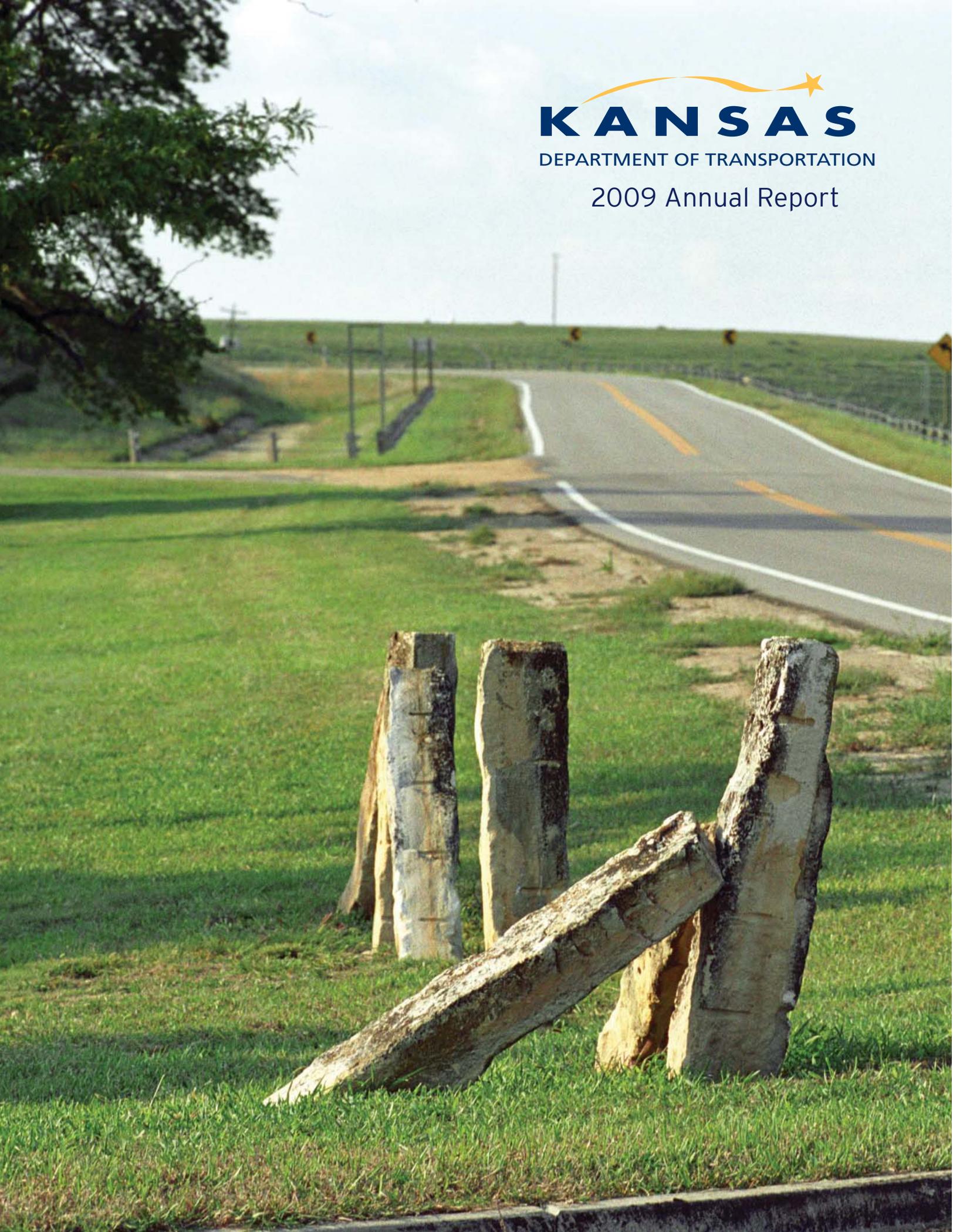




**KANSAS**  
DEPARTMENT OF TRANSPORTATION  
2009 Annual Report





*Sunflowers along the Prairie Trail Scenic Byway in McPherson County.*

## Governor's Message



When the Comprehensive Transportation Program expires in June 2009, it will mark the end of two decades of progress for our transportation system, one of the nation's best because of the efforts and commitment of Kansans, their leaders and the Kansas Department of Transportation.

But times are far different today than they were in 1999 when the current program was put together. During the next two decades we will need a more strategic approach to building and maintaining our system. And we will need to revise our business practices to be sure that transportation is supporting the goals of our state. To that end, in 2008 I appointed a task force to represent a broad array of Kansas interests and charged it to come up with a new transportation approach. I asked the task force -

called Transportation-Leveraging Investments in Kansas, or T-LINK - to follow three principles as it made recommendations for our transportation system:

- Preserve the existing system.
- Make travel safer.
- Support economic growth.

These goals are interrelated. The Kansas economy relies heavily upon a safe and efficient multimodal transportation system.

Despite the remarkable nature of these challenging times, we need to move forward and plan the future of transportation in Kansas. We have been blessed by the commitment, dedication and talent of T-LINK members as they developed a blueprint for that future.

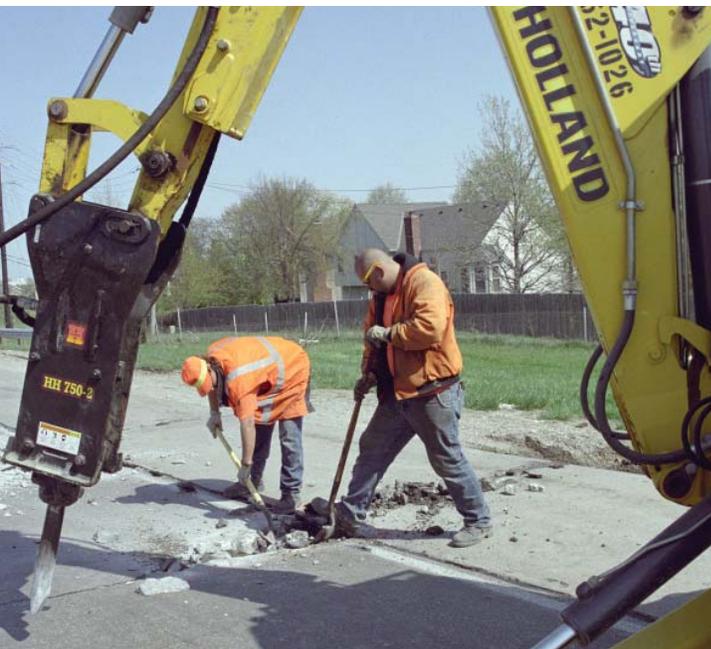
Gov. Kathleen Sebelius



Fall leaves along U.S. 40 east of Topeka.



Local Partnership meeting in Wellington.



Maintenance work on I-435 near Pflumm Road in Johnson County.

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### On the cover

#### Front

*The Post Rock Scenic Byway on K-232.*

#### Back

*Night traffic on I-435.*



Horses off K-177.

## Secretary's Message



It was a year like no other.

With the decade-long Comprehensive Transportation Program coming to an end, the Governor's task force on transportation set to work on the next program - and the economy took its worst fall since the Great Depression.

Suddenly, there were concerns about our ability to complete the last major CTP projects and doubts about the ability of state and federal government to fund the next program.

The uncertainties forced the suspension of some contract lettings that had been scheduled for December 2008 and January 2009.

Then, late in the year, came news that buoyed us: hope that a federal stimulus package would be approved by Congress in early 2009.

That helped us recall other good news from the year. The

most expensive construction project ever let by KDOT - the \$127 million expansion of I-435 in Johnson County - opened to traffic. The innovative I-35/87th Street interchange in Lenexa received national recognition. KDOT was honored for maintaining the fifth best state-owned road and highway system in the nation.

In this report, you can read more about our accomplishments and challenges and track our progress in meeting performance targets in critical areas. Throughout the report you also will read what Kansans had to say about us in 2008.

I'm proud of all we achieved last year under difficult circumstances, and I'm optimistic that we'll negotiate whatever turns await us as we transition out of the CTP and into a much different era for transportation.

Secretary Deb Miller



Equipment Operator Sheila Ward services a KDOT vehicle in Wichita.

## Financial Update

### Snapshot: Fiscal Uncertainty

In a word, KDOT's fiscal outlook is best described as uncertain. Over the next two years, KDOT and the state will continue to feel the impact of the national recession. The agency anticipates losses of:

- \$108 million in federal receipts
- \$51 million in state revenue due to declines in vehicle registration fees, and in sales and motor fuels tax receipts
- \$62 million in scheduled loan repayments from the state general fund
- \$35 million in annual transfers from KDOT to the state general fund for the Kansas Highway Patrol that were set to expire but now seem likely to continue.

### State Funding Issues

While KDOT doesn't receive any direct support from the State General Fund (SGF), anticipated shortfalls in the fund of nearly \$300 million in state fiscal year (SFY) 2009 and \$1 billion in 2010 will likely impact the agency. During a fiscal crisis in the early 2000s, \$123.6 million was loaned from the State Highway Fund to the general fund. These funds were to be repaid in four annual installments of approximately \$31 million beginning in SFY 2007. Given the current economic situation, it's unlikely the final loan repayments will be made in SFY 2009 and 2010.

Since SFY 2005, the State Highway Fund also has transferred money to the general fund for the operating expenses of the Kansas Highway Patrol. This transfer was scheduled to end in SFY 2009; now it seems likely to continue, depleting the highway fund by \$35-36 million a year.

### Funding Summary: Potential Losses to State Transportation Program

	2009	2010	2011
Federal Funds	----	-\$108 M	-\$47 M
State Revenue Estimates	-\$24 M	-\$27 M	-\$27 M
SGF* Loan Repayment	-\$31 M	-\$31 M	----
KHP transfer	----	-\$35 M	-\$36 M
<b>Totals</b>	<b>-\$54 M</b>	<b>-\$201 M</b>	<b>-\$110 M</b>

\*State General Fund

### Federal Funding Issues

The Highway Trust Fund, or HTF, is the federal government's primary revenue source for reimbursing state and local governments for qualifying highway and transit expenditures. For a host of reasons - shortfall in motor fuel tax collections, a falloff in tax revenue from heavy truck sales and increased outlays in recent years to fund the current federal transportation bill (which expires in federal fiscal year 2009) - the HTF balance is projected to turn negative in federal fiscal year 2010. The HTF balance would have turned negative in the past year if not for a one-time infusion of \$8 billion into the fund by Congress in early fall 2008.

