



2001-2010

A decade of projects, progress and engagement



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“Through the difficult economic climate that existed for much of the decade, (Kansas political leadership) viewed transportation funding as an investment, not a burden.”

– Deb Miller, Secretary of Transportation

Support for transportation readies Kansas for recovery

It may have been the greatest decade ever for Kansas transportation.

At the start of the 10-year period beginning in 2001, Kansas embarked on the largest public works program in state history – the Comprehensive Transportation Program. At the end of the decade, the Kan-

sas Legislature passed an innovative and strategic follow-up program – Transportation Works for Kansas (T-WORKS). In between were 5,700 road projects, 900 bridges replaced or repaired, more than 1,000 miles of rail track rehabilitated, new runways across the state and tens of thousands of jobs created or sustained.



Secretary Deb Miller speaks to the media at a news conference Aug. 25, 2010, in Topeka about the economic benefits of airports in Kansas.

It was also a decade of great strides in traffic safety. Important legislation was passed that required both drivers and passengers to wear seat belts, distractions such as texting were banned for drivers and a graduated driver's license bill was passed to better prepare our youngest, most inexperienced drivers

5,700

During the past 10 years, KDOT has completed 5,700 road projects throughout the state

for the responsibilities of driving. Seat belt usage increased and traffic fatalities dropped to historic lows, but hundreds of Kansans still died needlessly on our highways and streets.

This report reviews some of the state's transportation achievements and successes of the past 10 years and describes many of the programs that were implemented to further the state's safety and economic goals. On the following pages the programs are grouped according to those that improved the system, engaged the public or made important internal changes in how KDOT operates.

The many accomplishments of the past 10 years were possible because of the leadership of Governors Bill Graves,

Kathleen Sebelius and Mark Parkinson, the bipartisan commitment of the Legislature and the support of Kansans.



Secretary Deb Miller

They recognized that the health and economic well-being of our state were closely tied to a modern, efficient transportation system. And through the difficult economic climate that existed for much of the decade, they viewed transportation funding as an investment, not a burden.

That approach helped us build a highway system ranked the nation's best and it positions Kansas to seize the opportunities that will come with economic recovery.

*Secretary of Transportation
Deb Miller*

Awards & Achievements



Major Projects

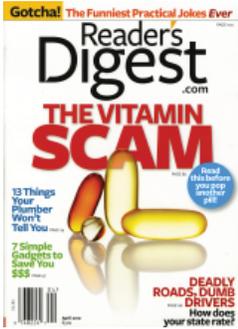
- U.S. 69 four-lane expansion between Louisburg-Fort Scott
- Antioch & I-435 interchange/I-435 & U.S. 69 expansion in Overland Park
- 87th Street & I-35/U.S. 69 interchange
- **I-70/I-635 interchange reconstruction**
- U.S. 81 four-lane expansion between Minneapolis and the Nebraska state line
- U.S. 169 four-lane expansion in Miami County
- East Topeka interchange construction
- U.S. 54 four-lane expansion between Liberal and Oklahoma state line
- Marysville grade separation/levee/railroad relocation
- I-70, I-35 & I-135 reconstruction in numerous counties
- U.S. 59 four-lane expansion Lawrence-Ottawa (under construction)
- K-61 four-lane expansion Hutchinson-McPherson (under construction)
- U.S. 69 north of 103rd Street in Overland Park (under construction)
- **K-18 from Manhattan to Ogden (under construction)**
- I-135 and 47th Street Interchange in Wichita (under construction)
- **Amelia Earhart Memorial River Bridge (under construction)**
- U.S. 54 four-lane expansion Pratt-Kingman counties (under construction)
- U.S. 50 four-lane expansion from west of Holcomb to Garden City (under construction)

CTP

- **Largest public works program in state history**
- \$13.2 billion, 10 years
- 115,000 jobs created/sustained
- 5,700 state and local projects
- 893 bridges repaired/replaced
- **1,058 miles of rail track rehabilitated**
- **Transit ridership increased by six million**
- 209 airport improvement projects

American Recovery and Reinvestment Act

- **Five major and 77 local projects**
- All recovery projects under way ahead of deadline
- Total project spending – \$378 million
- State highways – \$265 million
- Kansas City – \$22 million
- Wichita – \$16 million
- Local governments – \$35 million
- Transportation Enhancements – \$10 million
- Public transportation – \$30 million



Awards/Achievements

- **Kansas highways ranked No. 1 by Reader's Digest – 2010**
- NPHQ gold award innovation, I-135 Harvey County – 2001
- NPHQ state partnering winner, 87th Street & I-35/U.S. 69 interchange – 2007
- NPHQ silver award partnering, K-18 Fort Riley-Manhattan – 2010
- **NPHQ bronze award partnering, Marysville grade separation/levee/railroad relocation – 2004**
- AASHTO top 10 America's Transportation Award, 87th Street & I-35/U.S. 69 interchange – 2008
- **AASHTO top 10 America's Transportation Award, central corridor in Wichita – 2010**
- CTP delivered on time/budget – 2009
- Kansas Transportation Online Community (K-TOC) starts – 2009
- KanDrive information portal starts – 2009
- **511 traveler advisory starts – 2004**
- KC Scout traffic management system starts – 2004
- KDOT 75th anniversary – 2004

T-WORKS

- **\$8.2 billion, 10-year program**
- Estimated to create/sustain 175,000 jobs
- Meets 100% – \$4.5 billion – of preservation needs
- \$1.7 billion for highway expansion/modernization
- Minimum \$8 million in each county
- Transit, aviation and rail funded

Major Legislation

- 10-year Comprehensive Transportation Program
- 10-year T-WORKS Program
- **Primary seat belt law**
- Graduated driver's license law
- Texting while driving banned
- Booster seat law

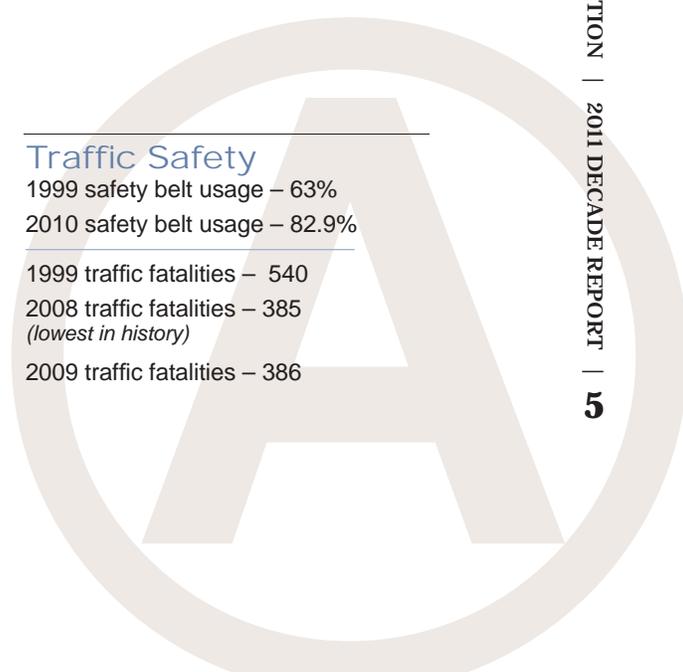
Reason Foundation

Best state-owned national highway system

- 2008 – Third
- 2007 – Third
- 2006 – Fifth
- 2005 – Third
- 2004 – Third
- 2003 – Tenth

Traffic Safety

- 1999 safety belt usage – 63%
- 2010 safety belt usage – 82.9%
- 1999 traffic fatalities – 540
- 2008 traffic fatalities – 385
(lowest in history)
- 2009 traffic fatalities – 386



“Addressing congestion in the Kansas City area has had a positive impact on our region and will be instrumental in our ongoing and future success.”

– Mell Henderson, Mid-America Regional Council

Addressing Congestion

Over the past 10 years, KDOT has been working to address congestion, particularly in urban areas, through expansion projects that add new lanes or new interchanges. Under the 1999 Comprehensive Transportation Program, more than \$1.5 billion was spent building 242 additional lane miles and 17 interchanges across the state.

