



KDOT

Translines

Bureau of Transportation Information

January 2003

Miller named new Secretary of KDOT

By Marty Matthews

Kansas has a new Secretary of Transportation, but she's not new to KDOT. Governor Kathleen Sebelius has named Deb Miller to succeed E. Dean Carlson, who retired January 10.

Miller took over the reins on January 13, becoming the first woman to lead KDOT. "I am honored to be given this responsibility," she said. "And I'm thrilled to be back working with the wonderful people at this agency."

This is her second tour of duty with KDOT. From 1986 to 1997 she was the Director of the Division of Planning and Development. During that time, she helped develop and oversee the Com



Secretary Deb Miller (center) discusses federal funding issues with (from left to right) Terry Heidner, Dennis Slimmer, Warren Sick, and Suellen Markley during her first week at KDOT.

Continued on page 11

KDOT wins legal case challenging DBE program

By Stan Whitley

It was a long-fought battle, but after three years KDOT has won a case challenging the constitutionality of the Disadvantaged Business Enterprise (DBE) program.

In November of 1999, Klaver Construction Co. Inc., filed a complaint against KDOT and the U.S.

Continued on page 4

Solving budget shortfall could affect GTP funding

Governor Kathleen Sebelius told Kansans about her budget recommendations in her State of the State address on January 15. A number of those recommendations affect transportation funding.

◆ She endorsed the recommendation made by former Governor Bill Graves to not repay the \$94.5 million "loan" that was made last year from the State Highway Fund to the State General Fund.

Continued on page 9

Inside ...

- ◆ INCREASING CHILD OCCUPANT PROTECTION A BIG GOAL
- ◆ LRTP UPDATE TEAM RECOGNIZED FOR EXTRA EFFORTS

- ◆ YOUR MISSION STATEMENT - TO BE POSITIVE ABOUT LIFE
- ◆ A SHOW OF SUCCESS
- ◆ CPM PROGRAM GRADUATES 14 KDOT EMPLOYEES



Miller's Time

By Secretary
Deb Miller

The more things change, the more they stay the same

With due apology to the author Thomas Wolfe, who says you can't go home again? It's great to be back at KDOT! I must admit, though, that sometimes it's felt as if I never left because I've been fortunate enough to continue working with many of you on a number of projects.

Since I left KDOT in 1997 there have been many changes. Then, the agency was busy wrapping up the 1989 CHP. Now, we are in the initial years of the 1999 CTP. Then, the questions focused on whether we could finish the program, which we did on time and under budget. Now, the question is whether we can preserve the program as envisioned in 1999.

But as much as some things have changed, many more things have stayed the same. The men and women who are KDOT continue to be dedicated to their jobs and to meeting our mission statement: "To provide a statewide transportation system to meet the needs of Kansas." From the maintenance crews to the design squads to the administrative staff, everyone takes pride in doing their job well and giving the best customer service possible. This is the KDOT I remember, and it's why I feel right at home right off the bat.

I know many of you have concerns and questions about the budget situation and how it may affect our ability to do our jobs. Unfortunately, I have no answers for you right now. As I write this, the legislative session has just begun. I can tell you that Governor Sebelius is committed to seeing all of the projects completed that have been committed to in the CTP. I will do my best to preserve the core of the program.

But the state is facing serious budget problems, and KDOT will no doubt be affected in many ways. I promise to keep you informed as things happen, and urge you to treat any and all rumors as just that - rumors. I ask you to stay strong in the months ahead and to continue doing the great job you've always done.

Thanks!

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Information
Docking State Office Building, 754-S
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Calendar of Events

February 11 - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

February 14 - 9:30 a.m. Highway Advisory Commission meeting, Seventh Floor Docking State Office Building.

February 19 - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel.

February 23 - Employees' Council Crazy Bowl, Gage Center, in Topeka at 1 p.m. For more details, call Kim Stich at (785) 296-3585.

NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the KDOT Bureau of Transportation Information, Docking State Office Building, Room 754, Topeka, Kan., 66612-1568, or phone (785) 295-3585 (Voice)/(TTY).

