



Preserve Good Roads

A bridge to completing T-WORKS



Immediate needs

A look at the funding options for short-term solutions

Structural stability

Long-term steps

OVERVIEW



Bridge to Complete T-WORKS

Immediate Steps:

Support FY 18 and FY 19 KDOT Budget Proviso

- Ensures all funds go directly to projects
- Restores minimum preservation needs to \$380m annually
- Short-term debt issuance ensures debt won't be for further than the life of the project
- Allow a lifting of the bonding cap to issue debt to allow for additional project expenditures

Options for funding short-term solutions

Stabilized Tax Structure

-Use portion to buy down transfers from the SHF in FY 18 and FY 19 to reprogram projects.

Increase Bonding Authority

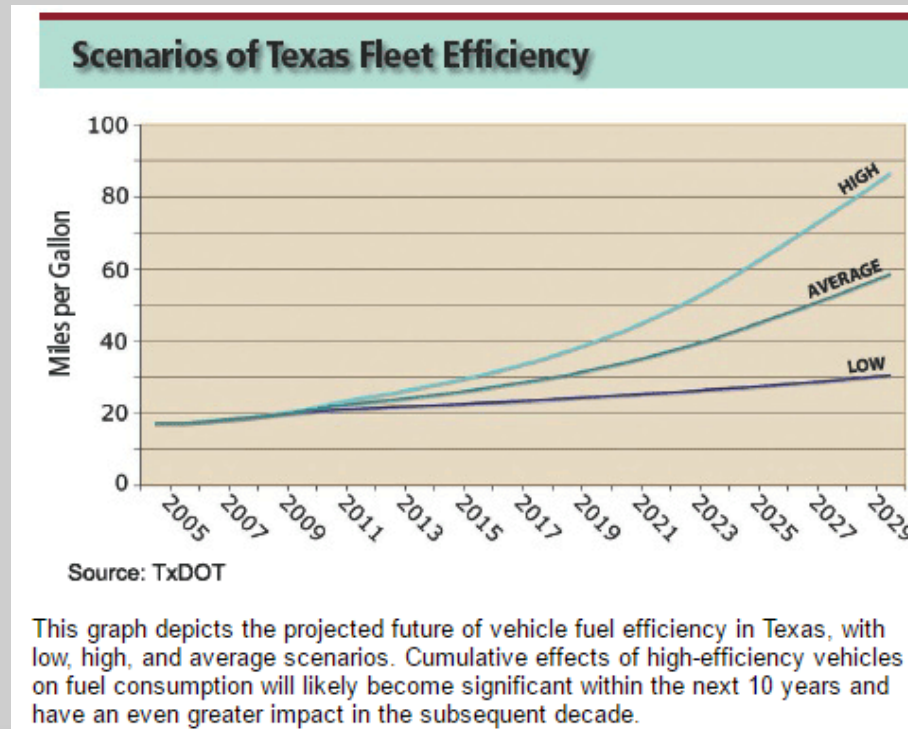
- Ensures funds are spent on projects
- Allows KDOT to take advantage of competitive bond market rates
- Can be short-term debt
- Sales tax tagging to repay beginning in FY 2020

MFT

- Is protected revenue source
- Declining Revenue Source
- Don't want to become over-reliant
- Carries concerns over regional rates, which are already lower in OK, CO and MO.

Declining Revenue Source

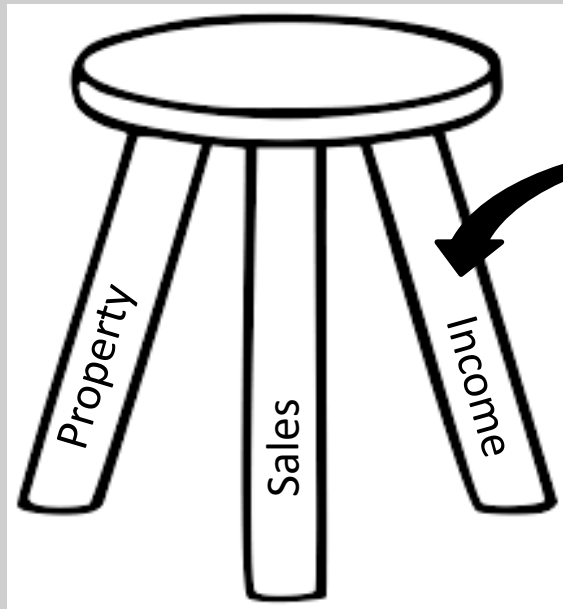
“Even in growth states such as Texas, the outlook for fuel tax revenues over the coming decades is for dramatic declines.” –FHWA Higher Gas Efficiency Equals Lower Fuel Revenues by Ron Hagquist



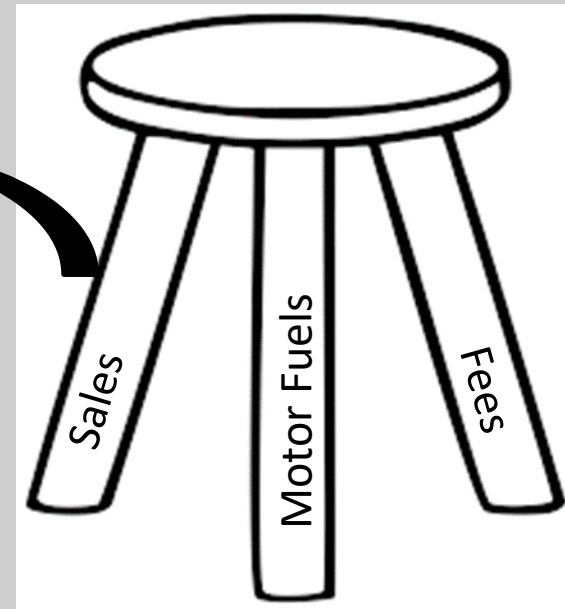
Stable Revenue Streams:

We need diversified revenue streams for both the SGF and the SHF

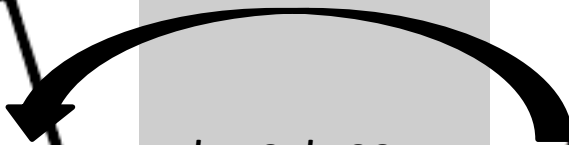
State General Fund



State Highway Fund



\$450-\$500 m



Bridge to Complete T-WORKS

Long-Term Steps:

Extension of program life to complete modernization/expansion projects

\$500m needed for modernization/expansion projects not completed

Re-establish dedicated revenue for infrastructure projects in new program

Build grassroots strategy

Questions about Transportation Topics?

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