

MINUTES OF THE SENATE WAYS AND MEANS COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 10:30 A.M. on January 10, 2007, in Room 123-S of the Capitol.

All members were present except:
Senator Steve Morris- excused

Committee staff present:
Norman Furse, Revisor Emeritus
Jill Wolters, Senior Assistant, Revisor of Statutes
Alan Conroy, Director, Kansas Legislative Research Department
J. G. Scott, Kansas Legislative Research Department
Audrey Dunkel, Kansas Legislative Research Department
Julian Efirid, Kansas Legislative Research Department
Michael Steiner, Kansas Legislative Research Department
Amy VanHouse, Kansas Legislative Research Department
Melinda Gaul, Chief of Staff, Senate Ways & Means
Mary Shaw, Committee Assistant

Conferees appearing before the committee:
Mike Hayden, Secretary, Kansas Department of Wildlife and Parks
Deb Miller, Secretary, Kansas Department of Transportation

Others attending:
See attached list.

Chairman Umbarger welcomed Mike Hayden, Secretary, Kansas Department of Wildlife and Parks, who presented an update on the agency's fees, projects and legislative initiatives (Attachment 1). Secretary Hayden mentioned that he was confident that the Governor will continue to provide continued support for the parks in her FY 2008 Governor's Budget Recommendations and urged the Committee's support.

Secretary Hayden explained that in the 2006 Legislative Session the Legislature provided adequate State General Fund appropriations to reduce the vehicle permit fee for state parks by 50 percent for calendar year 2007. He noted that the department reduced the regulatory established vehicle permit fee by half effective January 1, 2007. Details are noted in his written testimony that due to statutory and contractual obligations, the department was not able to reduce the fees for obtaining the reduced permit by 50 percent. The Secretary also provided an update on the Capital Improvement projects requested by the department and the Department Task Force on Deer Management.

The Chairman welcomed Deb Miller, Secretary, Kansas Department of Transportation, who presented an overview of the agency (Attachment 2). Secretary Miller also provided the following information to the Committee:

- Candidate Projects for Construction After FY 2009 (Attachment 3).
- Completing the CTP: Remaining Projects 2007-09, Kansas Department of Transportation (Attachment 4).

Secretary Miller provided information about the 50th Anniversary of the Interstate and the Re-enactment of the 1919 Transcontinental Convoy. She mentioned that 2007 is year eight of the Comprehensive Transportation Plan and that they were making good progress. Secretary Miller addressed emerging challenges such as limited revenues and rising costs, congestion, and economic competition. She explained that the Kansas Department of Transportation initiated a Long Range Transportation Plan (LRTP) in response to these challenges which will be completed in three phases. The details of the LRTP are listed in Secretary Miller's written testimony.

CONTINUATION SHEET

MINUTES OF THE Senate Ways and Means Committee at 10:30 A.M. on January 10, 2007, in Room 123-S of the Capitol.

The Secretary explained that the Kansas Department of Transportation formed a Driving Force Task Force last year which involved statewide meetings and input. She noted that the recommendations of the task force will be released on January 16, 2007, which are pursuing legislation on primary seat belts and graduated drivers licenses.

The meeting adjourned at 11:45 a.m. The next meeting is scheduled for January 11, 2007.

**SENATE WAYS AND MEANS COMMITTEE
GUEST LIST**

Date January 10, 2006

Name	Representing
Law Morin	Kansas Medical Society
Bob Toltan	Ks Contractors Association
Anna Staatz	Topeka Capital Journal
Mike Beam	Ks. Livestock Assn.
Callie Rockefeller	Sen Teichman Intern
John Spurgeon	KDWP
Keith Lepser	KDWP
Richard Samways	Kunnap Assoc.
Richard Smalley	KDOC - Travel + Tourism
Robyn Horton	KS MOTOR CARRIERS ASSOC.
Tom Whitaker	KS MOTOR CARRIERS ASSN.
MARK BORANYAK	CAPITOL STRATEGIES
Ethan Erickson	KDOT
BRAD HARRELSON	KFB
Steve Swaffar	KFB
Ben Cleaves	DOB
Julia Thomas	KFB
Mary Jane Stankiewicz	KGFA
Shirley Douglas	Hein Law Firm

KANSAS

DEPARTMENT OF WILDLIFE & PARKS

KATHLEEN SEBELIUS, GOVERNOR

Testimony on KDWP Fees and Projects
To
Senate Committee on Ways and Means

By J. Michael Hayden, Secretary *JMH*
Kansas Department of Wildlife and Parks

January 10, 2007

Thank you for the opportunity to discuss several issues with the Committee on Ways and Means. The Kansas Department of Wildlife and Parks (KDWP) has had the opportunity to discuss the funding of the state parks with this committee on several occasions and I appreciate the support provided by the committee to assure an adequate funding base for operations of the state parks. I am confident that Governor Sebelius will continue to provide continued support for the parks in her FY 2008 Governor's Budget Recommendations and I urge your support of her recommendations.

As you are aware, the 2006 Session of the Legislature provided adequate State General Fund (SGF) appropriations to reduce the vehicle permit fee state parks by 50 percent for calendar year 2007. KDWP reduced the regulatory established vehicle permit fee by ½ effective January 1, 2007. However, due to statutory and contractual obligations, the department was not able to reduce the fees for obtaining the reduced permit by 50 percent. Attached is a long sheet that provides assistance on this issue.

The Long Sheet compares the vehicle permit fees before and after the 50 percent reduction. The column labeled "State Fee" is the regulatory established fee. The column labeled "Agent Fee" is the statutory authorized fee (KSA 32-989) of \$1.00 that has not been amended. The column labeled "CTB Fee" is the online purchase convenience fee that is required due to contractual obligations with the vendor who developed the Kansas Outdoor Automated License System (KOALS). As noted, the state fee has been reduced by 50 percent and rounded to the nearest nickel. The Agent and CTB fees were not reduced.

Another issue that your committee requested an update for are the Capital Improvement (C/I) projects requested by the KDWP for FY 2008. Attached is a list of the department's C/I projects requested as of October 25, 2006. KDWP has made several major amendments to the initial request. The July 1, 2006 FY 2008 C/I request provided for a total of \$7,687,200. The revised request totals \$11,207,200, an increase of \$3,520,000.

The amount for Parks Major Maintenance has been increased from \$375,000 to \$2,450,000 to utilize the additional SGF allocation provided to the KDWP after the July 1, 2006 submission of the FY 2008 C/I budget. The revised C/I request includes \$1,000,000 from the State Water Plan Fund to acquire water rights in the Sebelius Reservoir from the Almena Irrigation District. The amount for land acquisition was increased by \$400,000 of which \$200,000 will be used for a new "Protect our Borders" program to acquire land for a buffer zone adjacent to public property. The last change is an increase of \$45,000 in the amount of transfer from the State Highway Fund to KDWP for road maintenance, primarily at state parks. The amount of transfer had not been increased for a number of years and after discussion with KDOT and with their agreement, the amount of transfer each year from the State Highway Fund to KDWP for roads will be increased by annual

inflation factor as determined by the consensus revenue estimating group.

The last item to be addressed with the committee is the KDWP legislative initiatives for the 2007 Legislative Session. The major issue to be presented to the legislature will be a review of the department's recommendations regarding deer. The Department Task Force on Deer Management has been reviewing this issue for 18 months and has compiled recommendations that will allow regulatory changes to simplify the process to obtain deer permits and allow greater flexibility to hunt. Other legislative issues will involve hunter education and clarification of existing laws on fines.

Thank you for the opportunity to address the committee. If you are members of the committee have any questions, please advise.