T-LINK, Gov. Kathleen Sebelius’ transportation task force, recommended that the state’s next transportation program focus on expansion/enhancement projects to address congestion. The new transportation bill, T-WORKS, takes into account the need for additional work to alleviate congestion and includes funding for expansion projects on Kansas highways.

While new construction can certainly address congestion issues, it is costly. Adding new lanes can cost more than \$12 million a mile in urban areas.

Because of that, KDOT must also look for other ways to reduce congestion to

get the most out of the existing highway system. KDOT employs various technological tools as an alternative to constructing new lanes.



Work on U.S. 54 in Wichita will ease congestion.

Two projects recently undertaken serve as examples:

■ **Kansas City Scout.** Scout is a partnership between KDOT and the Missouri Department of Transportation to operate a transportation management system in the metro area. This system monitors traffic along major interstate

242

During the CTP, 242 additional lane miles and 17 interchanges were constructed in Kansas



Major improvements were made along I-435 in Overland Park to improve traffic flow as part of a four-year, \$127 million project.

routes in the metro area and also manages the traffic along a portion of the I-435 corridor through the use of ramp metering, regulating the flow of traffic onto the interstate. The KC metro area also has implemented a coordinated signal system called Operation GreenLight, which is operated by Mid-America Regional Council along with 24 partnering cities in the metro area. It has coordinated approximately 700 signals to improve traffic flow.

■ **A transportation management system in Wichita.** In 2009 a system similar to Scout was installed as a joint venture with Sedgwick County, the City of Wichita and KDOT. This system is monitored by KDOT and Sedgwick County 911 operators.

“We appreciated the modernization of U.S. 56 west of Hugoton because the highway is essential for maintaining and growing our economy.”

– Neal R. Gillespie, Stevens County Economic Development Director

Modernization

In Kansas, many older highways were designed when traffic volumes were lower and vehicles were different than they are today. KDOT concentrated on modernizing those roadways during the past decade for safety and economic purposes.

“Agriculture is a critical component of the Kansas economy and the industry relies on many of our major two-lane rural roads to transport grain and live-stock to market,” says Chris Herrick, KDOT Director of Planning and Development. “We recognize it’s important to provide the most modern highways possible within a fixed budget.”

KDOT has made steady progress on modernizing the state highway system.

The agency measure of “modern” is the number of miles that have sufficient shoulder width.

Because Class A routes (interstates) are fully modern, KDOT measures progress on Class B and Class C routes, which average 5,100 and 3,800 vehicles per day, respectively. Today, 98 percent of Class B routes and 90 percent of Class C routes are modernized.

KDOT spent considerable resources on making two-lane highways safer by not only adding shoulders, but also flattening hills and straightening curves.

During the past decade the agency spent \$752 million and modernized 487 miles of highways in the state. Only 41

System Modernization	1999	2009
Percent of rural miles with sufficient shoulder widths for Class B routes	96%	98%
Percent of rural miles with sufficient shoulder widths for Class C routes	81%	90%

\$752 million

During the past 10 years, \$752 million has been spent modernizing 487 miles of highways



Using practical improvement standards, an estimated \$11 million was saved on modernizing K-23 in Gove County.

miles of Class B routes and 195 miles of Class C routes remain to be modernized.

Since it usually costs between \$1 to \$2 million per mile to modernize a highway, KDOT recently adopted “practical improvement” strategies to maximize return on funds dedicated to modernization projects.

For example, even though a highway may benefit from an entire range of modernization actions, the best return on investment may occur with a low-cost, minimal shoulder installation, rather than one that is top of the line.



“For every dollar spent in ITS, KDOT gets an eight dollar return. The KC Scout Incident Management Program is one of the best in the nation.”

– E. Jason Sims, Traffic Center Manager

Intelligent Transportation Systems

During the course of the last decade, KDOT strengthened the overall transportation system in Kansas by integrating technologies – advanced sensors, computer applications and telecommunications – to form an Intelligent Transportation System. Known as ITS, the system utilizes a statewide fiber-optic network to communicate important information to motorists in both rural and metropolitan areas.

Beginning in 1997, KDOT and the Missouri Department of Transportation partnered to examine ways in which the two agencies could jointly address traffic congestion and the management of traffic incidents in the Kansas City metro area.

The result is KC Scout (www.kcscout.net), an award-winning Intelligent Transportation System that uses

closed-circuit television cameras, traffic operation centers and electronic messaging signs to help travelers avoid delays and accidents. Since coming

online in 2004 as one of the

largest-ever ITS deployments, KC Scout has reduced the time required to clear Level 3 incidents (major incidents

that close a lane for more than

90 minutes) by 114 minutes in Kansas, reduced secondary accidents by 37 percent and displayed more than 91,235 messages to passing motorists. A Traffic Operation Center in Wichita came online in 2009 and is in the first phase of ITS deployment.

KDOT also introduced 511 traveler information services in 2004. Designed to provide information to callers about road conditions, construction detours and weather impacts on travel, the service has expanded to include a mobile application (<http://511mm.ksdot.org>)



3 million

511 has received nearly 3 million calls since the service was introduced in 2004



Dynamic message boards alert motorists of traffic conditions and inform about Kansas traffic laws.

and a website (<http://511.ksdot.org>). To date, 511 has received nearly 3 million calls from travelers seeking to maximize the safety and efficiency of their travel.

Finally, in 2009 KDOT launched Kan-Drive (www.kandrive.org), an online portal that offers access to all of the ITS

services in Kansas as well as to travel information from surrounding regions. Featuring interactive maps of roads and work zones, messages from roadside dynamic signs and links to other pertinent information for travelers, Kan-Drive embodies the tremendous strides KDOT has made in keeping Kansas motorists informed and safe.

“Freeways and super-2s are nice, but we’re very happy to have these (practical) improvements, and we would welcome more improvements like this.”

– Bart Briggs, Gove County Commissioner

Practical Improvement

Transportation needs and wants will always outpace available resources, so KDOT must do all it can to get the most from its investment. During the challenging economic times of the past decade, KDOT developed a new project design approach that allows the agency to maximize the cost-benefit ratio of transportation investments.

The new approach – called practical improvement – gives engineers and others the flexibility to use lower-cost alternatives to the full-scale complement of improvements that had been the standard in earlier years. A few examples of cost-savings measures KDOT teams now consider include:

- Narrowing the footprint of projects on the drawing board, thereby reducing the amount of right of way to be purchased.
- Identifying less-expensive means of maintaining traffic flow through construction zones.

- Narrowing paved shoulder-width (which reduces both construction and maintenance costs).
- Construction of passing lanes.

Practical improvement is used successfully in several other states, including Missouri, Wyoming, Pennsylvania and New Jersey, and in just a few years, KDOT has had its own practical improvement successes.

- Travelers and residents of Hodgeman County had long expressed concern about



Before improvements were made along K-156, a sloping dirt shoulder didn’t allow motorists adequate room to pull off of the highway.

\$59 million

More than \$59 million is expected in practical improvement savings by 2012

K-156 over the lack of shoulders, some steep drop-offs from the driving lanes and a perception that the highway was too narrow. In 2008, using a practical improvement approach, KDOT built 12-foot driving lanes, added one-to-three feet of asphalt outside the white edge line and ground rumble strips into the lines. The improvements on the low-traffic highway provided some of the safety benefits of a standard shoulder without the cost of buying additional right of way to build a full shoulder. As a result, more miles of the road were improved.

■ In 2010, the same approach was taken on a similar preservation project on K-23 in Gove County. Using practical improvement standards, KDOT was able to stretch the dollars allocated to Kansas under the American Reinvestment and Rehabilitation Act. Local leaders praised KDOT's use of practical improvement. "Freeways and super-2s (two-lane roads built to higher standards) are nice, but we're very happy to have these (practical) improvements, and we would welcome more improvements like this," said Gove County Commissioner Bart Briggs.



