

## Looking forward:

Below is a list of assumptions KDOT has made for the next 10 years. However, as the old saying goes – the only thing that’s certain is change. KDOT will monitor market and funding conditions closely, and we’re committed to letting you know when conditions change our assumptions.



• **Inflation rates** – KDOT assumed a 3.5 percent inflation rate for projects to be let to construction from now until Fiscal Year 2015. For projects let after that, the rate is 4.5 percent.



Gov. Sam Brownback is joined by Fort Scott Mayor James Adams and Secretary Deb Miller as he announces Expansion and Modernization projects for southeast Kansas in June.

• **Low bid prices** – While construction prices have been the lowest in recent memory, no one is sure how long bid prices can remain that low. KDOT will keep you advised of trends in construction prices.

• **Construction schedules** – KDOT will keep the project profile sheets updated with current construction schedules (project profile sheets will be posted at [www.ksdot.org/tworks](http://www.ksdot.org/tworks)).

• **Material costs** – From rock prices to oil prices and everything in between, construction material costs have a significant impact on the overall budget. KDOT will keep you advised of trends in material prices.

• **Revenue** – KDOT will be closely monitoring various revenue sources from: motor fuels tax, which declines when gas prices rise; to state sales tax revenues, which rise and fall with economic programs.

### T-WORKS is...

- ♦ An \$8.2 billion, 10-year program
- ♦ Estimated to create/sustain 175,000 jobs
- ♦ Scheduled to meet 100% (\$4.5 billion) of preservation needs

### T-WORKS projects let in 2011:

- ♦ **Preservation** – 161 projects totaling \$209,536,487
- ♦ **Expansion** – 5 projects totaling \$76,718,301
- ♦ **Practical Improvement** – 2 projects totaling \$5,291,054
- ♦ **Modernization** – 1 project totaling \$215,000

### T-WORKS by the numbers:

- ♦ **\$1.7 billion** in T-WORKS Expansion and Modernization funding
- ♦ **About \$100 million** in local contribution and other revenue
- ♦ **37 construction projects** selected totaling \$1.8 billion
- ♦ **6 preliminary engineering projects** selected
- ♦ **253 miles** will be completed
- ♦ **An estimated \$10 billion economic impact** is generated



Secretary Deb Miller



# 2012 Annual Report

Last year was one of the most significant in the history of KDOT. We announced hundreds of projects under the new T-WORKS program that will enhance the safety of Kansas families, provide for economic expansion and create or sustain tens of thousands of jobs. We rejuvenated our Performance Measures program and made it easy for Kansans to see how well we are performing. And we continued to show that we not only have a world-class transportation system in Kansas, we are innovators.

While we will move forward with a smaller workforce, we will continue to earn the trust placed in us by the people of Kansas through accountability, collaboration and transparency – the principles embodied in T-WORKS.

As you read this report, I will have moved on to a job in the private sector. I leave feeling good about where the agency is and where it’s headed.

I appreciate very much Governor Brownback giving me the opportunity to see the T-WORKS program off to a great start. It has been a pleasure to serve as your Secretary of Transportation.

*Secretary Deb Miller*

## Awards and Achievements

- Nation’s first Airspace Awareness Tool developed
- *InformationWeek 500* award for Kansas Traffic Records System
- \$1.7 billion in Modernization and Expansion projects and \$677 million in Preservation projects announced
- NPHQ Making a Difference Silver partnering award on K-18
- Major construction takes place - K-18 in Riley County, K-61 in McPherson/Reno counties, I-70 in Sherman County, K-47 in Wilson-Neosho counties, U.S. 54 Pratt-Kingman counties and K-23 bridge replacement in Meade County
- America’s Transportation Awards regional winner and national finalist on the K-23 project
- AASHTO’s National Transportation Public Affairs Workshop awards for public awareness, PSA
- New Kansas safety laws - engine interlock devices for first-time DUI offenders; drivers banned from reading, writing or sending text messages

## Performance Measures

The thing about credibility is it takes years to establish, but not long to lose. That's one of the main reasons we stepped up our Performance Measures program in 2011. We hired our first Performance Measures Manager, conducted a thorough review of the existing measures, did a comprehensive review of other states' measures, got feedback from our stakeholders and compiled it into a framework.

From that framework we built a Performance Measures section on the KDOT website to make it as easy as possible for stakeholders, citizens and staff to track how the agency is performing in critical areas.

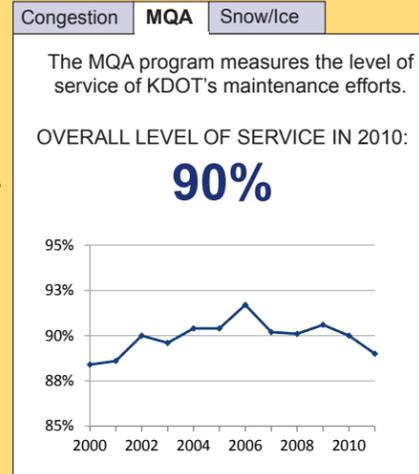
Since the ultimate goal is to manage our performance to meet statewide transportation needs, the measures will be reviewed on an on-going basis, revised as necessary and additional measures will be developed. Through wise use of benchmarks and targets, we will be able to identify areas within the agency that may need additional resources or focus to meet the growing needs of our transportation system.

The Performance Measures link can be found on KDOT's website, [www.ksdot.org](http://www.ksdot.org).

### OPERATIONS

The Maintenance Quality Assurance (MQA) program measures the value of KDOT's maintenance efforts in travelway, traffic guidance, shoulders, drainage, and roadside.

