

2023 ANNUAL REPORT
TRANSPORTATION IN KANSAS: A YEAR IN REVIEW

Ad Astra
Simul

TO THE STARS, TOGETHER



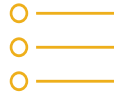


TABLE OF CONTENTS

- 3** From the Secretary
- 4** KDOT by the Numbers
- 6** Snow & Ice Removal
- 7** IKE Progress
- 8** IKE Pipeline
- 10** Pavement Performance Management Tool
- 11** Performance Measures Dashboard
- 12** Kansas Local Infrastructure Planning Tool
- 13** Cost Share Program
- 14** New Division of Multimodal Transportation & Innovation
- 15** Charge Up Kansas
- 16** U.S. 69 Express Toll Lanes
- 18** Bipartisan Infrastructure Law
- 19** Kansas Turnpike Authority Update



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FROM THE SECRETARY

As we reflect on the accomplishments of 2022, a common theme emerges - partnership.

What we've achieved for transportation in Kansas has truly been a team effort that would not have been possible without our partners at the federal, state and local levels, along with the private sector.

It's partnerships with local communities, many of whom are contributing to projects' costs, that are helping to make the Eisenhower Legacy Transportation (IKE) Program successful. Through those partnerships in 2022, we were able to announce another 11 Expansion and Modernization highway projects - a total investment of more than \$520 million - for construction.

Partnerships between the state and private sector allowed us to fund 17 railroad improvement projects in 2022. With \$11.5 million in state grant dollars, private industry brought nearly \$8 million to the table to provide \$19 million in investments to our rail network.

The Kansas Local Bridge Improvement Program and the Off-System Bridge Program, state-local partnership initiatives that provide funds to replace or rehabilitate locally-owned deficient bridges, awarded \$45.5 million to 62 bridges across the state in 2022.

Partnerships with local communities are enabling us to build road improvements in De Soto to support the Panasonic Energy Co. electric vehicle battery manufacturing facility, which broke ground in 2022, and add the region's first express toll lanes to U.S. 69, the state's busiest four lane-highway.

KDOT's Cost Share Program, which was created specifically to create partnership opportunities, has provided more than \$114 million in state grants in over 130 Kansas communities since it was founded in 2019. The Cost Share Program is unique in that it can be used for both state and local infrastructure.

We've developed tools over the past year to improve our delivery and business practices and we're sharing those new tools with our partners and the public.

And it's through partnerships that we are working to help Kansas maximize its funding opportunities in the Bipartisan Infrastructure Law. With the state set to receive close to \$3.8 billion in direct funds for transportation, water, energy and broadband projects, and even more possible through competitive grants, the Kansas Infrastructure Hub was created in 2022 to help coordinate the state's approach.

We're always stronger when we work together, and transportation in Kansas continues to benefit from the partnerships we've created.

Our state's motto - *Ad astra per aspera* - to the stars through difficulties, is a nod to our perseverance. I'd offer a slight alteration of - *Ad Astra Simul* - to the stars together, as a nod to the extraordinary value of partnering.

JULIE LORENZ
Secretary of Transportation
Director of Kansas Turnpike Authority



BY THE NUMBERS



KANSAS AVIATION IMPROVEMENT PROGRAM

In 2022, 36 aviation projects totaling \$5 million were selected for planning, constructing or rehabilitating general aviation airports.



SEAT BELT USAGE

In 2022, 87% of adults 18 years old and older wore their seat belts.



LOCAL BRIDGE IMPROVEMENT PROGRAMS

In 2022, more than \$45.5 million was awarded to 62 local bridges for replacement or rehabilitation in cities and counties across Kansas.



PUBLIC TRANSIT

In 2022, 48 Access, Innovation, and Collaboration grants were awarded totaling more than \$13 million.

FY 2022 RIDERSHIP: 6,611,799



RAIL SERVICE IMPROVEMENT FUND

In 2022, 16 rail improvement projects were awarded nearly \$11 million in state funding. When combined with the awardees' contributions, the investment totals nearly \$18 million.



