

MOVING KANSAS FORWARD / TRANSPORTATION IN KANSAS

ANNUAL 2014



Letter from Mike King	2
Numbers at a Glance	3
Highway Preservation	4
Highway Modernization & Expansion	5
Transit	6
Aviation & Rail	7
Special City-County Highway Fund	8
Safety: Education, Engineering & Enforcement	9
Performance Measures	10-11
Budget/Financials Snapshot	12

Governor Sam Brownback

Chairman of the Senate Transportation Committee

Senator Mike Petersen
Wichita, District 28

Chairman of the House Transportation Committee

Representative Richard Proehl
Parsons, District 7

KDOT EXECUTIVE STAFF

Mike King
Transportation Secretary and Director of the Kansas Turnpike Authority

Jerry Younger
Deputy Secretary and State Transportation Engineer

Barb Rankin
Chief Counsel

Jim Kowach
Dir. of the Division of Engineering and Design

Kent Olson
Dir. of the Division of Financial Services/Budget

Catherine Patrick
Dir. of the Division of Operations

Wade Wiebe
Dir. of the Division of Partner Relations

Chris Herrick
Dir. of the Division of Planning and Dev.

Peggy Hansen-Nagy
Executive Office Administrator

A letter from **SECRETARY MIKE KING**



It's safe to say that 2013 was a year like none other for the Kansas Department of Transportation. The Kansas Legislature formalized KDOT's long-time collaboration with the Kansas Turnpike Authority, and on July 1, KTA was brought under the umbrella of the Secretary of Transportation.

Having the state highway system and the state's only tolling agency under the Secretary of Transportation will provide consistency, operational efficiency and resource sharing. And that will produce savings and more service for every toll and tax dollar.

Creating a single voice for Kansas transportation furthers one of my three priorities for KDOT: efficiency. I want to put the most money possible into highways, and our new ability to consolidate some facilities and services will help us meet that goal.

Another priority – and this is at the core of everything we do at KDOT – is safety. There are many things we do to design safety into our roads, and we have many programs and campaigns that emphasize safety and responsibility.

My final priority is completing the 10-year T-WORKS program. Finishing the projects in the \$7.8 billion program will make travel safer for Kansas families, create jobs in the short term and encourage businesses to locate or expand in Kansas.

This report is about T-WORKS and how its funding is allocated. Please take some time to look through the report and learn how your money is being spent. Kansans and their leaders understand the importance of transportation and have provided decades of support to build a world-class transportation system. Thank you for your support and please give driving your full attention.

Mike King
Transportation Secretary & Director of the Kansas Turnpike Authority

Kansas' state highway system is the nation's **SECOND BEST** in overall performance and efficiency, according to the Reason Foundation's 2013 rankings.