If the potential deficit isn't addressed, every state will face reduced federal highway support. Kansas would take an estimated budget cut of \$160 million in federal fiscal year 2010. KDOT's share of that would be \$108 million; the other \$52 million would come out of the budgets of local units of government in Kansas.



Although the rise in the price of materials eased in late 2008, construction costs have increased significantly in the past five years.

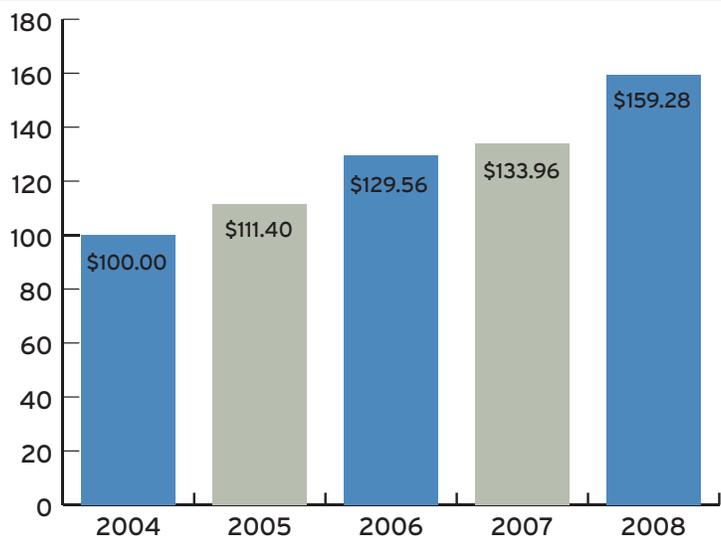
## Financial Update

### Purchasing Power

While inflation pressures eased some during the last quarter of 2008, the cost of labor and materials has risen dramatically during the current 10-year construction program. The chart on this page details that rise in construction costs over the last five-year period. A project that cost \$100 million in 2004 would have cost \$159.28 million in 2008 - an annual average rise of 9.76 percent. An increase of that proportion could not be predicted when the CTP was approved in 1999. Budget analysts at the time projected the annual increase in costs would be 3.8 to 4.5 percent.

### Increases in Construction Costs (in millions)

**Inflation has significantly cut into KDOT's purchasing power. A project that cost \$100 million in 2004 would cost \$159.28 million in 2008.**



*The American Road & Transportation Builders Association Highway Construction Producer Prices July 2008*

### Final Thoughts

KDOT is in a period of fiscal uncertainty and will be for several years. While the "lights don't go out at KDOT at the end of the CTP," as Secretary Miller has often noted, the agency's ability to take on important new projects will be limited, if not impossible, unless new state and federal

transportation programs are passed. Preserving the existing system will be the top priority.

While the federal stimulus package will allow some projects to be built, the state's long-term needs cannot be addressed without new, funded transportation programs at both the state and federal

levels. Transportation is one of the major forces that drive economic development. The difficult economic recovery of both the nation and Kansas will be exacerbated if transportation infrastructure, including highways, rail and aviation, is not preserved and expanded to meet demands.



*The nationally-honored I-35/87th Street project in Lenexa provides congestion relief and safety enhancements.*



*Snow gates in western Kansas allow for safer, more efficient winter road closings along I-70.*



*The I-435/U.S. 69 project, completed in 2008, improves traffic flow in the southern Kansas City metro area.*

## Accomplishments of 2008

- The innovative I-35/87th Street interchange project in Lenexa received national recognition. The project was one of 10 finalists in the national awards competition of the American Association of State Highway and Transportation Officials. Finalists were eligible for the People’s Choice Award, decided by popular vote; the KDOT project placed second. The project contains an innovative interchange design that controls traffic movement from a single point.
- The most expensive construction project ever let in a single contract by KDOT - \$127 million - opened to traffic. It includes a new interchange at Antioch Road and I-435; widening of I-435 to eight lanes between Metcalf Avenue and U.S. 69; a high-level overpass - flyover ramp - from southbound U.S. 69 to eastbound I-435; and installation of noise walls.
- KDOT completed its first project using a “practical improvement” approach, which uses alternate design options to enhance safety and stretch dollars. The approach was used on portions of K-156 in Finney and Hodgeman counties where crews added asphalt outside the white line at the road’s edge and then ground in rumble strips as an alert mechanism for drivers traveling the two-lane road (more on page 21).
- KDOT installed a series of snow gates along I-70 in western Kansas. They will enhance safety and efficiency during winter storms by allowing the highway to be closed more quickly in bad weather. Resembling railroad crossing gates, they were installed on westbound lanes and ramps between Russell and Goodland.



*The Kansas Scenic Byways program was expanded last year. Pictured above is the Gypsum Hills Scenic Byway.*



*The Kansas aviation network and industry was celebrated during the All-Kansas Air Tour.*



*An Amtrak expansion feasibility study is under way.*

## Accomplishments of 2008

- A column in the KDOT newsletter by Secretary of Transportation Deb Miller concerning the need for a national transportation vision was an award winner at the National Public Affairs Workshop. The piece won in the CEO Column category.
- Kansas Scenic Byways expanded its program for recognition of special routes in Kansas, adding two new designations - Historic Byways and Backroads. "Historic Byways" are roads of national or regional significance that offer travelers access to the state's rich history. The "Backroads" label will be applied to city or county routes that offer travelers scenic beauty.
- The 80th anniversary of the All-Kansas Air Tour was a rousing success, with airplanes landing in 26 Kansas communities and an estimated 10,000 people participating. The statewide event, spanning a week, commemorated the All-Kansas Air Tour of 1928, which is credited with boosting the state's then-fledgling aviation industry.
- KDOT and Amtrak began a study to identify capital requirements and operating costs needed to provide state-sponsored passenger rail service between Kansas City, Oklahoma City and Fort Worth. The Amtrak Expansion Feasibility Study will consider such factors as schedules, railcar and locomotive availability and capital needs for rail improvements. Amtrak expects to complete the study in 2009.
- Twenty-five electronic message signs that allow KDOT to post traffic messages and alerts were installed along I-70, I-135 and U.S. 81.



*Mowing is among the maintenance practices studied by the Roadside Aesthetics Taskforce.*



*The multi-year, U.S. 69 project will expand the highway to four lanes between Louisburg and Fort Scott.*



*KDOT has the fifth best, state-owned road and highway system in the country, according to a national foundation.*

## Accomplishments of 2008

- A Roadside Aesthetics Taskforce examined mowing, haying, and noxious weed control practices; inventoried native wildflowers and grasses; and analyzed the ecological integrity of Kansas roadsides and medians. The task force then made recommendations designed to promote wildlife habitat, provide flowering plants for pollinating birds and insects, provide erosion control and broaden public appreciation for native plants.
- The construction of the four-lane U.S. 69 freeway between Louisburg and Fort Scott, at an estimated cost of \$308 million awarded as multiple projects, is nearing completion. Phases of the 54-mile-long freeway have been under construction since 2002, with completion expected by mid-2009.
- A public/private partnership between KDOT and the Kansas Contractor's Association, or KCA, earned the partners a bronze award. The National Partnership for Highway Quality honored the two for developing a training program designed to develop a highly skilled workforce to serve Kansas transportation needs.
- The number of calls made to the Kansas 511 traveler information phone system, begun in 2004, passed two million.
- KDOT was ranked fifth, nationally, for its state-owned road and highway system. The California-based Reason Foundation recognized KDOT after conducting a study that measured performance in 12 categories of state-owned roads and highways. No Kansas urban or rural interstate was rated in poor condition, tying it with other states for first in the nation.





Secretary Deb Miller promotes work zone safety during a media event at the State Capitol.

## 1.0 You can count on us to improve safety.

### Snapshot: Safety

Traffic fatalities are at a record low and seat belt use is up - both positive signs that KDOT is achieving its safety goal of reducing serious injuries and deaths on Kansas roads.

Preliminary records show fatalities fell to a record low in Kansas in 2008. The 383 fatalities are the fewest since records started being kept in 1947. The final 2008 numbers will be posted in spring 2009. In 2007 - the latest year for which there are complete data - 416 passengers or drivers died in accidents, down 52 from the year before.

While the trend is positive, there can be no satisfaction from simply reducing the number of highway deaths. More can be done with education, laws and engineering, such as the addition of ground-in rumble strips on the roadway edge and along the centerline of some two-lane highways.

### A NOTE OF THANKS

"You will never know how we appreciated the conditions of 400 Highway on Feb. 1 when we needed to go to Wichita. Your stretch to Beaumont was dry and great! Want you to know how your hard and long hours showed."

Clarence and Donna  
Pettyjohn, Severy

### Laws We Can Live With

KDOT supports legal provisions that increase the safety of teenage drivers - the state's most vulnerable. Efforts to pass a Graduated Drivers License, or GDL, law for novices failed in the Kansas Legislature in 2008, as did a primary safety belt law for all ages.

The GDL law would result in a three-stage phase-in of beginning drivers to full driving privileges, allowing them to develop their skills as they mature. Kansas lacks such a graduated licensing system or night-driving restriction for new drivers.

Research indicates GDL systems have a positive effect on reducing teen vehicle crashes. A 2006 report by the National Highway Traffic Safety Administration (NHTSA), which evaluated GDL

systems across the U.S., showed a reduction of 11 to 32 percent in fatal crashes involving teen drivers in states with a GDL law.

KDOT supports passage of an all-ages seat belt law subject to primary enforcement. In doing so, Kansas would join 26 other states that now have such a law. These laws have been shown, repeatedly, to save lives and reduce serious injuries. Data by NHTSA shows that when safety belts are used the risk of fatal injuries to front-seat passengers is reduced by 45 percent.

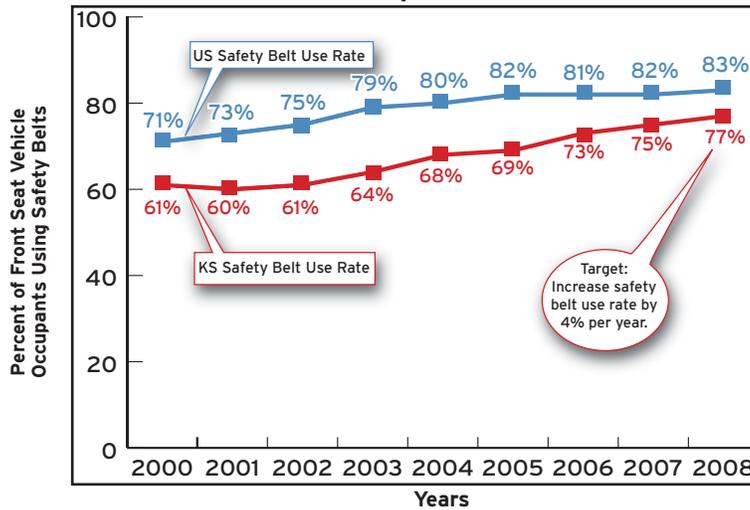
When states upgrade from secondary to primary laws, significant increases in safety belt use are often observed. A 2005 study showed an increase of approximately 10 percent in states that had primary laws.