Permit #	Priv Description	2006	2006	2006	2006	2007	2007	2007	2007
		State Fee	Agent Fee	CTB Fee	Total Fee	State Fee	Agent Fee	CTB Fee	Total Fee
	Annual Vehicle Permit Oct-Mar	\$ 34.50	\$ 1.00	\$ 1.15	\$ 36.65	\$ 17.20	\$ 1.00	\$ 1.15	\$ 19.35
202	Annual Vehicle Permit Apr-Sep	\$ 44.50	\$ 1.00	\$ 1.15	\$ 46.65	\$ 22.20	\$ 1.00	\$ 1.15	\$ 24.35
203	Second Vehicle Permit Oct-Mar	\$ 19.50	\$ 1.00	\$ 1.15	\$ 21.65	\$ 9.70	\$ 1.00	\$ 1.15	\$ 11.85
204	Second Vehicle Permit Apr-Sep	\$ 24.50	\$ 1.00	\$ 1.15	\$ 26.65	\$ 12.20	\$ 1.00	\$ 1.15	\$ 14.35
205	Senior Annual Vehicle Oct-Mar	\$ 17.25	\$ 1.00	\$ 1.15	\$ 19.40	\$ 8.60	\$ 1.00	\$ 1.15	\$ 10.75
206	Senior Annual Vehicle Permit Apr-Sep	\$ 22.25	\$ 1.00	\$ 1.15	\$ 24.40	\$ 11.10	\$ 1.00	\$ 1.15	\$ 13.25
207	Senior 2nd Annual Vehicle Permit Oct-Mar	\$ 9.75	\$ 1.00	\$ 1.15	\$ 11.90	\$ 4.85	\$ 1.00	\$ 1.15	\$ 7.00
208	Senior 2nd Annual Vehicle Permit Apr-Sep	\$ 12.25	\$ 1.00	\$ 1.15	\$ 14.40	\$ 6.10	\$ 1.00	\$ 1.15	\$ 8.25
209	Disabled Annual Vehicle Permit Oct-Mar	\$ 17.25	\$ 1.00	\$ 1.15	\$ 19.40	\$ 8.60	\$ 1.00	\$ 1.15	\$ 10.75
210	Disabled Annual Vehicle Permit Apr-Sep	\$ 22.25	\$ 1.00	\$ 1.15	\$ 24.40	\$ 11.10	\$ 1.00	\$ 1.15	\$ 13.25
211	Disabled 2nd Annual Vehicle Pmt Oct-Mar	\$ 9.75	\$ 1.00	\$ 1.15	\$ 11.90	\$ 4.85	\$ 1.00	\$ 1.15	\$ 7.00
212	Disabled 2nd Annual Vehicle Apr-Sep	\$ 12.25	\$ 1.00	\$ 1.15	\$ 14.40	\$ 6.10	\$ 1.00	\$ 1.15	\$ 8.25
213	Daily Vehicle Internet Permit Oct-Mar	\$ 4.50	\$ 1.00	\$ 1.15	\$ 6.65	\$ 2.20	\$ 1.00	\$ 1.15	\$ 4.35
214	Daily Vehicle Internet Permit Apr-Sep	\$ 5.50	\$ 1.00	\$ 1.15	\$ 7.65	\$ 2.70	\$ 1.00	\$ 1.15	\$ 4.85
215	Senior Daily Vehicle Permit Oct-Mar	\$ 2.25	\$ 1.00	\$ 0.50	\$ 3.75	\$ 1.10	\$ 1.00	\$ 0.50	\$ 2.60
216	Disabled Daily Vehicle Pmt Oct-Mar	\$ 2.25	\$ 1.00	\$ 0.50	\$ 3.75	\$ 1.10	\$ 1.00	\$ 0.50	\$ 2.60
217	Senior Daily Vehicle Permit Apr-Sep	\$ 2.75	\$ 1.00	\$ 0.50	\$ 4.25	\$ 1.35	\$ 1.00	\$ 0.50	\$ 2.85
218	Disabled Daily Vehicle Pmt Apr-Sep	\$ 2.75	\$ 1.00	\$ 0.50	\$ 4.25	\$ 1.35	\$ 1.00	\$ 0.50	\$ 2.85
223	Temp Annual Vehicle Permit Oct-Mar	\$ 34.50	\$ 1.00	\$ 1.15	\$ 36.65	\$ 17.20	\$ 1.00	\$ 1.15	\$ 19.35
224	Temp Annual Vehicle Permit Apr-Sep	\$ 44.50	\$ 1.00	\$ 1.15	\$ 46.65	\$ 22.20	\$ 1.00	\$ 1.15	\$ 24.35
225	Temp Second Vehicle Permit Oct-Mar	\$ 19.50	\$ 1.00	\$ 1.15	\$ 21.65	\$ 9.70	\$ 1.00	\$ 1.15	\$ 11.85
226	Temp Second Vehicle Permit Apr-Sep	\$ 24.50	\$ 1.00	\$ 1.15	\$ 26.65	\$ 12.20	\$ 1.00	\$ 1.15	\$ 14.35
227	Temp Senior Annual Vehicle Pmt Oct-Mar	\$ 17.25	\$ 1.00	\$ 1.15	\$ 19.40	\$ 8.60	\$ 1.00	\$ 1.15	\$ 10.75
228	Temp Senior Annual Vehicle Pmt Apr-Sep	\$ 22.25	\$ 1.00	\$ 1.15	\$ 24.40	\$ 11.10	\$ 1.00	\$ 1.15	\$ 13.25
229	Temp Senior 2nd Annual Vehicle Oct-Mar	\$ 9.75	\$ 1.00	\$ 1.15	\$ 11.90	\$ 4.85	\$ 1.00	\$ 1.15	\$ 7.00
230	Temp Senior 2nd Annual Vehicle Apr-Sep	\$ 12.25	\$ 1.00	\$ 1.15	\$ 14.40	\$ 6.10	\$ 1.00	\$ 1.15	\$ 8.25
231	Temp Disabled Annual Vehicle Oct-Mar	\$ 17.25	\$ 1.00	\$ 1.15	\$ 19.40	\$ 8.60	\$ 1.00	\$ 1.15	\$ 10.75
232	Temp Disabled Annual Vehicle Apr-Sep	\$ 22.25	\$ 1.00	\$ 1.15	\$ 24.40	\$ 11.10	\$ 1.00	\$ 1.15	\$ 13.25
233	Temp Disabled 2nd Annual Veh Oct-Mar	\$ 9.75	\$ 1.00	\$ 1.15	\$ 11.90	\$ 4.85	\$ 1.00	\$ 1.15	\$ 7.00
234	Temp Disabled 2nd Annual Veh Apr-Sep	\$ 12.25	\$ 1.00	\$ 1.15	\$ 14.40	\$ 6.10	\$ 1.00	\$ 1.15	\$ 8.25
235	Daily Vehicle Permit Oct-Mar	\$ 4.50	\$ 1.00	\$ 0.50	\$ 6.00	\$ 2.20	\$ 1.00	\$ 0.50	\$ 3.70
236	Daily Vehicle Permit Apr-Sep	\$ 5.50	\$ 1.00	\$ 0.50	\$ 7.00	\$ 2.70	\$ 1.00	\$ 0.50	\$ 4.20

FY 2008 CI Request

(revised 10-25-2006)

Priority		Lottery	SGF	Water Plan	BFF	WF - F	WFF	BF - F	WCF - F	Roads Fund	Bridge Fund	Total
1	Circle K Dev						\$ 400,000					\$ 400,000
2	Park 24 Dev		320,000		100,000					\$ 325,000		\$ 745,000
3	Land Acquisition	200,000					\$ 600,000		\$ 200,000			\$ 1,000,000
4	Parks Maj Maint	150,000	2,300,000									\$ 2,450,000
5	River Access							\$ 100,000				\$ 100,000
6	Fish Hatchery Renov						\$ 473,000		\$ 1,125,000			\$ 1,598,000
7	Pratt Office Renov (a)		35,000		4,000		\$ 101,000					\$ 140,000
8	Wetlands Acquisition/Development								\$ 450,000			\$ 450,000
9	MILH Classroom						\$ 75,000					\$ 75,000
10	Public Lands Major Maintenance					\$ 152,500	\$ 92,000		\$ 200,000			\$ 444,500
11	Federally Mandated Boating Access					\$ 435,700	\$ 400,000		\$ 100,000			\$ 935,700
12	Coast Guard Boating Projects						\$ 15,000	\$ 109,000				\$ 124,000
13	Road Maint									\$ 1,545,000		\$ 1,545,000
14	Bridge Maint										\$ 200,000	\$ 200,000
	Water Rights Sebelius Reservoir			1,000,000								\$ 1,000,000
		\$ 350,000	\$ 2,655,000	\$ 1,000,000	\$ 104,000	\$ 588,200	\$ 2,156,000	\$ 209,000	\$ 2,075,000	\$ 1,870,000	\$ 200,000	\$ 11,207,200

(a) includes LE freezer @ 10,000

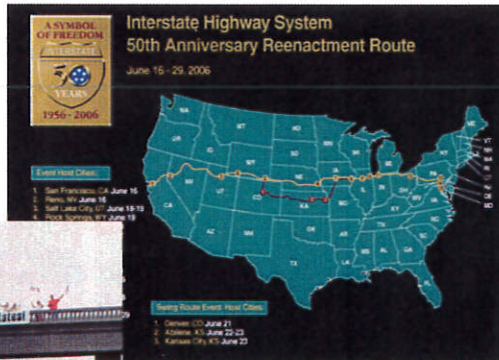
KDOT Update

Senate Ways & Means Committee
January 10, 2007



50th Anniversary of the Interstate

Reenactment of
the 1919
Transcontinental
Convoy



Convoy followed
I-70 through Kansas

Senate Ways and Means
1-10-07
Attachment 2



50th Anniversary of the Interstate

Activities at the
Eisenhower
Presidential Library
and Museum in
Abilene

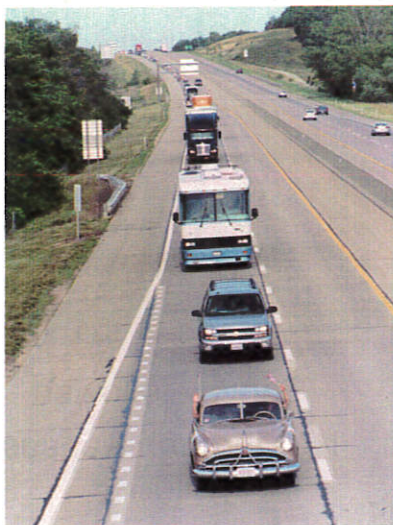


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50th Anniversary of the Interstate

