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**TESTIMONY BEFORE
HOUSE TRANSPORTATION COMMITTEE**

**REGARDING HB 2234
RELATING TO FORMALIZING THE PARTNERSHIP BETWEEN
THE KANSAS DEPARTMENT OF TRANSPORTATION AND
THE KANSAS TURNPIKE AUTHORITY**

February 13, 2013

Mr. Chairman and Members of the Committee:

I am Mike King, Secretary of the Kansas Department of Transportation (KDOT). I am excited to present testimony today in support of HB 2234. This legislation brings continuity in management of the Kansas Turnpike Authority (KTA) and the Kansas Department of Transportation (KDOT) by allowing the Secretary of Transportation to have input in day to day operations of the KTA and shape the vision for a true state transportation system. To achieve continuity in management of both entities, the Secretary of Transportation becomes the Chief Executive Officer and Chairman of the Board of the KTA, while the KTA board retains all of the same existing statutory authority. The bill keeps intact the current structures of both KDOT and KTA.

Allows best practices

By bringing continuity to management of the KTA and KDOT, we can take full advantage of best practices performed within both organizations. I firmly believe that there are many things that KTA does very well, and many things that KDOT does very well and this legislation would allow the best practices of each agency to cross over. This action means efficiencies can be gained in both operations and administrative functions on both the KTA side as well as the KDOT side.

Saves the state money in duplication of services.

Language in the bill will require reduction of duplicative services, making best use of the tax or toll dollar. I have identified major areas where there is currently duplication of services between what KTA does and what KDOT does to maintain and improve the transportation network in the state of Kansas. Examples of duplication in service areas include; operations, administration, infrastructure insurance, facilities, and other functions. This legislation would allow the teams of both KDOT and KTA that specialize in these fields to work together and identify where the specific savings can be found.

New focus on Economic Development.

In addition, this bill would allow the Secretary of KDOT to use the Turnpike as an economic development tool to grow the state. Having both the KTA and KDOT under the same management umbrella will maximize our roadway assets as a full system to bring economic growth to the state. We can use this to bring more traffic through Kansas and more businesses to locate in Kansas. As you drive the turnpike it is easy to

House Transportation
Date: 2-13-13
Attachment # 3

envision prime locations where distribution businesses could prosper from the valuable access to quality highways for product transportation efficiency.

Legislative intent.

The idea of KTA and KDOT working together formally is not new. In fact, when the legislation passed back in the 1950's it included a provision that would bring KTA under KDOT after the debts of the Authority were paid. This step to unite the state transportation system is a move in that direction.

Completing the Transportation System.

This legislation allows the agency to plan for the transportation system as a whole unit rather than have two separate entities working independently without a cohesive mission for the entire transportation system. This bill will allow the Secretary of Transportation to oversee and make transportation related decisions with the entire system including the Turnpike and its uniqueness in mind.

I appreciate the opportunity to appear before the committee in support of HB 2234. I would be happy to answer any questions at the appropriate time.