LRTP Update Team recognized for extra efforts

The Long-Range Transportation Plan will help guide future transportation program development in Kansas through the year 2025. Bureau of Transportation Planning employees David Schwartz, Long-Range Planning Engineer; Rene Hart, MPO Administration Planner; and Alan Spicer, Traffic/Field Operations Engineer; have worked on the plan for the past two years and were

recognized for their extra efforts to complete the plan.

“The team spent long hours meeting with KDOT staff and with other state agencies, local officials, Metropolitan Planning Organizations, Indian nations, and federal agencies discussing all modes of transportation,” said Terry Heidner, Division of Planning and Development Director.

The first long-range plan was completed in 1995, but the new plan was expanded and updated and also looked at trends involving population and demographics. This publication also includes 60 recommendations dealing with all modes of transportation and financing.

A section on safety and security and a section on the environment are included in the recommendation chapter.

“The team researched trends in demographics, travel, and funding that affect transportation in Kansas,” Heidner said. “They drafted and edited a high-quality report, then sought comment from all of the customers noted above as well as from the general public. The final product is a Long-Range Transportation Plan that will serve KDOT for years to



Team members Alan Spicer (left), Rene Hart, and David Schwartz (right) pose with former Secretary E. Dean Carlson and Transportation Planning Bureau Chief Jim Tobaben (second from right) after the LRTP Update Team was honored on January 8.

come.”

People can take a look at the plan either on KDOT’s Intranet or Internet web sites. The Internet web address is www.ksdot.org, under Publications and Maps.

Former Secretary E. Dean Carlson presented a plaque to the group and a certificate to Schwartz, Hart, and Spicer at a gathering on January 8 at the Thacher Building in Topeka.

This group was nominated during the fourth quarter in the Example of Excellence program. The award is given quarterly with the first quarter nominations due to the Bureau of Transportation Information by March 31.

Division Directors, Bureau Chiefs, District Engineers, Area Engineers, and Subarea Supervisors are encouraged to nominate any group, team, or office that goes above the call of duty. Nomination forms can be completed and submitted electronically on KDOT’s Intranet. Just go to the Forms Warehouse, Form DOT 1204, Example of Excellence/ Employee Recognition Form. Hard copies of the form are also available by calling Transportation Information at (785) 296-3585. **-K.S.**

KDOT
Employee
Recognition
PROGRAM

Legal case

Continued from page 1

Department of Transportation challenging the legality of the federal DBE program and KDOT's implementation of the program.

The program requires recipients of federally funded highway projects to meet aspirational goals that are set aside on certain contracts with disadvantaged business enterprises owned and controlled by socially and economically disadvantaged individuals. Klaver initially cited as unconstitutional the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21).

"Klaver's complaint contained allegations that both ISTEA and TEA-21, along with the implementing regulations, discriminate on the basis of race and gender in the award of federal-aid highway contracts," said Oswald Dwyer, the KDOT Attorney who represented the agency on the case.

The criteria for becoming a DBE are the small business must be at least 51 percent owned and controlled by one or more socially and economically disadvantaged persons. That would include black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans, subcontinent Asian Americans, or women. In addition, DBE applicants must not exceed \$16.6 million average of gross receipts over a three-year period.

Klaver, which specializes in building reinforced concrete box bridges, culverts and drainage structures, is owned and controlled by Caucasian males. It is not qualified as a DBE.

Klaver first brought the suit in the form of an injunction to prevent the state from continuing with a 1999 highway project until the court could rule whether or not the DBE program was constitutional. KDOT defeated the injunction order and was able to continue with the project while the court determined if the case should proceed on its merit.

On federal-aid contracts with DBE contract goals, the responsible low bidder must provide evidence that the DBE participation meets or exceeds the assigned goal. The intent is to have a level of DBE participation equal to that which would occur without the effects of discrimination. Dwyer said on contracts with a DBE goal, a contractor must meet the DBE goal for DBE participation or otherwise document good faith efforts to meet the goal.

"Klaver contends it was not allowed the contract on a particular project and lost money because they were not able to meet the DBE participation goal," said

Dwyer. "This claim was never substantiated by Klaver. Subsequently, upon review, it was determined that Klaver did not show it had made a good faith effort to meet the DBE goal."