After improvements along K-156 in Hodgeman County, the benefits include a wider shoulder, rumble strips and a gentler side slope.

Practical improvement can't be used on every road modernization project. But engineers in Kansas and elsewhere know that less expensive projects, without the full package of improvements, will free more money to improve more miles of the state highway system.

“KDOT’s Aviation Division did an excellent job of crafting a flexible program under T-WORKS that preserves the aviation system and responds to new opportunities.”

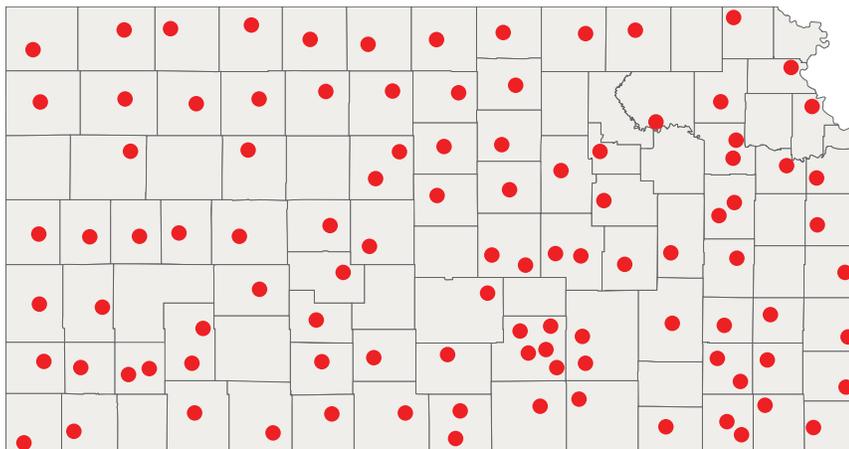
– Martin Miller, Great Bend Airport Manager

Aviation

Over the past decade, KDOT’s aviation program has had a significant impact on Kansas. Launched in 1999, the program funded more than 200 airport projects across the state, improving safety and generating new economic development opportunities for communities. The average condition of Kansas runways improved from fair to very good, giving most Kansas communities ready access to air ambulance services for the first time. The program improved airport lighting, weather and instrument systems and more.

And thanks to some strategic changes that are being made to the program, it’s likely it will achieve even more success in the next decade. To help guide future investment, KDOT adopted a plan that identifies goals for the state’s aviation system:

- Preserve the airport system
- Provide a modern network of airports
- Provide a system of airports accessible by ground and air
- Support local and statewide economic growth



KANSAS
AIRPORT
IMPROVEMENT
PROGRAM
(KAIP) SINCE
1999*

*includes 2011 and Pilot Program as well as KAIP projects; most airports have had multiple projects.

209

Under the Comprehensive Transportation Program, 209 airport improvement projects were completed

■ Support the promotion of aviation education

Now, when a project is proposed for funding, one of the factors considered is how it fits into the strategic plan for the state's aviation network. This differs from the past when projects were selected simply on a community-need basis. That is still a consideration, but only one factor.

With the passage of T-WORKS, KDOT was able to launch an airport improvement pilot program in summer 2010. KDOT sent a letter to each airport detailing the specific recommendations for that airport under the strategic plan. Airport managers and local officials were encouraged to apply for funding that would pay for the recommended improvements. Through this process, 27 projects totaling more than \$2.2 million were selected to receive safety and service enhancements. Also in the summer of 2010, KDOT released the Kansas Aviation Economic Im-



Investment in aviation during the past decade has dramatically improved the condition of Kansas runways and given more communities access to air ambulance service.

pact Study that found that Kansas airports annually support more than 47,000 jobs, generate \$2.3 billion in payroll and produce \$10.4 billion in economic activity.

“Whether moving goods, providing emergency assistance or connecting our communities, airports play a critical role in the Kansas economy,” said Lt. Gov. Troy Findley when the report was released. “That’s why I was glad to see a bipartisan coalition in the Legislature recognize the need to invest in our infrastructure to maintain our airports and create jobs by funding a new transportation plan.”

“Funding a regionalized transportation program will ... provide a much needed service that has been, until now, underfunded and largely ignored.”

– Fern Odum, Nemaha County transit director

Transit

In the last 10 years, KDOT’s transit program went from providing 2 million rides to 8 million rides a year. For some Kansans, public transportation provides an environmentally friendly and cost-effective way to get to work every day. For others, it’s the only means by which they can access medical care, trips to the store and other vital services.



Public transit service in Reno County provides transportation opportunities residents may not otherwise have.

T-WORKS authorizes a new regional approach to rural transit service that will dramatically improve efficiency and deliver needed services to thousands of riders.

There are almost 100 rural general public transit providers and 75 elderly/disabled

transit providers in Kansas. Yet nearly 20 counties don’t have access to public transit services. The regional approach utilizes one-call dispatching and increas-

es coordination among transportation providers. Pilot projects for the regional approach are under development in four regions of the state.

“Several counties in Kansas do not have general public

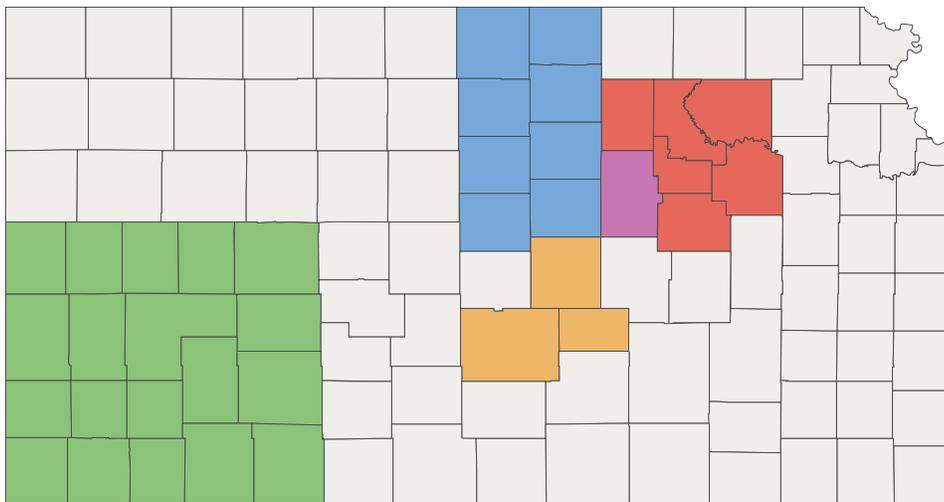
transportation. We, along with another adjoining county, provide very limited service to residents of one of those counties,” says Fern Odum, Nemaha County transit director.

“Funding a regionalized transportation program will expand the opportunity for

6 million

Transit ridership increased by 6 million during the Comprehensive Transportation Program

REGIONAL TRANSIT PILOT LOCATIONS



A regional approach to transit is being piloted in the Southwest, Central, Flint Hills and North Central regions of the state. Dickinson County is shown in purple because it is part of both the Flint Hills and the North Central regions.

surrounding areas to serve those underserved counties and provide a much needed service that has been, until now, underfunded and largely ignored.”

In addition to the new regional approach, T-WORKS is revising the funding formulas of rural and urban providers. The urban funding distribution formula will take into account more factors, such as actual ridership. In the past, the funding formula was based solely on population,

which didn't adequately reflect transit needs. And, funding formulas will now be recalculated annually.

In 2011, KDOT will roll out the regional transit approach at three of its pilot locations. Once that is in place, a process of forming regions and creating a timeline for statewide implementation of the regional approach will begin. The rural funding formula will be revisited after the regional pilot projects are completed.

“The viability of Kansas short line railroads positively impacts local and regional economies.”

– Gary Beachner, CEO of Beachner Grain Inc.

Rail

Since its inception in 1999, KDOT’s Rail Rehabilitation Program has played a vital role in restoring short line railroads that connect individual shippers and manufacturers to the national rail network. Short line rail accounts for 40 percent (1,930 miles) of the nearly 4,780 miles of rail across Kansas.

