Task Force Members

**Legislative**
- Sen. Carolyn McGinn, Co-chairperson
- Sen. Rick Billinger
- Sen. Tom Hawk
- Sen. Mike Petersen
- Sen. Pat Pettey
- Sen. John Skubal
- Rep. Richard Proehl, Co-chairperson
- Rep. J.R. Claeys
- Rep. Shannon Francis
- Rep. Henry Helgerson
- Rep. Adam Lusker
- Rep. Troty Waymaster

**Ex Officio Members**
- Richard Carlson, Secretary of Transportation
- Steve Hewitt, Chief Executive Officer, Kansas Turnpike Authority
- Jackie McClaskey, Secretary of Agriculture
- Sam Williams, Secretary of Revenue

**Non-Legislative Members**
- Jim Allen, Johnson County Commissioner
- Matt Allen, Economic Development Alliance
- Mary Birch, Heavy Constructors Association of Greater Kansas City
- Mike Brown, Johnson County Commissioner
- Jon Daveline, Council member, City of Hutchinson
- Max Dibble, Phillips County Commissioner
- Lindsey Douglas, Union Pacific Railroad
- Ty Dragoon, International Association of Sheet Metal, Air, Rail and Transportation Workers
- Chad Girard, Kansas Asphalt Pavement Association
- Mike King, former Secretary of Transportation
- Kenzil Lynn, American Council of Engineering Companies of Kansas
- Alise Martiny, Greater Kansas City Building and Construction Trades Council
- Cameron McGown, American Council of Engineering Companies of Kansas
- Donald Roberts, Mayor, City of Edgerton
- Andy Sanchez, AFL-CIO
  Steve Sloan, Kansas Aggregate Producers' Association
- Kip Spray, Kansas Contractors Association
- Bridgette Williams, Heavy Constructors Association of Greater Kansas City
- Jerry Younger, Kansas Aggregate Producers Association
The Kansas Legislature initiated the Joint Legislative Transportation Vision Task Force, which is comprised of 35 members from across the state. Senator Carolyn McGinn and Representative Richard Proehl serve as co-chairs for the task force, which features 12 legislators, 14 transportation stakeholder/industry leaders, five local government officials and four ex officio members. From August to November 2018, the task force convened nine regional meetings to gather stakeholder input, and members participated in a two-day session to draft recommendations.
KDOT Regions
While some might say all Kansans look alike...
We actually have very different needs when it comes to having infrastructure to build our economy.

Rural – Agriculture, oil and windfarms
Rural Needs

Rural areas need good shoulders and turn lanes.

Trucks carrying agriculture commodities such as grain and livestock. Wind farms continue to be built which requires wider access to roads. Preservation of interlinking roads to main arterials are crucial.
Our Urban Economy is diversifying.
Urban Manufacturing and service industry driven by population and interstate highways.
Urban Areas

North Junction northern (I-35 & 254) Sedgwick County

Johnson County just finished improvements 435 and is already congested. The growth is impacting other surrounding highways.

2019
Sedgwick County’s current population: 530,232
Johnson County’s current Population: 625,524

2029
Sedgwick: 565,494
Johnson County: 734,065

Source: Wichita State University, Center for Economic Development and Business Research,
preservation

RATING
• Evaluates the pavement surface
• Does not account for service life

HEALTH
• Measures subsurface conditions
• Accounts for service life
Modernization

Much of modernization has to do with improving safety through:

• Improving tight curves
• Taking out dips and valleys of steep hills.
• Adding passing lanes
• Turning lanes and shoulders
Expansion

Many of these projects are going to be in the urban regions due to congestion or major projects like the intermodal...
Other Modes : Rail

• There seems to be more interest across the state to see passenger rail from Wichita to Oklahoma City. A cost study needs to be done. The committee also heard how important short line freight was to get commodities to major interstate highways.
Other Modes: Aviation
Other Modes: Bike / Ped

Locals promoting biking/walking communities to improve health and provide access to food.
Moving Kansas Forward: The Challenge

In 2010, the Kansas Legislature passed the Transportation Works for Kansas (T-WORKS) plan to protect Kansans’ investment in their infrastructure, generate economic growth and expand mobility across the state. Since its passage, approximately $2 billion of revenue has been transferred out of the State Highway Fund, the result of this transfer has been the following:

• Preservation work, which extends the life of the highway system, has not kept pace with needs causing system health to decline.

• T-WORKS projects, including 21 highway modernization and expansion projects, are delayed and cannot be completed if transfers continue at the recent pace.

• The State cannot seize emerging economic opportunities or meet future transportation needs without a stable funding source.

The picture above shows a stretch of U.S. 83 that appears smooth on the pavement surface. However, an inspection of the subsurface (shown below) revealed that the pavement health was in poor condition resulting in having to replace the pavement.
What were the requests from our region?
Where were we a 150 years ago?
The future they talked about when we were in grade school is coming.
For more information about the Transportation Recommendations:


Or just google: Kansas Transportation Task Force Meetings