It was KDOT's contention, as well the federal defendant's, that Klaver did not have standing to proceed with their claim against the state. Standing as defined by Article III, § 2 of the U.S. Constitution limits the jurisdiction of federal courts to actual "cases or controversies." Klaver, based on its complaint, had to establish that it had standing. More specifically, Klaver had to demonstrate that it met the following requirements:

- 1) it has suffered an "injury in fact" that is (a) concrete and particularized and (b) actual or imminent, not conjectural or hypothetical;
- 2) the injury was fairly traceable to the challenged action of the defendant(s), and
- 3) it is likely as opposed to merely speculative that the injury will be redressed (remedied) by a favorable decision by the court.

Dwyer contends that Klaver could not meet the second and third criteria for determining standing. It was KDOT's position that Klaver's alleged injury was not fairly traceable to the DBE goals placed on federal aid highway projects administered by KDOT.

"Even if the court were to grant Klaver's wish and strike the race and gender component of the DBE program, the DBE companies would still remain in the program because they would have met the net worth criteria," said Dwyer. "The program would still be viable in a sense. Thus, Klaver could not show that its injury would be redressed by a favorable decision by the court."

Both the State and the federal defendants filed their respective briefs and the case was then tied up in district court for 2 ½ years. Finally, on July 17, 2002, the Federal District Court issued an opinion granting KDOT and the federal defendant's motion to dismiss. Essentially, the court ruled that Klaver had failed to show that its injury was fairly traceable to the rebuttable presumptions (the race and gender components of the DBE program), or that an order striking the presumptions would redress its competitiveness-related injuries. Klaver filed the necessary documents to appeal the court's ruling, but in December it declined to appeal the decision.

Today, KDOT's DBE program is "alive and well" according to Dwyer. However, there is the potential that some states may not fare as well since several cases are pending in other states challenging the constitutionality of their DBE programs.

Surprise announcement a big shocker at Traffic Engineering gathering

At the Bureau of Traffic Engineering's Christmas lunch/white elephant gift exchange, you never know what you're going to get – old car keys or car parts, dead plants, outdated Christmas decorations, or even a dentist's mold of teeth.

Engineering Technician Chris Munz was pretty happy with the giant strawberry sucker and the ball of glowing lights she received at this year's event on December 17. But at the end of the lunch, she got a really big surprise – an engagement ring. "It was a shock to say the least," Munz said.

Engineering Associate Adam Prichard started in Traffic Engineering in January 2002 after graduating from Kansas State University. He met Munz and the two began dating in February.

The couple had been planning to get engaged and even bought the rings in December, but Munz thought he would pop the question this February to celebrate their anniversary. Prichard wanted to propose, "where she wouldn't expect me to do it. I decided to throw her off guard," he said.

Prichard said he planned the proposal at the Christmas lunch with the help of Connie Eakes, Traffic Technician, who took the pictures. At the end of the event, Prichard stood up, "and I said, 'I have a quick announcement to make. As



Chris Munz is speechless when her boyfriend, Adam Prichard, gets on one knee and proposes at the Traffic Engineering Christmas luncheon.

most of you know, Chris and I have been dating for almost a year now'...and as soon as I said that, Chris turned beet red because she knew what I was doing. Then I said, 'I think it's time to bring it to the next step,' and I got down on my knee and proposed."

Munz said she was so shocked she couldn't even answer. "I was shaking, I just gave him a big hug," she said. "Then Jeff Henry yelled, 'Did she say yes?' And I just nodded because I was still speechless."

They are now in the process of buying a house and planning the wedding for sometime in 2004. Munz said they like to tease each other and plan fun things like this. "His birthday is coming up in February so I'll get him back," she joked. —K.S.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in January

10 YEARS

Richard Barezinsky Topeka
Mike Branam Topeka
Karen Ehrlich Marion
Patricia Gibson Topeka
Rodney Lacy Topeka
Ted Orrison Dodge City
Robert Perry Pratt
Amy Rockers Topeka
Kim Stich Topeka

*This information is compiled by
each Office, Bureau, Division,
and District.*

20 YEARS

George Bales Topeka
Darrel Bilyeu Coldwater
Michael Daniel Lawrence
Elmer Hovis Goodland
Jeffrey Lacrone Topeka
Michael Ramsey Lawrence
Jon Sharp Kingman
David Wenger Salina
Francis Younger Syracuse

40 YEARS

Robert Schnelle Topeka
John Wherry LaCrosse

Child Passenger Safety

Week goal - increase awareness of child occupant protection

They are considered precious cargo, but unfortunately not all children riding in motor vehicles are secured in a safety seat or safety belt. Child Passenger Safety Week, February 9-15, hopes to bring awareness to the importance of child occupant protection.