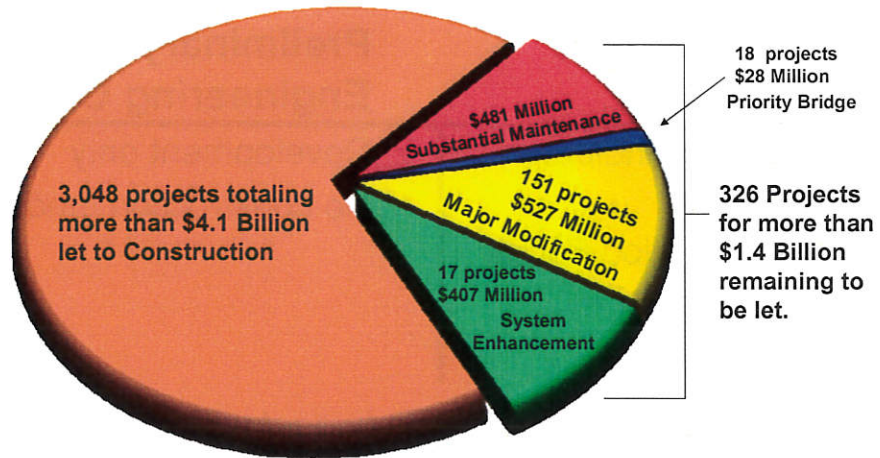
Convoy events in
Kansas culminated
with an event at the
Kansas Speedway



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CTP Remaining Work



5



CTP Update

- Updating project costs
- Schedules outlined in update
- Delivering commitments



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Looking Forward

Beyond 2009 Projects

- Pool of candidate projects
- Preservation Focus

Preliminary Engineering Only

- Development only
- No construction funds

*Balance construction budget with
Preliminary Engineering (PE) costs*

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Bottom line on PE

- Some design work has to get underway for larger projects
- We haven't selected which projects we'll begin to design
- Projects will be selected based on statewide needs AND local discussion (not in a vacuum)
- No funding to construct Preliminary Engineering projects
- Local consult meetings to gather input, but not only opportunity to discuss new projects

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Emerging Limited Revenues Challenges: & Rising Costs

- Vehicle miles traveled have increased substantially as fuel efficiency has improved— thus revenues have not kept pace with the demand on the infrastructure.
- Rising Construction Costs

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Emerging Challenges: Congestion

- By 2016, congestion predicted on 59% of Kansas urban interstates at peak periods
- Freight is expected to grow by 65 to 70% by 2020
- US congestion costs \$65 billion/ wastes 2+ billion gallons of gas annually.



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Emerging Economic Challenges: Competition

- China and other economies are making dramatic improvements to their infrastructure
- Must improve mobility to be competitive
- Just-in-time delivery requires efficient predictable transportation.

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Response to Challenges

- KDOT has begun a Long Range Transportation Plan (LRTP)
- SAFETEA-LU compliant plan required
- Addressing city and county needs– not just the state system
- Plan will be completed in 3 phases
 - Phase I concludes in January
 - Phase II begins in February
 - Phase III begins in October

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L RTP – Phase I

1. Assess current and future system needs
2. Demographic and economic trends
3. Freight analysis
4. Review of state funding capacity
5. Identify national funding trends

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L RTP – Phase I

6. Review KDOT organizational & program structure
7. Review KDOT's delivery of project programs
8. National scan of LRTPs and of other innovative practices

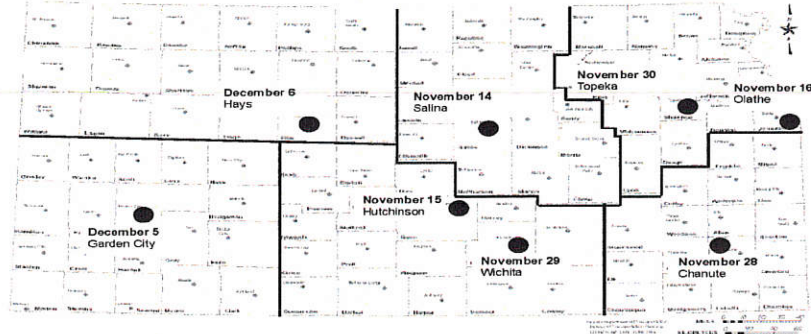
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L RTP - Meetings with Locals



Kansas Department of Transportation Regional Transportation Workshops



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L RTP - Preliminary Results

- Statewide Challenges
 - Population Changes
 - Aging and redistribution
 - Increase in truck traffic & freight movement
 - Impacts on highways and rail
 - Maintenance of existing system
 - Need for expansion and accommodating multi-modal opportunities
 - Funding concerns

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LRTP - Transportation Symposium

- January 18th
 - KSU Alumni Center in Manhattan
- Opportunity to discuss the state and national transportation system



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Focus on Safety

- Driving Force Task Force Created Last Year
- Statewide Meetings & Input
- Task Force Recommendations will be released to media on January 16. Pursuing legislation on:
 - Primary Seat Belts
 - Graduated Drivers License

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Continuing Agency Efforts

- Local Consultation
- Performance Measures
- Interoperability Communications
 - Future Funding?
- ITS - KC Scout Awards
- Reason Foundation Rankings - Kansas 3rd among state DOT's
- Budget – business as usual

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Ongoing Agency Concerns

- Engineer Salaries
- Addressing unanticipated infrastructure needs
 - e.g. BNSF Inter-modal Facility in Gardner
- Future Program?

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Agency Contacts

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CANDIDATE PROJECTS FOR CONSTRUCTION AFTER FY 2009

Attached is the list of candidate projects for construction after FY 2009 on which KDOT has started preliminary engineering work.

A few notes about this list:

Now is the time to begin development. Until now, all of KDOT's energy has been focused on developing and letting the projects that are a part of the Comprehensive Transportation Program (CTP). While completion of that program is still the agency's highest priority, now is the time to begin development of a pool of projects that will be available to be let to construction after 2009. The timing is important because it can take five or more years to develop most transportation projects.

Candidate pool of projects. Because federal funds are sent to states annually on a use-it-or-lose-it basis, KDOT must have projects ready to use those federal funds or risk losing them to other states that do have projects ready. To avoid the risk of losing any federal dollars to other states, it is important to have more projects in development than can be funded in case of scheduling or design problems.

Preservation focus. Until a new transportation program is passed by the Legislature, there will be limited state and federal dollars available. Therefore it is important that these new projects focus on maintaining the state's transportation infrastructure rather than building a lot of new capacity. Of the 86 projects identified for development, 44 projects are relatively small bridge replacements projects, more than 32 are pavement rehabilitation projects on the interstate and state highways, and the remaining projects help complete work that was initiated under the CTP.

Construction schedule. Oil prices have been erratic since the fall of 2005 creating a difficult climate for accurately estimating project costs. Until the new projects are further along in development, we will not know how many projects we can afford to advance to construction nor will we know which projects will be ready to go to construction. The attached list simply provides stakeholders and residents with the list of project which are under development now. As soon as a construction schedule can be finalized, it will be shared. It is possible, given price fluctuations that KDOT will only be able to commit to a year at a time, firm, construction schedule.

List organization. The smaller bridge replacement and pavement rehabilitation projects are listed by work category and in alphabetical order by county. The remaining projects in which design or other work began under the CTP are identified separately.

AFTER FY 2009 PROJECTS

Bridge Replacements

This is a list of 44 relatively small (\$5 million or less) bridge replacement projects that are designed to protect past investments made in the state's infrastructure. These projects form a pool of candidate projects that KDOT will select from in order to make sure federal funds are fully utilized. Bridges that have the highest relative need as determined by the Bridge Priority Formula are programmed first based on project funding and scheduling considerations. Special consideration is given to replacing one-lane bridges, restricted vertical clearance bridges, and cribbed bridges (bridges with temporary structural supports to keep them in use).

<u>County</u>	<u>Route</u>	<u>Location</u>
Anderson	US-169	Over the abandoned ATSF railroad, just west of Welda
Brown	US-36	At Spring Creek, 2 miles east of Fairview
Brown	US-36	At Walnut Creek, 5 miles east of Fairview
Chase	K-177	Strong City: at Fox Creek
Clark	US-183	At Cimarron River, 4 ½ miles north of the Oklahoma state line
Clark	US-183	At the Cimarron River overflow, 5 miles north of the Oklahoma state line
Clark	US-183	At Snake Creek, 2 miles north of the Oklahoma state line
Clay	US-24	Clay Center: over Huntress Creek & the abandoned railroad
Cloud	US-24	At the West Pipe Creek drainage, just east of US-81
Crawford	K-126	At the Little Cow Creek drainage, 1 mile east of Pittsburg
Crawford	K-47	At Second Cow Creek, about 2 miles east of K-7
Crawford	K-47	At Clear Creek, 2 miles east of K-7
Crawford	K-47	At First Cow Creek, 1 mile west of Franklin
Dickinson	W&P	At the Curtis Creek Tributary, in Milford State Park
Douglas	K-10	Lawrence: over ATSF railroad near Haskell University
Douglas	US-24	At Mud Creek, near the K-23 junction
Edwards	US-50	Over the Arkansas River, 1 mile east of Kinsley
Ford	K-34	At West Fork Rattlesnake Creek, just south of Bucklin
Graham	K-84	At South Fork Solomon River, just north of Penokee
Greenwood	K-99	At Homer Creek, 5 miles north of US-54
Harper	US-160	At Camp Creek, just west of Attica

Bridge Replacements Cont.