TRANSPORTATION ALTERNATIVES

In 2022, 32 Transportation Alternatives projects in 28 counties received more than \$28 million in grant funding.

SHORT LINE RAIL IMPROVEMENT FUND

Eleven projects were awarded almost \$7 million in state funds. When combined with the awardees' contributions, the investment totals nearly \$10 million.

KDOT publishes an annual Quick Facts booklet that contains information about KDOT programs and agency-related statistics. Quick Facts can be found at: www.ksdot.org/publications.asp.

TRAVEL IN 2022

SYSTEM	CENTER LINE MILES	PERCENT OF TOTAL MILES	DAILY VEHICLE MILES TRAVELED	PERCENT OF TOTAL TRAVEL
State Highway System	9,387	6.7%	28,476,265	33.1%
City Connecting Links	910	0.7%	16,517,950	19.2%
County/Township	112,491	80.8%	12,560,525	14.6%
Municipal	16,154	11.6%	23,228,370	27.0%
Turnpike	239	0.2%	5,247,890	6.1%
TOTAL	139,181	100.0%	86,031,000	100.0%



Working Together

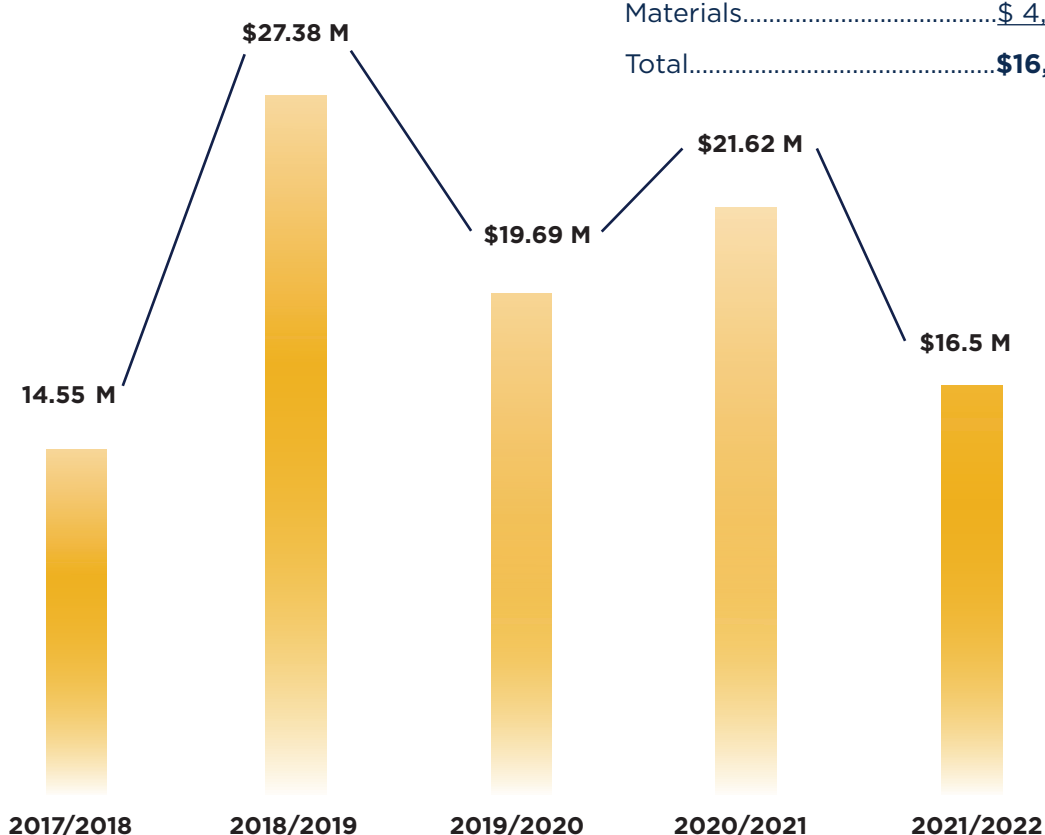


SNOW & ICE REMOVAL

Numbers shown below are for Fiscal Year 2022 (July 1 - June 30). Data does not include storms from November and December 2022 or January 2023.