“Child Passenger Safety Week will serve as a reminder to motorists to secure their children in safety seats or safety belts before hitting the road,” said Cindy Rosebrook, Program Consultant in the Bureau of Traffic Safety. “A Special Traffic Enforcement Program (STEP) mobilization during this time will involve local law enforcement agencies across the state conducting stepped-up enforcement of child restraint and seat belt laws.”

Rosebrook said 29 law enforcement agencies including sheriff’s offices, police departments, and the Kansas Highway Patrol have contracted with KDOT to participate in the mobilization. In addition, another 80 agencies have notified Traffic Safety that they will participate in stepped-up enforcement.

“Moving Children Safely in Child Care” will be the theme

of this year’s Child Passenger Safety Week. Nationwide, approximately seven million children age five and younger are in some form of child care facility. The focus will be on helping child care providers and parents understand the importance of child safety seats and safety belts. Rosebrook said planning is underway to hold a media event at a Topeka child care facility during the week to promote child passenger safety.

Kansas law requires that children from infants up to four years of age be transported in a federally-approved child safety seat. Children age four to 14 must be protected by a safety belt in any position of the vehicle.

A KDOT observational survey in 2001 indicated that 92 percent of Kansas children were secured in child safety seats. The figure drops dramatically for children age 4-14 with only 52 percent usage, which is even lower than the adult usage rate of 61 percent. Accidents figures show that 2,124 children age 0-14 were killed or injured in motor vehicle crashes in Kansas during 2001.

Proper child restraint has become even more important because air bags have become more common in vehicles. According to investigations, almost all of the children involved in auto crashes who have died of air bag related injuries were completely unrestrained or improperly restrained in the front seat.

Besides the Bureau of Traffic Safety, other participants in Child Passenger Safety Week will be the KDOT Safety Belt Education Office, the Kansas Highway Patrol, the Kansas Safe Kids Coalition, and the Kansas Motor Carriers Association. *S.W.*

-Proper Child Safety Seat Use Chart- <i>Buckle Everyone - Children Age 12 and Under in Back!</i>			
	INFANTS	TODDLER	YOUNG CHILDREN
WEIGHT	Birth to 1 year and at least 20-22 lbs.	Over 1 year and over 20 lbs. to 40 lbs.	Over 40 lbs. and ages 4-8, less than 4’9”
TYPE of SEAT	Infant only or rear-facing convertible	Convertible / forward-facing	Belt positioning booster seat
SEAT POSITION	Rear facing only	Forward facing	Forward facing
ALWAYS MAKE SURE:	Children up to one year old and at least 20 lbs. in rear-facing seats Harness straps at or below shoulder level	Harness straps should be at or above shoulders Most seats require top slot for forward-facing	Belt positioning booster seats must be used with both lap and shoulder belt Make sure the lap belt fits low and tight across the lap/upper thigh area and the shoulder belt fits snug crossing the chest and shoulder to avoid abdominal injuries
WARNING	All children age 12 and under should ride in the back seat	All children age 12 and under should ride in the back seat	All children age 12 and under should ride in the back seat

A show of success

By Ron Kaufman

This article is built around two quotes from two famous people. I happened upon them while reading books of quotations from many famous people. Well, I didn't exactly read the books cover to cover, mind you. I just read them long enough to find useful, inspiring stuff. One of the quotes I found is from entertainer Bette Midler; the other one is from Winston Churchill.

The words from Midler might ring of familiar to many KDOT employees. The quote from Churchill is somewhat embarrassing. We'll save Winston until last because that's what you do with embarrassing quotes.

Midler is quoted as saying, "The worst part of success is to try finding someone who is happy for you." The Missuz would agree and poke (nay, jab) me in the ribs right now. She'll tell you how Bette's words ring true. Take, for instance, the day I arrived home from work and failed to notice how clean the kitchen was. The Missuz was proudly poised in front of me, sweeping her arms in grandiose gestures, as if clearing away drapes of cobwebs. "Look what I did," she boasted. Her words were met with a guilty silence that only a husband could muster. I didn't see what she wanted me to see.