Cpl. Thad Brown of the Dodge City Police Department is honored for his efforts with DUI enforcement during the Transportation Safety Conference. At left, Chris Bortz with KDOT and Mike Bowen with FHWA presented the award.

## Safety

### 1.1 Safety Belt Use Rate



### Buckling Down on Buckling Up

In 2007, seat belt use in Kansas rose to 77 percent, the seventh consecutive year the number's gone up - though Kansas still lags behind the national average of 83 percent. One area of dramatic improvement: child passenger restraint use.

In 2006, the use of restraints with children age 14 or less was 61 percent, in 2008, 75 percent. The passage of a booster seat law several years ago has helped. So has the 2007 Legislature's decision to make failure to wear a seat belt or restraint by those under age 18 a primary violation, meaning that police can pull a car over for that reason alone.

Safety belt usage in the state has risen to 77 percent.



### A NOTE OF THANKS

"I was traveling southbound on U.S. 77, just north of Winfield. I noticed the pavement had a centerline rumble strip but didn't give it a second thought. Moments later, I dozed off and crossed the centerline. When the centerline rumble strip woke me, I was headed for a car in the oncoming lane. The noise from the rumble strip woke me in time to return to my lane without incident. I can't say what might have happened without the centerline rumble strip, but I feel it would have been bad for more than one Kansas family."

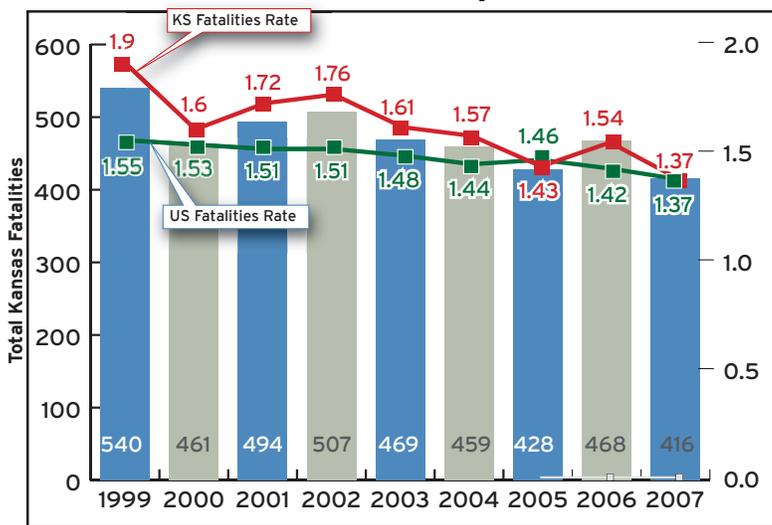
*John E. Cillessen, Wichita*



KDOT's Click It or Ticket campaign is displayed at news events such as the hiring of Bill Snyder as the Kansas State University football coach.

## Safety

### 1.2 Crash Fatality Rate

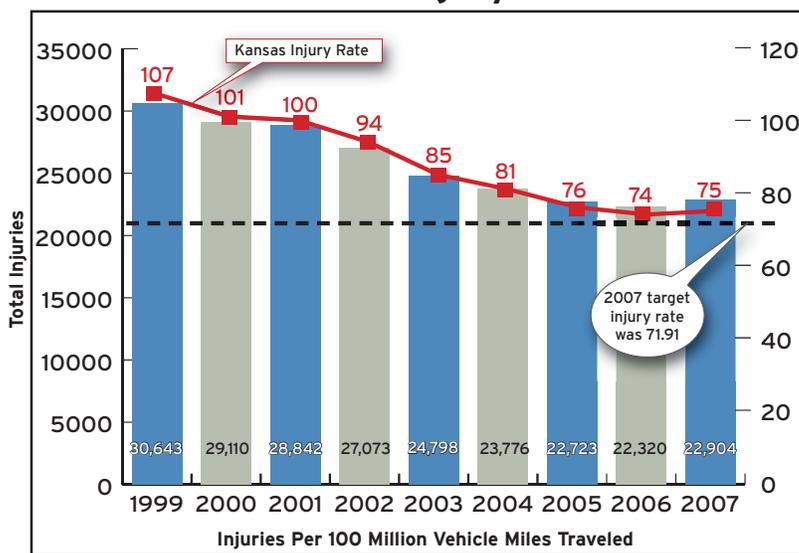


### The Buckle-up Message - and More

Safety campaigns in the past year gave KDOT an opportunity to educate the public about the importance of wearing seatbelts. The agency targeted promotional campaigns at schools, day care centers, pediatricians' offices and other locations where there are large youth populations. And, KDOT used broad media campaigns to reach Kansans statewide with the buckle-up and other safety messages.

The campaigns, "Click It or Ticket" and "Drunk Driving: Over the Limit, Under Arrest," led to the airing or publication of more than 15,000 radio, TV and print ads statewide. The use of Hispanic media outlets enabled the campaigns to reach a population with a below-average rate of seat belt use.

### 1.3 Crash Injury Rate\*



\*2008 data not final until mid-2009.

The agency also sponsored safety messages during sporting events at the three largest state universities, during the Country Stampede Music Festival in Manhattan, at the Kansas Speedway during a NASCAR race and at other venues.

### Motorcycle awareness

Motorcycle safety is an area that needs continual attention. Although motorcycle fatalities declined in 2007, they are at historically high levels. KDOT continued its awareness campaigns in 2008. As part of the Motorcycle Advisory Committee, KDOT partnered with numerous organizations to develop and implement an expanded safety campaign, including billboards, print media, radio ads, signs and posters.

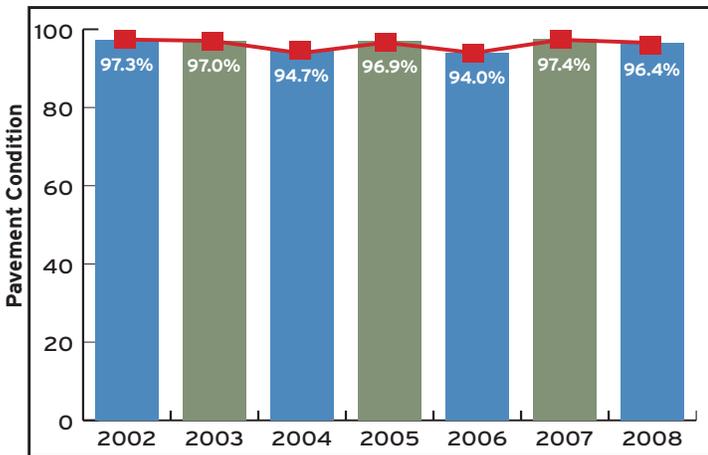
This year's messages focused on raising the awareness of other drivers about motorcyclists, riding motorcycles while impaired and proper motorcycle licensing.



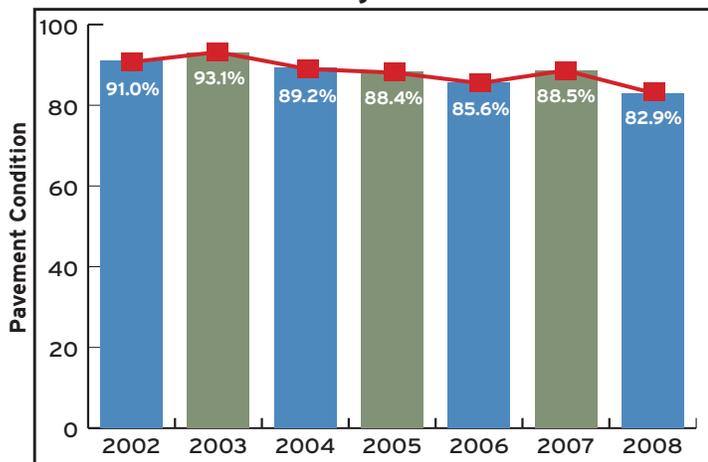
KDOT's Ellsworth crew perform I-70 expansion joint work.

## 2.0 You can count on us to protect your investment in highways and bridges

### 2.1 Share of Interstate Pavement in Highest Rated Condition



### 2.2 Share of Non-Interstate Pavement in Highest Rated Condition



### Pavement Management

Preserving and maintaining highways and bridges are critical to moving people and goods safely and efficiently. The resulting network is vital to the Kansas economy. But there are indications that the same economic challenges that impacted virtually all of KDOT's operations in 2008 had an impact on pavement condition, as well.

During the course of the CTP, the investment in the interstate system resulted in a high percentage of pavement being assigned the best rating possible. The percentage of non-interstate pavement that had the highest rating has been in the mid-to-upper 80s or higher during much of the 2000s.

But while KDOT has done its best to preserve smooth roads, maintaining ratings at the high level they have been at in recent years has not been possible under tight budgets. KDOT leaders have made a commitment to keep the highly-traveled interstate system in the best condition possible, but the non-interstate ratings have dropped. The percentage of non-interstate pavement in the highest-rated condition was 82.9 in 2008, down from 88.5 the year before (see Chart 2.2).

To maximize dollars and to help engineers make the best decision about pavement preservation, KDOT uses the Pavement Management System (PMS). The PMS provides data used in making allocation decisions for routine maintenance, preservation, rehabilitation and construction.

In addition, different practices have helped KDOT get the most out of pavement preservation spending. The agency has increased road surface recycling efforts and decreased pavement overlay thicknesses to maintain surface conditions.



*A snooper is used to reach under a bridge deck during inspection work on K-96.*

## Preservation and Maintenance

### **Kansas Local Bridge Task Force**

The number of bridges in the state system makes up only a fifth of all bridges in Kansas. When county, city and turnpike structures are added to the mix, the state ranks fourth nationally, with 25,469 bridges.

After the Minneapolis bridge collapse in 2007, a task force formed and led by KDOT was charged with identifying and evaluating measures the agency and local governments could take to improve the inspection of bridges under local jurisdiction.

The task force, working from reviews by the Federal Highway Administration and KDOT, identified a number of problems with the local bridge inspection program in Kansas. A large number of local inspections were overdue. In addition, some local inspection reports contained errors and omitted data. The task force recommended and KDOT has

implemented changes designed to improve the timeliness and quality of local bridge inspections in Kansas.