WINTER 2021-2022 COST BREAKDOWN

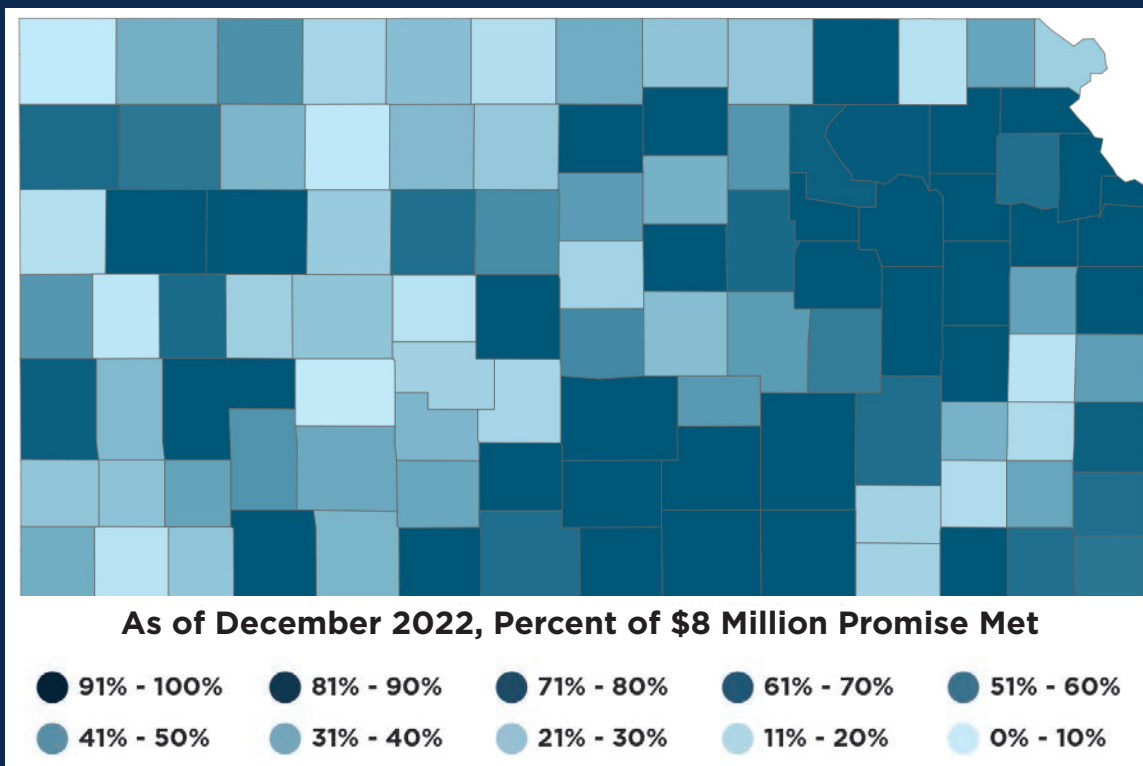
Labor.....	\$ 6,633,415
Equipment.....	\$ 5,691,270
Materials.....	\$ 4,187,606
Total.....	\$16,512,291





IKE PROGRESS

All Kansans will benefit from the IKE program. IKE legislation requires KDOT to invest at least \$8 million in each county across Kansas. This \$8 million will be made up of investments in highway preservation, highway expansion and modernization, aviation, transit, rail, bicycle/pedestrian projects and others that address technology and economic development. Below you can see overall progress of how KDOT is doing toward investing in Kansas' 105 counties as of December 2022. More information about investments in each county can be found on the IKE website at www.ksdotike.org/about/overview.



