

SESSION OF 2021

SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2296

As Amended by House Committee on
Transportation

Brief*

HB 2296, as amended, would authorize the Secretary of Transportation (Secretary) to use toll revenues to support other transportation improvements on the corridor where the toll project or turnpike project was constructed. Current law prohibits the Secretary from using toll revenues for expenses unrelated to the toll project or turnpike project for which the toll was collected.

The bill would permit the Secretary to contract with the Kansas Turnpike Authority (KTA) to set, collect, and enforce toll payments for an authorized toll project.

The bill would authorize the Secretary to permit public transit vehicles to pay a reduced toll rate when using the tolled lanes of any toll project or turnpike project constructed by the Kansas Department of Transportation (KDOT); the bill would define "public transit" for this purpose.

The bill would also make technical changes.

Background

The bill was introduced by the House Committee on Transportation at the request of a representative of the Kansas Department of Transportation. [*Note:* The provisions of this bill, as introduced, were identical to those of SB 186, as introduced.]

*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <http://www.kslegislature.org>

House Committee on Transportation

In the House Committee hearing, the Secretary of Transportation provided **proponent** testimony, stating the bill would authorize the Secretary to contract with KTA for tolling, would allow money collected from tolls to support public transit or other transportation improvements on a toll project corridor, and would allow local transit partners to operate in the express lanes without being charged tolls. A representative of Johnson County government provided written-only proponent testimony.

A representative of the Kansas Motor Carriers Association provided **opponent** testimony, stating toll funds should be used only on the toll project roadway and not be used to subsidize other forms of transportation. The conferee further stated the bill would unfairly allow public transit vehicles to operate free from toll charges while tolls would be charged on other types of vehicles.

Neutral testimony was provided by a representative of the KTA, indicating support for partnering with KDOT on possible toll projects.

The House Committee amended the bill to remove language that would have authorized the Secretary to use toll revenues to support public transit on the corridor and to exempt public transit vehicles from being charged tolls when using the tolled lanes of any toll project or turnpike project. The latter provision was replaced with language authorizing the Secretary to permit public transit vehicles to pay a reduced toll rate relative to other vehicles when using tolled lanes.

Fiscal Information

According to the fiscal note prepared by the Division of the Budget on the bill, as introduced, there would be no fiscal effect on agency operations at this time because KDOT

indicates the agency has not constructed any toll projects or turnpike projects. However, if KDOT did construct a toll project or turnpike project in the future, the bill would allow the agency to use toll revenues for public transit or other improvements. Any fiscal effect associated with enactment of the bill is not reflected in *The FY 2022 Governor's Budget Report*.

Transportation; public transit; tolls; Kansas Turnpike Authority