TRANSPORTATION WORKS

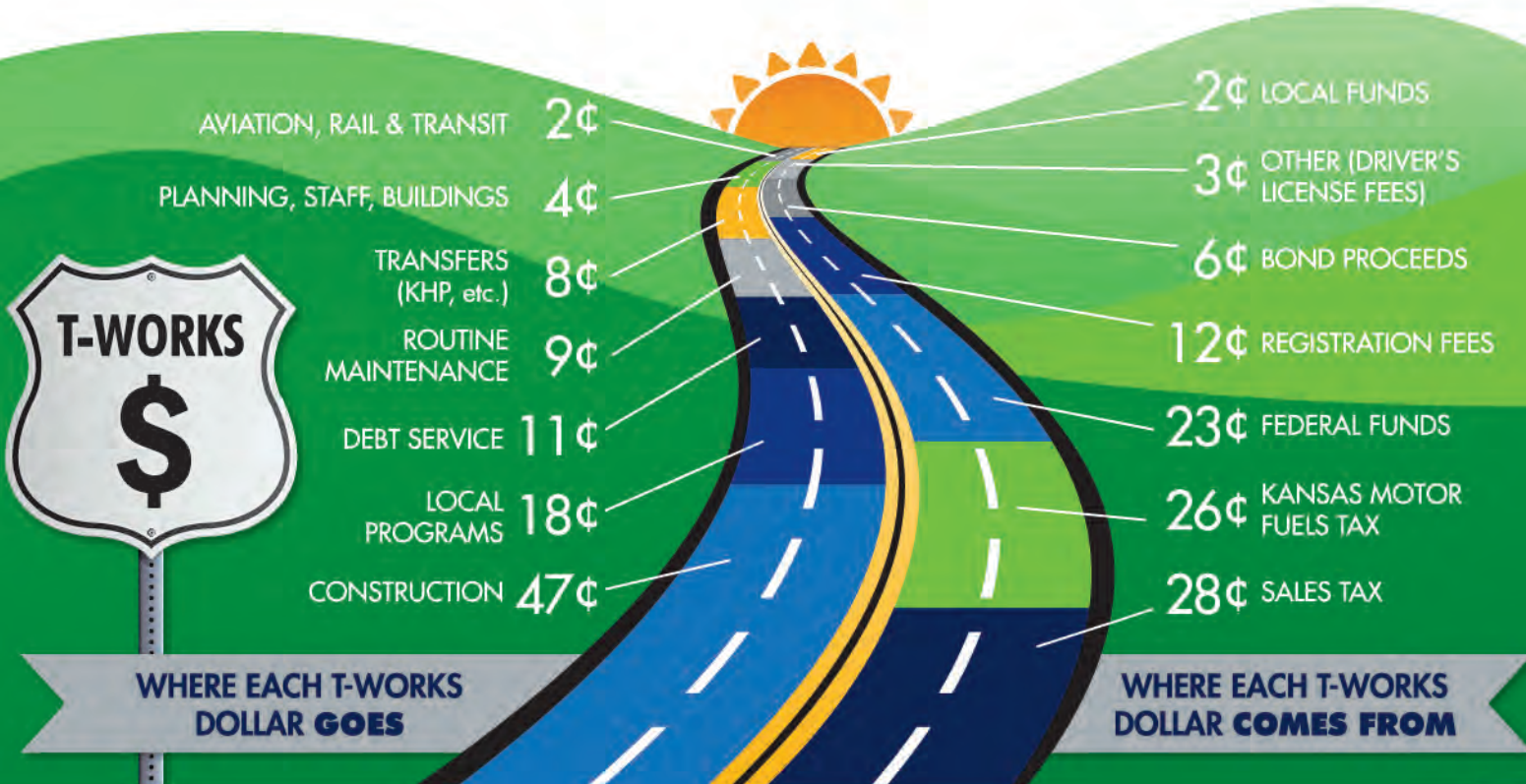
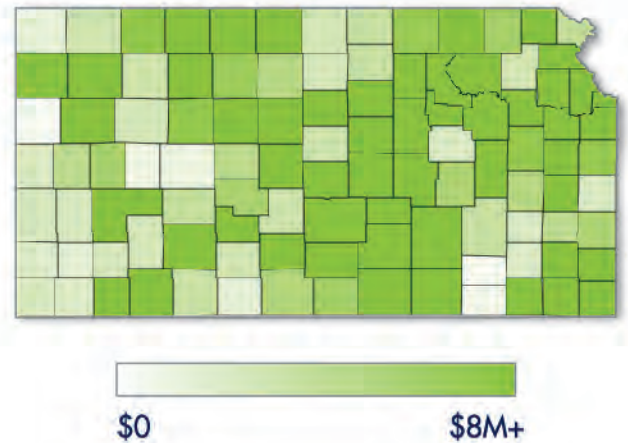
T-WORKS (Transportation Works for Kansas) is designed to create jobs, preserve highway infrastructure and provide multimodal economic development opportunities across the state.

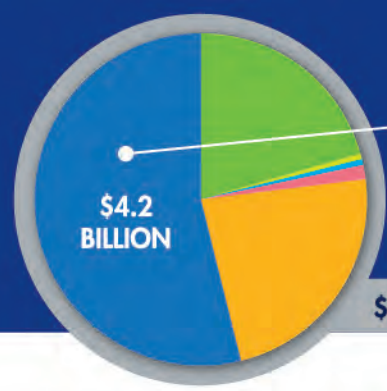
The \$8 Million Promise

The Kansas Legislature believes it is important for all Kansans to benefit from T-WORKS. Thus, T-WORKS legislation requires at least \$8 million to be invested in every Kansas county. This is the \$8 million promise, and it will be made up of investments in highway preservation, highway expansion and modernization, aviation, transit and rail. To learn more about each county, visit:

<http://kdotapp.ksdot.org/TWorks/8M-Promise>

As of October 2013





HIGHWAY PRESERVATION

\$4.2 BILLION

\$7.8 BILLION T-WORKS BUDGET

Kansans recognize they have a great transportation system and they want to keep it that way.