Through this program, more than 1,050 miles of rail track have been rehabilitated in the last decade. About 14.5 million tons of freight are transported on Kansas short line railroads each year. Using rail to move farm products, ethanol, chemicals and other bulk goods helps Kansas businesses keep their transportation costs low and reduces truck traffic, enhancing

highway safety and reducing congestion and pavement wear.

Keeping these short lines viable is critical for the Kansas economy, and now, thanks to changes made under T-

WORKS, Kansas can be more responsive to economic opportunities in the coming decade. The program has been expanded to include shippers and local units of government as eligible applicants.



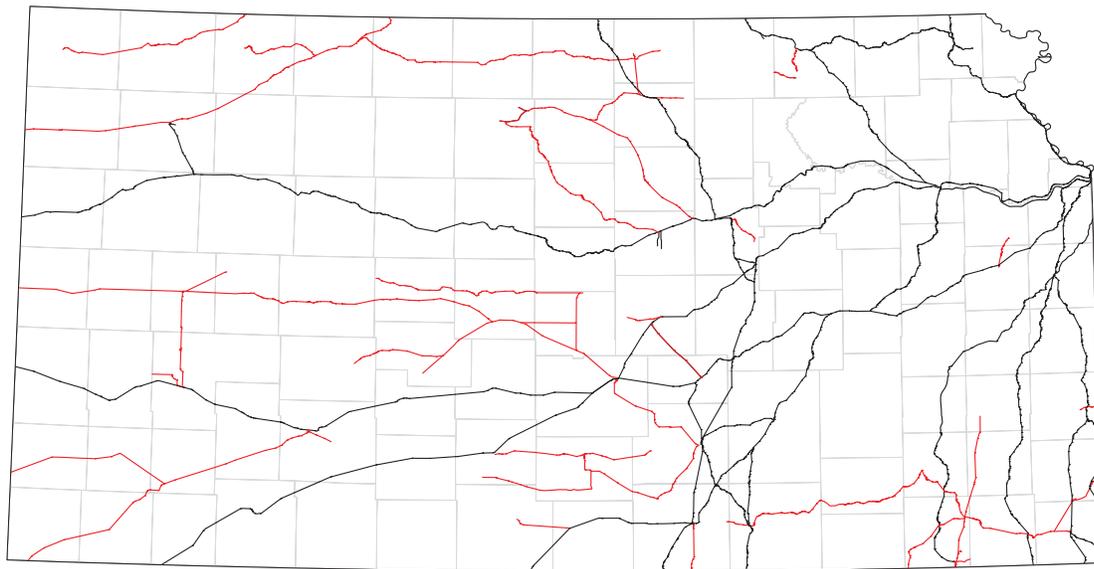
KDOT’s Rail Rehabilitation Program improved 1,050 miles of track in the last 10 years.

In addition, KDOT will consider applications for rail improvements at industrial parks if the project application is submitted by the serving railroad and a local unit of government or a shipper in the park.

1,050

More than 1,050 miles of rail track have been rehabilitated in the last decade.

Kansas Rail Lines



— Short Line Railroads — Class 1 Railroads

“The changes in the rail program under T-WORKS now allow shippers and local governments to participate, as well as railroads,” says Gary Beachner, CEO of Beachner Grain Inc. “We think this is a win-win for all who depend on freight rail transportation.”

The program has been expanded to include capacity improvement and economic development projects along with traditional major rehabilitation projects. Economic development projects will be selected more frequently to be more responsive to emerging opportunities.

“In many areas naturally occurring native grasses and wildflowers have flourished with less frequent and delayed mowing after the plants have flowered and reseeded.”

– Ron Klataske, executive director, Audubon of Kansas

Roadside management

KDOT’s new roadside management policy isn’t just a good way to conserve money and resources, it’s a beautiful idea.

In 2008, KDOT staff and partners from conservation groups and the Kansas Department of Wildlife and Parks formed the Roadside Vegetation Task Force to develop a better way to manage the more than 150,000 acres of state-owned highway right-of-way. What emerged was a roadside management policy that not only saves money and fuel, it enhances roadside beauty by encouraging the growth of native grasses and wildflowers.



Reducing the frequency of full right-of-way “mow out” benefits both KDOT and the environment.

Strategies in improving roadside management

KDOT continually reviews roadside land management policies to:

Reduce mowing and save money for taxpayers and KDOT

Maintain a pleasing roadside appearance

Reduce erosion of roadsides

Restrict growth of unwanted vegetation

Provide habitat for small wildlife

“Together we’ve developed a wiser approach to roadside management, we’ve found a way to stretch KDOT’s maintenance budget and we now have guidelines that will enhance the natural beauty of our state,” says KDOT District One Engineer Clay Adams, who leads the task force.

Some of the important changes include:

- Spot spraying of herbicides rather than broadly applying chemicals.
- Reduced mowing, driven in part by earlier agency decisions to cut fuel costs.

150,000

KDOT maintains more than 150,000 acres of highway right-of-way throughout the state

Fence-to-fence mow-outs are done only once every four years and timed so the mowing doesn't interfere with late fall wildflower seed propagation. In addition, mowers will make only one pass on shoulders and will let the grass grow to 12 inches before cutting.



Wildflowers flourish along highway right-of-way across the state.

■ Seed mixes

KDOT uses on new road projects include more native plants and wildflowers. And, contractors are required to use only certified mulch to assure weeds aren't spread along with the seed mix.

■ Contractors are required to strip and store top soil removed during construction. Replacing the top soil helps re-establish native plants and controls erosion.

■ In the past couple years, KDOT developed 10-acre experimental seeding areas in each of KDOT's six districts.

■ About 50 acres at the East Topeka I-70 interchange and at I-435 and K-10 in Johnson County have been reseeded in native grasses and wild flowers. With input from the Native Plant Society, KDOT selected one color per seeding area (purple and yellow).

“The 800 MHz system has allowed us to stretch our communications capabilities far beyond the county line and that will save lives.”

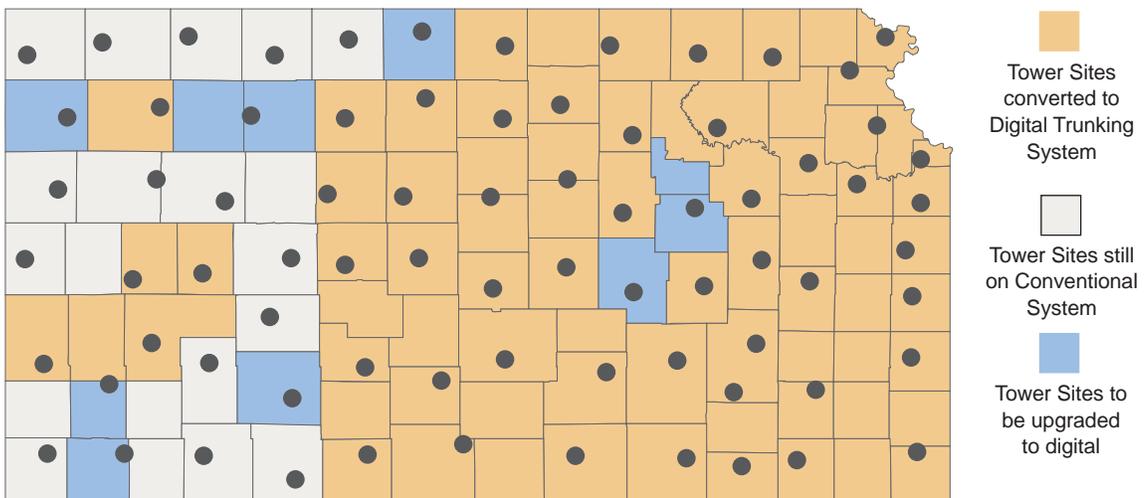
– Brian Stone, Cowley County Emergency Management Coordinator

Communication Towers

First responders in Kansas and the nation learned an important lesson from the Sept. 11 attacks when police, fire and EMTs lacked the radio capability to communicate with one another. Two programs implemented at KDOT in the following years address issues that greatly improved the ability of first responders in Kansas to communicate and provide a coordinated response to all types of disasters.