Today, KDOT has increased oversight of the approximately 20,400 local bridges in Kansas. The agency has established guidelines for inspections, and local authorities are using the guidelines in consultant agreements. Consultants are then responsible for performing the local bridge inspections.

KDOT also has created three in-house positions to handle its increased oversight responsibilities and to ensure inspection quality.

Local bridge inspection reports will be submitted regularly to KDOT and shared with the Federal Highway Administration.



*Deputy Secretary Jerry Younger conducts a KDOT news conference to update media about progress of the Kansas Local Bridge Task Force.*



KDOT workers prepare a test to measure air content of a concrete mix bridge pour in Sedgwick County.

## Preservation and Maintenance



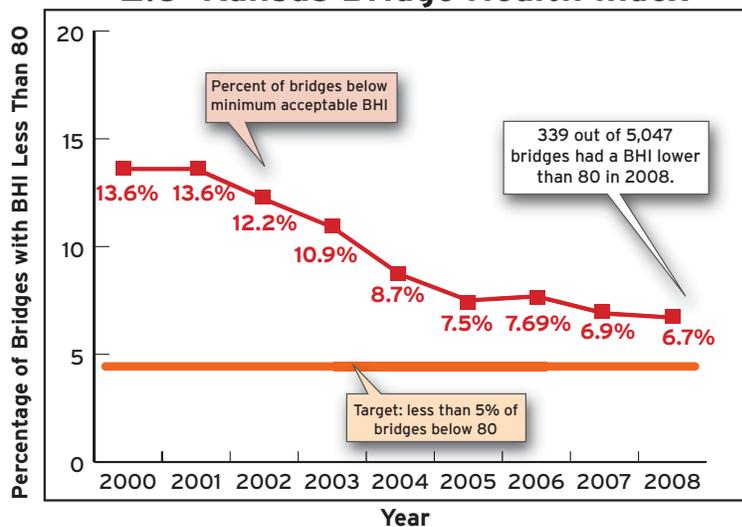
Workers build the superstructure of the \$15.7 million U.S. 183 bridge over the Saline River north of Hays.

### Kansas Bridge Health Index

All bridges in the State Highway System (which includes interstate, U.S. and Kansas highways) are inspected regularly, most of them every two years.

KDOT takes a methodical and aggressive approach to bridge inspection. Staff conduct visual inspections, above and under water, as well as hands-on examinations. In some cases, inspectors use special testing equipment, including, for example, ultrasound. The nearly 5,000 bridges in the state system are rated in good condition, thanks to the inspection system and to funding dedicated to bridge safety.

### 2.3 Kansas Bridge Health Index



The Bridge Health Index (BHI) is a calculated measurement from 0 (worst) to 100 (best) that reflects the overall condition of a bridge.

KDOT's target is that no more than 5 percent of state bridges will fall below the minimum standards contained in the Bridge Health Index, a widely used industry measure. KDOT has made great strides toward reaching that goal. In 2000, 13.6 percent of the state bridges fell below minimum standards, in 2008, only 6.7 percent.

Over the course of the CTP, the state will spend about \$750 million on bridge improvements. The impact of that investment has been significant; the proportion of bridges classified as "structurally deficient" is just 1.2 percent of the total.



Loading salt and sand at the Area Four complex in Topeka.

## Preservation and Maintenance



Clearing snow on U.S. 283 north of Norton.

### A NOTE OF THANKS

"I ran out of gas near the Mo/Kan Drag Strip on March 7. It was very cold and windy and as I have a pacemaker/defibrillator device, my wife chose to start walking for gas. She had walked about 50 yards when a super nice gentleman driving a State of Kansas Blazer pulled over and asked what the problem was. He said to go back to the truck and he would be back. In just a few minutes this gentleman (Wayne Nelson, Area Superintendent at Pittsburg) pulled up with a gallon of gas. He refused to accept anything other than a handshake for his actions. What a pleasant, professional gentleman he is."

*Fred Martino, Girard*

Salt for winter roadways in Kansas was harder to get in fall 2008.

Because of many widespread snow and ice storms the last two winters across the Midwest, KDOT was forced to compete against other DOTs and city and county maintenance departments for salt as it prepared for the current winter.

The salt domes were full the first week of November. However, if Kansas has a hard winter and salt availability continues to be an issue, KDOT may have to conserve materials in ways that will be noticeable to the public.

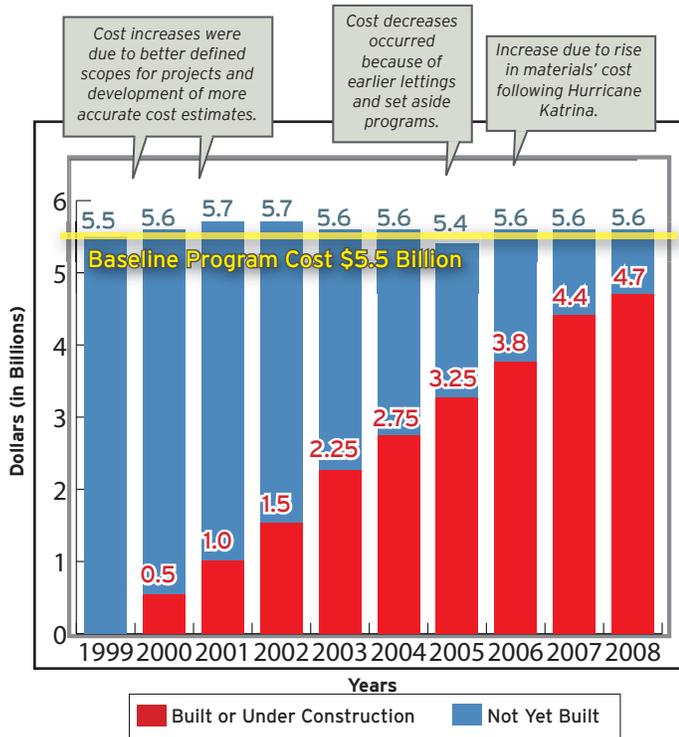
Salt is among the important tools KDOT uses to make roads safe for travel during winter storms. Some of techniques and technologies the agency uses during winter weather include:

- Salt brine pretreatment of bridges and certain roadways when conditions are appropriate. This technique works to prevent snow and ice from bonding to the pavement, making it easier to remove during and after the storm.
- Road Weather Information Systems (RWIS) technology that uses remote sensors across the state to measure air and pavement temperatures, wind speed, visibility and other pavement conditions to give maintenance crews better information on conditions and weather forecasters better information for their forecasts.
- Special equipment in trucks help drivers monitor and control how much salt is being put on the road for maximum effectiveness.



## 3.0 You can count on us to deliver projects on time and on budget in a responsible way.

### 3.1 Estimated Construction Costs for CTP vs. Actual Costs to Complete Program



### Snapshot: Program and Project Delivery

The KDOT goal is simple: delivery of a high-quality transportation program within budget and on time. Accomplishing that goal is complex. As the agency enters 2009, the final year of the 10-year Comprehensive Transportation Program, or CTP, the possibility of significant federal and state funding shortfalls looms because of a deepening recession.

KDOT gives highest priority to preserving the existing system and completing projects already under way. Several major projects scheduled for 2009 were, at the time of this writing, facing delays. KDOT was continuing to evaluate its financial situation in order to determine when additional projects could be let.

To date, construction costs related to the CTP have been \$4.7 billion (Chart 3.1). KDOT has succeeded in keeping actual program costs within 10 percent of original estimates.

It has achieved this by shifting some money for annual set-aside programs, taking advantage of innovative technology, using new engineering approaches and scheduling some phases of projects into the future.

### A NOTE OF THANKS

"I wanted to send a quick email this morning to thank KDOT for all the support in the past few days here in Manhattan in response to the tornado we had here in town. I appreciate the quick response during the initial few hours to provide traffic control for K-113, then the vigorous work throughout the

night to get K-113 open by 8 a.m. for the morning traffic. I appreciate all the hard work Mark Karolevitz (Area Engineer in Wamego) and his staff has done for assistance to the City of Manhattan in the past few days."

Robert K. Ott, City Engineer,  
Manhattan



A new interchange at Antioch Road and I-435, widening of I-435 and a U.S. 69 flyover ramp were completed at a cost of \$127 million.

## Program and Project Delivery

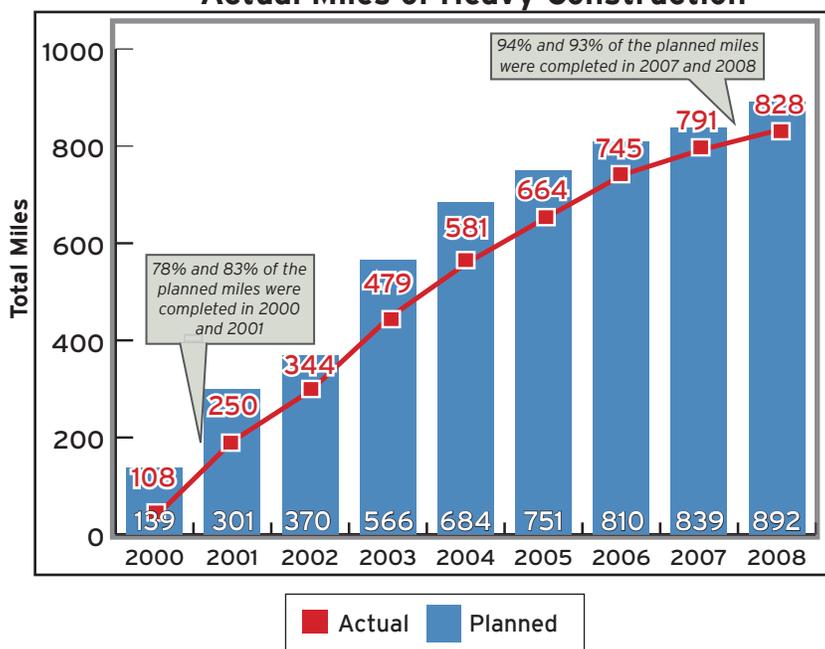
### Roads

KDOT was busy in State Fiscal Year 2008 improving 1,077 miles of Kansas roads at a cost of \$327 million. By the end of June 2008, KDOT had finished 93 percent of the heavy construction planned (Chart 3.2), compared with 94 percent the previous year.