While they appreciate big, bold, cutting-edge expansion projects, Kansans know it's unwise to ignore what they've already invested in. They made that clear to transportation leaders during the statewide listening tours leading up to the T-WORKS program. In fact, preservation of the system was considered the number one investment priority of the hundreds of Kansans who participated in the Local Consultation process. Kansas' political leaders heard that message loud and clear and voted to fund 100 percent of the highway system's preservation needs over the course of the 10-year T-WORKS program.

Preservation, which is funded at more than \$400 million a year, includes the maintenance and rehabilitation of interstate and state



The U.S. 24/Topeka Boulevard interchange in Topeka was replaced to update and improve traffic movements at the interchange.

roads and bridges. This includes filling cracks and potholes and periodic repaving of roads. And, it includes the repair and replacement of bridge decks and structural components.

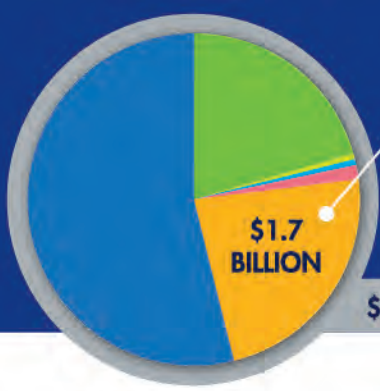
An example of KDOT's approach to preservation is the methodical and aggressive manner in which it inspects the approximately 5,000

state-owned bridges. Staff conduct visual inspections, above and under water, as well as hands-on examinations. In some cases, inspectors use special testing equipment, including ultrasound. As a result, the overall bridge system is rated in good condition. It's just one of the ways KDOT protects the state's transportation investment and provides a safe highway system. 🚗



A section of westbound I-70 west of Ruleton in Sherman County before and after a preservation project to rebuild both eastbound and westbound lanes of I-70 from the Colorado/Kansas border east 12 miles.





HIGHWAY MODERNIZATION & EXPANSION

\$1.7 BILLION

\$7.8 BILLION T-WORKS BUDGET

There are three types of highway projects:

Preservation

which is taking care of what already exists.

Modernization

which includes the addition or widening of shoulders, flattening of hills, straightening of the roadway and improvement of intersections.

Expansion

which adds something new to the system such as passing lanes, additional travel lanes and interchanges.

Under the T-WORKS program, the state will invest about \$1.7 billion in expansion and modernization projects. Economists and transportation experts have long studied the connection between expansion projects, which often address congestion, and economic development. They say projects that reduce

travel time, improve travel reliability or create new access can create tremendous economic opportunities when built in the right place and at the right time. An example is the new interchange opened in late 2013 near the Logistics Park Kansas City



Concrete is poured on the deck of an I-70 bridge in Saline County.

Intermodal Facility in south Johnson County. The link between smooth, reliable transportation and economic development is strong enough that the 2010 Legislature included economic impact analysis as one of the selection criteria for expansion projects.

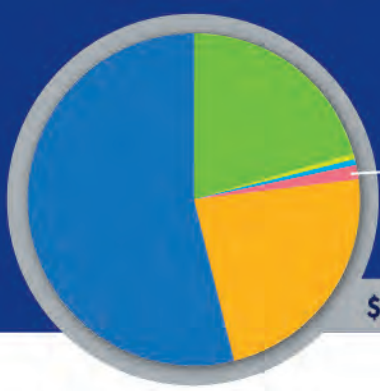
Modernization projects, which generally are improvements to rural, two-lane roads, enhance safety and provide benefits to one of the state's leading industries. Agriculture is a critical component of the Kansas economy and the industry relies on two-lane rural roads to transport grain and livestock to market. Since local residents know best which projects will provide them the greatest benefit, 20 percent of the project selection criteria is input from regional residents. 🚗



The Homestead Lane interchange in Johnson County was completed in late 2013.