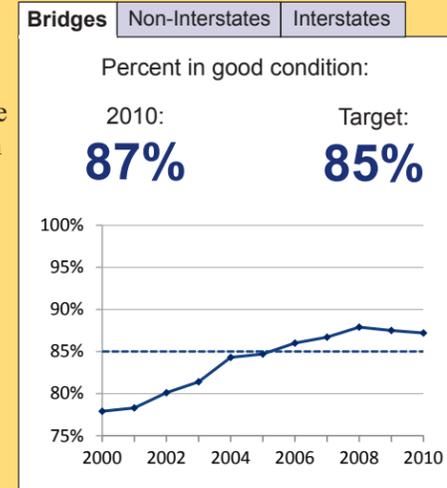
The MQA program involves a physical inspection of randomly selected 0.1-mile sample segments. Thirty randomly selected samples are analyzed in each sub-area throughout the state. This translates to more than 3,000 annual MQA inspections each year.



## Performance Measures

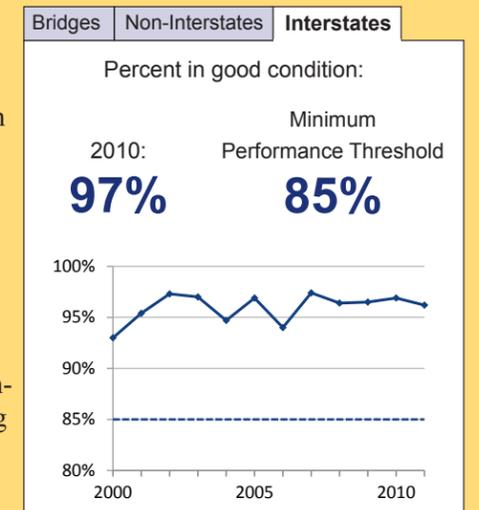
### SYSTEM CONDITION

Bridge conditions are calculated using the Bridge Health Index (BHI), which uses data gathered during bridge inspections. Each major structural bridge component, such as the deck, superstructure, and sub-structure are evaluated and assigned a score based on the health of each element. Safety is a priority and given additional weight in the index.



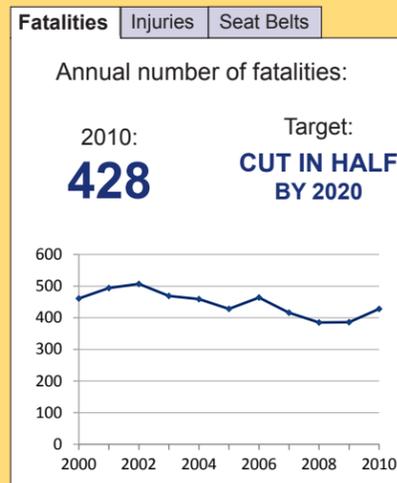
### SYSTEM CONDITION

Pavement condition is a combined score based on three factors – roughness, joint distress in concrete or transverse cracking in asphalt and faulting in concrete or rutting in asphalt. Pavement conditions on the state highway system have steadily improved since the passage of the first comprehensive highway program in 1989.



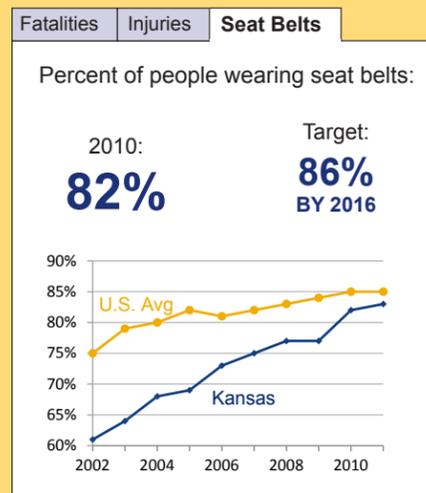
### SAFETY

The Strategic Highway Safety Plan is a statewide coordinated safety plan providing a comprehensive framework for reducing fatalities and serious injuries on all public roads. It focuses on the 4E's of traffic safety: engineering, education, enforcement, and emergency medical services. Crash data and research are used to develop safety countermeasures and guide investments.



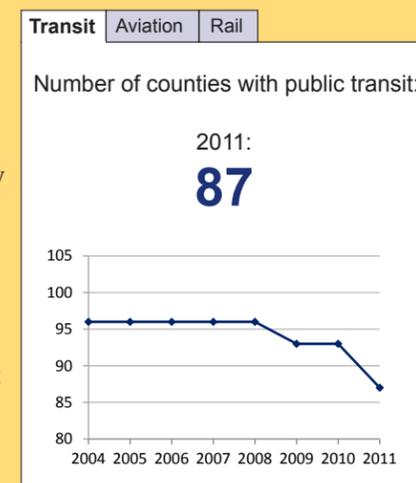
### SAFETY

KDOT continues efforts to raise seat belt usage, reduce traffic fatalities and raise the child restraint rate across the state. To accomplish these goals, the agency often partners with outside sources including law enforcement agencies, Emergency Medical Services, primary and secondary schools, Health Departments, safety coalitions and others.



### MODES

KDOT is working to create a regional transit approach to expand and improve delivery of rural transit service. Our ultimate goal is the development of transit jurisdictions that cover the state. These jurisdictions will be defined by current and projected travel patterns. It is our plan that one-call dispatching and scheduling will be used to help implement the new business model.



## Appendix

The 2012 Annual Report appendix contains:

- Financial Compliance
- Project Selection Criteria
- Project list detailing work during FY 2011-2020, projects completed in FY 2011 and projects under construction as of October 2011. Also includes a list of aviation, rail and public transit projects.
- Transportation Revolving Fund
- Modal Information

The 2011 Annual Report and the appendix are available on KDOT's Internet site at [www.ksdot.org/publications.asp](http://www.ksdot.org/publications.asp) under Reports and Studies.

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.