

Joint Legislative Transportation Vision Task Force Recommendations and Related Bills (3/11/19)

Ref. No.	Task Force Recommendation (quoted)	Related Bill(s)
1	The Joint Legislative Transportation Vision Task Force finds it is imperative the State of Kansas provides consistent, stable funding in order to maintain a quality transportation system. The Task Force notes the negative impacts of transfers from the State Highway Fund (SHF), \$2.098 billion more since fiscal year 2011 than had been anticipated for the Transportation Works for Kansas (T-Works) program, on system quality and on the ability of the State to respond to economic development opportunities and system improvement needs.	
	Preservation, Modernization, and Expansion of Highways	
2	The Task Force recommends any new program authorize general transportation planning for at least ten years and include funding for preservation, modernization, and expansion and economic opportunity projects (further discussed below). The Task Force also recognizes a new program cannot maintain or enhance the current system unless dedicated funding for the program is left in the program and not transferred to other needs.	SB 186/ HB 2373, Sec. 1(a)(1): The program shall provide for preservation, expansion and economic opportunity, and modernization projects
3	The Task Force finds the top transportation priority for the State must be to restore funding for preservation to protect the investment Kansans have made in their transportation system. It recommends the SHF receive and retain moneys sufficient to maintain or improve the health of the transportation system in Kansas at a steady state, assessing both surface and subsurface conditions. It notes Kansas Department of Transportation (KDOT) testimony indicated a combination of funding preservation at \$500.0 million annually plus funding modernization and expansion at \$100.0 million annually, or funding preservation at \$600.0 million annually, would begin to return the system to a steady state that serves Kansans in the most cost-effective way.	SB 186/ HB 2373, Sec. 1(a)(1)(A): Preservation as priority; no change from T-Works except to specify both surface and subsurface levels of the system should be maintained or improved
4	The Task Force recognizes the importance of expansion projects tied to economic development opportunities and modernization projects to improve system safety and made possible with funding in addition to that needed for preservation. It recommends the 21 modernization and expansion projects announced under T-Works, but delayed, be the top priority modernization and expansion projects and be let within four years, after consultation with local officials regarding each project's continuing priority. The Task Force understands, based on testimony, it will be difficult to garner support for a new program unless T-Works promises are fulfilled. It notes KDOT officials testified to costs of approximately \$500.0 million for the delayed T-Works projects if those projects are completed within the next four years, and it encourages faster completion of those projects if resources allow. The Task Force notes conferees in 2018 requested projects estimated to cost more than \$7.5 billion in total, including economic development projects, expansion projects, and modernization projects that improve safety in ways including widening shoulders. KDOT officials testified \$12.3 billion in needs identified prior to the T-Works program have not been constructed and total needs exceed \$18 billion. The Task Force notes economic opportunities and changing system demands will require additions to the current list of modernization and expansion projects and recommends KDOT plan for those additions by reassessing the needs that have been identified, consulting with local officials, continually reviewing priorities, and completing such planning and design work as appropriate to ensure projects are ready for construction whenever funding becomes available.	SB 186/ HB 2373, Sec. 2: No new modernization or expansion projects until all T-Works projects have been let, unless federal moneys available; however, this is not to be construed to prevent KDOT from planning future modernization or expansion projects
5	The Task Force supports continuing emphasis on practical improvements to the state's transportation infrastructure.	SB 186/ HB 2373, Sec. 1(b)(2): KDOT shall develop criteria to include practical improvements (language unchanged from T-Works)