TRANSIT

\$100 MILLION



\$7.8 BILLION T-WORKS BUDGET

For some Kansans, public transportation is an environmentally friendly and cost-effective way to get to work every day. For others, it's the only means by which they can access medical care, trips to the store and other vital services. While ridership has increased dramatically over the past decade, about 20 percent of Kansas' 105 counties still have no transit service. Initiatives under the T-WORKS program aim to provide transit service to all counties and increase the number of riders in both of the groups mentioned above.

KDOT is implementing a regional transit approach to expand and improve delivery of rural transit service. Central to that approach is the development of transit jurisdic-

Initiatives under the T-WORKS program aim to provide transit service to all counties and increase the number of riders.




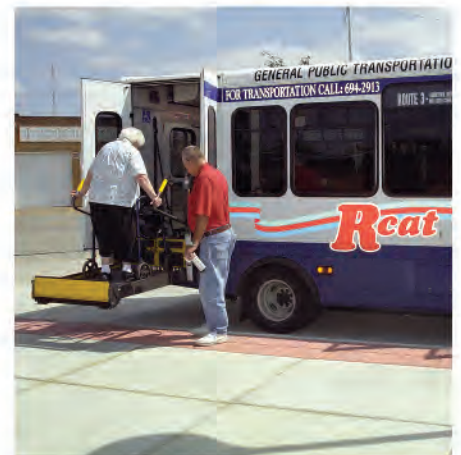
The K-10 Connector runs between the KU Lawrence campus, Johnson County Community College and the KU Edwards Campus in Overland Park.

tions, defined by current and projected travel patterns, that will cover all Kansas counties. One-call dispatching and scheduling is the key to implementation of the new business model. There are three locations utilizing one-call dispatching covering about a third of the counties in the state.

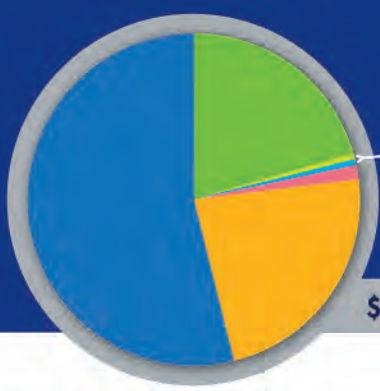
As part of the state's commitment to achieving transit goals, annual funding of transit under T-WORKS increased to \$11 million from \$6 million beginning in 2013.

There are currently three locations utilizing one-call dispatching covering about a third of the counties in the state.

In addition to the regional approach, T-WORKS revised the funding formulas of rural and urban providers. The urban funding distribution formula takes into account more factors, such as actual ridership. In the past, the funding formula was based solely on population, which didn't adequately reflect transit needs. Funding formulas are now recalculated annually. 



The Reno County Area Transit operates six days a week to provide public transportation.



\$7.8 BILLION T-WORKS BUDGET

AVIATION / RAIL

\$46 MILLION

\$40 MILLION

AVIATION

Airports play a vital role in the health and economic well-being of Kansans. They connect communities, make rural parts of the state more attractive to existing and potential businesses and they give Kansans access to emergency medical care. For those reasons and more, T-WORKS boosted spending on aviation to \$5 million annually from \$3 million beginning in 2013.



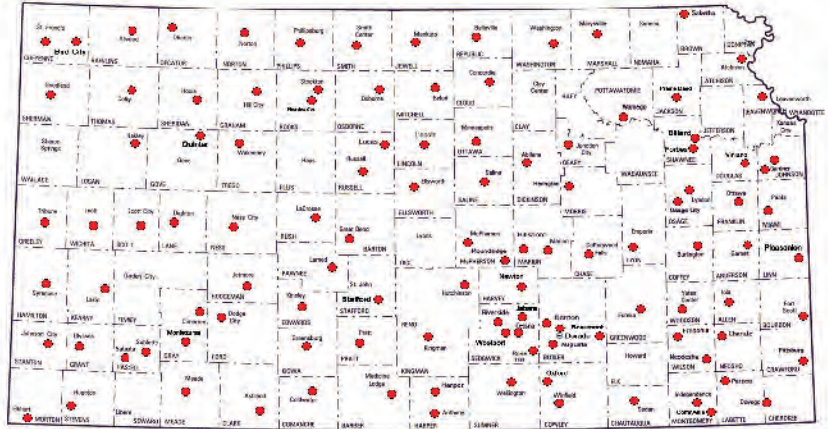
BEFORE

Before and after photos show improvements completed in FY 2013 as part of the Kansas Airport Improvement Program at the Renner Field Goodland Municipal Airport.