#### A list of significant projects that were completed or under way follows.

- In Johnson County, a \$127 million interchange at Antioch Road and Interstate 435 opened to traffic. The new interchange is part of a project that also includes improvements to I-435 and U.S. 69.
- In Saline County, reconstruction of a final section of I-70 between Salina and Topeka was completed at a cost of \$23.8 million.
- In southeast Kansas, the four-lane expansion of U.S. 69 between Louisburg and Fort Scott is scheduled to be finished by mid-2009. KDOT began work on the first of eight projects related to that 54-mile-long, four-lane freeway, estimated to cost \$308 million, in 2002.
- In Franklin and Douglas counties, work continues on the expansion of U.S. 59 to four lanes between Ottawa and Lawrence. The improvement, estimated to cost \$185.5 million, should be finished by 2011.
- In Kingman and Pratt counties, two projects began related to the widening of U.S. 54/U.S. 400 to four lanes between Kingman and Pratt. The Kingman County

### 3.2 Cumulative Miles Planned vs. Actual Miles of Heavy Construction



project began in September at the Kingman-Pratt county line and will extend eastward 5.8 miles. Its cost is put at \$18 million. Work began in December on a 4.3-mile project in Pratt County that connects to the Kingman County improvement. The estimated cost of grading, bridge and surfacing work is \$22 million.

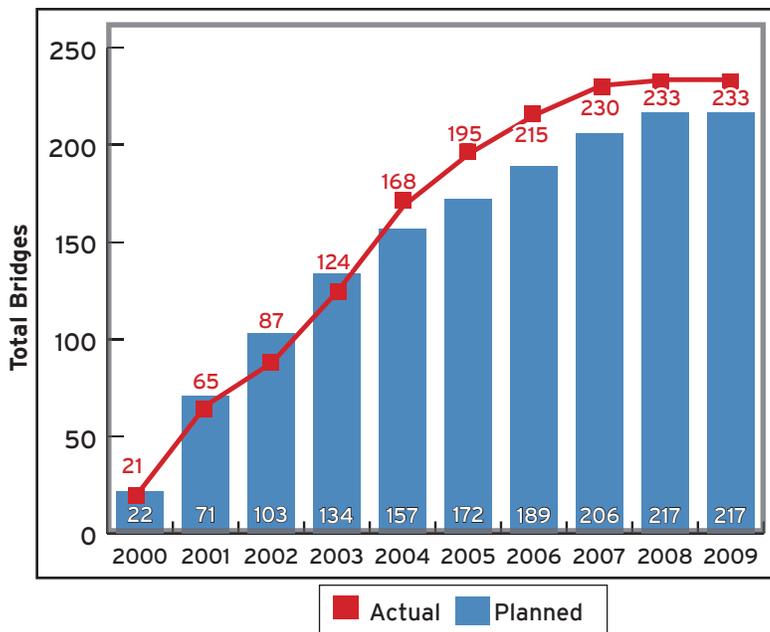
- In Ford County, work continues on the U.S. 400 Dodge City southwest bypass connecting U.S 50 to U.S. 56 west of Dodge City. The 3.5-mile project, with a \$22.1 million price tag, should be finished by late fall 2009.



The U.S. 59 Amelia Earhart bridge over the Missouri River at Atchison will be replaced beginning in 2009.

## Program and Project Delivery

### 3.3 Cumulative Priority Bridge Planned Improvements vs. Actual Improvements



#### Bridges

There are approximately 5,000 bridges on the state system under KDOT jurisdiction. This extensive bridge network requires ongoing repair and replacement.

During the CTP, KDOT improved more "priority bridges" - substandard structures that needed major work or replacement - than originally planned.

KDOT determined it would be more economical to replace or do major reconstruction work on certain bridges than to repair them. The bridges in question had deteriorated faster than anticipated and required immediate attention.

KDOT has completed its CTP commitment to bridge improvement. Although 217 bridge projects had been scheduled originally, KDOT actually replaced 233 bridges (Chart 3.3).

#### A NOTE OF THANKS

"I was on highway 235 northbound and was having some serious trouble breathing and also hyper-ventilating. Two KDOT employees (Doug Hill and Justin Pedrow, Equipment Operator Trainees in Wichita) were on the median mowing the grass when they noticed my distress ... they risked their lives crossing the busy highway to come to my rescue. I'm so very thankful for their quick thinking and immeasurable help."

Lorilyn Kinder



Construction of the U.S. 400 bypass at Dodge City is expected to be completed in late 2009.



Traffic flow in the K-7 corridor will be enhanced by construction of this interchange at K-7 and U.S. 24 in Wyandotte County.

## 4.0 You can count on us to improve the highway system.

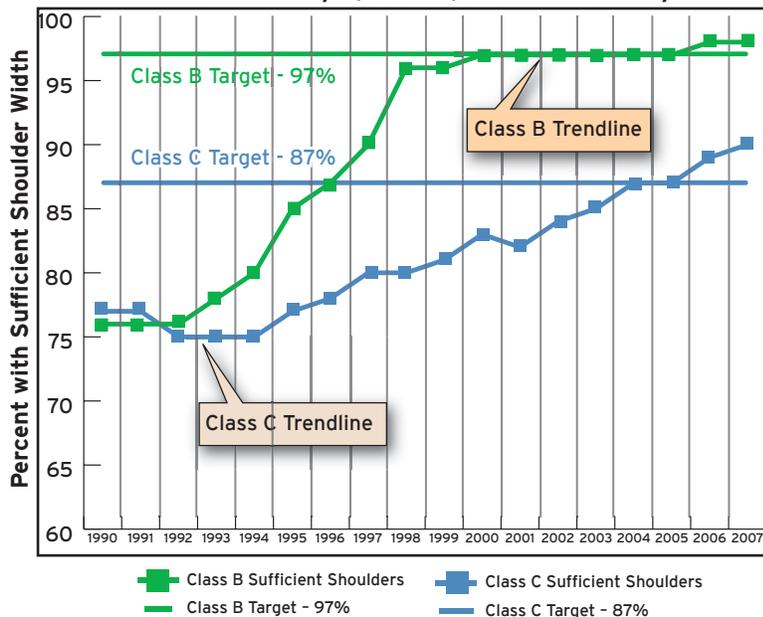
### Snapshot: System Modernization

The first of two decade-long construction programs began in Kansas in 1990 and the state has made significant progress in modernizing its highways since then. Consequently, KDOT has focused on adding or upgrading shoulders on the busiest highways.

In the past year, KDOT also has made technological improvements to the transportation system, improvements that address congestion and safety issues without incurring the extraordinary expense of adding new lanes. See pages 19, 20 and 21.

### 4.1 Rural Miles with Sufficient Shoulder Width (B and C)

Roads that carry 2,500 - 3,500 vehicles a day



### A NOTE OF THANKS

"My husband and I are constantly amazed at the cleanliness of the rest area facilities at the junction of highway U.S. 169 and U.S. 400 (north of Coffeyville). We frequently travel between Tulsa and Kansas City and it has always been a spotless facility with well kept grounds."

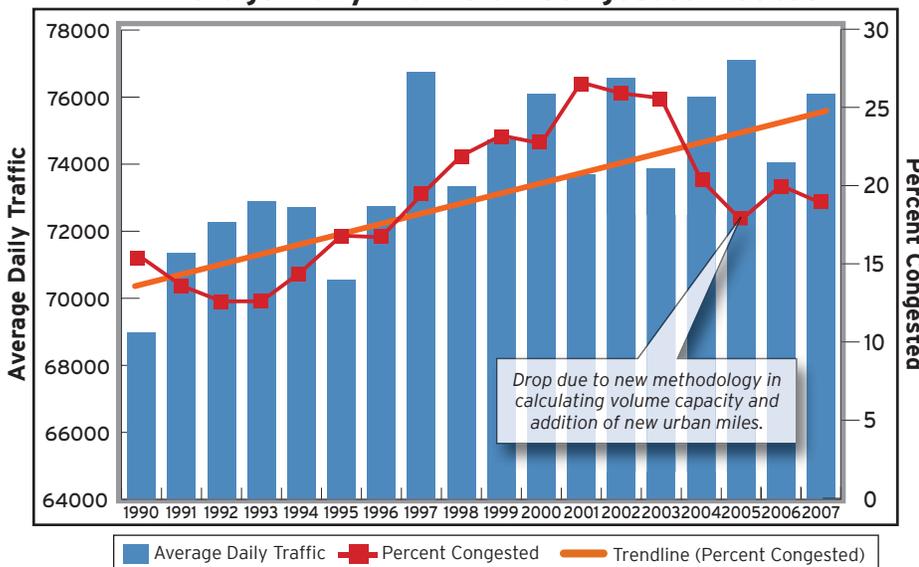
Barbara and John Braddock,  
Tulsa, Okla.



The reconstruction of I-70 east of Salina continued in 2008.

## System Modernization

### 4.2 Percent of Urban Miles Congested and Average Daily Traffic on Congested Routes



#### Road rallies

Congestion wastes time and money. It's a frustrating barrier to smooth travel. With freight projected to double in the next 20 years and vehicle miles traveled trending upward, congestion will only get worse if KDOT doesn't continue to address it.

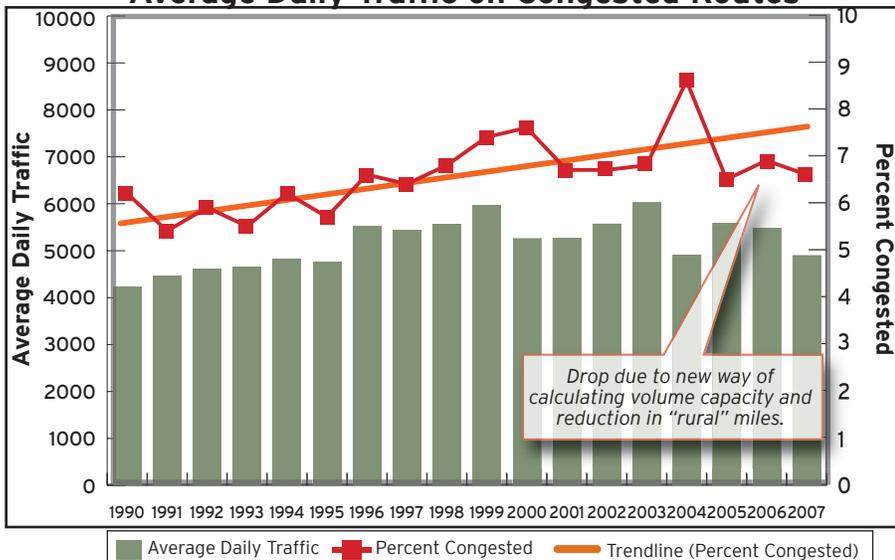
In 2008, KDOT made important technological improvements to address congestion and traveler safety (see page 19). The agency also sought feedback from Kansans by staging "road rallies" on state highways. More than 350 persons from 24 counties, in six areas of the state, participated in van tours of sections of state highway. The rallies give travelers a chance to express their expectations for road conditions. For KDOT, they were a chance to gather feedback useful in deciding transportation funding priorities.

