investments, including project selection criteria.		✓	With flexibility to meet the needs of Kansans, additional transparency and accountability is needed	68-2315 Pages 12 - 14
Preservation+ and Broadband Program – Dig Once with transportation projects in strategic areas for middle-mile development and assistance with last-mile expansion.		✓	Highway Right-of-Way is a state asset that can facilitate broadband expansion. Assistance with infrastructure can help get to last mile installation.	New Section 1, (B) Page 1 New Section 3 Pages 5 & 6
Sales Tax Collection Clarity		✓	Under T-WORKS, new sales tax began flowing into the SHF for transportation purposes. This provision clarifies that sales tax is levied for transportation purposes.	Section 11, 79-3603 Pages 13-18 Section 12, 79-3703 Page 18