IKE PIPELINES

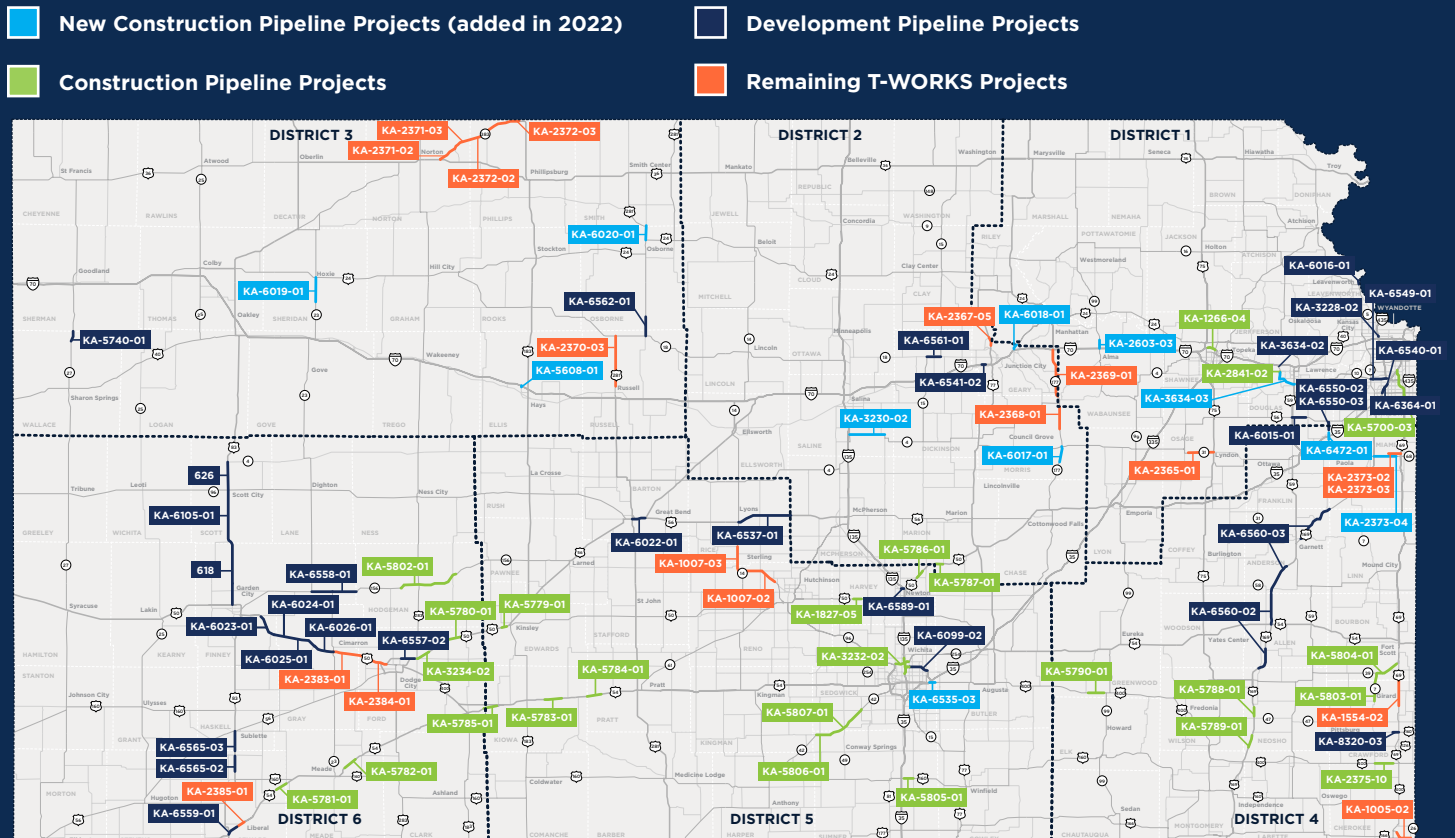
Eleven expansion and modernization highway projects, totaling more than \$520 million, were added to the construction pipeline for the Eisenhower Legacy Transportation Program (IKE) in 2022. Combined with the first round of IKE construction pipeline projects announced in 2021, 25 projects, totaling nearly \$1.3 billion, have been committed for highway modernization and expansion. An additional 33 projects are in the IKE development pipeline where preliminary engineering and analysis is completed to prepare projects for construction.