Rally participants ranked roadway smoothness and traffic flow (congestion) as highly important. Participants also ranked preservation of the system first, followed by increased traffic capacity and modernization.

KDOT staff and the Governor's Transportation - Leveraging Investments in Kansas (or T-LINK) task force used the feedback in their work to develop a new approach to transportation.

Congestion is calculated by comparing the amount of traffic on the road to the amount of traffic the roadway is designed to handle. Similar to the grading system in elementary school, the urban level of service goal is D while the rural level of service goal is C - recognizing that urban travelers expect more traffic on the highways.

### 4.3 Percent Rural Miles Congested and Average Daily Traffic on Congested Routes





Technological improvements in 2008 include the installation of electronic message boards along I-70 and elsewhere.

## System Modernization

### 511 Travel Information Enhanced

In 2008, enhancements to 511 - a KDOT phone and Web service that provides information on road and weather conditions - made it easier to use. Motor carrier information was added. Route descriptions are easier to understand, and callers can request specific information about travel routes. AMBER Alert messages are now automated to provide real-time information when a child is abducted. And, callers to the Kansas 511 system can now access information about road and weather conditions in Nebraska and other neighboring states.

KDOT also improved the 511 Web site, <http://511.ksdot.org>. Microsoft Virtual Earth maps are now used, with road conditions and construction information layered on the map by KDOT. Users can view the whole state or zoom to a region, metro area, county, city or route. The site's map navigation tools, now more precise, are also easier to use. The site can be viewed on commonly used browsers, including Internet Explorer, Firefox and Safari. Road camera views of more locations - today there are eight - will be available in early 2009.



### Technology improvements

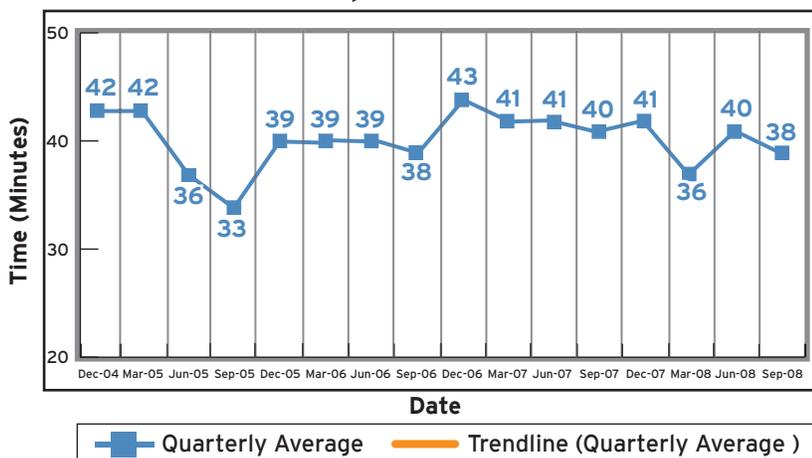
Adding more lanes to roads to fight congestion is expensive and impractical in many urban settings. So, KDOT uses technology to maximize the efficiency of urban roads. The past year saw a number of technological improvements.

The Kansas City Scout traffic management area ([www.kcscout.org](http://www.kcscout.org)) was expanded to include a four-mile stretch of I-635 that serves as a link between I-35 and I-70 over the Kansas River.

The Scout system expanded into Wyandotte County on the northwest corner of the Kansas City metropolitan area with the addition of roadway sensors, 12 cameras to show road views and two electronic message boards. Nine other cameras were installed in outlying areas of the Scout system.

Also new in 2008 were six electronic snow gates on I-70 at Russell, Hays, WaKeeney, Oakley, Colby and Goodland. Resembling railroad crossing gates, they support KDOT efforts to control traffic access to westbound I-70 in western Kansas during periods of inclement weather.

### 4.4 Time required to clear incidents



KDOT supports "quick clearance" legislation that will allow motorists and authorities to quickly remove wrecked vehicles from roadways and reduce the time needed to reopen all lanes to traffic.

KDOT also installed 25 electronic message signs along I-70, I-135 and U.S. 81. By early 2009, new cameras displaying road views will be in place along I-70, I-135 and U.S. 75. These will be added to the existing camera views on the 511 Web site <http://511.ksdot.org>.



Asphalt is added to the outer edge of K-156 in western Kansas as a practical alternative to expensive, full-width shoulders on the low-traffic stretch of road. See more on this project on the next page.

## System Modernization

### A NOTE OF THANKS

“As we made the painful motorcade trip to the cemetery I saw a man in a tractor, stopped in the borrow pit with his hat over his heart! Honestly, I had not become emotional until that moment. I saw honor and respect from a man that drove a tractor, that cared for the land just as our daughter’s father-in-law had...”

I was not the only one in the funeral procession to notice this act of respect as several commented on the man with his hat over his heart! When we returned from the graveside service, I saw the same tractor working along the borrow pit manicuring the roadside. I stopped and asked his name and expressed my gratitude! The man’s name was Richard Corbin (Equipment Operator in El Dorado). Richard’s comment was ‘That’s the way I was raised.’

I don’t remember ever having been so touched by the actions of a complete stranger. For Richard to take time from his duties to show respect to another, to show respect to someone that worked the land to me is the true meaning of America’s Heartland. I learned from Richard Corbin that day... “

*Bob Holder, Trinidad, Colorado*

### Practical Improvement

Transportation needs and wants will always outpace available resources, so KDOT must spend dollars wisely. For the past year, a group at KDOT has been developing criteria that will help engineers maximize the cost-benefit ratio of agency investments. KDOT calls this approach “practical improvement.”

The KDOT group began by examining what other states are doing, including Missouri, Wyoming, Pennsylvania and New Jersey. Subsequently, the group has worked to develop a guidance document for KDOT project teams. The document will help them balance, within their decision-making, consideration of costs and economies both in the short- and long-term, keeping in mind system maintenance as the ultimate goal. The KDOT group is engaged in a three-part process: researching current practices to identify potential cost savings; monitoring what KDOT project teams are currently trying; and writing the guidance document.

Cost-savings measures being explored by KDOT project teams include narrowing the footprint of projects on the drawing board by reducing, for example, the area designated as right of way on road projects; looking for less expensive means to maintain traffic flow through construction zones; narrowing the paved shoulder width (which would reduce both current costs and maintenance costs); and reviewing established construction standards for acceptable cost-saving alternatives.

This approach can’t be used on every road modernization project. But engineers in Kansas and elsewhere know that less expensive projects, without the usual full package of improvements - including, for example, the elimination of hills and curves as well as the addition of shoulders - will free up more money to improve more miles of the state highway system.

# K-156 gets a “Practical Improvement Pilot”



## Before....

The photo at left shows a typical stretch of K-156 in Hodgeman County before the improvement.

## ....and After

Below is the same section of K-156 after improvements.



Rumble stripes along the edge of the roadway.

In late 2008, KDOT finished a pilot project on K-156 in Hodgeman County in an effort to provide drivers some of the benefits of a standard shoulder without the cost of buying additional right of way to build a full shoulder.

Travelers and residents of Hodgeman County have long expressed concern over the lack of shoulders, some steep inclines just outside the pavement's edge and a perception that the highway is too narrow.

As part of a 32-mile resurfacing project from the west junction of K-156 and K-23 in Finney County to the junction of K-156 and U.S. 283 at Jetmore, the district staff sought to widen the pavement as much as possible on the existing shoulders through the Hodgeman County section.

The improvement features a uniform 12-foot lane width through the length of the project, one to three feet of asphalt outside the white edge line and rumble stripes – with the edge line painted over rumble stripes.



Administrative Specialist Marla Walmsley tends to business at the Wichita metro office.

## 5.0 You can count on us to employ a qualified workforce to carry out KDOT's mission.

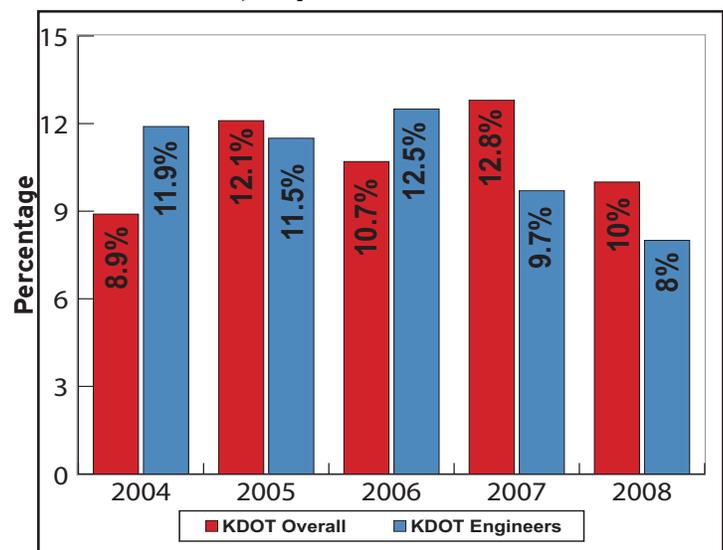
### Snapshot: Worker Retention

A statewide hiring freeze for all but critical positions, imposed late in 2008, makes worker retention important. An added challenge to agency capability is a graying workforce. More than a quarter of KDOT employees will be eligible to retire in the next five years, underscoring the importance of employee training and versatility.

In 2008, the Rotational Training Program was revived as a recruiting tool for new engineers and to help in placement decisions. Engineers are in high demand and KDOT must compete with private firms to recruit and retain them.

The KDOT Work Climate Survey, initiated in 2007 to gauge the perceptions of our employees about their workplaces, attracted a higher level of participation in 2008. The survey is helping supervisors create an environment in which employees can do their best work.

### 5.1 Employee Turnover Rates



		Overall	Engineers
The number of filled KDOT Full Time Equivalent positions, and of those, the number of engineers, is shown at right.	2004	3,080	299
	2005	2,984	274
	2006	2,938	254
	2007	2,905	240
	2008	2,902	246

### A NOTE OF THANKS

"Bill Wilson (Subarea Supervisor at Strong City) didn't just change the tire and go down the road. He let my dad know that he was more than happy to help him and took time to really listen to make sure he didn't need anything else before he left."