<u>County</u>	<u>Route</u>	<u>Location</u>
Jewell	K-128	At the Limestone Creek drainage, 3 ½ miles south of Iona
Jewell	K-128	At West Limestone Creek, 3 miles south of Iona
Kingman	K-42	At Rose Bud Creek, just west of K-14
Lyon	K-99	At Eagle Creek, just south of Olpe
Meade	K-23	At Cimarron River, just north of the Oklahoma state line
Montgomery	US-166	At Bee Creek, just east of the Chautauqua-Montgomery county line
Neosho	K-47	At Neosho River, 3 miles east of US-59
Osage	US-56	At 110 Mile Creek, just west of US-75
Osborne	K-181	At the Carr Creek drainage, 1 mile west of the Osborne-Mitchell county line
Rawlins	K-25	At North Fork Sappa Creek, 7 miles south of Atwood
Rice	K-14	At Little Cow Creek, 1 ½ miles south of Lyons
Rice	K-14	At Cow Creek, 2 miles south of Lyons
Rush	US-183	At Walnut Creek, just south of Rush Center
Russell	US-281	At West Fork Wolf Creek, just west of Waldo
Shawnee	US-24	At Ensign Creek, 2 miles west of Silver Lake
Shawnee	US-24	At Bourbonais Creek, 3 miles northwest of Rossville
Smith	K-8	At West Beaver Creek, 6 miles north of US-36
Smith	US-281	At North Branch White Rock Creek, 12 miles north of US-36
Sumner	US-81	At Ninnescah River drainage, 3 ½ miles south of the Sedgwick-Sumner county line
Thomas	K-25	At North Fork Solomon River, 3 miles south of Colby
Wabaunsee	K-4	At South Branch Mission Creek , 3 miles north of Eskridge
Wabaunsee	K-99	At the Middle Branch Mill Creek drainage, at the K-4 junction
Washington	K-15	At Melvin Creek, just north of US-36

Bridge Replacements (with work underway)

The following three projects are larger (more than \$5 million) bridge replacement projects that some design work was begun under the CTP.

<u>County</u>	<u>Route</u>	<u>Description</u>
Marshall	US-77	An Advanced Preliminary Engineering Study for this bridge replacement project, which is located just east of Blue Rapids, was completed in January 2001. This study developed and evaluated preliminary concepts for the replacement of the Big Blue River bridge including alignment alternatives for the project.
Shawnee	US-24	This bridge replacement project spans from Countryside Road east to the existing 4-Lanes at Menoken Road. As part of the CTP, work is already underway to design plans and buy right-of-way for a four-lane bridge.
Shawnee	US-24	Design work for this bridge project, located at the US-24/Topeka Boulevard interchange, began under the CTP. However, the city expressed interest in replacing the bridge with an at-grade intersection which is being done with the city sharing in the cost of the project.

Road Rehabilitation Projects

This is a list of 32 interstate and non-interstate pavement rehabilitation projects that are relatively small in scope, ranging from \$1 to \$25 million. These projects are designed to maintain existing infrastructure and will form a pool of candidate projects to ensure that federal funds are fully utilized. Pavement rehabilitation projects are selected by the Priority Formula, which ranks roadway sections and bridges for improvement based on the seriousness of their deficiencies.

<u>County</u>	<u>Route</u>	<u>Location</u>	<u>Miles</u>
Atchison	US-59	From K-116 near Cummings northeast to Atchison	9.6
Brown	US-36	From Fairview east to Hiawatha	8.4
Brown	US-75	From Sabetha to the Brown-Nemaha county line	4.5
Cherokee	US-400	From the Labette-Cherokee county line east to K-7 in Cherokee	13.4
Dickinson	I-70	From just west of K-15 in Abilene east to 2 ½ miles east of the east K-14 junction	8.5
Ellsworth	I-70	From the Russell-Ellsworth county line east 9 miles	9.0
Ellsworth	I-70	From 9 miles east of the Russell-Ellsworth county line east to about ½ mile west of the east K-14 junction.	7.5
Ellsworth	I-70	From about ½ mile west of the east K-14 junction east to the Ellsworth-Lincoln county line	6.7
Franklin	US-169	From the Anderson-Franklin county line northeast to the Franklin-Miami county line	2.4
Gove	I-70	From just west of K-216, south of Grinnell, east to 1 mile west of K-23 Spur, just southeast of Grainsfield	9.4
Gove	I-70	From 1 mile west of K-23 Spur, southeast of Grainfield, east to 4 miles east of K-211, just southeast of Park	9.0
Gove	I-70	From 4 miles east of K-211, southeast of Park, east to the Gove-Trego county line	9.3
Gove	I-70	From the Logan-Gove county line east to just west of K-216 in Grinnell	9.9
Labette	US-400	From Strauss east to the Labette-Cherokee county line	1.0
Lincoln	I-70	From the Ellsworth-Lincoln county line east to the Lincoln-Saline county line	7.2
Logan	I-70	From the Thomas-Logan county line southeast to the Logan-Gove county line	0.8
Miami	US-169	From the Franklin-Miami county line northeast to about 1 mile southwest of K-7	6.0
Nemaha	US-36	From the west K-63 junction in Seneca east to K-236, just south of Oneida	6.2

Road Rehabilitation Projects Cont.

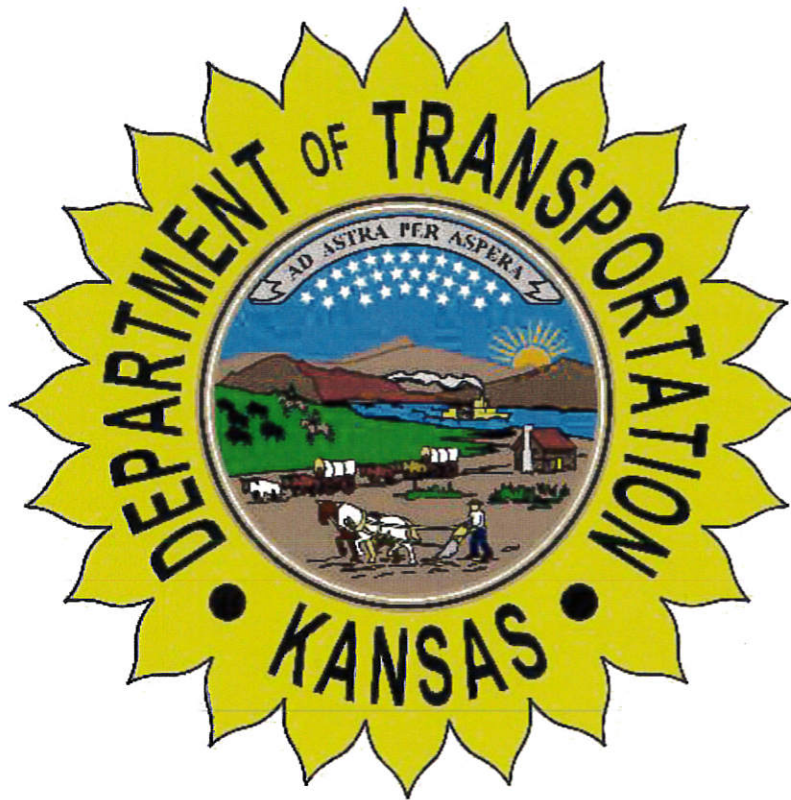
<u>County</u>	<u>Route</u>	<u>Location</u>	<u>Miles</u>
Nemaha	US-36	From K-236, just south of Oneida, east to the Nemaha-Brown county line	8.0
Nemaha	US-75	From the Brown-Nemaha county line north to the Nebraska state line	1.1
Neosho	K-47	From US-75 east to US-169	
Norton	US-36	From Norton east to K-383	4.4
Ottawa	US-81 WL	From K-106, just east of Minneapolis, north 6 miles (southbound lane only)	5.8
Reno	US-50	From the Stafford-Reno county line east about 9 miles, just northwest of Plevna	8.8
Reno	US-50	From just northwest of Plevna east to K-14	8.0
Sedgwick	I-135	From about ½ mile north of K-96 (37th Street) in Wichita north through Park City	6.3
Sheridan	US-83	From the Thomas-Sheridan county line east to K-23	11.3
Sherman	I-70	From K-253, just southeast of Edson, east to the Sherman-Thomas county line	7.9
Sherman	I-70	From the Colorado state line east to Caruso	12.3
Thomas	I-70	From K-25 at Colby, southeast to just east of Mingo	9.8
Thomas	I-70	From just east of Mingo southeast to the Thomas-Logan county line	11.5
Wilson/Neosho	K-47	From US-75 in Wilson County east to US-169 in Neosho County	10.2
Woodson	US-75	From Yates Center north to Woodson-Coffey county line	10.5

Road Construction Projects (with work underway)

This is list of construction projects in which initial design work was begun under the CTP. These projects are now being taken to final design.