For years, an important state resource – a network of 76 communications towers spread across the state and managed by KDOT – wasn’t used to its full potential. That changed in 2005, when the decision was made to open up the towers and share space with local governments. The agency also started converting the communication towers from an 800 MHz conventional radio system to an 800 MHz digital trunked radio system. This impor-

KDOT 800MHZ TOWER SITES



76

Spread across the state, KDOT operates a network of 76 communication towers

tant shift improves emergency response across Kansas, enhances safety and stretches state resources. And it's also a great example of how KDOT partners with local governments.

From discussions with local governments, KDOT learned that converting to an 800 MHz digital system was too expensive for many of their first responder agencies. So KDOT provided an opportunity (through the Communication System Revolving Fund) for responders to lease new radio equipment from KDOT.

The agency also installed a statewide interoperability system that gives public safety users the ability to communicate with other first responders using their existing equipment.



KDOT network service technicians perform maintenance work on one of the agency's 76 communication towers.

The new policy and improved equipment have been tested many times, including May 10, 2010, when the Cowley County Emergency Preparedness office tracked a violent storm that was producing tornadoes as it moved from Oklahoma into south central Kansas.

“We were able to monitor weather reports coming from neighboring Sumner County to the National Weather

Service. Having that capability allowed us to better prepare our local departments for the incoming storm. We were able to make early notifications to responders, as well as make early notification to the local media and ultimately, our citizens,” says Cowley County Emergency Management Coordinator Brian Stone.



“KDOT asked for involvement from all the experts and partners, and went to great lengths to listen to the needs and priorities around the state.”

– Suzanne C. S. Loomis, Newton City Engineer/Public Works Director

Long Range Transportation Plan

KDOT conducted extensive consultation with transportation stakeholders in 2006 and 2007 that resulted in a Long Range Transportation Plan, or LRTP, which was published in 2008.



The plan emerged from extensive dialogue between KDOT and Kansans who served on topical working groups and advisory committees and represented diverse interests.



In developing the plan, KDOT and its stakeholders evaluated the status and future needs of all modes of the Kansas transportation system and weighed likely transportation trends for the next 20 years.



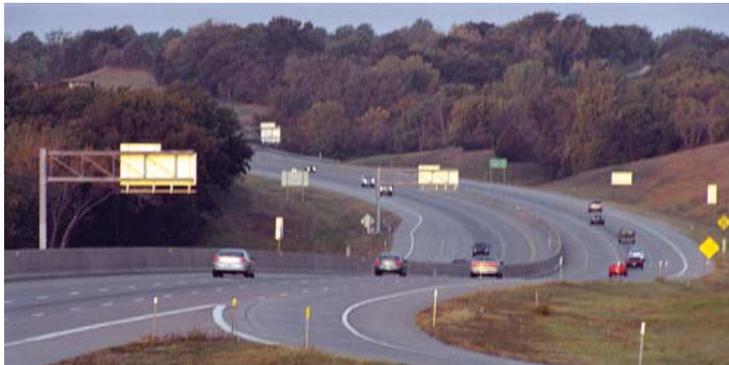
The LRTP did not set out a new transportation funding

300

The LRTP evolved from more than 40 meetings, 400-plus stakeholders and 300 written comments

program, or present a list of improvement projects, but it served as the starting point for dialogue about funding future transportation needs.

The stakeholder discussions identified three priorities for the LRTP:



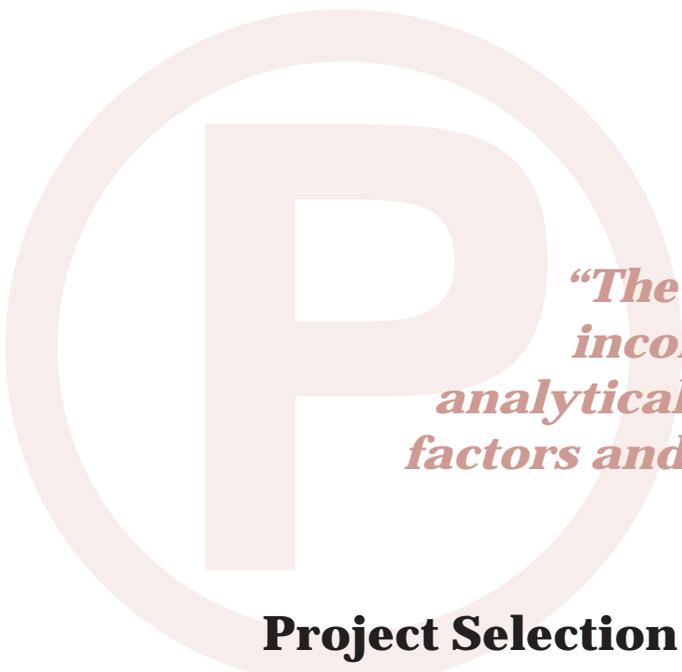
■ **Preserve the transportation system** – KDOT must protect the state’s investment in its transportation infrastructure.

■ **Make travel safer** – KDOT must work with stakeholders and the public to make state highways and local roads safer, and work diligently to promote safe driving.

■ **Support economic growth** – Transportation is often a catalyst for economic opportunities that benefit all Kansans.

The stakeholder contribution during development of the LRTP provided a foundation used by the T-LINK (Transportation-Leveraging Investments in Kansas) Task Force in crafting the state’s new transportation program passed by the 2010 Legislature.

Information about the LRTP can be found at www.kansaslrtp.org. The LRTP planning process is designed to meet the requirements of the federal surface transportation act (SAFETEA-LU) as well as the needs of Kansas and KDOT.



“The new transportation program incorporates a unique platform of analytical tools that gauge engineering factors and statewide economic impact.”

– Bernie Hayen, Finance Director for the City of Manhattan

Project Selection & Local Consultation

KDOT administered a survey in 2003 to more than 900 stakeholders. A key finding: while citizens thought the highway system was in good condition, they also thought it was hard to work with KDOT. From being inflexible on signing requests to rigidly setting speed limits to limited consultation with locals over the design of projects, adversarial relationships had developed between KDOT, legislators and communities across the state.

KDOT made great strides in the last seven years to improve relationships, from area engineers meeting with local officials to implementation of the Local Consultation process.

Local Consultation is a way for KDOT to gain regional input from communities about the emerging transportation needs and priorities for that area. Meetings are conducted in each region of the state at least every two years.

Project Selection Factors by Work Type	Engineering Data	Regional input through local consult meetings	Economic Impact Analysis
Preservation projects Taking care of what we have. Pavement and bridge repair and replacement.	100%	--	--
Modernization projects Improving existing roadways. Adding shoulders, flattening hills and improving intersections.	80%	20%	--
Expansion projects Adding something new like passing lanes, building additional lanes and building new interchanges.	50%	25%	25%

30

Since 2006, KDOT conducted 30 Local Consultation meetings across the state



KDOT Director of Public Affairs Julie Lorenz leads a group discussion on specific transportation needs at the local consultation meeting in Abilene in October 2009.

Due to the popularity and success of this process, the new transportation program T-WORKS calls for Local Consultation to be an official part of the new highway project selection process.

Input gained through Local Consultation will now be a factor in selecting modernization and expansion projects. Through Local Consultation, KDOT

also learned that Kansans want transportation investments to be linked to the state's economic priorities. Thus, economic impact analysis will be an additional factor used to select highway expansion projects as authorized under T-WORKS. Preservation projects will continue to be selected using engineering data.

“KDOT is one of a handful of transportation/transit public agencies leading the pack in utilizing social media to share relevant happenings and truly engage people.”

– Darrel W. Cole, communications specialist, Parsons-Brinckerhoff

KDOT 2.0

The past 10 years witnessed an extraordinary transformation in communications technology, from the near-universal adoption of e-mail to the explosive growth of online networks such as Facebook and MySpace. KDOT has embraced these new technologies in myriad ways, from providing real-time updates to motorists via Twitter to soliciting stakeholder input on proposed transportation projects on K-TOC, the agency’s public online community.