Lisa Miller, Strong City

### Progression Programs

The Equipment Mechanic Senior and Engineering Technician Senior training programs were implemented in 2008 to help employees expand their job skills. Based on a successful program for equipment operators instituted several years ago, the new programs give employees more skills to perform their work.

The mechanic program is designed to enhance technical knowledge, while the technician program also focuses on developing "people skills," including communication capabilities and techniques for partnering with contractors and co-workers. It is expected that the new programs will help develop a more highly-skilled work force and retain valuable workers.



Equipment Operator Joe Snyder "drives" along an icy road while practicing on the Driver Training Simulator during a training session in Topeka.

## Workforce Priorities

### Rotational Training Program

A training program for newly employed engineers that had been popular several decades ago was revived. The Rotational Training Program helped KDOT hire 10 new engineers in a highly competitive marketplace.

The new engineers rotate for a year through various jobs, such as field construction and bridge design, at various locations in the districts and at headquarters. Then the engineers list their top choices for permanent placement and supervisors make placement decisions based on their observations. This enables the agency to match skills and interests with jobs.

"The program gives new engineers a feel for the different aspects of a transportation agency and provides the opportunity for them to make contacts and have a say in where they will end up," said KDOT recruiter Debbie Wallace.

### Climate survey

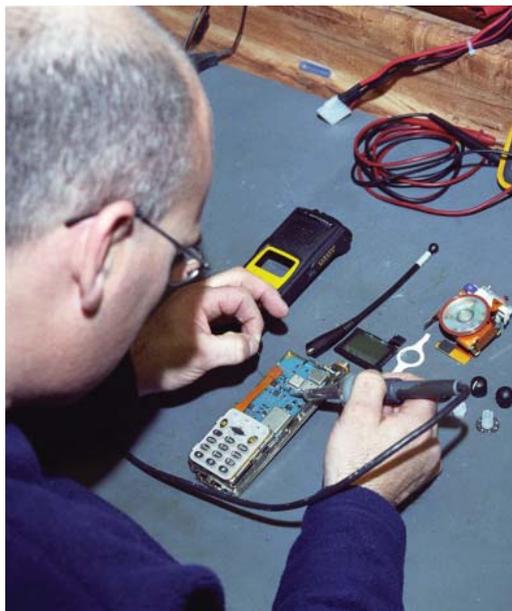
KDOT leaders strive to create a positive workplace environment, and supervisors are crucial in setting the tone. So, all KDOT employees were encouraged to participate in 2008 in the Work Climate Survey, designed to gauge workers' perceptions of their supervisors and the agency. The survey measured employee satisfaction in regard to such matters as work climate, job basics and trust. Eighty-three percent of KDOT workers took the survey, 14 percent more than in 2007.

In response to what the 2007 survey revealed about individual work units, each manager established goals and methods for improvement. These improvements are reflected in the positive ("agree" or "strongly agree") responses to questions posed in the 2008 survey. In 2007, 59 percent of all responses were positive, in 2008, 66 percent.

The greatest improvement - in the range of 18 to 19 percent - was in categories related to supervisor feedback. Most of the supervisors' action plans for 2008 had included this focus, so these are encouraging results.

Survey results from the two years show other positive changes. Supervisor scores increased in such areas as setting a better example, allowing employees more opportunities to use skills and providing feedback on work progress. Because supervisors are so crucial to work climate, and work climate is linked to productivity, the KDOT Bureau of Personnel Services tracks supervisor effectiveness as an important performance measure.

Equipment repairs are made in the District One radio shop.





Aviation helps maintain the economy and quality of life in the state's small communities by providing access to business and medical resources. At left is the Coldwater Airport.

## 6.0 You can count on us to develop multi-modal solutions.

### Aviation

Airports support a community's quality of life by providing important medical access and in generating economic opportunities. In Kansas, residents and visitors are served by the eighth largest public-use airport system in the country.

Kansas airports provided service to more than 848,000 passengers and 225 million tons of freight in 2007, the most recent year for which data is available.



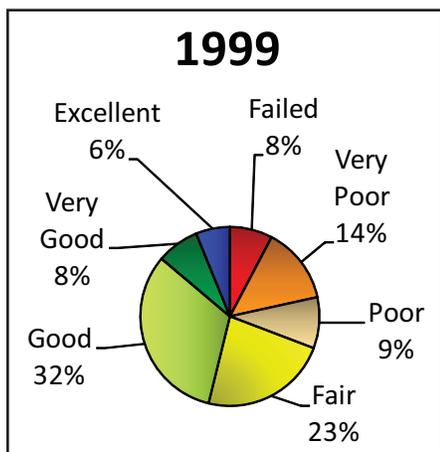
According to the National Association of State Aviation Officials, Kansas derives the top per-capita benefit from general aviation (non-commercial) in the nation at \$2,561 a person.

Investment in airports through the Kansas Airport Improvement Program, funded at \$3 million a year, has greatly improved the condition of many of the state's runways during the 10-year CTP. In 2008 the average paved runway at a Kansas airport received a score of 76, meaning it was in "good" or better condition. In 1999, the average was 49 - that is, only in "fair" condition.

a study of the 40 airports that don't have instrument-approach capability. Fifty-two counties lack an instrument approach airport, which would allow an air ambulance to land in inclement weather. This prevents planes from being able to land there safely during bad weather.

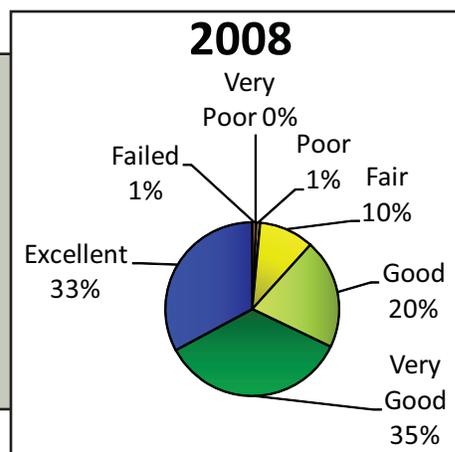
But, many of the state's airports still lack the equipment to make communities accessible by air ambulance in all weather conditions. The agency inventoried the infrastructure at all 142 Kansas airports and conducted

The Governor's task force on transportation has recommended that spending be increased for the aviation program.



### 6.1 Kansas Average Runway Pavement Condition Index

The average pavement condition of paved runways in Kansas has dramatically improved from 1999, as seen at left, to 2008, as seen at right.





*More than 14 million tons of freight is shipped annually on Kansas short line railroads, providing an economic lifeline to many rural communities.*

## Multi-Modal Solutions

### Short line railroads

Short line railroads utilize segments of track that were headed for potential abandonment by large railroads and then acquired by other companies. A KDOT-administered revolving loan program helps short line carriers repair track, resulting in improved operations, efficiencies and customer service.

KDOT has another kind of involvement, too - safety oversight of the 5,487 intersections between highways and railroads in Kansas. The state is conducting a freight study to help identify and address the state's freight transportation needs from a multi-modal perspective. A Kansas Statewide Weigh Station Analysis will provide planning and engineering services for development of a statewide truck weigh station modernization plan.

"Short line railroads are a crucial component of the Kansas economy, especially for companies in our agricultural and manufacturing sectors that rely on those lines. That's why it's so important that we maintain our existing short line rail infrastructure and remain open to expanding short line rail capacity in ways that benefit Kansas producers." - David Kerr, Kansas Secretary of Commerce and T-LINK member.

### Rail Freight

Rolling across Kansas is the nation's sixth largest rail-freight network, comprising 2,790 miles of Class I track and nearly 2,000 miles of short line railroad track.

Industries and businesses rely heavily on rail and freight carriers for access to national and global transportation systems. As Class I trains increase their focus on long hauls, short line railroads are playing a larger role in the Kansas economy.



*Railroads play a crucial role in the Kansas economy through their shipments of commodities such as grain, coal and chemicals, as well as intermodal containers.*

### Passenger Rail

Interest is growing in rail travel. Kansas has teamed with Amtrak and BNSF Railway in studying future passenger rail service in the state.

"Passenger train service moves people, keeps them mobile. Not everybody can fly and not everybody can drive." - Autumn Heithaus, former executive director of the Northern Flyer Alliance in Wichita.



The use of public transit in Kansas increased substantially in 2008.

## Multi-Modal Solutions

### Public Transit

The population of Kansas is aging. Work commutes are lengthening. Persons with disabilities want mobility as much as those without disabilities. In other words, the need is rising for public transit in Kansas.

KDOT provided or administered about \$19 million in grants to 180 transit providers in 2008. The state contributed \$6 million, the federal government \$13 million.

When gas prices spiked in summer 2008, ridership on urban and rural transit systems grew significantly. Even with the subsequent easing of gasoline prices, demographic trends indicate that more and more consumers will want bus service in the future.

Reliable transit allows Kansans who need routine medical care to remain in their homes longer, saving money and improving quality of life.

New fixed-route bus service was launched in Salina in November 2008. That month, Lawrence voters approved sales taxes to enable their bus system to continue and improve its service.

"I want to have something that is cost-effective for the employees to get to and from work, to get more people in Kansas to work. And it does need to be regional, not town by town, due to the people we pull from the rural communities." - Tammy Dickson, recruiter for the Amazon.com distribution center in Coffeyville.

### Bike/Pedestrian

Bicycling, walking and hiking reduce traffic congestion and pollution, provide health benefits and add to a community's quality of life.

KDOT promotes bicycle lanes, paths for shared use by pedestrians and bicyclists, and education programs related to these modes. KDOT administers federal funds for bike/ped projects in more than 50 communities. Since 1994 it has created nearly 300 miles of paths and lanes at a cost of more than \$100 million.

In 2008 KDOT administered about \$1.1 million for Safe Routes to School projects for children who walk or bicycle to school and about \$2 million for Transportation Enhancement Program bike/ped projects.



"Bicycle sales have gone up and bicycle repairs have gone up. For every person you have on a bicycle you have one less person on the road driving. The benefit of that is you're saving highway capacity, and there is energy conservation as well." - Dean Palos, Johnson County planning director.

Nearly 300 miles of bicycle/pedestrian paths have been created in Kansas since 1994.



**K-96 Northeast Wichita Bypass:** *This major improvement contributed to the 75-percent overall permanent job growth in the four-county Wichita area between 1994 and 2006.*

## 7.0 You can count on us to move the Kansas economy.

### ECONOMIC IMPACT

Every industry and business - ranching or retailing, accounting or aerospace manufacturing, trucking or telecommunications - needs a viable transportation network.