<u>County</u>	<u>Route</u>	<u>Description</u>	<u>Miles</u>
Gray	US-50	This project, which spans from the Finney-Gray county line east to Cimarron, will widen the shoulders and add passing lanes. The project received earmarked federal funds.	18.1
Harvey	US-50	This project, located in Newton, will construct a 4-lane roadway from the 4-lane west of Meridian Road east to the 4-lane east of Old Main. Work is currently underway to improve safety by closing Old Main Street, make interim intersection improvements at Anderson Avenue, and purchase right-of-way for an interchange at this location.	1.8
Johnson	K-7	This is a project to construct an interchange at the intersection of K-7 & 55th Street in Shawnee, Kan. The project received earmarked federal funds that have been used to buy right-of-way.	
Kingman	US-54	Segment 1: This project, which spans from about 6 miles east of the Pratt-Kingman County line east 8 miles to 1 mile west of K-14, is a continuation of the four-lane improvement work between Kingman and Pratt.	8.2
Pratt	US-54	Segment 2: This project, which spans from about 4 miles east of Pratt to 4 miles west of the Pratt-Kingman county line, is a continuation of the four-lane improvement work between Kingman and Pratt.	5.0
Reno	US-50	This segment, which spans from west of K-61 east 3 miles (just east of Yoder/Airport Road), is part of a construction project that was not fully funded under the CTP. Design, right-of-way purchase and some frontage road construction is already underway as part of the CTP. This project will build on that investment.	3.1
Saline	I-70	This project located at the Niles Road interchange (7 miles east of Salina) was originally part of a CTP project; however it was separated out because the bridge needed more work than originally planned. The design work and right-of-way acquisition are already under way for the bridge.	0.6

COMPLETING THE CTP: REMAINING PROJECTS 2007-09



KANSAS DEPARTMENT OF TRANSPORTATION
DEB MILLER, SECRETARY
JULY 2006

*Senate Ways and Means
1-10-07
Attachment 4*



KANSAS

DEPARTMENT OF TRANSPORTATION
DEB MILLER, SECRETARY

KATHLEEN SEBELIUS, GOVERNOR

July 1, 2006

Dear Transportation Partner:

As we approach the start of state fiscal year 2007 and the last three years of the Comprehensive Transportation Program (CTP), I want to provide an update of the schedule and costs of the remaining three years of the program.

The recession that started in 2001 created many challenges to the completion of this program. Having successfully met those challenges and finalized the last of the program's funding in January of 2006 when legislative leadership authorized \$210 million in bond financing, we hoped there was nothing but smooth sailing ahead.

In recognition of the upward pressure on construction costs and in reaction to the sticker shock our monthly bid lettings were providing, KDOT undertook an intensive effort in January and February of 2006 to review and revise the cost estimates for all of our major projects and to determine where scheduling problems might dictate greater attention and effort on our part.

This document reflects the result of that work. It provides a listing of all major projects remaining to be let to construction, provides the current cost estimate for the projects as well as the planned fiscal year for letting. This list does not include substantial maintenance projects, which are selected on an annual basis.

As this document demonstrates, the good news is that all committed CTP projects will be under construction by the end of FY 2009 as promised.

Concerns remain about the cost of commodities, and we will continue to monitor this situation's impact on our projects. Despite this, I remain cautiously optimistic that the schedules contained in this document will be met.

KDOT will continue to work with our partners to keep these projects on schedule. We will work hard to aggressively manage our resources and we will closely monitor our costs in order to put ourselves in the best position possible to meet these challenges.

The success the CTP has achieved to date has been due to strong support from both Governors Graves and Sebelius, and from legislators from both parties and from all regions of the state.

Working together, we can complete this program and in doing so we will make good on the promises made to communities all across the state. We will have generated thousands of jobs at a time when our

Transportation Partner
Page 2
July 1, 2006

state needed them, protected the past investment made in the state's infrastructure, made new investments that will serve Kansas well into the future and have made Kansas highways safer for the nearly two million Kansas drivers that use them every day.

We have important work to do over the next three years and together we can complete that work. Thank you for your support.

Sincerely,



Deb Miller
Secretary of Transportation

COMPLETING THE CTP

REMAINING CTP PROJECTS

This document lists all major CTP projects remaining to be let to construction, the current cost estimate for those projects and the planned fiscal year in which those projects will go to construction. A realistic view of the remaining three years of the CTP is presented, assuming that the cost of oil, steel, cement, and asphalt stabilize to late 2005 prices and then grow only at the estimated inflation rates.

This document does not include substantial maintenance projects, which are selected on an annual basis.

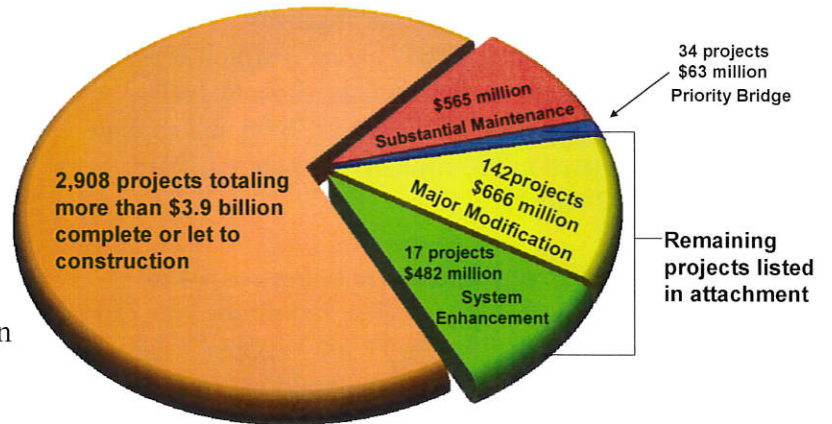


Figure 1: Remaining CTP projects
More than 180 CTP projects costing more than \$ 1.2 billion remain to be let to construction. In addition to those CTP projects, KDOT's commitment to maintaining the system remains strong with about \$565 million allocated for maintenance during the remainder of the CTP.



In 1999, Governor Graves, legislators and Garden City residents celebrate the signing of the CTP.

ESCALATING COSTS

KDOT continues to see project cost increases, most of which are driven by the rising cost of oil. The cost of oil has increased by about 40 percent in the past year. This increase has significant implications for other materials on which KDOT relies, including asphalt, concrete, and diesel fuel.

When original cost estimates for CTP projects were developed, the cost of a barrel of oil was about \$25, and for much of the CTP oil prices have been fairly stable. After Hurricane Katrina, the price of oil spiked to over \$60 and then came back down—and now oil is trading at about \$70 per barrel.

Driven by oil prices and economic conditions, commodity prices have been on a roller coaster for more than six months, but many experts anticipate supplies (and therefore prices) will stabilize in the short term. Using this as the working assumption, KDOT has revised estimates based on the cost of oil, steel, cement, and asphalt stabilizing to late 2005 prices and then grow only at the estimated inflation rates.

ESCALATING COSTS (Cont.)

The following figures indicate the upward trend since 2000 on the major materials that impact the cost of construction. While oil is not directly purchased for highway construction, it affects many of the components of highway construction, particularly asphalt, which is oil based. To date, oil has increased about 180 percent since the CTP began in 2000 and asphalt has increased approximately 80 percent. (See Figures 2 and 3)

And as all drivers know, the rising cost of oil is affecting the cost of gasoline and diesel, too. When the CTP began in 1999, KDOT paid about 67 cents per gallon for diesel or bio-diesel, and in 2006 the price increased to about \$2.39 per gallon. For an agency that uses approximately 1 million gallons of gasoline and 2.8 million gallons of diesel annually, that's significant. (See Figure 4)

And since the mining of aggregate and manufacturing of cement used to make concrete are both fuel-consuming processes, rising oil prices also impact concrete costs. In addition, high fuel prices drive up the production and delivery costs of concrete. These increases combined with higher demand, particularly from China, have contributed to the cost of concrete increasing about 65 percent since 2004. (See Figure 5)

