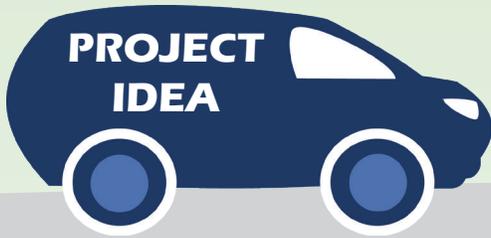
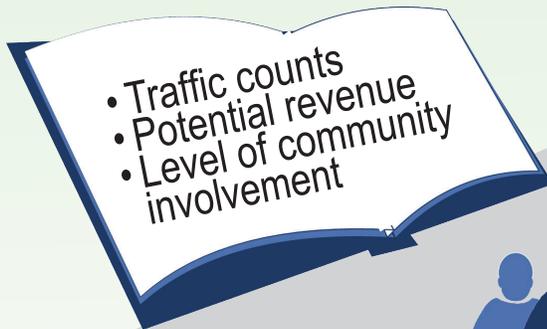
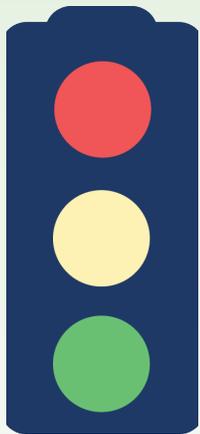


COMMUNITY TOLLING PROCESS

**COMMUNITY EXPRESSES
INTEREST IN EXPLORING
TOLLING TO KDOT**



FEASIBILITY STUDIES

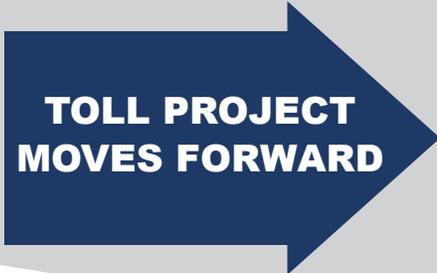
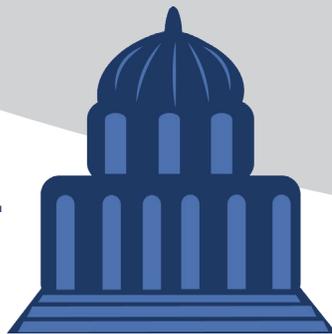


**PUBLIC
INVOLVEMENT**

**KANSAS TURNPIKE
AUTHORITY BOARD**



**BRING PROJECT
TO STATE
FINANCE COUNCIL**



A Community Approach to Tolling in Kansas

Tolling can help local governments raise matching funds for transportation improvements.

- Tolling is one method local governments could use to fund a portion of a transportation improvement; however, quite a bit of traffic is needed to make tolling a cost-effective approach for raising local match.

Tolling can only be used for transportation improvements

- No existing lane of any state highway could be tolled.
- A new lane (like a managed/hot lane) could be installed to allow drivers willing to pay the toll to use the added lane, while drivers who choose not to pay the toll can still drive “for free” on the lanes that exist today. It’s also possible that a bypass or other new facility could be constructed that would include tolling as part of the funding package but whatever “free” lanes that exist in the area today would remain free. Only IMPROVEMENTS would be tolled.
- Open road technology, which exists today, makes it very easy to collect tolls from those drivers who choose to use the improvement, for short or long distances. Signage and potentially physical barriers would be used to make sure everyone understands the new lane is a toll lane. There are several examples of this in other states.

Solid legislative checks and balances, meaningful local community and KDOT/KTA involvement are required.

1. The local government must request and work with KDOT on the feasibility process. The two-pronged feasibility process includes both technical analysis and community engagement, including:
 - Reviewing traffic counts – to see if a more detailed study makes sense.
 - Estimating revenue potential.
 - Determining public support for tolling, including a minimum of one public meeting.
 2. If the feasibility study is positive and there’s local support, a joint proposal from KDOT and the community would be presented to the Kansas Turnpike Authority for consideration.
 3. If approved by the KTA Board, the joint proposal would go to the State Finance Council for consideration.
 4. If approved, the project moves forward as a priority for the state highway system.
- At every step, continued review is occurring to ensure the community’s commitment to the project.
 - Checks and balances are inherent in this effort to ensure transparency and oversight at every step.
 - This more modern approach to tolling can help us -- collectively and collaboratively – address bottlenecks in our transportation system quicker.
 - All classes of vehicles would be tolled.
 - All toll revenue collected from a facility or improvement – BY STATUTE – remains strictly with that roadway. Those tolls pay for the ongoing construction and maintenance of the improvement.