AFTER

KANSAS AIRPORT IMPROVEMENT PROGRAM FY 2000 - 2014



● The red dots represent airports improved under the program.


The money funds projects that improve lighting, runways, weather and instrument systems and more. And, for the Kansas Airport Improvement Program to best serve the state, funding proposals must detail how improvements fit into the strategic plan for the state's aviation network. 

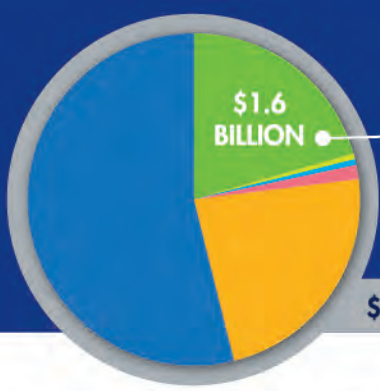
RAIL

KDOT's Rail Rehabilitation Program was expanded to continue improving short-line railroads that connect individual shippers and manufacturers to the national rail network. Keeping these short-lines (nearly 2,000 miles) viable is critical



The South Kansas and Oklahoma Railroad (SKO) is one of 13 short-line railroads operating in Kansas. The SKO operates 273 miles of track.

for the Kansas economy. Under T-WORKS, Kansas can be more responsive to economic opportunities. The program now allows shippers and local units of government to apply for funding. In addition, KDOT will consider applications for rail improvements at industrial parks if the serving railroad, local unit of government or a shipper in the park submits a qualified project application. 



\$7.8 BILLION T-WORKS BUDGET

SPECIAL CITY-COUNTY HIGHWAY FUND

\$1.6 BILLION

The Special City-County Highway Fund is used to finance county road and city street construction and maintenance. KDOT doesn't administer the fund, but it is included in the agency's budget. In fact, the SCCHF represents about 20 percent of the 10-year T-WORKS program.

The distribution of the funds is the responsibility of the State Treasurer's Office. SCCHF revenue comes from the motor fuels tax and it is allocated through a formula. Funding to cities is based on population; funding to counties is based on a combination of vehicle miles traveled, miles of road and vehicle registration.

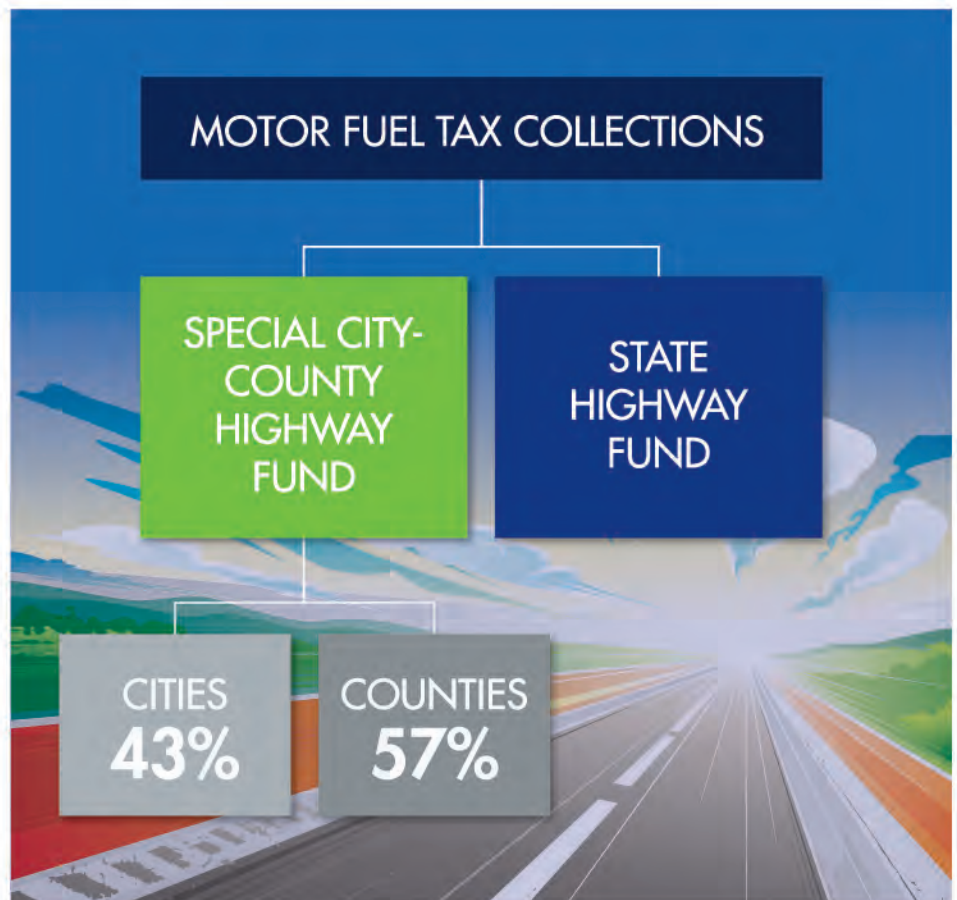
The money can only be used for transportation. 🚗