Well-planned transportation investments help facilitate growth in jobs, income and economic value over a span of 15 to 30 years before structures begin to deteriorate. In the short term there are benefits such as construction jobs. Long-term benefits include businesses locating and expanding in the vicinity of completed projects because of enhanced transportation efficiencies.

In addition to new construction, preservation of existing roadways has a major impact on the economy. For example, analysts have determined that if funding is reduced by 60 percent over 10 years, 100 more bridges would require weight restrictions or detours, thus causing an increase in shipping costs.

### Case Studies

To determine the effect of transportation projects on the Kansas economy, KDOT analyzed the economic impact of five projects pictured on this and the next two pages. These projects, which cost about \$231 million to deliver, were undertaken during the state's Comprehensive Highway and Comprehensive Transportation programs.

*"A tremendous number of jobs are created through highway programs, through construction. They're not \$5 an hour jobs. The economic activity during a highway program is absolutely fantastic."*

- **Harland Priddle**, executive director of the K-96 Corridor Development Association and a former Kansas Secretary of Commerce



K-96 in Wichita.

*"We have to take care of the infrastructure we have now. We've got to take care of our bridges and we also have to take care of our highways because once you let them go, you just can't ever catch up."*

- **Greta Goodwin**, T-LINK member and former state senator from Winfield



**I-435 and Nall Interchange:** Built at a cost of \$48 million, the interchange helped Overland Park land the headquarters campus of Sprint Corp. (now Sprint Nextel), which has space for up to 14,000 workers. Total job growth in the vicinity has exceeded 17,500.

## Economic Impact

### 6.2 Five Case Studies of Past Transportation Projects

*These five projects contributed to the overall job and economic growth of the areas in which they were built.*

PROJECT	PROJECT COST	JOB ADDED	ECONOMIC VALUE ADDED
Parsons - U.S. 400 Bypass (2004)	\$27 M	1,400	\$56 M
Wichita - K-96 Bypass (1993)	\$103 M	24,000	\$1.6 B
WY County - 110th Street Interchange (2001)	\$50 M	5,700	\$186 M
Overland Park - Nall Avenue Interchange	\$48 M	17,500	\$4.1 B
Hays - Commerce Parkway Interchange	\$3.5 M	2,200	\$111 M
<b>TOTAL:</b>	<b>\$231 M</b>	<b>50,800</b>	<b>\$6.1 B</b>

*"The intermodal facility is going to be a huge economic engine for southwest Johnson County, including Gardner. It will lead to further transportation needs, such as improvements on I-35, U.S. 56 and the local road system."*

- **David Greene**, Gardner Public Works Director



**U.S. 400 Parsons Bypass:** This project was a significant factor in the attraction of more than 1,400 new jobs to Parsons, where the economy had struggled in recent decades. New businesses include a 300-employee storage tank manufacturer.



**I-70 and 110th Street Interchange:** *This \$50 million project in Wyandotte County played a key role in the development of Village West - a retail and entertainment destination that includes the Kansas Speedway - and brought an estimated 5,700 new jobs to Kansas between 2001 and 2006.*

## Economic Impact

*"We are increasingly getting competition. We're seeing major growth in China and India. Being able to transport our goods to consumers is of primary importance for wheat farmers. I applaud KDOT for going ahead with the freight study."*

- **Dana Peterson**, producer policy specialist with the Kansas Wheat Commission and Kansas Association of Wheat Growers

*"The companies we deal with are not single-faceted, so why would we want to have a transportation program that is single-faceted? We need a transportation program that is multi-faceted in order to better serve our economy."*

- **Lisa Kuehn**, executive director of the Coffeyville Area Chamber of Commerce



**I-70 and Commerce Parkway Interchange:** *The addition of a second Hays interchange spurred the development of the Airport Industrial Park, which led to the attraction of new manufacturing jobs.*

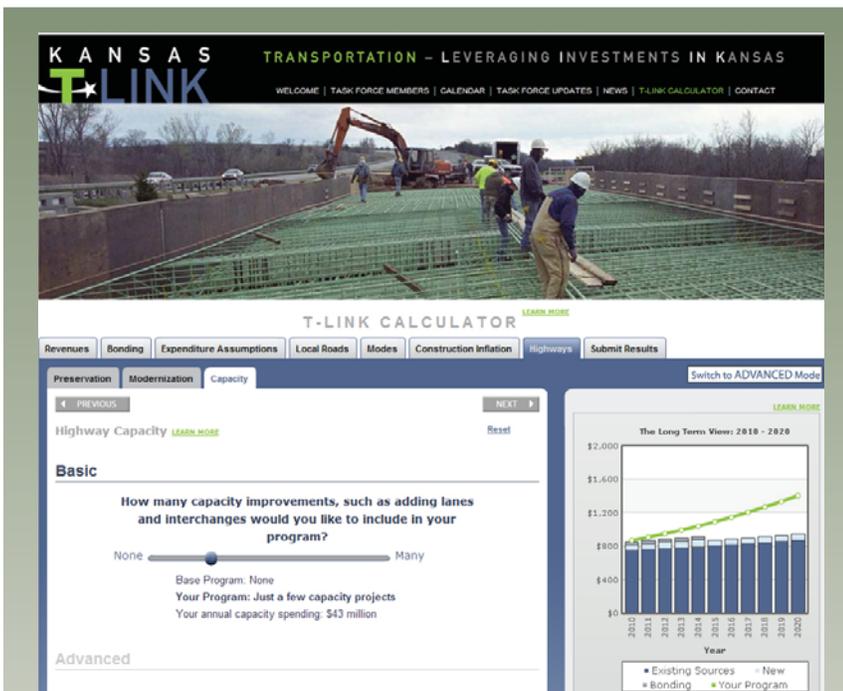
*"In economic development we compete with other states and other countries. We want to keep our companies and bring in new companies. Transportation is one of the things they look at."*

- **David Kerr**, Kansas Secretary of Commerce and member of the Transportation Leveraging Investments in Kansas (T-LINK) Task Force



T-LINK members, from left, Dean Mann of Fort Scott, Janice Huston of Americus and Fred Bailey of Abilene helped develop the task force's transportation recommendations.

## T-LINK



### T-LINK calculator

To foster greater public understanding of the complexities and tradeoffs involved in building and funding a transportation program and to provide the agency valuable feedback from Kansans, KDOT developed the "T-LINK Calculator" ([www.kansastlink.com/calculator/](http://www.kansastlink.com/calculator/)).

This interactive tool enables users to create their own theoretical Kansas transportation program and, in the process, gain a deeper understanding of the many variables that are taken into account when building a comprehensive program. Users make assumptions about current funding sources, choose from potential new funding sources and then allocate their budget to highway programs and other transportation modes. Users then have the option of providing valuable feedback to the agency by submitting their program to KDOT staff.

### T-LINK

In 2008, with the state's 10-year transportation program nearing an end, Kansas Gov. Kathleen Sebelius charged a task force of 35 business, government and community leaders with mapping a new strategic approach to transportation.

The Governor directed that the recommendations of the Transportation-Leveraging Investments in Kansas (T-LINK) task force 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.

To hear the concerns and suggestions of constituents, the task force in September conducted local consultation meetings in Ulysses, Hays, Abilene, Topeka, Olathe, Hutchinson, Pittsburg and Wichita. More than 850 people attended.

KDOT also set up a Web site, [www.kansastlink.com](http://www.kansastlink.com), where citizens could learn what the task force members were hearing and express their own views.



From left, Michael Johnston, Kansas Turnpike Authority, and Sen. Les Donovan listen to Dave Corbin, Kansas Department of Revenue, at a T-LINK meeting in Topeka.

## T-LINK

### A new approach

T-LINK's unanimous recommendations to Governor Sebelius are intended to position the state to better meet the transportation needs of Kansas businesses and citizens and give the state the ability to leverage future economic opportunities through strategic transportation improvements.

Among those 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 to play in the project selection process so that the needs of residents and business owners are heard and understood.
- Consider a practical improvement approach to highway design.

### A NOTE OF THANKS

"I was driving west on I-70 when I had a tire blow out between Salina and Ellsworth. David Boyle (Public Service Administrator in Salina) and his wife stopped to assist me on their way home from work. He must have been anxious to get home after working all day, but he put that aside in favor of stopping to help a stranded traveler. I cannot thank him enough for changing my tire and getting me back on the road."

*P. Jo Ann Jennings, Hays*

### Program Funding

T-LINK members' top priorities are to fully fund preservation and increase funding for all modes of transportation, especially public transit.

The toughest question facing the task force was how to fund a new transportation program. T-LINK members urged a multi-faceted strategy that includes increasing funding from existing sources and developing new funding sources.

Among the recommendations are:

- Increase traditional state revenue sources, such as motor fuels taxes and vehicle registration fees.
- Investigate potential state revenue sources such as a motor fuels sales tax or a percentage of available gaming revenues.
- Allow the secretary of transportation to review transportation-related economic development opportunities and authorize the use of debt financing with repayment streams flowing from the development revenue.
- Reserve a portion of the debt ceiling to build fast-emerging economic developments the worth of which has been demonstrated through an economic impact analysis.

The full list of recommendations can be found on the "Task Force Recommendations" page of the T-LINK Web site, [www.kansastlink.com](http://www.kansastlink.com).



Rainbow over I-470 in Topeka.

## Appendix Available

This Annual Report has an appendix that contains additional transportation information including:

### Section A

- Transportation Revolving Fund
- KDOT right of way information
- Information on signs available to promote tourism or economic development
- Financial compliance
- An explanation of changes from last year's Annual Report project list
- Reference information
  - Glossary of commonly-used KDOT terms
  - Commonly-used acronyms and abbreviations

### Section B

- Project Selection Criteria
  - Includes an outline of four program categories. (System Enhancement, Major Modifications, Priority Bridges and Substantial Maintenance)

- A detailed explanation of the selection criteria used in developing projects and in awarding assistance to cities, counties or other transportation providers.
- Funding constraints of each program component is provided.

### Section C

- Project list detailing projects scheduled for improvement during FY 2000-2009
  - Each includes a project description, length, construction cost or estimated construction cost, and work type. In addition to state highway construction projects, aviation, rail and public transit projects are also listed.
- Maps
  - One map showing Comprehensive Transportation Program state highway system projects and maps involving aviation and public transit.

The 2009 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 the 2009 Annual Report listing.

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](mailto: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 this annual report for those individuals who request paper copies and copies that would be needed for historical and archival purposes.

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