When she realized that her show of pride was falling on an audience that was one ticket shy of a sellout, she stomped away. "I shouldn't have to explain it to you," she hissed. She was right, of course. It's always better if someone else notices the fine work you do.

So, I was pleasantly surprised recently when others began to notice some of KDOT's fine work. We didn't even have to stand in the road gesturing to traffic and proclaiming how COOL our work was. When it comes to public involvement, people often don't believe us government types who describe the

nice work we do. They have to hear it from someone else. That's where testimonials come in and KDOT received several recently. KDOT recently completed the expansion of US-81 to four lanes from Minneapolis to the Nebraska border. The entire US-81 route in Kansas was the topic of a nice feature early in December in the Topeka Capital-Journal, followed the next day by a nice editorial. The articles focused on the future economic outlook for communities along the newly expanded corridor and how people are excited about the prospects for the future. After hearing rumblings about

the inconveniences of construction, it's nice to hear people talk about the many opportunities a "new" road can bring.

In an interesting turnabout, we turn to roundabouts. Often reviled and feared by many people before they are built, roundabouts usually end up being the source of satisfaction once drivers learn to use them. Two relatively new roundabout projects recently received favorable reviews from Topeka and Newton. In referring to a new roundabout at US-75 and NW 46th St., an article in the Topeka Capital-Journal quoted a previously skeptical fire chief as saying, "Surprisingly, that roundabout is working better than we

ever expected." A letter to the editor from a 79-year-old reader of the Newton Kansan was headlined "Roundabouts are a great idea." The last line of the letter simply said, "Thank you, engineers." No, sir, thank you for writing! We

won't let success go to our heads. Bette, eat your heart out.

I promised to share another quote with you, though I saved it for the end, where such embarrassing quotes should be placed. The Missuz would probably agree with Sir Winston, as I was obviously an ignorant boor for not even spotting her clean kitchen. There, on the yellowed pages of the book of famous quotes was this one from Churchill, "It is a good thing for an uneducated man to read books of quotations." Thanks for the kind words, Winny.

Communication: A Key to Success



Kansas Department
of Transportation

Your mission statement - to be positive about life

“Life is truly a ride. We’re strapped in and no one can stop it...the most you can hope for at the end is that your hair’s messed, you’re out of breath, and you didn’t throw up.”...Jerry Seinfeld

“The attitudes we hold help shape the reality we experience.” This universal truth was published 40 years ago in *The Power of Positive Thinking*. But positive thinking doesn’t just happen. It comes from having positive expectations about people and situations. It comes from knowing who we are and what we bring to the table. Further, it is supported by surrounding ourselves with the positive energy of people who believe anything is possible.

We all have a philosophy of life, but most of us aren’t really aware what it is. That just means we haven’t really thought much about our core beliefs and articulated what we are about. When we go through life functioning unconsciously, we can sabotage our own efforts and wonder why things never seem to improve. “Just getting through the day,” “playing the cards I am dealt,” or “grabbing as much as I can before someone else gets it,” are life philosophies, although they aren’t particularly positive. A truly positive philosophy is motivating and reaches out to include others.

Our philosophy is our sense of purpose, our mission statement. It states who we are and our purpose for being here. We may want to save the world or protect the

environment. “I am here to inspire and motivate others,” “I am here to use my talents to serve mankind,” or we may believe life is a carnival ride, exciting and exhilarating. Positiveness starts with a life philosophy grounded in a decision to believe the best about people and circumstances.

Positiveness also comes from knowing we have the strengths that allow us to achieve our heart’s desire and taking time to figure out what it is we truly love to do. Successful people do what they love and love what they do. Then, it is necessary to take an inventory of our skills and talents and go on to develop new skills that align our ideal work with the reality of our current work life.

Positive energy attracts positive people. Surrounding ourselves with positive people maintains positiveness. People who accomplish great things against difficult odds are able to rally people and resources when they need help. They enlist the aid of people who think beyond either/or, right and wrong. These great people know who they are, what they can do, and where to go to for help.

Only a positive attitude can get us through the rough times and keep us moving forward when we run low on time, talent, or money. It is the deep assurance that everything will turn out for the best that we hang on to when everything else falls short. So start the New Year realizing that this is your life, and you are the only one who can choose and cultivate the attitude you will embrace today.