City workers make repairs on Main Street in Parsons.



Workers place a box bridge along a county road on a Finney County project.



SAFETY



Technical Trooper Don Hughes of the Kansas Highway Patrol uses a rollover vehicle to show what can happen to a crash dummy when it isn't buckled in.

Safety is the underlying goal of everything KDOT does. To accomplish that objective, the agency has developed the Strategic Highway Safety Plan to provide a data-based approach to meeting safety goals. It focuses on the 4E's of traffic safety:



From left, Kansas Safe Kids Director Cherie Sage and Kansas Traffic Safety Resource Office Specialist Tim McCool show Topeka's WIBW-TV anchor Amanda Lanum and her husband the proper way to install a car seat during a segment aired in August 2013.

Education

The Kansas Traffic Safety Resource Office is the main education arm of KDOT. KTSRO works with KDOT, Kansas Highway Patrol, law enforcement agencies, Kansas Drivers Safety Education Association, Kansas Safe Kids Coalitions, Kansas Family Partnership and other agencies and community sources, such as local schools and SADD groups. Together with its partners, KTSRO focuses on initiatives dealing with novice drivers, increasing seat belt use, preventing drunken driving and underage drinking, and raising motorcycle safety awareness.

Engineering

Policy and design standards incorporate safety into KDOT projects. While drivers may not think about them as they travel down a highway, there are many features that contribute to the safety of Kansas families. Among those features are shoulders, guardrails, lighting, reflective signage, center and shoulder rumble strips, wide medians, centerline barriers and more.


Enforcement

KDOT funds overtime-based law enforcement grants to crack down on impaired driving, encourage seat belt use, reduce distracted driving and provide extra patrolling in highway work zones. Safety funds are also used to educate and train law enforcement on new emerging trends, recent court cases and innovative enforcement techniques.



Safety seat check lanes give Child Passenger Safety instructors an opportunity to show parents the proper way to install safety seats.

EMS

While KDOT doesn't directly fund Emergency Medical Services, it has helped raise awareness of the importance of critical care units. In addition, KDOT's aviation unit has funded airport improvements that have increased the number of Kansans who are within 30 minutes of air ambulance service. 

