

March 17, 2015

RE: Proponent of HB 2085

Dear Mr. Chairman and members of the Senate Ways and Means Committee:

I am Mike King, Secretary of the Kansas Department of Transportation (KDOT) here today to testify in support of HB 2085.

We are very proud of the work that has been done to date on the partnership between KDOT and the Kansas Turnpike Authority (KTA). A bit of background on how we implemented the partnership legislation initially for those of you who may not have been here. The 2013 Legislature passed HB 2234 in an effort to formalize the partnership between KDOT and KTA.

Following the passage KDOT and KTA put together six innovation teams that were filled with experts at varying levels of field and headquarters staff within both organizations. The six teams were; project delivery and construction contracting, legislative and organizational development, revenues and expenditures, technology capabilities, maintenance, and communications and performance measures. These were the teams of transportation professionals that developed and implemented the ways that we could work together to save a now estimated \$29 million through our formalized partnership. For a detailed break-out of the projects being worked on please see attached.

The bill before the committee today does three main things: First, it allows the work of the partnership to continue without the idea that at some point we might have to undo the good work we have accomplished up to this point. The second thing it does, is allow the KTA to move from a calendar financial year to a fiscal financial year. This helps us to be able to easily contract together to do financial reporting and future forecast modeling using some of the same mechanisms we use at the DOT. The last thing the bill does is a technical change in title since the Chief Executive Officer is handling the operations we felt that the KDOT Secretary would be better suited as just a general Director of the KTA.

Some other important components of this legislation is that it keeps the language that dictates that toll revenues are to be used for toll projects. It also keeps the ability of KTA and KDOT to remain separate entities but work together to create overall savings.

To date KDOT and KTA have worked together during the formation of the Freight Advisory Committee to discuss freight specific planning and needs in Kansas. We have recently held the local consult meetings throughout Kansas where KDOT and KTA were both available together to answer our traveler's questions and gain insights about future transportation needs. We have opened our first co-located facility in Emporia that has been a tremendous success. In September 2013, we dually hosted

the Kansas Transportation Summit to discuss all important long-term transportation issues and ways that KDOT and KTA can work alongside communities to help Kansas travelers.

The successes of the partnership to date coupled with the fact that KDOT and KTA will need to continue to work closely together in the future as Kansas' large infrastructure needs continue to grow is important as we move into the planning phases for the next transportation program.

With that I thank the committee for allowing me to appear before you today in support of HB 2085 and I would be happy to stand for questions.

Thank you.

Mike King
Kansas Secretary of Transportation
KDOT