ALL ABOUT ATTITUDE

By
Carla
Mumma

A fond farewell



At left, Governor Bill Graves congratulates Secretary E. Dean Carlson and his wife, Carolyn, at his farewell reception on January 7. Above, the Carlsons try on their KDOT hats given to them by District One.

Recommendations

Continued from page 1

◆She recommended zeroing out the scheduled sales tax demand transfer for fiscal year '04, which should have been \$156 million.

◆She recommended that funding for the Kansas Highway Patrol be placed in KDOT's budget. This would equal about \$13 million for the rest of the current fiscal year (FY 03) and about \$31 million in FY 04.

◆She also recommended cutting about five million dollars from KDOT's operating budget.

◆Also of interest to KDOT is her recommendation for a 1.5 percent base salary adjustment for state workers.

Secretary Deb Miller believes Governor Sebelius is committed to seeing all of the CTP projects built, but the enormity of the budget crisis made it necessary to suggest cutting funding for the CTP.

"It's important to keep in mind that all of these are just recommendations at this point," said

Secretary Miller. "Many things can happen during the legislative session, and I'd ask everyone to remember that as they hear new proposals." Secretary Miller said KDOT won't know the real impact until the session ends, which will be sometime in May.

But regardless of what the impact is, Secretary Miller has made it clear how she wants to handle any cuts. "It is vitally important to me that we keep the commitments made to local communities when the CTP was passed in 1999 - the projects on the 'red map' and the System Enhancements," she said. "Those

commitments are the core of the CTP in my opinion, and we will first look to make up the cuts elsewhere before canceling any of those projects."

As to where "elsewhere" might be, she said, "We will look at all of the agency's activities, unannounced projects (those that are chosen year-to-year in certain categories such as Substantial Maintenance, Local Partnerships, and some set-aside programs), as well as the announced project scopes and the possibility of extending the program. But make no mistake; any reduction is a cut that will affect somebody. Every dollar deducted diminishes the number and type of safety and economic improvement that can be made."

'It's important to keep in mind that all of these are just recommendations at this point. Many things can happen during the legislative session, and I'd ask everyone to remember that as they hear new proposals.'

Secretary Deb Miller

Secretary Miller went on to say KDOT's first consideration will be safety. "Every project we do improves safety somehow - whether it's adding shoulders, improving an intersection, putting down an overlay, marking pavement, or placing signs. Everything we do is done with the goal of improving the safety of the traveling public."

She also wants the reviews to consider what best preserves and protects the state's multibillion dollar investment in its infrastructure and to be

mindful of the economic stimulus that projects provide.

"During a down economy, the last thing we want to do is cancel projects that create good jobs and improve a community's ability to attract new business," she said. "So we will look at ways to cut that have the least impact on the number of projects that can be done in the next few years."

Secretary Miller plans to keep KDOT employees informed of what's happening during the legislative session through e-mails and Translines.

**Welcome
new KDOT
employees!**

Headquarters

Christina Gonzales, Engineering Associate I, Design

Deb Miller, Secretary of Transportation

John Moore, Engineering Technician, Topeka

Monty Neff, Engineering Technician, Topeka

District One

Brett Shurtz, Mechanic, Bonner Springs

Ryan Schmidt, Engineering Associate I, Seneca

Barbara Anderson, Office Assistant, Wamego

District Two

Robin Ball, Office Assistant, Salina

Rickie Donley, Refrigeration Air Conditioning Service Technician Senior, Salina

Jason Thompson, Engineering Associate I, Belleville

District Four

Robert Kelley, Engineering Associate I, Garnett

District Five

Nick Squires, Engineering Associate I, Pratt

District Six

Melissa Shelley, Engineering Associate I, Liberal

The Bureau of Personnel Services supplies information for new hires to Translines.

Guevara elected to NSPA board

Raúl Guevara, chief of Support Services, was elected to the National State Publishing Association (NSPA) Board of Directors as the 2002-03 Central States Regional Director.

Guevara will help coordinate educational programs, meetings, and public relations efforts of NSPA members within the 13 states of the group's Central Region.