PERFORMANCE MEASURES

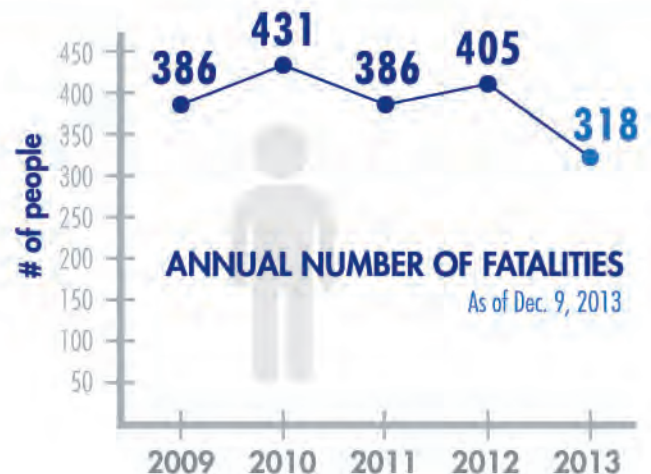
To help KDOT leaders provide a statewide transportation system to meet the needs of Kansas, the agency has a well-defined set of performance measures that apply to areas including safety, system condition, operations, program delivery and modes. And because the agency is committed to delivering a transportation program in an accountable, collaborative and transparent manner, it has a performance measures website. Kansans can see how their state is performing in these key areas.

Launched in 2011, the website provides the basis for citizens to tell the agency how it can improve performances as well as the way performance is communicated. On these two pages are example measures from each of the critical areas that are measured. To see the full set of measures, visit the KDOT website and scroll down to Performance Measures on the right side.

ksdot.org

SAFETY

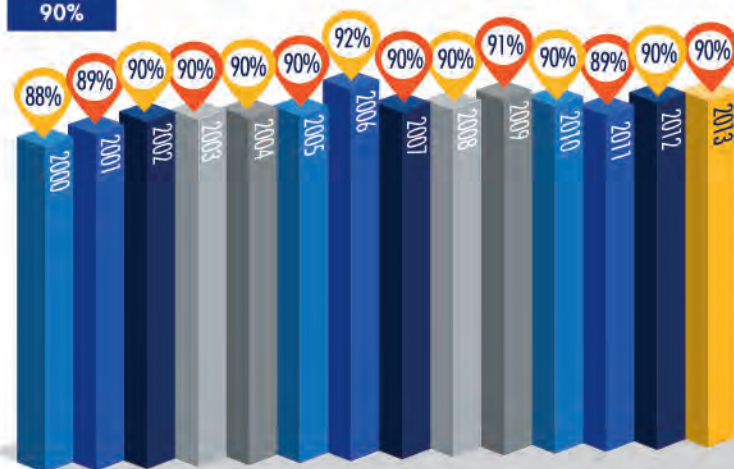
The Strategic Highway Safety Plan is a statewide coordinated safety plan providing a comprehensive framework for reducing fatalities and serious injuries on all public roads. It focuses on the 4E's of traffic safety: engineering, education, enforcement and emergency medical services. Crash data and research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



MAINTENANCE QUALITY ASSURANCE PERCENTAGE

Percent of samples meeting maintenance standards

TARGET
90%

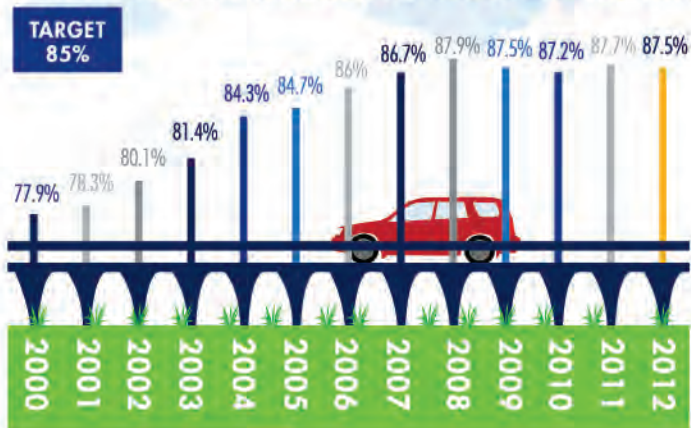


OPERATIONS

The Maintenance Quality Assurance program measures the effectiveness of KDOT's maintenance efforts in travel way, traffic guidance, shoulders, drainage and roadside.

