



KDOT/KTA Partnership Proposal

What is the goal of this proposal?

By bringing the Kansas Turnpike Authority under the umbrella of the KDOT Secretary, both entities can be managed in a consistent way that will allow for efficiencies in operations and sharing of resources that will provide more service for every toll and tax dollar. The goal is to maximize Kansas assets.

What does the bill do?

The bill will change role of the Secretary to make him the Chief Executive Officer of the Turnpike Authority and he will also serve as the Chairman of the Turnpike Authority Board.

This new role will allow the Secretary to have oversight on the daily administration of the turnpike, as well as KDOT. By having the responsibility, additional efficiencies for both KDOT and KTA can be realized.

Will toll revenue be diverted for other purposes?

No. Kansas statute (68-2009) requires that toll revenue be spent on maintenance, repair, operation and the repayment of bonds issued to construct turnpike projects. This proposal does not amend the use of toll revenue.

Will Kansans see a reduction of service along the turnpike?

Absolutely not. The KTA will remain a separate entity and the Board will continue to have all the statutory authority it always has. The turnpike will continue to be maintained as its customers have come to expect. It is in the best interest of the state to continue to maintain the turnpike as a premier corridor.

What are the \$15 million in savings that are referenced in the Governor's budget?

We do not know the specific savings at this time. The Secretary of Transportation has identified significant savings within KDOT in his short tenure. The expectation with assuming responsibility of the Turnpike's daily operations is that he will identify significant savings in KTA or KDOT operations for FY 2014 and FY 2015.

Who will have the authority to set the tolls?

The authority has always been with the KTA board, and will continue to be it's responsibility under this proposal. In addition, the board will continue to have all the statutory authorities that it exercises today.

Are there any new ideas contained in the legislation?

The proposal adds statutory language to ensure the cooperation of both entities, with a specific directive to minimize duplication of effort.

Will there be additional toll roads in the state as a result of this proposal?

Under current law KDOT has the authority to study the feasibility of implementing a toll on a new facility. In order for a toll to be feasible, there must be high enough traffic to support the cost of toll collection and the toll must remain low enough to entice traffic to use the new facility rather than an alternate route. Federal law prohibits implementation of new tolls on existing facilities.