



Creating A More Flexible &  
Responsive Program



# Local Consult Thoughts

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“Flexibility is a good thing. You don’t know what the conditions are going to be 10 years from now. We’re in a down economy. If we limit ourselves to just what we see available today we might be shortchanging what we can do in future years.”

--Rep. Mark Treaster of Pretty Prairie

“I’ve been in some the negotiations crucial to making decisions about significant economic development projects coming to Kansas and if you don’t have any flexibility, you’re probably not going to win.”

-- Dave Kerr, former Kansas Senate President



# Two Focuses for Work

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## Existing Infrastructure

- Routine Maintenance and Operations
- Preservation and Modernization
  - *Substantial Maintenance*
  - *Major Modification*
    - 35% - *preservation*
    - 15% - *modernization*
  - *Priority Bridge*

## Expanding

- Capacity – Eco Development
  - *System Enhancement*
  - *Major Modification (50%)*
- ED Program



# Prior to CHP/ Pre 1990

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- Priority formula selected projects for existing infrastructure
- No system enhancement kinds of projects
- 5 year program cycle with 3 years fixed and 2 years planned
- Economic Development set-aside established in 1985



# CHP 1990-97

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- Existing Infrastructure
  - Major modification
  - Priority formula selected projects
  - Illustrated maps prior to passage
  - Rolling program with firm commitments
    - Year 1 (1991 -95)
    - Year 2 (1992-96)



# CHP 1990-97

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- Expanded infrastructure
  - System Enhancement
    - Community apps, panel selected after passage of funding program
    - 8-year list selected once



# CTP 1999-2009

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- Existing Infrastructure
  - Major Modification & Priority Bridge
  - Priority formula selected projects
  - “Red Map Projects” – read into the record prior to passage
  - 10-year list of commitments selected once



# CTP 1999-2009

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- Expanded Infrastructure
  - System Enhancement
  - Community apps; panel selected after passage
  - 10-year list selected once
  - CTP funding level roughly CHP funding inflated



# Strengths & Weaknesses of CTP - Starting Point for Next Program?

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## Strengths

- Predictable
- Accountable
- Keeps funds “safe”
- Priority formula is objective/rational
- System Enhancements—everyone might get something

## Weaknesses

- No flexibility – hard to plan for emerging opportunities
- No economic criteria used to select projects
- Limited dialogue with stakeholders
- Not linked to other statewide priorities



# Preservation/ Modernization

## Currently

- Routine Maintenance
- Substantial Maintenance
- Major Modification (some)
- Priority Bridge
- Priority Formula selects
- 10-year list

## Proposed

- Preservation
- Modernization
- Priority Formula driven
- Rolling program (3 years fixed; 2 planned)



# Capacity – Economic Development

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- System Enhancement
- Major Modification (some) →
  - More options
    - Congestion/Accessibility
    - Special Initiatives
    - Mega Projects
- Panel selects from community applications →
  - Priority Formula
  - Local Consult
  - Economic Impact Analysis
  - KTAP
- 10-year list →
  - Rolling program selected from pool



# Match funding sources to kinds of work?

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- Preservation/Modernization
  - Commitment of more stable or traditional sources
- Capacity – Economic Development
  - More innovative or creative sources
  - More state/local partnership
  - Manage debt ratio or ceiling for more flexibility



# Kansas Transportation Advisory Panel

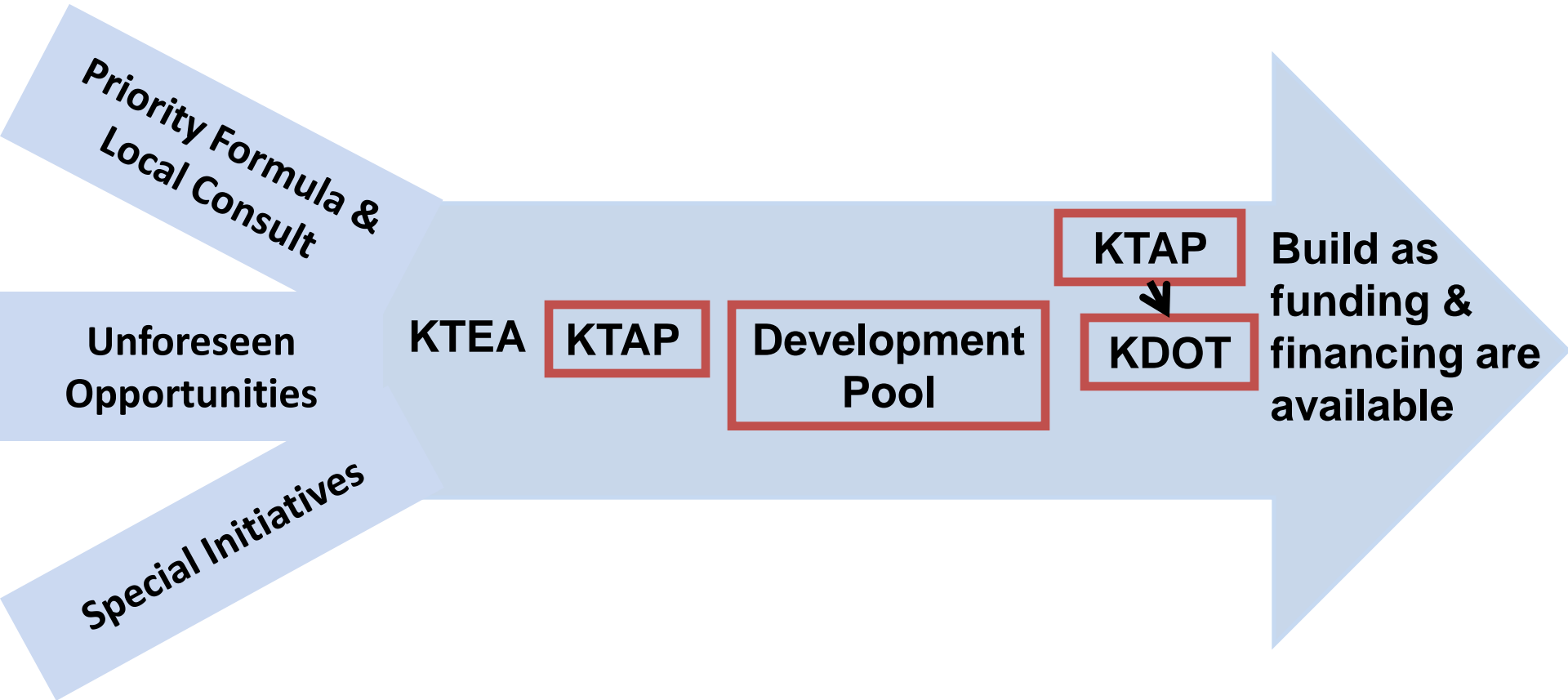
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- Appointed by KDOT Secretary
- Advisory – not decision making
- Guidance on emerging issues
- Advice on project selection
- Response to local input



# Fixed list commitments vs. Pool from which to draw

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# Shaping a New Program

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- Flexibility— cautiously supported
- Sen. Umbarger— 10 years funding
  - 5 year red map
  - 5 year to be selected
- Sen. Morris – start smaller and ramp up