



To: House Appropriations Committee
From: Adam Stodola, P.E., FNSPE
Kansas Society of Professional Engineers
Date: March 20, 2019
Re: Support of HB 2369

Mr. Chairman and members of the committee,

Thank you for the opportunity to offer remarks regarding House Bill 2369.

I am Adam Stodola, a Licensed Professional Engineer in Wichita and Past President of the Kansas Society of Professional Engineers.

I am here today representing KSPE, an organization that represents the individual licensed engineers across the state. For over 100 years, KSPE has worked to promote public safety by delivering professional engineering services, encouraging licensure, and advocating legislation and public policy for the betterment of human welfare and the industry.

KSPE is excited to weigh in on the first of many bills relating to the next comprehensive transportation plan. HB 2369 would give the Secretary of the Kansas Department of Transportation (KDOT) more authority to designate or construct toll projects. This was a concept recommended by the Joint Legislative Transportation Vision Task Force.

Our association is supportive of HB 2369 as tolling can provide more capacity as an additional tool available to the state and additional flexibility as current law requires legislative approval for every new tolling project. The bill has a process for multiple checks and balances which would prohibit proposed projects that do not have local support or projects that are not feasible for tolling.

KSPE is aware that in some states, such as Texas, tolling has become very prevalent, costing citizens in such metroplexes a monthly tolling expense. However, we acknowledge, and are proud of, the successes demonstrated by the Kansas Turnpike Authority (KTA) on Interstates 35, 70, and 335. KTA's latest enhancements, including their implementation of Open Road Tolling and numerous road and bridge projects, provide for safe and efficient travel for motorists and keeps Kansas current with toll ways in other states. KTA has proven to be good stewards of the tolls paid by Kansans and other

motorists who use their system. Further, we believe that the partnership between KDOT and KTA would only use tolling on projects where feasibility warrants its use.

Though KSPE would hope Kansas budget situation would not require the need for widespread tolling projects, the continuous sweeps from the State Highway Fund show that additional tools, such as those presented in HB 2369, may be needed in the future.

We sincerely appreciate the opportunity to voice our thoughts on HB 2369.

Respectfully,
Adam Stodola, P.E., FNSPE