In 2008, the Division of Public Affairs looked into new media technology as an adjunct to the public meetings that were central to the mission of T-LINK, the state task force charged with developing a new approach to transportation. The decision was made to launch the Kansas Transportation Online Community (K-TOC), a professional networking site

devoted to Kansas transportation topics. The community hosts surveys and discussions on topics such as driver safety, funding and economic development and bike and pedestrian policies. It also accepts comments and questions from members of the public.

In 2009 K-TOC hosted project description sheets for hundreds of proposed transportation projects being considered under T-WORKS.

For the past two years the community has hosted a series of safety blogs around the annual observance of Put the Brakes on Fatalities Day, which in 2010 included guest blogs from U.S. Secretary of Transportation Ray LaHood and Gov. Mark Parkinson.

Also in 2008, KDOT launched multiple Twitter accounts providing corridor-specific road/weather/traffic updates



4,000

At the end of 2010, KDOT's Twitter accounts had more than 4,000 followers and were growing daily



KDOT Social Media Manager Patrick Quinn, second from right, sends Twitter messages from transportation events.

to Kansas motorists in real time, as well as a headquarters account that provides daily transportation news and policy updates. These accounts have more than 4,000 followers, and are still growing. The agency's outreach efforts also include a YouTube channel that has attracted more than 4,000 views and a Flickr photo page to provide the public with photos of KDOT events.

KDOT's adoption of these technologies vastly increased the agency's ability to disseminate its message directly to the public and has attracted praise across the transportation world. Secretary LaHood's office noted that the agency's new technology operation "truly stands out among all state DOTs across the country in terms of supporting Secretary LaHood's safety agenda."

“This (primary seat belt law) will be one more thing the officer has in their ordinance book to help keep people safe.”

– Philip Hartsfield, Hays Assistant Police Chief

Safety Initiatives

Underlying all of KDOT’s work is one central concern: the safety of travelers. That concern is reflected in the safety initiatives and legislation the agency has advanced over the past decade to reduce traffic fatalities and injuries.

Kansas has seen improvement in every category of seat belt usage since 2003. Among children under the age of 4, the usage of safety restraints is up 14 percent, and among children ages 5-9 there has been a 24 percent increase. Overall adult seat belt usage is up 22 percent, to an all-time high of 82 percent. Fatalities on Kansas roads are down 21 percent since 2001, and traffic injuries remain near the all-time low

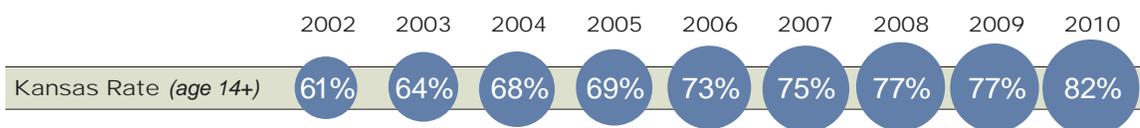
of 75.43 per 100 million vehicle miles traveled.

The 2006 legislative session saw the passage of a booster seat law, which requires children ages 4 through 7 and within a certain size range to be restrained in a booster seat instead of an adult safety belt.

Three years later, the Kansas Legislature reaffirmed its commitment to passenger safety by enacting both a primary teen seat belt law and a comprehensive graduated driver’s licensing law. In 2010, the Legislature passed a primary seat belt law, giving law enforcement officers the authority to stop

Kansas Adult Observational Safety Belt Usage Rates

Percentage of driver/front seat passengers wearing seat belts



21%

Since 2001, fatalities on Kansas roads are down 21% and traffic injuries are near an all-time low



Safety took a front seat in 2010 with the passage of a mandatory seat belt law and a ban on texting while driving.

a vehicle based solely on failure to wear a seat belt, and placed a ban on texting while operating a motor vehicle.

In addition to these legislative successes, KDOT's Bureau of Transportation Safety and Technology maintains a vigorous outreach program by partnering with a variety of stakeholders. The Seatbelts Are for Everyone

(S.A.F.E.) program joins KDOT and high schools; the Special Traffic Enforcement Program (S.T.E.P.) includes nearly 140 local law enforcement agencies; and counties and municipalities across the state participate in the Law Enforcement Impaired Driving Deterrence Program (IDDP) by conducting sobriety checkpoints and saturation patrols.

“The work done by T-LINK paved the way for the Kansas Legislature to pass a new 10-year comprehensive transportation plan in 2010.”

– Mary Birch, a member of the T-LINK task force

T-LINK

In 2008, Gov. Kathleen Sebelius assembled a 35-member task force, Transportation – Leveraging Investments in Kansas (T-LINK), to set a new strategic approach to transportation. Building on the work of the Long Range Transportation Plan, T-LINK made recommendations for how KDOT could improve its business models for all modes of transportation.



To hear the concerns and suggestions of constituents, the task force conducted local consultation meetings across the state attended by more than 850 people.

T-LINK’s unanimous recommendations were intended to position the state to better meet the transportation needs of Kansas businesses and

Among T-LINK recommendations are:

Develop a faster and more flexible approach to transportation projects, with more frequent project selection.

Develop new business models that emphasize preservation, capacity and economic opportunity improvements over modernization projects.

Use a new, multi-modal approach that takes into consideration transit, aviation and short line rail to better link transportation investments to economic priorities.

Give Local Consultation a key role in the project selection process so the needs of residents and business owners are heard and understood.

Consider a practical improvement approach to highway design.

Gov. Sebelius directed that the recommendations of T-LINK be shaped by the following priorities:

- A commitment to keeping roads and bridges safe and in good repair.
- Forward thinking without relying on old business models.
- A new approach that reflects today’s fiscal realities, but also creates a framework to prepare our state for the future.

850

More than 850 people attended meetings to help develop a new approach to transportation



Members of the Governor's transportation task force – T-LINK – discuss various transportation issues at the first T-LINK meeting Aug. 27, 2008, in Topeka.

citizens and give the state the ability to leverage future economic opportunities through strategic transportation improvements.

The T-LINK task force created the foundation for T-WORKS, the comprehensive transportation program enacted by the 2010 Kansas Legislature. T-WORKS is an \$8.2 billion transporta-

tion program that will not only preserve and improve the state's transportation system, but will also create tens of thousands of jobs.

The full list of T-LINK recommendations can be found on the "Task Force Recommendations" page of the T-LINK website, www.kansastlink.com.

“This will result in more projects being constructed with the same amount of dollars.”

— Norm Bowers, Local Road Engineer, Kansas Association of Counties

Federal Funds Exchange

KDOT not only looks for ways to stretch the dollars spent on the state transportation system, it also helps local governments get the most from their transportation investment, too. With that in mind, KDOT has established a fund exchange program to give Kansas communities more flexibility in spending transportation funds.

Because federal funding comes with specific standards and requirements, projects built with federal funds cost more than projects built with local money. In response to those concerns and

to give locals the flexibility to design and build “right size” projects, KDOT created the fund exchange program.

Under the program, local governments can swap their federal funds at a discount for state funds that carry fewer requirements.

“The greater flexibility afforded by the program will allow local agencies to apply the funds in a way that meets the real needs of their system, rather than having to make projects fit within the narrow boundaries



KDOT's fund exchange program allows local governments to swap their federal funds for state funds that carry fewer requirements.

90

Local public agencies can exchange a dollar of local federal funds for 90 cents of state funds

of the federal-aid program,” says Ron Seitz, Chief of KDOT’s Bureau of Local Projects.

Local public agencies can exchange a dollar of local federal funds for 90 cents of state funds. Because KDOT bears the costs of using the more-restrictive federal funds, the swap is not dollar for dollar.

The state funds must be used for road and bridge improvements. This allows for a greater variety of projects and scopes than the federal-aid program permits.