For information on these projects and others in the IKE program, visit ksdotike.org.



“Expanding and modernizing our highways will improve roadway safety, create good jobs and deliver more economic opportunities across Kansas, both now and in the future.”

GOVERNOR LAURA KELLY





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PAVEMENT PERFORMANCE MANAGEMENT TOOL

KDOT has a long history of measuring pavement conditions. This information is used to determine how taxpayer dollars can most efficiently be used to maintain Kansas' 10,000 miles of highways. One challenge with measuring pavement conditions is that the traditional metric, which is required to be reported to the Federal Highway Administration, only measures the surface condition. This means it doesn't capture what is happening underneath the pavement and therefore doesn't reflect all aspects of true pavement health.

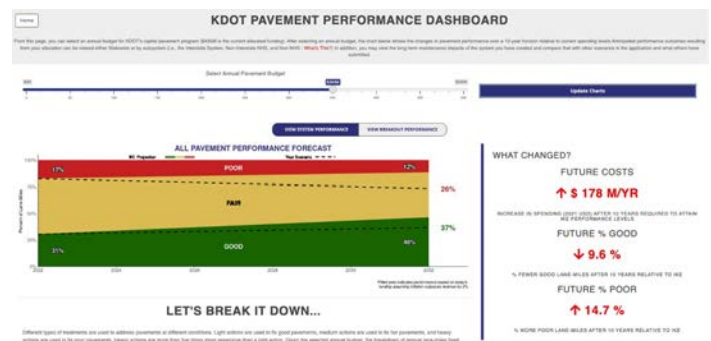
This year, KDOT developed a new pavement condition measure that accounts for not only surface conditions, but also cracking and joint distress. This new measure captures the true pavement health for the first time. When KDOT first put the new metric to use, the results were immediately informative:

- Using the old surface-only metric, less than 1% of Kansas highways were rated in poor condition.
- But the new metric revealed a hard truth: in reality, 17% of Kansas highways were rated in poor condition, up from just 7% in 2016.

We determined this by using the new metric to evaluate the pavement distress data KDOT gathered in 2016. The increase from 7% poor in 2016 to 17% poor in 2021 can be traced to funding decisions in prior years, when KDOT's preservation program was severely underfunded. In the years prior to 2016, limited funding meant KDOT was forced to try and hold the system together with inadequate surface treatments. These thin overlays kept the roads smooth, but, resulted in a dramatic decline in the overall pavement health of the states' highways.

By implementing this new pavement metric, KDOT can not only better measure the true pavement health, but we also now have a tool that can predict how the various future funding levels could impact future pavement conditions.

This new metric and its reporting provides accountability for transportation funding decision-makers and will help the agency direct preservation funds where they are needed most.



COMMITMENT TO TRANSPARENCY

KDOT has made the new pavement condition prediction tool available for the public, so that Kansans can now understand how various funding levels impact the health of the state highway system.

The public is invited to try the tool and build and fund scenarios of their own at kansaspavement.com. The online tool allows users to adjust future funding levels and see how pavement conditions change as a result. The tool also allows users to re-allocate funding across different highway classifications, and it estimates how annual highway maintenance (i.e. patching potholes, etc.) costs change as the conditions change.



PERFORMANCE MEASURES DASHBOARD

Every day, Kansans rely on our transportation system to get people and goods safely where they need to go. KDOT is committed to being good stewards of tax dollars as well as continuous improvement of these assets and internal processes. Providing easily accessible information on how the agency is performing in these areas ensures the accountability needed to deliver the safe and cost-efficient transportation system Kansans deserve.