Average Cost of a Barrel of Oil

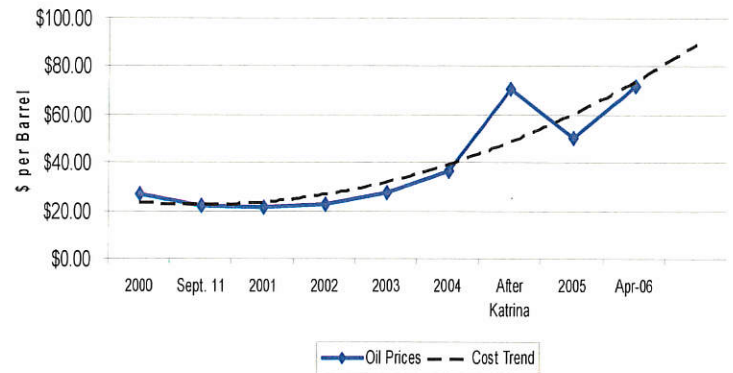


Figure 2: Oil Prices 2000-2006

Average Cost of a Ton of Asphalt

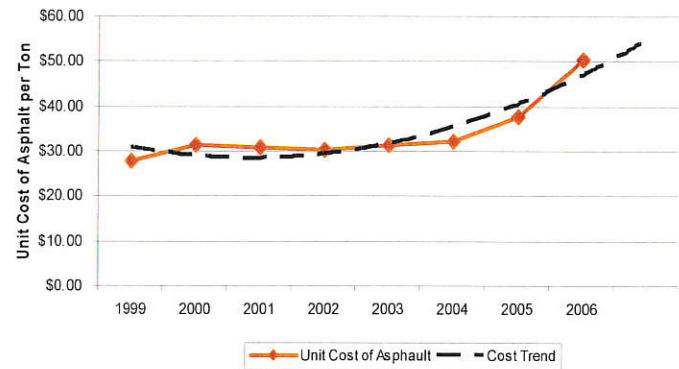


Figure 3: Asphalt Prices 1999-2006

Average Cost of a Gallon of Diesel/Bio-Diesel Fuel

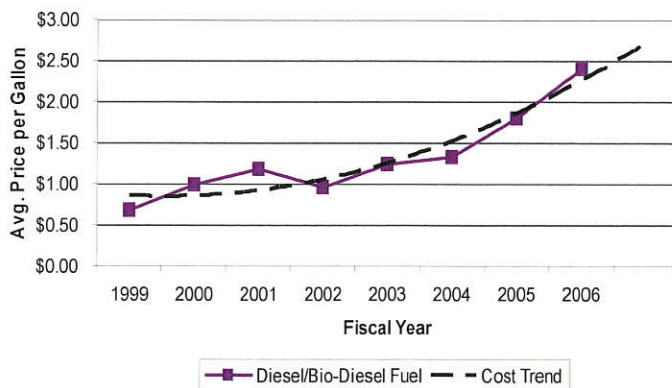


Figure 4: Diesel Fuel Prices 1999-2006

Average Cost of a Yard of Concrete

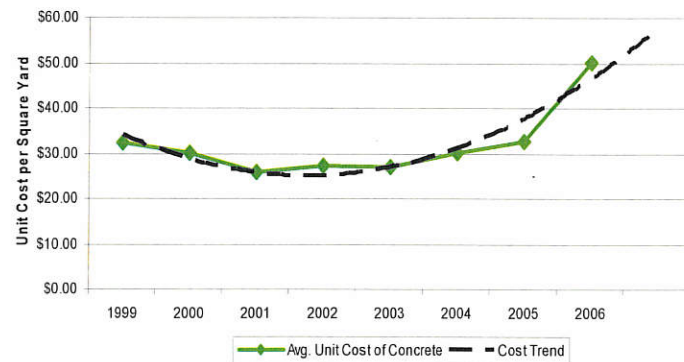


Figure 5: Concrete Prices 1999-2006

MANAGING COST INCREASES

KDOT clearly can't control cost increases for construction materials. Prices are being driven in response to global forces (e.g., increasing demand from China and decreasing or unstable supplies from other nations) and to domestic conditions (e.g., damage to refining capabilities and rebuilding efforts from last year's hurricanes).

However, despite uncontrollable cost challenges, KDOT can aggressively manage project schedules and pay close attention to detail. KDOT can also scrutinize the design approach and materials being used in the projects. And if there is an approach to deliver the basic project scope at a lower overall cost, that approach will be pursued. Finally, recognizing communities' budgets are stretched tight just as KDOT's budget is, KDOT will stay in close contact with local partners to better manage projects and problems.



REMAINING CTP PROJECT LISTING

Cost Estimates

In late 2005 and early 2006, KDOT undertook an intensive effort to review and revise cost estimates on all of our remaining *major* projects. These new estimates are based on bid prices received on similar projects in late 2005 and the best quantities available at the current stage of project development. **It's important to note that these cost estimates rely on the assumption that the cost of oil, steel, cement and asphalt will stabilize to late 2005 prices and then grow at only the estimated inflation rates.**

Remaining CTP Construction Estimate: \$ 1.2 Billion

The remaining construction estimates for CTP projects (not including substantial maintenance) is \$1.2 billion. The funding for these projects is made up of state, federal and local governmental funds.

Project List

The following projects are listed by the fiscal year they will be let and in alphabetical order by county. If no route number is listed, then that work is not being done on the state highway system.

It should be noted that some of the larger remaining CTP projects will be completed in segments, and some of that work will be phased with the grading and surfacing work to be separated into two lettings. Those projects are listed by the fiscal year in which the first phase is let, with subsequent phases and fiscal years listed.

This list is the planned letting schedule as of July 1, 2006. The schedule is subject to change should delays be encountered in the securing of right-of-way, relocating utilities, and in obtaining environmental clearances.

FISCAL YEAR 2007

Major Modification:

These projects occur on Interstate and Non-Interstate routes, and are designed to improve the service, comfort, capacity, condition, economy, or safety of an existing highway system. Interstate projects consist of resurfacing, restoring, rehabilitating and reconstructing pavement. Non-Interstate projects consist of widening lanes, adding shoulders, improving alignment or reconstructing pavement. All Major Modification projects are selected by the Priority Formula, which ranks roadway sections and bridges for improvement based on the seriousness of their deficiencies.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
US-69	Cherokee	From Oklahoma-Kansas state line, north to Columbus	9.1	17.8
K-7	Crawford	From Junction K-126 north 6 miles to the south side of the Girard city limits	6.0	10.7
US-59	Douglas/Franklin Franklin	From Ottawa north about 19 miles		
		<ul style="list-style-type: none"> • Phase 1: Grading and bridge work from I-35 northeast of Ottawa, north to the Franklin-Douglas county line 	11.1	68.8
	Franklin	<ul style="list-style-type: none"> • Phase 2: Surfacing work to be let in FY 2008 (same location as Phase 1) 	-	40.9
	Douglas	<ul style="list-style-type: none"> • Phase 3: Grading and bridge work from Franklin-Douglas county line north 11 miles to be let in FY 2009 	7.6	47.3
	Douglas	<ul style="list-style-type: none"> • Phase 4: Surfacing work to be let in FY 2010 (same location as Phase 3) 	-	31.0
US-36	Jewell	From the Junction K-128 east to Mankato	6.4	5.1
US-69	Linn	From the K-239 interchange to 3 miles north of Trading Post (the following segments will be let in different months of FY 2007)		
		<ul style="list-style-type: none"> • From the K-239 interchange north to 1 mile south of K-52 interchange 	3.2	22.2
		<ul style="list-style-type: none"> • From 1 mile south of K-52 interchange to 2 ½ miles north of Pleasanton 	6.0	49.1
		<ul style="list-style-type: none"> • From 2 ½ miles north of Pleasanton to 3 miles north of Trading Post 	6.4	55.1
		<ul style="list-style-type: none"> • Safety Rest Area: near junction K-52 	-	2.8
I-35	Lyon	The Interchange at I-35/KTA/US-50		11.4*
US-50	Reno	From the Junction K-96 east 2 miles (just west of K-61)	2.4	24.1
I-70	Saline	From 6 miles west of Solomon, east to Saline-Dickinson county line	6.5	32.2
K-4	Saline	From Dry Creek Bridge, east of north junction I-135	0.5	1.2
I-135	Sedgwick	The Interchange at I-135 & US-54 (lighting work only)	-	0.2
I-435	Wyandotte	The Interchange at I-435 & Donahoo Road		<u>13.2</u>
			TOTAL	\$ 433.1

System Enhancement

These projects are designed to relieve congestion, improve access, enhance economic development, or improve safety on major segments of the state highway system. Cities and Counties submitted their project applications in three basic categories: corridor improvements, bypass construction, and interchange improvements. Projects are selected based on engineering and safety factors. A project's local funding match, potential to remove lane-miles from the state highway system, and stage of development (it could have been partially complete) were also considered in the selection process.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
I-70	Geary	Junction City: The Interchange at exit 298 and E Street	0.0	0.6
US-50	Reno	South Hutch: The Interchange at Junction K-96/US-50	0.3	7.9
US-54	Sedgwick	East Wichita: The Interchange at Mission Road to Heather Street	0.8	28.0
US-24	Wyandotte	Corridor: (State Ave)-142 nd Street east to 118th Street, with K-7 Interchange	3.3	<u>42.6</u>
			TOTAL	\$ 79.1

* This is a joint project between KDOT and KTA that is being let by the KTA. The State Construction Funding is \$11.4 million and the Total Construction Cost is \$30.8 million.