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	Funding	
6	<p>The Task Force notes sales tax revenues are statutorily directed to the SHF and recommends the Legislature review the role of the sales tax in transportation funding and examine additional sources of funding for transportation. It recommends the Legislature review potential sources of additional funding, including increasing registration fees, motor fuels taxes, and fees for oversize vehicles, and new fees specific to alternative-fuel vehicles, which should be commensurate with fuel-tax amounts paid to operate vehicles of similar weight.</p>	<p>SB 187/ HB2371: Double fees for permits for oversize, overweight loads</p> <p>SB 188/ HB 2370: Increase fuel taxes, 3¢/gallon over 3 years for gasoline, E-85, natural gas, 4¢/gallon over 2 years for diesel</p> <p>SB 189/ HB 2372: Increase registration fees for electric and vehicles with more than one power source by creating separate categories for them</p> <p>HB 2381: Increase vehicle fuel taxes 6¢/gallon 7/1/19; change portion of sales tax to the SHF, from 16.154% (current) to 12.933% (FY 2024)</p>
7	<p>The Task Force recommends statutes be amended to authorize KDOT, working with the Kansas Turnpike Authority (KTA), to collect tolls to offset a portion of the cost of construction, maintenance, or both of transportation infrastructure improvements that add capacity and remove requirements such tolls cover all costs. It further recommends tolling 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 and such tolling is acceptable to the affected local communities. The Task Force suggests the Legislature consider authorizing the Secretary to proceed with specific tolling projects the Secretary determines to be feasible and acceptable to the affected local communities.</p>	<p>SB 192/ HB 2369: Toll projects could be financed partly with tolls; Secretary may construct toll projects; project on existing highway must increase capacity</p>
8	<p>The Task Force recommends the Legislature consider removing the requirement in state law that each KTA toll expressway project be financed wholly through the investment of private funds in toll road revenue bonds.</p>	<p>SB 192/ HB 2369: Toll projects could be partly (rather than solely) financed with tolls</p>
9	<p>The Task Force finds increasing vehicle fuel efficiency, alternative-fuel vehicles, and other factors have contributed to motor fuel tax revenues not keeping pace with transportation needs. It urges KDOT to partner with the Kansas Department of Revenue and other appropriate parties to investigate funding alternatives, including a fee based on vehicle miles traveled, drawing on the experiences of states at various stages of implementation of such a fee.</p>	<p>n/a: directed to KDOT</p>
10	<p>The Task Force finds geographic equity continues to be important in the distribution of state moneys spent on transportation in Kansas. It recommends, at a minimum, maintaining and fulfilling commitments to spend the \$8.0 million per county statutorily required before June 30, 2020. It further recommends the Legislature address geographic equity by requiring a minimum to be spent in each county in a specified period after the current T-Works statutory deadline for spending \$8.0 million in each county.</p>	<p>SB 186, Sec. 3: \$8M to be spent or committed to be spent in each county in FY 2021 through FY 2030</p>
11	<p>The Task Force urges pursuit of all federal funding opportunities available to advance transportation in the state, including funding opportunities linking KDOT with nontraditional partners, such as the U.S. Department of Agriculture.</p>	