The data collected and shared through these dashboards is an opportunity to inform Kansans, as transportation users, on KDOT's vision, mission, values and overall progress in achieving these goals. The ongoing review and reporting of these measures helps KDOT make informed decisions that maximize the impact of your tax dollars.

The KDOT Strategic Performance Measures Dashboard provides progress of the state's transportation system and includes four performance measurement goals: Accountability, Communicating Value, Continuous Improvement and Fiscal Stewardship.

Additionally, KDOT is actively tracking six focus areas: Safety and Security, Transportation System Management, Asset Preservation, Economic Vitality, Stewardship and Workforce. The web-based dashboard includes tasks, metrics and progress tracking for each focus area.

The Federal Performance Measures Dashboard also highlights Kansas' progress with the Federal Transportation Performance Measures and includes three major categories: Safety, System Conditions and System Reliability.



PERFORMANCE MEASURES SHARED WITH THE PUBLIC

The KDOT Strategic Performance Measures Dashboard, available at www.ksdotperformance.org, shows the public how the agency is progressing towards the targets we've set to make sure Kansans are getting the most value out of every tax dollar.



KANSAS LOCAL INFRASTRUCTURE PLANNING TOOL

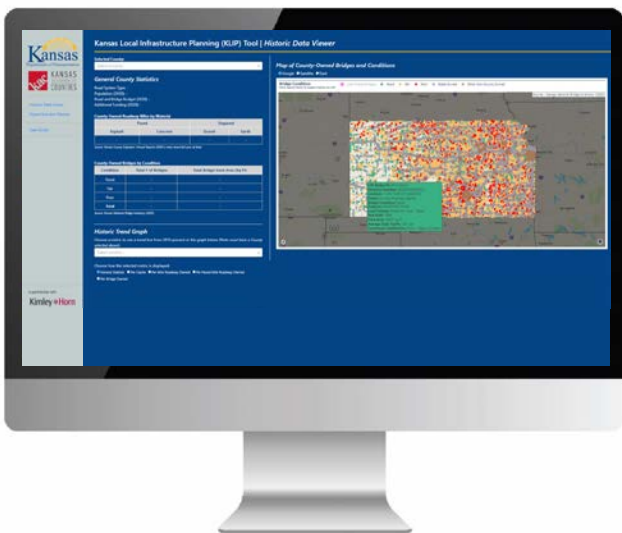
This year, KDOT announced the release of an online interactive tool to enable Kansas counties to analyze county-owned roads and bridges and help determine priorities to meet the future needs of local road systems.

Referred to as “KLIP,” the Kansas Local Infrastructure Planning Tool leverages counties’ existing road and bridge data and provides insights on local infrastructure conditions through an interactive viewer. County officials will be better able to prioritize and plan investments, including for critical connections among agricultural, rural and urban communities across Kansas.

The online tool was developed by KDOT’s Bureau of Local Projects in coordination with the Kansas Association of Counties and the Kansas County Highway Association.

The KLIP tool enables counties to test a range of spending and funding scenarios to determine priorities and meet the needs of local road systems in the future. The KLIP Tool maps all bridges in the county, as well as provides a historic look at investments in road and bridge maintenance and construction for each county. Using information based on such factors as number of bridges and miles of roadway, the user can use KLIP to project future funding needs. Plans can be based on user input of costs for various activities, mill levy increases, inflation rates and possible changes to the size of the transportation system in that county.

The KLIP Tool and user manual are located at <https://klip.ksdot.gov/>.