Priority Bridge

These projects replace or rehabilitate bridges to address deficiencies in terms of load carrying capacity or width. Bridges that are deemed to be of the highest relative need through the Bridge Priority Formula are programmed first within available funding and based on scheduling considerations. Special consideration is given to replacing one-lane bridges, restricted vertical clearance bridges, and cribbed bridges (bridges with temporary structural supports to keep them in use).

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Construction Estimate \$ Millions</u>
US-160	Barber	At Comanche & Barber county line & west of east junction US-281	2.7
I-70	Dickinson	Over Local Road east of K-43	1.0
US-56	Johnson	At Martin Creek, about 2 miles east of the Douglas-Johnson county line	0.8
K-130	Lyon	At Neosho River, about 8 miles south of I-35	4.9
K-99	Lyon	At Elm Creek, 4 miles north of US-56	1.9
K-39	Neosho	Over South Kansas & Oklahoma Railroad in Chanute	4.6
K-156	Pawnee	At Sawmill Creek, 7 miles east of Pawnee-Hodgeman county line	2.3
US-77	Riley	At Fancy Creek, north of K-16	7.4
US-81	Sedgwick	At Cowskin Creek, 3 miles north of the Sumner-Sedgwick county line	1.3
US-169	Wyandotte	Over Union Pacific Railroad north of K-132	18.2
TOTAL			\$ 45.5

Geometric Improvement

These projects are on city connecting links (city streets that connect two portions of rural state highway) that widen lanes, improve or build curb and gutter sections and/or improve roadway alignments. The minimum local match ranges from 0 to 25 percent, and the maximum state share ranges from \$700,000 to \$950,000. Cities annually submit requests for projects, which are presented to the Highway Advisory Commission. The Commission then recommends a set of projects to the Secretary of Transportation, who makes the final decision.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
US-69	Cherokee	Columbus: north side of railroad crossing to Maple Street.	0.5	1.6
US-75	Coffey	New Strawn: US-75 from Neosho Street north to Arrowhead Drive	0.3	0.2
K-126	Crawford	Pittsburg: Intersection of K-126 & Rouse Avenue	0.1	1.0
US-36	Decatur	Oberlin: US-36/83 Junction east to Pennsylvania Avenue	0.3	1.1
US-83 B	Finney	Garden City: Arkansas River Bridge to near Carter Drive	0.2	0.4
K-68	Franklin	Pomona: B Street to D Street	0.3	0.7
K-44	Harper	Anthony: 2 Intersections, K-2 to Lawrence & Pennsylvania to Kansas	0.1	0.5
US-50	Harvey	Newton: Junction US-50 & Anderson	0.8	0.4
US-36	Jewell	Mankato: Lincoln Street to Lebow Street	0.4	0.4
K-96	Lane	Dighton: Seventh Street to First Street	0.4	1.0
US-73	Leavenworth	Leavenworth: Intersection of US-73/K-7 & 10 th Street	0.1	0.3
US-50	Lyon	Emporia: Intersection of US-50 & Graphic Arts Road	0.1	1.7
US-36	Rawlins	Atwood: US-36/K-25 Intersection east to 7 th Street	0.4	1.4
US-56	Rice	Lyons: US-56 & K-14/96 Junction	0.1	0.6
US-24	Riley	Manhattan: 2 Intersections, K-113/Southwind and K-113/Amherst Road	0.1	2.0
US-54	Seward	Liberal: Northeast of US-54/US-83/2nd Street/Bluebell Junction	0.2	0.4
US-81	Sumner	Caldwell: Avenue A south to 1 st Avenue	0.1	0.6
US-24	Thomas	Colby: School Avenue west to Franklin Avenue	0.2	0.7
TOTAL				\$ 14.9

Economic Development

These highway and bridge construction projects will enhance the surrounding area's economy. Cities and Counties, which are responsible for 25 percent of the project's funding, submit applications annually to KDOT. Eligible projects include those that have the potential to significantly enhance the income, employment, sales receipts, and land values in the surrounding area. The Highway Advisory Commission, with help from KDOT staff and the Kansas Department of Commerce, recommends a set of projects to the Secretary of Transportation, who makes the final decision.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
K-20	Brown	From Intersection K-20 & Falcon Road, east 3 miles to US-75/ K-20 Junction	0.2	1.0
K-10	Douglas	Lawrence: access point consolidation between US-59 (Iowa Street) east to Louisiana Street	--	0.6
K-156	Finney	Garden City: K-156/Campus Drive north to US-50/83/400 ramp	0.8	2.3
K-156	Hodgeman	From the intersection about 8 miles west of Jetmore (includes intersection realignment and improvement)	1.1	0.6
K-16	Jackson	Improvements to the approach of N Road at the intersection with K-16	0.2	0.3
	Lyon	Emporia: Logan Avenue from US-99/K-57 to Exchange Street	0.3	0.5
	Montgomery	Coffeyville: Cline Road between US-166 & 8 th	0.2	1.0
US-166	Montgomery	Coffeyville: Sycamore Creek Bridge		3.9
	Osborne	Downs: from US-24, south and east to 3rd Street & Commercial Street	1.5	1.9
	Pratt	Pratt: 30 th Street from US-281 east to K-61	2.5	1.9
	Riley	Wildcat Creek Road, from Eureka Drive south about ½ mile	0.5	1.0
K-18	Riley	Junction of K-18 & Wildcat Creek Road	0.3	0.5
	Shawnee	Topeka: MacVicar Avenue, I-70 eastbound exit to Outer Circle D	0.8	3.9
	Shawnee	Topeka: Kansas Avenue Extension from 37 th Street to Topeka Boulevard	0.5	2.7
I-435	Wyandotte	The south-bound ramp from Wooden Avenue to the north-bound ramp at Edwardsville	0.1	<u>1.6</u>
TOTAL				\$ 20.9

Local Railroad Grade Separation

These projects improve highway/railroad crossings on and off the state highway system. Cities and Counties are responsible for 10 to 20 percent of the project funds depending on the area's population. KDOT's priority formula hazard index, which is based on railroad and highway operational characteristics, was used to select projects. Special consideration was given to projects that provide higher rates of local match in order to leverage state dollars. In addition, consideration was given to the positive effects on communities the projects are expected to have.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Construction Estimate \$ Millions</u>
	Cowley	Arkansas City: BNSF railroad crossing at Kansas Avenue	5.0
	Dickinson	Herington: West of 7 th Street, over Union Pacific railroad to 3 rd Street	3.6
	Miami	Miami County: BNSF railroad crossing at 223 rd Street in Miami County	3.9
	Shawnee	Union Pacific railroad at NW Lower Silver Lake Road(NW 17 th Street)	<u>3.9</u>
TOTAL			\$ 16.4

FISCAL YEAR 2008

Major Modification:

These projects occur on Interstate and Non-Interstate routes, and are designed to improve the service, comfort, capacity, condition, economy, or safety of an existing highway system. Interstate projects consist of resurfacing, restoring, rehabilitating and reconstructing pavement. Non-Interstate projects consist of widening lanes, adding shoulders, improving alignment or reconstructing pavement. All Major Modification projects are selected by the Priority Formula, which ranks roadway sections and bridges for improvement based on the seriousness of their deficiencies.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
US-56	Barton	Great Bend: McKinley Street east to Washington Street	1.0	3.3
US-75	Coffey	From approximately 4 miles south of Beto Junction, south 1.1 mile	1.1	2.5
US-183	Ellis	From the Junction 55th Street north to Ellis-Rooks county line	15.3	13.3
US-36	Jewell	From Mankato east to about 3.5 miles east of Montrose	8.7	6.5
I-35	Johnson	Olathe: The interchange of I-35 & 159th Street & Lone Elm Rd		40.9
US-160	Meade	From Seward-Meade county line, east to west junction US-54	3.8	4.0
US-160	Seward	From the south junction US-83, east to Seward-Meade county line	12.9	<u>13.1</u>
			TOTAL	\$ 83.6

System Enhancement

These projects are designed to relieve congestion, improve access, enhance economic development, or improve safety on major segments of the state highway system. Cities and Counties submitted their project applications in three basic categories: corridor improvements, bypass construction, and interchange improvements. Projects are selected based on engineering and safety factors. A project's local funding match, potential to remove lane-miles from the state highway system, and stage of development (it could have been partially complete) were also considered in the selection process.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
US-400	Ford	Bypass: From US-50/50B, southeast to Junction US-56/283 -west of Dodge City	2.5	26.9
US-169	Montgomery	Corridor: From the junction US-166 north 5 miles	5.5	<u>35.9</u>
			TOTAL	\$ 62.8

Priority Bridge

These projects replace or rehabilitate bridges to address deficiencies in terms of load carrying capacity or width. Bridges that are deemed to be of the highest relative need through the Bridge Priority Formula are programmed first within available funding and based on scheduling considerations. Special consideration is given to replacing one-lane bridges, restricted vertical clearance bridges, and cribbed bridges (bridges with temporary structural supports to keep them in use).

