T-WORKS Progress

- 7,714 miles improved
- 559 bridges repaired/replaced
- $2.3 billion let to construction
- $63 million modal projects complete
Moving the Economy
Today’s Discussions, Tomorrow’s Innovations
• Funding is limited
• Identify **key** needs for the region
• Today is just a starting point
T-WORKS IN NORTHEAST KAN.

- $597.5M in projects completed
- 1,331 miles improved
- $44.5M in modal improvements
- $1.5B scheduled
K-18 EXPANSION WILDCAT CREEK TO SETH CHILD

- 6-miles of 4-lane freeway
- $57 million in construction cost
- Complete in 2014.
US-24 EXPANSION IN SHAWNEE COUNTY

- 1.3 miles of a 4-lane expressway, new interchange, bridge replacement
- $29 million in construction cost
- Complete in 2014.
K-10/15\textsuperscript{TH} ST/BOB BILLINGS PARKWAY INTERCHANGE

- New interchange
- $18 million in construction cost
- Expected to be complete in 2016
SOUTH LAWRENCE TRAFFICWAY

• Construction underway on the 6-mile project
• $133 million in construction cost
• Expected to be complete in 2016
K-31 MODERNIZATION FROM OSAGE CITY TO US-75

- Reconstruction and adding shoulders on a 7-mile stretch
- $14 million in construction cost
- Expected to be complete in 2018
US-50 EXPANSION FROM STRONG CITY TO EMPORIA

- 1 mile of 4-lane expressway
- Passing lanes
- $8 million in construction cost
### State Highway Fund Cash Basis Receipts

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuel Taxes</td>
<td>$287,203</td>
<td>$286,419</td>
<td>$273,346</td>
<td>$290,927</td>
<td>$286,191</td>
<td>$287,917</td>
<td>$288,780</td>
<td>$289,643</td>
<td>$290,505</td>
<td>$2,867,985</td>
<td></td>
</tr>
<tr>
<td>Direct Credit Sales Tax</td>
<td>292,782</td>
<td>312,514</td>
<td>319,546</td>
<td>485,458</td>
<td>521,026</td>
<td>540,559</td>
<td>560,825</td>
<td>581,850</td>
<td>603,664</td>
<td>626,296</td>
<td>4,844,519</td>
</tr>
<tr>
<td>Registration, Licenses and Permits</td>
<td>178,492</td>
<td>177,649</td>
<td>198,120</td>
<td>211,644</td>
<td>225,594</td>
<td>228,594</td>
<td>231,594</td>
<td>234,594</td>
<td>237,594</td>
<td>240,594</td>
<td>2,164,469</td>
</tr>
<tr>
<td>Other Receipts</td>
<td>25,350</td>
<td>26,095</td>
<td>23,325</td>
<td>24,600</td>
<td>15,873</td>
<td>10,909</td>
<td>11,459</td>
<td>8,102</td>
<td>9,343</td>
<td>10,773</td>
<td>165,829</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$783,827</td>
<td>$802,677</td>
<td>$814,337</td>
<td>$1,012,629</td>
<td>$1,048,684</td>
<td>$1,067,116</td>
<td>$1,091,795</td>
<td>$1,113,326</td>
<td>$1,140,244</td>
<td>$1,168,168</td>
<td>$10,042,802</td>
</tr>
</tbody>
</table>

#### Federal and Local Reimbursements

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Reimbursements</td>
<td>$614,407</td>
<td>$460,686</td>
<td>$410,095</td>
<td>$430,830</td>
<td>$310,811</td>
<td>$353,557</td>
<td>$334,589</td>
<td>$349,126</td>
<td>$353,017</td>
<td>$352,090</td>
<td>$3,969,207</td>
</tr>
<tr>
<td>Local Reimbursements</td>
<td>49,675</td>
<td>18,898</td>
<td>32,320</td>
<td>30,530</td>
<td>23,852</td>
<td>25,465</td>
<td>29,510</td>
<td>27,876</td>
<td>20,408</td>
<td>19,746</td>
<td>278,280</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$664,081</td>
<td>$479,585</td>
<td>$442,414</td>
<td>$461,360</td>
<td>$334,663</td>
<td>$379,022</td>
<td>$364,099</td>
<td>$377,002</td>
<td>$373,425</td>
<td>$371,836</td>
<td>$4,247,487</td>
</tr>
</tbody>
</table>

#### Total Receipts

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Receipts</strong></td>
<td>$1,447,908</td>
<td>$1,282,261</td>
<td>$1,256,751</td>
<td>$1,473,989</td>
<td>$1,383,347</td>
<td>$1,446,138</td>
<td>$1,455,894</td>
<td>$1,490,328</td>
<td>$1,513,669</td>
<td>$1,540,004</td>
<td>$14,290,290</td>
</tr>
</tbody>
</table>
## State Highway Fund Cash Basis Expenditures