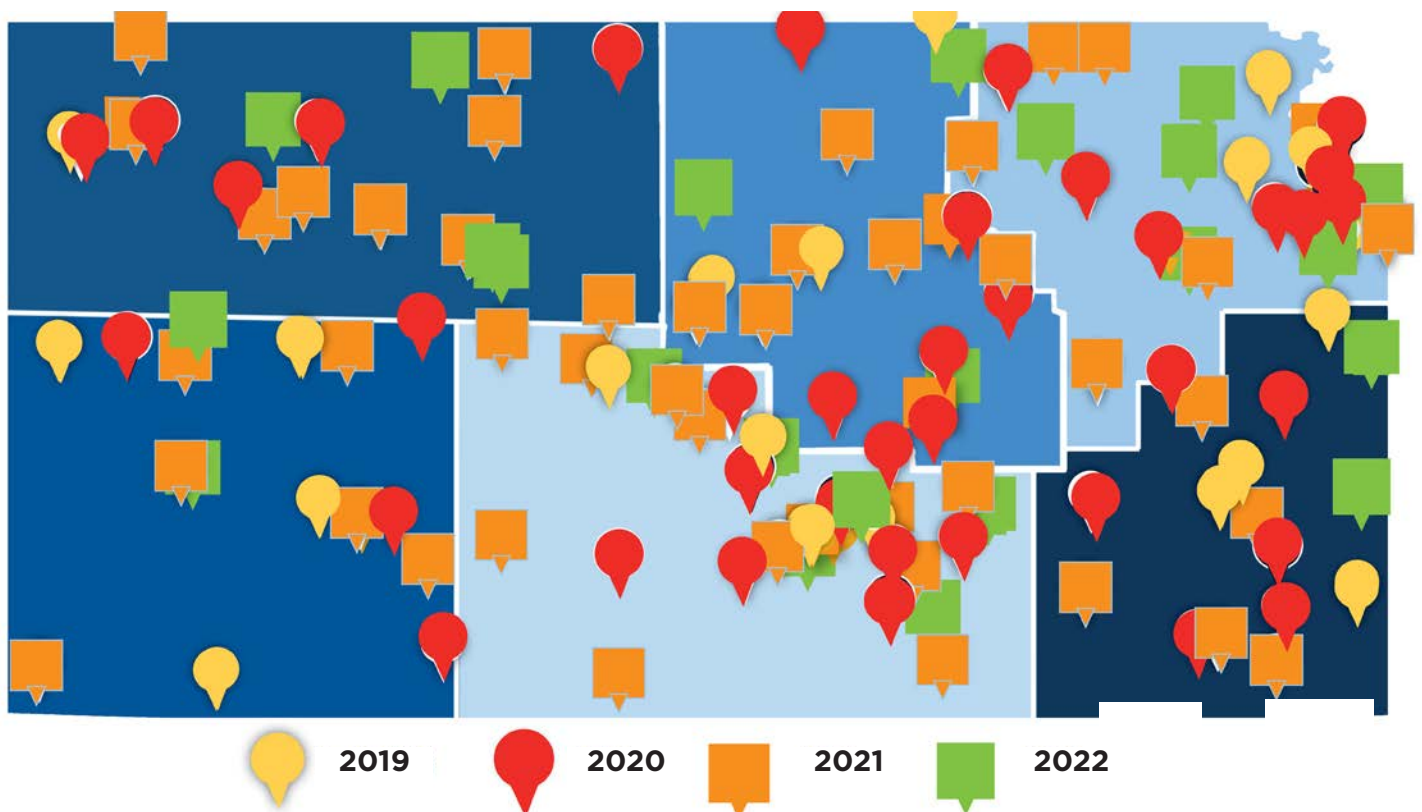
COST SHARE PROGRAM

KDOT's Cost Share Program provides financial assistance to local entities for construction projects that improve safety, leverage state funds to increase total transportation investment and help both rural and urban areas of the state improve the transportation system.

The Cost Share program is one of KDOT's most flexible funding opportunities, allowing communities to apply for assistance with a wide range of highway, local road, bridge, rail, airport, bicycle, pedestrian and public transit projects – as long as they can provide at least a 15% local cash match. KDOT funds are used exclusively to match construction costs for these projects.