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

PERCENTAGE OF BRIDGES IN GOOD CONDITION



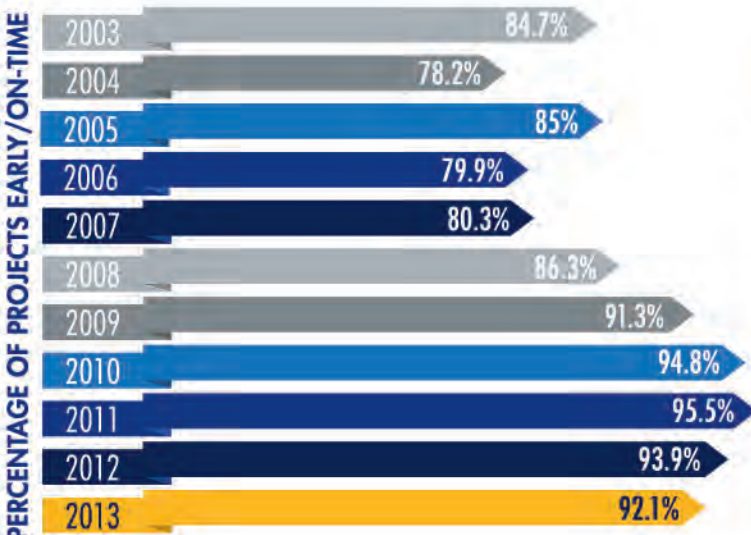
SYSTEM CONDITION

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

MODES

Parts of the Kansas economy, such as agriculture, rely heavily on railroads for transportation. A large portion of the state no longer has Class 1 rail service and must rely on short-line access instead. But, there are many short-line miles of deteriorated track in Kansas that can only accommodate railcars at relatively slow speeds. Slower speeds mean higher operating costs and less reliable service, and that has economic implications. So, KDOT works with railroads and the federal government to upgrade short-line track through investments and programs focused on improving the capacity of the short-line system. KDOT measures the percent of short-line miles that can accommodate 286,000-pound rail cars, which allows trains to travel at higher speeds.

PERCENTAGE OF SHORT-LINE RAIL SYSTEMS THAT CAN ACCOMMODATE 286,000 POUND RAIL CARS



PROGRAM DELIVERY

KDOT aims to continually improve our ability to estimate the time required to complete a project. Factors such as flooding, drought or severe freeze/thaw cycles can lead to schedule changes. Delivering safe, quality projects is one of KDOT's top priorities. Issues identified in the field will be addressed as needed to ensure we deliver on time.

FINANCIAL INFORMATION

FY 2013 >>>

Summary of revenues and expenditures for all funds for FY 2013.



The 2014 Annual Report Appendix contains additional transportation information including:

- ▶ Financial Compliance
- ▶ Project Selection Criteria
- ▶ Project list detailing projects scheduled for improvement during FY 2014-2020, projects completed in FY 2013 and projects under construction as of November 2013. Also list of aviation, rail and public transit projects.
- ▶ Transportation Revolving Fund
- ▶ Modal Information
- ▶ Federal Fund Exchange Program

The 2014 Annual Report and the appendix are available at www.ksdot.org/publications.asp under Project/Publications.

ANNUAL 2014

REVENUES

	2013	PERCENTAGE OF TOTAL
Motor Fuel Taxes	\$412,943	29%
Vehicle Registrations and Permits	198,120	14%
Intergovernmental	445,659	32%
Sales and Use Taxes	320,756	23%
Investment Earnings	5,844	0%
Other	23,162	2%
Transfers from Other State Funds	1,636	0%

TOTAL REVENUES \$1,408,120 100%

EXPENDITURES

	2013	PERCENTAGE OF TOTAL
Current Operating		
Maintenance	\$132,830	9%
Preservation	397,608	28%
Modernization	67,102	5%
Expansion & Enhancement	247,549	17%
Communications System	7,378	1%
Local Support	248,413	17%
Rail, Air & Public Transportation	14,826	1%
Management	69,764	4%
Debt		
Principal	\$67,090	5%
Interest & Fees	71,316	5%
Transfers to Other State Funds	\$115,366	8%

TOTAL EXPENDITURES \$1,439,242 100%

OTHER SOURCES (USES)

Revenue Bond Proceeds	\$581,988	147%
Payment to Refunded Bonds Escrow Agent	(186,227)	(47%)

TOTAL OTHER \$395,761 100%

Excess (Deficiency) of Revenues and Other Sources Over Expenditures \$364,639 100%