





- \$8.2 billion, 10-year multimodal transportation program
- .4¢ Sales Tax/ 18% bonding cap
- No projects legislated

# 2003



- Measured satisfaction of the system & delivery
- 900 Stakeholders surveyed
- Needed to nurture relationships with local officials

# Responsible & Responsive

- Mantra for internal change
- Decentralized decision making
- Become more inclusive



# 2006-2008



- 125+ member working groups
- Preservation is top priority
- More flexible, responsive project selection
- Support economic growth

# Road Rallies

- Link satisfaction to system performance
- Evaluated and confirmed pavement performance goals



**KDOT's Road Surveyor**

# Economic Development Working Group

- Practical system for Kansas
- Stakeholders defined “economic impact”
- Selected TREDIS as model



# 2008-2009



- Support statewide economic priorities
- Implement new business models
- Spending targets established



2006, 2008, 2009

# Local Consult Meetings



- Discussed project needs & business model changes
- Piloted new 3-prong selection process
- Willing to add projects, revised scores

# Selection Factors by Work Type

	<b>Engineering Data</b>	<b>Local Consult</b>	<b>Economic Impact</b>
<b>Preservation</b>	<b>100%</b>		
<b>Modernization</b>	<b>80%</b>	<b>20%</b>	
<b>Expansion</b>	<b>50%</b>	<b>25%</b>	<b>25%</b>



KANSAS TRANSPORTATION ONLINE COMMUNITY

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- Projects are now scored
- Time to discuss scopes, phasing, programming to stretch dollars



# Collaboration is key to success



# WORKS

TRANSPORTATION WORKS FOR KANSAS

Jobs ■ Safety ■ Economic Development