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Expenditures</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance</td>
<td>$139,519</td>
<td>$135,445</td>
<td>$134,417</td>
<td>$128,674</td>
<td>$138,704</td>
<td>$143,238</td>
<td>$146,819</td>
<td>$150,489</td>
<td>$154,251</td>
<td>$1,409,399</td>
<td></td>
</tr>
<tr>
<td>Preservation</td>
<td>184,877</td>
<td>334,318</td>
<td>366,471</td>
<td>342,646</td>
<td>472,298</td>
<td>546,010</td>
<td>411,249</td>
<td>463,816</td>
<td>488,310</td>
<td>491,938</td>
<td>4,101,934</td>
</tr>
<tr>
<td>Modernization</td>
<td>24,337</td>
<td>33,777</td>
<td>30,348</td>
<td>20,114</td>
<td>28,503</td>
<td>37,555</td>
<td>76,550</td>
<td>99,824</td>
<td>95,748</td>
<td>53,311</td>
<td>500,067</td>
</tr>
<tr>
<td>Expansion &amp; Enhancements</td>
<td>273,034</td>
<td>252,942</td>
<td>221,972</td>
<td>218,402</td>
<td>241,882</td>
<td>346,745</td>
<td>357,037</td>
<td>182,634</td>
<td>186,459</td>
<td>134,611</td>
<td>2,415,718</td>
</tr>
<tr>
<td>CE &amp; PE</td>
<td>92,669</td>
<td>106,945</td>
<td>110,507</td>
<td>93,903</td>
<td>122,236</td>
<td>115,882</td>
<td>96,023</td>
<td>99,490</td>
<td>101,628</td>
<td>103,818</td>
<td>1,043,102</td>
</tr>
<tr>
<td><strong>Total Construction</strong></td>
<td>574,918</td>
<td>727,982</td>
<td>729,299</td>
<td>675,065</td>
<td>864,919</td>
<td>1,046,192</td>
<td>940,859</td>
<td>845,764</td>
<td>872,145</td>
<td>783,678</td>
<td>8,060,821</td>
</tr>
<tr>
<td>Local Support</td>
<td>183,433</td>
<td>124,203</td>
<td>123,821</td>
<td>138,688</td>
<td>154,797</td>
<td>169,161</td>
<td>174,641</td>
<td>163,239</td>
<td>158,987</td>
<td>154,567</td>
<td>1,545,537</td>
</tr>
<tr>
<td>Administration &amp; Transportation Planning</td>
<td>102,147</td>
<td>133,631</td>
<td>78,777</td>
<td>82,082</td>
<td>93,587</td>
<td>89,654</td>
<td>91,344</td>
<td>93,078</td>
<td>94,856</td>
<td>96,677</td>
<td>955,833</td>
</tr>
<tr>
<td>Transfer to Debt Service Fund</td>
<td>185,063</td>
<td>188,328</td>
<td>169,105</td>
<td>177,920</td>
<td>184,460</td>
<td>182,294</td>
<td>160,808</td>
<td>181,103</td>
<td>196,409</td>
<td>167,947</td>
<td>1,793,437</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td>$1,185,080</td>
<td>$1,309,590</td>
<td>$1,235,419</td>
<td>$1,202,428</td>
<td>$1,435,606</td>
<td>$1,626,005</td>
<td>$1,510,890</td>
<td>$1,430,003</td>
<td>$1,472,886</td>
<td>$1,357,120</td>
<td>$13,765,027</td>
</tr>
</tbody>
</table>
Trends in Sources of Revenue

Annual Gasoline Consumption

Annual Diesel Consumption

Credits to State Highway Fund from Vehicle Registration

Sales Tax & Compensating Use Tax Deposits to the State Highway Fund
Background

- KDOT/KTA Transportation Summit held in Emporia – September 5, 2013
- What we heard – Freight Breakout Session
- MAP-21: Requires U.S. DOT to encourage each State to establish a freight advisory committee composed of a representative cross-section of public- and private-sector freight stakeholders
- Increasing need to incorporate freight transportation into planning
Committee membership

Four Meetings

April 2 – Topeka
May 21 – Salina
July 9 – Wichita
August 20 – Overland Park
Freight Areas of Significance

**Top Tier**
- More Passing Lanes - Highway
- Truck Parking/Stop Amenities - Highway
- Crossing Improvements/Grade Separations - Rail
- Geometric Improvements - Highway