Raúl Guevara

He also works with NSPA members to find ways to improve the efficiency and operation of KDOT's Print Shop. A business plan was created to demonstrate the more than \$150,000 annual net savings the Print Shop provides the agency.

Another example is a partnership that has been established with the State Printer on a pilot project for KDOT's Print Shop to produce large construction documents for the Department of Administration's Architectural Services.

The Print Shop's main goal is to produce KDOT's large-format construction documents on the digital engineering printer/scanner. This specialized partnership will seek this market niche to produce large construction documents for Architectural Services.

"It's a win-win situation for the State Printer, for KDOT, and for the Division of Facilities Management that we will not have to send the projects out to commercial printers," Guevara said. "We anticipate a substantial savings to the State of Kansas."

NSPA is a national organization that works to improve the management of publishing programs through educational programs or publications. Members exchange information to help their government agencies become more effective in the production of products and services.

Guevara began his career at KDOT as a Governor's Fellow in 1984 before becoming a Management Analyst in the Office of Management and Budget. In 1991, Guevara assumed Facilities Manager responsibilities, and in 1994, he was promoted to Bureau Chief of Support Services.

He and his wife, Maria de Jesus, have two children, Monica Felicia and Raúl Francisco.

Step Back in Time



Brick is laid during construction of a new Reno County highway in 1919.

Deaths

Condolences to the family and friends of **Mark A. Poland**, 52, who passed away December 30 in Topeka.

Poland was a Project Estimator in Construction and Maintenance. He is survived by his mother and one sister.

Memorial contributions may be made to the Helping Hands Humane Society, 2625 N.W. Rochester Road, Topeka, 66617.

Condolences are also extended to the families and friends of three former KDOT employees who recently passed away.

Reva Silver, 87, died January 4 in Topeka. She had served as a Secretary at KDOT for 25 years.

Silver is survived by two sons, one daughter, six grandchildren and seven great grandchildren. Memorial contributions may be made to Temple Beth Sholom, 4200 Munson, Topeka, 66604.

Art Gardner, 86, died January 2 in Topeka. He had formerly served the agency as a Civil Engineer.

Gardner is survived by his wife, Henrietta, one daughter, eight grandchildren, 22 great grandchildren and a great-great grandchild. Memorial contributions may be made to St. David's Episcopal Church, 3916 SW 7th St., Topeka, 66604 or to the Stormont-Vail Hospice, 2252 SW 10th Ave., Topeka, 66604.

Franklin Rose, 99, died November 6 in Phoenix. He was the first Landscape Architect for KDOT and served 34 years with the agency.

Survivors include three daughters, a son, a stepdaughter, a stepson, 14 grandchildren, and 12 great grandchildren. Memorial contributions may be made to the Beatitudes Scholarship Fund, 1616 W. Glendale Ave., Phoenix, Ariz., 85021.

CPM program graduates 14 KDOT employees in 2002

The largest class of KDOT employees ever recently graduated from the 2002 Kansas Certified Public Manager Program (CPM).

The 14 graduates include seven employees from Headquarters and seven from the Districts. Headquarters graduates were Paul Houser, Computer Services; Mark Hurt, Design; Rodney Lacy, Design; John Maddox, Transportation Planning; Jeff Neal, Computer Services; Rick Peat, Computer Services; and Jim Tobaben, Transportation Planning.

District CPM graduates were Don Brittain, District Five; Don Drickey, District Two; Marcus Leck, District Four; Leo Perry, District One; Carolyn Price, District Five; Mack Villalpando, District Two; and Gary Ward, District Four.

The program offers 288 hours of professional development training in a variety of leadership and management competencies including problem resolution, teamwork, ethics, strategic planning, business writing, oral com-

munications, mediation, and conflict management.

Applicants for the Certified Public Manager Program are nominated by their Supervisor and go through a selection process. The program admitted its first class in 1993.