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Construction Estimate \$ Millions</u>
US-166	Cherokee	At Spring River Drainage, 5 miles east of Junction US-69	0.6
US-59	Douglas	At Wakarusa River Drainage, 6 miles north of Junction US-56	0.9
US-24	Graham	At South Fork Solomon River Drainage, ¼ mile east of K-18	0.4
K-68	Miami	At South Wea Creek, about ½ mile west of US-69	0.4
K-139	Republic	At South Fork Mill Creek, about ½ mile south of US-36	<u>0.7</u>
			TOTAL \$ 3.2

Geometric Improvement

These projects are on city connecting links (city streets that connect two portions of rural state highway) that widen lanes, improve or build curb and gutter sections and/or improve roadway alignments. The minimum local match ranges from 0 to 25 percent, and the maximum state share ranges from \$700,000 to \$950,000. Cities annually submit requests for projects, which are presented to the Highway Advisory Commission. The Commission then recommends a set of projects to the Secretary of Transportation, who makes the final decision.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
US-281	Barton	From 3rd Street to 6th Street	0.2	1.0
K-254	Butler	From School Road to Haverhill Road	0.0	0.9
US-56 B	Dickinson	At Lime Creek Bridge east to Broadway on US-56B (Trapp St)	0.2	0.4
K-10	Douglas	The Intersection of K-10(23rd) & Harper Street	0.1	0.2
US-50	Gray	From just east of 7th Street to about ¼ mile east of Cimarron	0.2	0.8
K-27	Greeley	From Newton Street to Harper Street	0.2	0.6
US-73	Leavenworth	Leavenworth: The Intersection of US-73/K-7 & 18th Street	0.7	5.4
US-56	McPherson	From Ash Street to ½ block west of Cherry Street	0.2	1.6
US-81 B	McPherson	From K-4 to Swenson Street	0.7	0.6
US-24	Pottawatomie	The Intersection of US-24 & entrance to Manhattan Town Center	0.1	0.1
K-14	Rice	The Intersection of K-14/96 & American Road	0.0	0.1
US-24	Shawnee	Rossville: Pearl Street east to Orange Street	0.2	0.7
K-23	Sheridan	From Utah Avenue north to Queen Avenue	0.3	0.7
US-24 B	Sherman	The Intersection of US-24B & Cherry Street	0.2	0.3
			TOTAL	\$ 13.5

Economic Development

These highway and bridge construction projects will enhance the surrounding area's economy. Cities and Counties, which are responsible for 25 percent of the project's funding, submit applications annually to KDOT. Eligible projects include those that have the potential to significantly enhance the income, employment, sales receipts, and land values in the surrounding area. The Highway Advisory Commission, with help from KDOT staff and the Kansas Department of Commerce, recommends a set of projects to the Secretary of Transportation, who makes the final decision.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
	Ellis	From 41 st Street, west of Indian Trail east to Canterbury Drive	0.7	1.9
	Johnson	On Moonlight Road from Madison Street north to Prairie Village Drive	0.7	2.0
	Lyon	Emporia: Logan Avenue from US-99/K-57 to Exchange Street	0.3	0.7
	Miami	Paola: Industrial Park Drive from Hospital Drive east about ¼ of a mile	0.3	0.9
	Reno	Halstead Street from 4th Avenue to 11th Avenue	0.4	1.8
	Sedgwick	The Junction of Maize Road & 53rd Street North	0.5	1.0
			TOTAL	\$ 8.4

FISCAL YEAR 2009

Major Modification:

These projects occur on Interstate and Non-Interstate routes, and are designed to improve the service, comfort, capacity, condition, economy, or safety of an existing highway system. Interstate projects consist of resurfacing, restoring, rehabilitating and reconstructing pavement. Non-Interstate projects consist of widening lanes, adding shoulders, improving alignment or reconstructing pavement. All Major Modification projects are selected by the Priority Formula, which ranks roadway sections and bridges for improvement based on the seriousness of their deficiencies.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Construction Estimate \$ Millions</u>
K-18	Riley	From the Geary-Riley county line northeast to south of Walnut Street in Ogden. (Includes a new interchange at 12th Street)	32.5
I-135	Sedgwick	Wichita: From Pawnee Street north to the beginning of the viaduct in Wichita	19.9
TOTAL			\$ 52.4

System Enhancement

These projects are designed to relieve congestion, improve access, enhance economic development, or improve safety on major segments of the state highway system. Cities and Counties submitted their project applications in three basic categories: corridor improvements, bypass construction, and interchange improvements. Projects are selected based on engineering and safety factors. A project's local funding match, potential to remove lane-miles from the state highway system, and stage of development (it could have been partially complete) were also considered in the selection process.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
US-59	Atchison	Corridor: Amelia Earhart Bridge over Missouri River and the approach	3.7	32.5*
US-50	Finney	Corridor: from Kearney-Finney county line, east to north junction US-83	12.0	66.9
US-54	Kingman/Pratt	From 1 mile east of Cairo to 6 miles east of the Kingman-Pratt county line. As part of an extensive public involvement process, communities requested that the environmental clearance and design work be completed and right-of-way be purchased for the corridor. The remaining project funds are being applied to construction as follows:		
	Kingman	<ul style="list-style-type: none"> Corridor: Grading and bridge work from the Kingman-Pratt county line east 5.8 miles to be let in FY 2009 	5.8	18.8
	Kingman	<ul style="list-style-type: none"> Surfacing work to be let in FY 2010 (same location as above) 	--	24.0
	Pratt	<ul style="list-style-type: none"> Corridor: Grading and surfacing work from 1 mile east of Cairo, east to the Pratt-Kingman county line to be let in FY 2009 	4.0	29.6
K-61	McPherson/Reno	From 17 th Street in Hutchinson to McPherson. The following segments will be let in FY 2009 but in different months.		
	McPherson	<ul style="list-style-type: none"> Corridor: From the McPherson-Reno county line northeast to Chisholm Road 	7.4	46.2
	McPherson	<ul style="list-style-type: none"> Corridor: From Chisholm Road north to McPherson 	7.1	49.1
	Reno	<ul style="list-style-type: none"> Corridor: From 17th Street in Hutchinson, north to the McPherson-Reno county line 	8.6	61.7
TOTAL				\$ 328.8

* This is a joint project between KDOT and MoDOT that is being let by KDOT. The State Construction Funding is \$32.5 million and the Total Construction cost is \$65 million.

Geometric Improvement

These projects are on city connecting links (city streets that connect two portions of rural state highway) that widen lanes, improve or build curb and gutter sections and/or improve roadway alignments. The minimum local match ranges from 0 to 25 percent, and the maximum state share ranges from \$700,000 to \$950,000. Cities annually submit requests for projects, which are presented to the Highway Advisory Commission. The Commission then recommends a set of projects to the Secretary of Transportation, who makes the final decision.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
US-81	Cloud	Concordia: The Junction of US-81 and College Drive	0.1	0.4
US-77	Cowley	Winfield: From 14th Avenue north to 12th Avenue	0.2	0.5
US-54	Greenwood	Eureka: US-54 & Jefferson Street (culvert work)	-	0.1
K-7	Johnson	Olathe: From Old 56 Highway to Dennis Avenue	0.1	0.2
US-24	Osborne	Downs: From 2nd Street east to Clark Street	0.2	0.5
K-113	Riley	Manhattan: The Intersection of US-24 and Marlatt Avenue	0.1	2.0
US-24	Shawnee	Rossville: From Cross Creek bridge to Navarre	0.1	0.3
US-283	Trego	WaKeeney: From 1 st Street east to 5 th Street	0.3	0.5
US-36	Washington	Washington: From west of D Street east to junction US-36 & K15	0.2	0.8
K-96	Wichita	Leoti: From Indian Street to Waters Street	0.9	0.4
TOTAL				\$ 5.5

Economic Development

These highway and bridge construction projects will enhance the surrounding area's economy. Cities and Counties, which are responsible for 25 percent of the project's funding, submit applications annually to KDOT. Eligible projects include those that have the potential to significantly enhance the income, employment, sales receipts, and land values in the surrounding area. The Highway Advisory Commission, with help from KDOT staff and the Kansas Department of Commerce, recommends a set of projects to the Secretary of Transportation, who makes the final decision.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
	Barber	From US-160 north 5.25 miles to Sun City	5.2	2.7
	Bourbon	Fort Scott: National Street from 18 th Street to US-69/K-7	0.3	0.9
	Grant	Road K from US-160 north 3 miles and west 1 mile to K-25	4.0	2.4
US-50	Lyon	Junction US-50 & Road F	0.6	1.0
	Sedgwick	Wichita: Colwich & Crocker Street east of 1 st	0.4	0.7
	Sedgwick	Derby: Madison Avenue from Water Street east to Buckner Street	0.1	0.7
	Sherman	North of I-70 exit 12 north to Sherman County Road	1.0	1.9
	Wabaunsee	About 10 miles east of Alta Vista on K-4 east about 2.5 miles	2.5	0.3
TOTAL				\$ 10.6