**Tier 2**
- Highway Bridge Improvements - Highway
- Additional Lanes - Highway
- Wider Shoulders - Highway
- Additional Unit Loaders/Transload Facilities - Rail
- Capacity Upgrades/Heavier Rail Car Weights - Rail

**Tier 3**
- Passing Tracks/Spurs/Siding Improvements - Rail
- Rail Bridge Improvements - Rail
- Local "Last Mile" Infrastructure Improvements – Highway and Rail

**Other**
- Intelligent Transportation System (ITS) Improvements
KFAC Project Recommendations

- KTA/KDOT Truck Parking Study
- KTA Bridge Program
- Transload Site Location Analysis
- US-83 Passing Lane Study
- Designation of Statewide Primary and Secondary Freight Network
- “Flagging” Projects On Statewide Primary Freight Network During Project Selection Process
- Multimodal Approach to Freight Movement
- Importance of Interconnectivity Between Various Freight Modes
- Seamless Freight Transportation Within Kansas, Across the Region and Throughout the United States
- Continued Freight Stakeholder and Local Unit of Government Involvement in Freight Transportation Discussions
KTA/KDOT Truck Parking Study

- Conduct an inventory of truck parking locations
- Assess the use of parking facilities
- Identify truck parking needs
- Engage the KFAC for input
- Evaluate potential solutions
- Prepare to address needs
Transload Site Location Analysis

- Identify possible locations for rail transloading facilities
- Engage the KFAC for input
- Establish criteria
- Develop methodology for evaluation
- Evaluate sites
- Announce selection within one year
Creating Partnerships

HB 2234: Formalizing the partnership between two transportation entities
The Process

Phase 1
Big Picture Ideas
More than 100 ideas brought forward

Phase 2
Weighing the Benefits
70 proposals identified as strong candidates

Phase 3
Implementation
30+ ideas being implemented at this time
## Innovation Team Success

### Savings Tracking

<table>
<thead>
<tr>
<th>Partnership Item</th>
<th>Initiated by</th>
<th>Estimated Implementation Date</th>
<th>Estimated Savings Identified</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement &amp; Bridge Management System/Condition Survey</td>
<td>Project Delivery and Construction Contracting</td>
<td>Implemented</td>
<td>$896,000</td>
</tr>
<tr>
<td>Inspections &amp; Technical Support by KDOT</td>
<td>Project Delivery and Construction Contracting</td>
<td>Implemented</td>
<td>$203,276</td>
</tr>
<tr>
<td>Project Coordination</td>
<td>Project Delivery and Construction Contracting</td>
<td>Implemented</td>
<td>$779,177</td>
</tr>
<tr>
<td>Statewide Sign Inventory</td>
<td>Communications and Performance Measures</td>
<td>Implemented</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Training</td>
<td>Communications and Performance Measures</td>
<td>Implemented</td>
<td>$1,700</td>
</tr>
<tr>
<td>Administrative Savings</td>
<td>Organizational and Legislative Development</td>
<td>Implemented</td>
<td>$310,000</td>
</tr>
<tr>
<td>Bond Related Savings</td>
<td>Revenues and Expenditures/KTA Board</td>
<td>Implemented</td>
<td>$11,000,000</td>
</tr>
<tr>
<td>Digital SSL Certificates</td>
<td>Technology Capabilities and Resources</td>
<td>Implemented</td>
<td>$1,000</td>
</tr>
<tr>
<td>Fiber Projects</td>
<td>Technology Capabilities and Resources</td>
<td>Implemented</td>
<td>$544,884</td>
</tr>
<tr>
<td>Co-Location, Emporia</td>
<td>Maintenance and Operations</td>
<td>Spring 2014</td>
<td>$477,317</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>$17,213,354</td>
</tr>
</tbody>
</table>

*Estimates subject to change as each project is implemented
Public Outreach

- Kansas Transportation Business Roundtable
- Kansas Transportation Summit
- Freight Advisory Committee
- Local Consult

Partnership Innovation Teams
KDOT/KTA Partnership
What has not happened

- System Deterioration
- Loss of identity
<table>
<thead>
<tr>
<th>Break-out Groups</th>
<th>Rooms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yellow</td>
<td>Main Room</td>
</tr>
<tr>
<td>Orange</td>
<td>Main Room</td>
</tr>
<tr>
<td>Blue</td>
<td>Quindaro</td>
</tr>
<tr>
<td>Green</td>
<td>Rosedale</td>
</tr>
<tr>
<td>Red</td>
<td>Argentine</td>
</tr>
<tr>
<td>Pink</td>
<td>Armourdale</td>
</tr>
</tbody>
</table>
Wrap-up