KDOT employees who previously took the program and their year of graduation are David Boyle, 2000; Ruby Bradley, 2001; Michael Branam, 1999; Michael Bright, 2001; Stephen Carlyle, 1998; Marcia Ferrill, 1999; Sandra Flickinger, 2000; Leslie Fowler, 1995; Brice Goebel, 2001; David Greiser, 2001; Raúl Guevara, 1998; Allan Haverkamp, 2000; John Harold, 1997; Shawn Hillebert, 2000; John Hrenak, 1998; Allen Humphrey, 1999; Michael Jacobs, 2000; Glenn McCall, 2001; Carla Mumma, 1999; Wayne Nelson, 2001; Albert Runnion, 1999; Barbara Smith, 1999; Mike D. Smith, 2000; Mike L. Smith, 2001; Kathleen Ybarra 2001; and Steve Zimmerman 1995. *S.W.*

Training Opportunities

- ◆ New Employee Orientation, February 6 and March 6, 7th floor conference room, Docking Building.
 - ◆ Leadership Basics, February 18-20 and March 25-27, location TBA.
 - ◆ Legal Issues for Supervisors, February 5, Chanute.
 - ◆ BEST - Week 1, March 11-14, Governor's Row House in Topeka.
- All classes, except BEST, are available to non-supervisors with supervisory permission and where space is available. A comprehensive training calendar is on the KDOT Intranet.*

Miller

Continued from page 1

prehensive Highway Program (CHP), which was an eight-year program passed by the 1989 Kansas Legislature.

Before becoming a Division Director, she served as Special Assistant to the Secretary of Transportation from 1984 to 1986. Her duties included being a liaison between the Governor's Office and the Kansas Legislature; representing the Secretary in meetings with communities, interest groups, contractors, and other stakeholders; and preparing speeches and briefings for the Secretary.

After leaving KDOT in 1997, she went to work for HNTB, a nationwide firm of architects, engineers, and planners. As Chief Planner for HNTB, she provided strategic planning and public communication assistance to state Departments of Transportation and municipalities. Her clients included KDOT and the Missouri DOT.

In 1998, while at HNTB, she worked with the Transportation 2000 study group and helped develop its final report,

which was instrumental in securing passage of the current Kansas transportation program, the ten-year Comprehensive Transportation Program. (CTP).

Funding for the CTP may be reduced because of the state's budget crisis. (See "Solving Budget Shortfall Could Affect CTP" on page 1 for details.) Secretary Miller acknowledges this will mean changes, but it won't be the end of the CTP.

"I won't kid anybody and say everything's going to be just the way it is," she said. "If the proposed cuts are passed, we will be faced with a real challenge. Finding \$260 million to cut won't be easy, especially if we want to keep our commitment to the core of the program."

But Secretary Miller says one thing will make that job a little easier - her faith in the people of KDOT. "I know from first-hand experience the spirit and determination of the folks who work here," she said. "And that experience has also shown me the incredible ingenuity and intelligence they can bring to bear on any problem. I have every confidence we'll get through this together and come out stronger on the other side."

BROWN BAG

Promotions/Transfers

Headquarters

Greta Dixon, State Auditor III,
Inspector General

Russell Johnson, Engineering
Associate 1, Design

Bruce Simpson, Engineering
Technician Associate, Design

Ben Woodward, Systems Software
Programmer Analyst IV, Computer
Services

District One

Frank Britt, Professional Civil
Engineer I, Kansas City

Michael Law, Engineering Technician
Senior, Topeka

Joe McAtee, Engineering Technician
Senior, Seneca

Dave Montgomery, Highway
Maintenance Supervisor, Oskaloosa

District Four

Kevin Ryan, Highway Maintenance
Superintendent, Garnett

District Five

Victor Johnson, Equipment Mechanic
Senior, El Dorado

Monty Mintz, Refrigeration/Air
Conditioning Technician Senior,
Hutchinson

*The Bureau of Personnel Services
supplies information to Translines.*

LUNCH

Topic: General Overview and
Perspective of Maintenance at
the Area Level

Speaker: James Williams,
Highway Maintenance
Superintendent, District One

Date: Wednesday, February 5

Time: Noon to 1 p.m.

Place: 4th floor conference room,
Docking State Office Building
*All employees are
invited to attend.*

Retirees

The following employee officially retired from KDOT
in January.

District Six

Harlow G. Vader, Equipment Operator Senior at Ulysses
– 9 ½ years of state service.

The following employee will officially retire from
KDOT in February.

District Six

Allan C. Coffman, Equipment Mechanic at Olathe – 40
years of state service.

Kansas Department of Transportation
Bureau of Transportation Information
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Topeka, KS 66612-1568

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