The state funds may be used for all phases of a project, but if the work is



The flexibility provided by the fund exchange program gives local governments the ability to stretch their construction dollars.

being done by the local government’s own forces, only the cost of the materials and supplies is eligible for funding.

“Meeting federal criteria on low volume roads has resulted in rather expensive projects for the amount of traffic,” says Norm Bowers, local road engineer for the Kansas Association of Counties. “This (fund swap program) will result in more projects being constructed with the same amount of dollars.”



“We’re working on a public transportation program, a great project. The Kansas Collaborative started the program ... and it’s been a great collaboration.”

– Florence Whitebread, Geary County Commissioner

The Kansas Collaborative

KDOT leaders believe in the power of partnerships to reduce taxpayer costs, maximize state resources and improve delivery of services. One of the ways the agency achieved those objectives during the past decade was through The Kansas Collaborative.



The Collaborative is a joint effort of the state, Kansas Association of Counties and the League of Kansas Municipalities to address issues (including transportation) facing all levels of government. Through Collaborative Breakthrough Teams that focus on specific areas, KDOT helped create processes and programs that will improve transportation throughout the state. For example:

■ **Projects.** KDOT informs cities and counties when there will be state road projects in their areas. This gives the local governments the opportunity “piggy-back” their projects onto the state’s to

save both mobilization costs and per unit costs of materials such as asphalt.

■ **Equipment purchases.** KDOT lets local governments know when it will be buying supplies and equipment (including heavy equipment). Since supplies and equipment are cheaper when purchased in larger quantities, locals can save money by placing their orders along with the state’s. In addition, when the agency sells its used equipment, local cities and counties are given the first crack at buying the equipment before it is made available to non-governmental entities.

■ **Regional transit.** A pilot one-call dispatching system for regional transit providers begins in spring 2011. Since 2009, a Collaborative Breakthrough Team has strived to better coordinate the services provided by the state’s many rural transit providers and save money.

\$34 million

More than \$34 million has been saved since 2005 by joining forces through the Kansas Collaborative



State and local entities both save money when materials for their roadway improvements are purchased together.

Under the pilot, dispatching services for a region are consolidated, reducing the necessity that each provider have its own dispatch operation. This saves operating expenses and makes it simpler for the user to arrange his or her transportation.

■ **Local road engineer.** KDOT worked with The Collaborative to establish the local road engineer position at the Kansas Association of Counties.

This position is a resource for local road supervisors and engineers. He or she coordinates county road issues at the state level and enhances communications between counties and state agencies.

Under T-WORKS, KDOT will continue to work through The Collaborative to find ways to improve services and save money for all of the state's transportation providers.



“Scenic byways are consistently ranked among the top interests in our state.”

– Becky Blake, Kansas director of Travel and Tourism

Kansas Byways

Like apple pie and baseball, there’s something very American about hitting the road and taking in the scenery.

bringing visitors to our state and creating opportunities to keep them in the state longer.”

The sense of freedom that comes with a road trip is enhanced by the Kansas Byways Program, which tells the back story of nearly 700 miles of highways and the regions through which they pass.

The Kansas Byways Program began in the early 1990s as a cooperative effort among private citizens, local groups, local governments and state government agencies. The goal of the program is to increase tourism and educate the public about the state’s environment, history and culture.

“We at KDOT have a stake in tourism and scenic byways help in that endeavor,” says Secretary Deb Miller. “We recognize the economic value of



Flowers seen along the Flint Hills Scenic Byway.

During the past decade, KDOT has designated six byways.

Kansas has a total of 10 byways, two of which are officially designated as National Scenic Byways. The Kansas byways traverse eight of the state’s 11 physiographic regions along 680 miles of roadway. In addition to the beautiful surroundings, motorists can enjoy an abundance of activities and a variety of terrain, wildlife and living styles.

“Scenic byways are consistently ranked among the top interests in our state,”

680

Kansas has 10 designated scenic byways that comprise 680 miles of roadway



The Wetlands and Wildlife National Scenic Byway curves around Cheyenne Bottoms and Quivira National Wildlife Refuge for 76 miles.

says Becky Blake, Kansas Director of Travel and Tourism. “They serve as natural, social, cultural and economic resources for visitors, Kansans and the communities in which they are located.”

The Kansas byways include the Flint Hills, Frontier Military, Glacial Hills,

Gypsum Hills, Native Stone, Post Rock, Prairie Trail, Smoky Valley, Western Vistas and Wetlands and Wildlife.

In 1995, the Flint Hills Scenic Byway was the first officially designated state scenic byway under the Kansas Byways program. The Flint Hills Scenic Byway and the Wetlands and Wildlife Scenic

Byway received national scenic byway designation in 2005. This past summer, the Western Vistas Historic Byway became the first designated historic byway in the state.

To learn more about the Kansas Byways Program, visit www.ksbyways.org/.

“Over the past decade, KDOT has more intentionally and continuously engaged with transportation stakeholders than ever before.”

– Randall Allen, executive director of the Kansas Association of Counties

Partnership Project

Of all the changes that occurred at KDOT over the past decade, none may be more profound than the relationship between the agency and Kansans. The transformation from an agency perceived as technically competent but inflexible and detached, to one that is open, transparent and inclusive, began in 2003 with the Partnership Project.

The Partnership Project, known as P2, was a top-to-bottom review of KDOT during which more than 900 stakeholders and citizens were surveyed about their attitudes toward the agency. From that, many recommendations of how to change KDOT culture and interactions with local partners were developed. Many of those recommendations (both internal and external) have since become the way KDOT does business. Gone is the “one-size-fits-all solution.”

In its place is a more nimble approach that is tailored to the needs of local communities.



“These efforts have saved both the state of Kansas and local units of government (and ultimately our citizens) significant money, in addition to benefiting the traveling public and freight moving across Kansas,” says

Randall Allen, executive director of the Kansas Association of Counties.

From the stakeholder feedback, KDOT also developed a mantra, “responsible and responsive,” to communicate the

Some changes brought about by the Partnership Program

Better relations with local governments

More inclusive decision-making

Area Engineers become the “face” of KDOT

Public Affairs Manager position created

Increased training opportunities for staff

900

During the Partnership Project, 900 citizens and stakeholders were surveyed about KDOT



A Partnership Project emphasis on improved communication between KDOT and communities helps keep the public informed on projects such as the Amelia Earhart Memorial Bridge in Atchison.

balance the agency must maintain to improve delivery of the system. When making decisions, KDOT must be responsible by taking into account fiscal constraints and drawing on its technical expertise. But it must also be responsive and seek ways the agency can be more flexible to meet local needs.

This new approach doesn't mean compliance with every request KDOT receives. Rather, KDOT's mission is to provide a timely, accurate, honest response that lets customers and stakeholders know the agency understands their concerns.

“The Rotational Training Program provided me experience, contacts and the opportunity to do a job that’s right for me and serves the agency.”

– Jeff Sims, KDOT Road Design Engineer

A Well-Trained Workforce

Recruiting and maintaining a well-trained workforce are key elements in KDOT’s success over the past decade. The agency made a concerted effort to recruit new talent, create a better-trained workforce and allow employees to improve their job skills.

Rotational Training Program

In 2007, KDOT re-introduced the Rotational Training Program, which gives new engineers the opportunity to rotate for a year through various jobs, such as field construction and bridge design, at various locations in the districts and at headquarters. The engineers then list their top choices for permanent jobs and supervisors make placement decisions based on their observations. This benefits the

agency by placing engineers in offices where their skills may best be utilized.

“The Rotational Training Program provided me experience, contacts and the opportunity to do a job that’s right for

me and serves the agency,” says Road Design Engineer Jeff Sims, who received his placement in 2009. An average of 10 engineers participate in the Rotational Training Program every year.