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	Local Programs	
12	The Task Force affirms local transportation needs exceed available resources and some portion of SHF moneys should be directed to local governments to meet those needs. It also notes increased local participation may be required for local projects, and it recommends the Legislature consider authorizing revenue-increasing options including, but not limited to, an exemption in the tax lid statute (KSA 2018 Supp. 79-2925c) for transportation purposes and modifications to demand transfers.	SB 190/ HB 2367: Allow cities and counties to use local <i>ad valorem</i> property tax reduction funds (LAVTRF) and County and City Revenue Sharing Fund moneys for transportation projects approved by the Secretary of Transportation SB 191/ HB 2368: Amend the tax lid (KSA 79-2925c) to exclude expenses relating to transportation projects if a project is first certified by Secretary of Transportation; capped at 20% of appropriation or budget for the next preceding year
13	The Task Force recommends the Legislature review the statutory amounts for payments to cities for city connecting links maintenance, which have not increased since 1999.	(no current bill as of 3/11/19)
14	The Task Force recommends reinstatement of the Kansas Local Bridge Improvement Program.	SB 186/ HB 2373 Sec. 1(c)(3): Expenditures could include a local bridge program
15	The Task Force recommends continuing the Federal Funds Exchange Program at its current rate of \$0.90 to the local entity for each \$1.00 in federal funds.	SB 186/ HB 2373 Sec. 1(c)(6): Allow local governments to exchange federal aid funds for state funds (unchanged from T-Works) (rate is not specified in the bills)
	Modes of Transportation Other than Personal Vehicles	
16	The Task Force recognizes the increasing roles of transit, passenger rail, and active transportation in the overall Kansas transportation system and the continuing importance of aviation and freight railroads to the state. It notes increased demand for transit and active transportation infrastructure in both rural and urban areas to connect Kansans with work opportunities and to services needed by all Kansans. It recommends the Legislature and KDOT consider adding \$20.0 million to be allocated among these modes of transportation and encourages increased KDOT participation in these portions of the transportation system, including completion of an update to the 1995 Kansas Bicycle and Pedestrian Plan and consideration of a complete-streets policy.	SB 186/ HB 2373: Program shall provide for transit, Sec.1(f) (unchanged from T-Works); shall provide for preservation and improvement of freight and passenger rail, Sec. 1(d); increase KDOT participation in other modes of transportation which may include active transportation, Sec. 1(g) (Statutory amounts for transit [KSA 75-5035], rail [75-5048], and aviation [75-5061] would not be amended)
17	To maintain and improve passenger rail service in Kansas, the Task Force recommends a separate statutory fund similar to the State Rail Service Improvement Fund but dedicated to passenger rail. It also urges KDOT to finalize its current study of passenger rail service between Newton and Oklahoma City to determine needs and potential costs and benefits to Kansas. The Task Force suggests light rail be investigated for the Kansas City metropolitan area.	(no current bill as of 3/11/19) n/a: directed to KDOT
	Other Recommendations	
18	The Task Force recommends the Legislature consider regular oversight of state transportation needs and resources either by a standing committee or standing committees or by interim committees requested by the Chairperson of the House Committee on Transportation, the Chairperson of the Senate Committee on Transportation, or both. It recommends, at a minimum, any new plan expected to be in place for ten years or longer be thoroughly reviewed after five years.	n/a

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19	The Task Force supports the KDOT project selection process for expansion and modernization projects but recommends additional priority for projects that incorporate practical improvements, offer opportunities to remove unnecessary transportation infrastructure from the system, identify priority corridors, and include local participation. It finds weighting for local participation should be based on equity of effort as measured by population, resources, or both. It notes tolling could be considered as a component of local participation.	SB 186/ HB 2373, Sec. 1(k): Require consideration be given to additional criteria that may include removing transportation infrastructure from the state highway system, identify priority corridors, or include local participation
20	The Task Force recommends KDOT be authorized to use alternative project delivery methods, perhaps such as those authorized under the State Educational Institution Project Delivery Construction Procurement Act (KSA 2018 Supp. 76-7,125 et seq.). The Task Force recommends KDOT officials work with industry representatives to develop a mutually agreeable proposal for KDOT utilization of alternative project delivery methods to procure transportation projects and present that proposal, including any necessary statutory changes, to the 2020 Legislature.	SB 186/ HB 2373, Sec. 1(j): Require such a proposal be presented to the Legislature by January 31, 2020
21	The Task Force recommends the 2019 Legislature study possible statutory changes to authorize testing of automated vehicles, connected vehicles such as trucks operating in platoons, or both in Kansas and also review in vehicle technology and traffic management systems. Related to implementation of these new technologies is broadband infrastructure across the state, and the Task Force recommends the Senate Committee on Utilities and the House Committee on Energy, Utilities and Telecommunications also review transportation needs related to broadband.	SB 186/ HB 2373 Sec. 1(i): Require the program to study feasibility for emerging technologies, including autonomous and connected vehicles and broadband infrastructure
<i>KLRD, 3/11/19</i>		