Significant workforce initiatives of past decade

Engineering scholarship program

Full-time, dedicated engineering recruiter

Full-time, dedicated diversity recruiter

Human Resource office in each district

Progression programs for equipment operators, mechanics and engineering technicians

Progression Programs

Progression programs, through which employees obtain training within their specialties, were implemented to encourage professional development,

30:1

The ratio of road miles maintained by a single KDOT equipment operator is 30:1



Willie Valdery, Equipment Operator in Topeka, is a Commercial Driver's License instructor in the Equipment Operator Training Program.

improve recruitment and retention, provide employees clear performance objectives and provide pay increases for participating employees. The programs kicked off in 2002 with the Equipment Operator Progression Program, which provides employees the path to progress from an Equipment Operator Trainee to an Equipment Operator Senior. Similar programs are in place for equipment mechanics and engineering technicians.

Staff training

KDOT offers employees opportunities for instructor-led training in supervisory skills, front-line leadership preparatory courses and numerous self-development topics. Online computer training and surveys, and online tests for the progression programs, have made it easier for KDOT workers to advance their knowledge and skills. KDOT employees completed 7,400 classes in the past two years.

“KDOT’s cash flow tracking has allowed the agency to more efficiently manage the letting of projects and to better cope with revenue shortfalls.”

– Reed Davis, Economic Analyst Manager

Cash Flow Tracking Systems

Ten years ago, in an environment of well-funded programs and high cash balances in the State Highway Fund, cash management processes weren’t as important as they are in today’s uncertain economic climate.

To deal with the constraints of tighter budgets and revenue shortfalls, KDOT adopted an improved system to track cash flow and manage project lettings. The system – Cash Availability and Forecasting Environment, known as CAFE – enables cash flow modeling to be fully automated for the first time. That means important project data from KDOT’s project management system, winCPMS, can be built into the modeling. In addition, CAFE also incorporates built-in assumptions, such as inflation factors for motor fuel taxes. This allows the agency to be both aggressive and efficient in its cash management.

“CAFE replaces the agency’s PC-based system and provides increased redundancy and transparency,” said Marcia Ferrill,



Economic Analyst Manager Reed Davis reviews KDOT cash flow predictions.

Director of the Division of Financial Services. “It helps assure that more of the taxpayer’s dollars are spent fixing roads rather than sitting in a bank.”

In conjunction with the CAFE system, additional improvements have been implemented, including a quarterly manager’s meeting to provide additional oversight of current and planned set-aside levels. This also gives managers the opportunity to compare actual project development and planning with the built-in assumptions used in the cash flow forecasting.

“We’ve strategically assessed our work and improved processes. As a result, we are able to tackle the most challenging projects with greater efficiency.”

– Jim Kowach, Chief of the Bureau of Design

Consolidation and Efficiency

KDOT is committed to conducting business in a responsible and responsive manner. And, over the past decade that commitment prompted the agency to combine administrative functions, merge work groups and consolidate departments to improve communication and enhance collaboration.

In 2007, KDOT added a Deputy Secretary for Finance and Administration tasked with sharpening the agency’s focus on financial administration by reorganizing the Office of Management and Budget into the Office of Financial and Investment Management. The result has been newly created “talent pools” of subject matter experts able to work more collaboratively across departments.

The following year the bureaus of Traffic Engineering, Traffic Safety and the ITS section from the Bureau of Transportation Planning were consolidated into the Bureau of Traffic Safety and Technology.

“By bringing these bureaus under one umbrella and one bureau chief,” says Chris Herrick, Director of Planning and Development, “we’ve created partnerships to strengthen our focus on safety, so we will

achieve our goal of reducing fatalities by 50 percent within 20 years.”

The Bureau of Design has had similar success by consolidating its survey crews, which significantly reduces its travel budget, and reorganizing its 10 design squads into six larger squads able

to share resources and information more freely than in the past.

“We’ve worked hard to find ways to do the work that’s most important to the public. We’ve strategically assessed our work and improved processes,” says Jim Kowach, Chief of the Bureau of Design. “As a result, we are able to tackle the most challenging projects with greater efficiency.”



Engineering Technician Specialist Duane Zimmerman changed squads as part of the consolidation in Design.

“This bill isn’t only about the miles of road, rail or runway – it’s about putting Kansans back to work.”

– Gov. Mark Parkinson

T-WORKS

When the Kansas Legislature passed the 10-year transportation program T-WORKS (Transportation Works for Kansas) on May 27, 2010, it not only made a commitment to preserve and improve the state’s transportation system, it committed to jobs for Kansans.



The \$8.2 billion bill, the third major transportation program passed in Kan-

sas since 1989, includes \$2.7 billion in new revenues over 10 years. It is expected to create or sustain 175,000 jobs during that time.

“While other states are letting these important investments fall by the wayside, Kansas is producing results – a bipartisan solution that gets people working again and truly grows our economy,” says Gov. Mark Parkinson.

What will the program look like over the next 10 years	T-WORKS (\$ millions)
Highway Preservation	\$4,626
Transit – Increase from \$6 million/year to \$11 million/year beginning in 2013	100
Aviation – Increase from \$3 million/year to \$5 million/year beginning in 2013	46
Rail – Increase from \$0 to \$5 million/per year beginning in 2013	40
Special City County Highway Fund SCCHF receives 1/3 of all motor fuel taxes	1,628
Remaining for Construction This includes KDOT Local Partnership Program as well as Highway Expansion and Modernization projects	1,773
TOTAL Program	\$8,213

175,000

T-WORKS is expected to create or sustain 175,000 jobs.

T-WORKS' primary areas of focus are:

- Preservation of a highway system ranked the nation's best.
- A multi-modal approach to meeting the state's transportation needs.
- Strategic leveraging of transportation funds to further the state's economic goals.

Project selection

One of the most significant changes to Kansas transportation under T-WORKS is how

major projects are selected. Under the 1989 and 1999 programs, project selection was based solely on engineering factors. Now, the economic impact of a project and local input become considerations, as well.

Preservation, modes

Under T-WORKS, 100 percent of the highway system's preservation needs are met. In addition, investment in

transit, aviation and rail is increased. And at least \$8 million is invested in each of the state's 105 counties during the program.

"T-WORKS provides significant benefits for travelers and the Kansas economy," says Secretary Deb Miller.

"It is fiscally sound, economically strategic and protects Kansans' investment in their transportation system.

"With the passage of T-WORKS, Kansas is on the road to recovery."

Sources of revenue over the next 10 years

Revenue from Existing Sources <i>Available for Construction, SCCHF, & Modes</i>	\$5,486 (in millions)
New Revenues	
0.4% increase in State Sales Tax Deposit**	1,536
\$1.7 billion in Bonds Issued	1,060
\$100 increase in Heavy Truck Registration*	131
Total New Revenue	\$2,727
Total Revenue Available <i>Available for Construction, SCCHF, & Modes</i>	\$8,213

* The registration fee increase begins in 2013 and includes heavy duty trucks. It does not include cars and light-duty pickup trucks, antique cars or motorcycles.

** The increase in the State Sales Tax Deposit begins in 2013.

Appendix

This appendix contains additional transportation information including:

- **Financial compliance**
- **Project Selection Criteria**
- **Project list detailing work during FY 2011-2015, projects completed in FY 2010 and projects under construction as of October 31, 2010. Also includes a list of aviation, rail and public transit projects.**
- **Transportation Revolving Fund**
- **Modal information**

The 2011 Decade Report and the appendix are available on KDOT's Internet site at www.ksdot.org/publications.asp under Reports and Studies.

If you would like a copy of either publication, please contact KDOT's Bureau of Transportation Information office at 785-296-3585, or send an e-mail to publicinfo@ksdot.org.

According to Senate Bill 357 from the 2007 legislative session, state agencies should only print a limited number of paper copies of annual reports for those individuals who request paper copies and copies that would be needed for historical and archival purposes.



Jim Koerner, Equipment Operator in Wichita, uses a cutting torch to remove and replace the guardrail.

NOTE: *This information is available in alternative accessible formats. To obtain an alternative format, contact Transportation Information, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, Kan., 66603-3754, or (785) 296-3585 (Voice)/Hearing Impaired - 711.*



2001-2010: A decade of projects, progress and engagement