In 2022, KDOT awarded more than \$18 million to 25 projects to address current and future transportation challenges. Since the Cost Share program was established in 2019, more than \$114 million in state funding has been matched locally by an additional \$85 million for a total of \$199 million invested in over 130 Kansas communities.

ALL COST SHARE PROJECT LOCATIONS TO DATE





NEW DIVISION OF MULTIMODAL TRANSPORTATION & INNOVATION

In recognition of the continuing growth in advanced technologies in different modal programs of public transit, bicycle and pedestrian and freight and rail, KDOT created the Division of Multimodal Transportation and Innovation.

The new division combined the areas of Innovative Technologies and Multimodal Transportation, which will improve efficiency as well as provide an opportunity to grow innovation in all aspects of transportation. Cory Davis was named Director of the

new division and is looking at ways to take advantage of current and new technologies within KDOT as well as with other partners and stakeholders. “There are opportunities for innovation everywhere,” Davis said. “We’ll be reviewing different prospects and honing in on the ones that are best for Kansas and will foster the goals of KDOT.”





CHARGE UP KANSAS

With the signing of the Bipartisan Infrastructure Law (BIL) in November 2021, significant funding was made available to states to advance electric vehicle (EV) charging infrastructure. The State of Kansas will benefit from an estimated \$40 million investment over five years from the National Electric Vehicle Infrastructure (NEVI) program. In addition, Kansas agencies and communities will be eligible to apply for additional funding through \$2.5 billion in discretionary grant programs. States were required to develop a plan of how to spend NEVI funds before being able to access them. KDOT's Charge Up Kansas NEVI Plan was approved in September, and feedback from the Joint Office on Energy & Transportation stated that it was "spectacular."

The NEVI Program focuses on DC Fast Charging (DCFC) because DCFC chargers can fully recharge an EV battery in 20-30 minutes. The NEVI program requires that stations include at least four 150kW DCFC ports with minimum station power capability at or above 600 kW, supporting 150kW per port simultaneously.

Based on NEVI Program guidance, the Charge Up Kansas NEVI Plan builds on the existing infrastructure along the state's Alternative Fuel Corridors (AFC) by addressing gaps in the AFC network and upgrading existing sites to meet current AFC criteria in order to achieve "fully built out" status. The plan includes tactical efforts to drive equity, support disadvantaged communities and encourage workforce development to enable electric vehicle supply equipment installation.

The Charge Up Kansas NEVI Plan was developed with extensive community engagement. In April 2022, KDOT hosted a statewide telephone town hall for Kansans to learn more about EV charging and share their priorities. Over 1,000 Kansans joined the town hall; 50% of people participating said that the availability of charging stations was their biggest concern about driving an EV. The Charge Up Kansas NEVI Plan is available online at <https://www.ksdot.ike.org/charge-up-kansas>.



U.S. 69 EXPRESS TOLL LANE

Construction started in 2022 on 69 Express, the region's first express toll lanes project located on U.S. 69 in Overland Park. The U.S. 69 project, part of the IKE program, is being delivered using the design-build process, which allowed construction to start quickly.

Design-build streamlines the project delivery process through a single contract between KDOT and the design-build team. Selection for the \$570 million project was based on how well the winning team met KDOT's goals of balancing minimizing the impact on travel during construction, reducing cost and delivering the project on schedule. KDOT selected the design-build team in September 2022.

The 69Express project involves adding a new, tolled lane in each direction from 103rd to 151st streets in Overland Park, replacing 50-year-old pavement, constructing 11 noise walls and

improving interchanges at 167th Street, Blue Valley Parkway and I-435. The 167th Street interchange was able to be added because of funding provided by the Bipartisan Infrastructure Law. The 167th Street interchange will provide access from the south to a new full-service hospital and reduce emergency response times.

The existing four lanes of U.S. 69 will remain as non-tolled, general-purpose lanes. The express lanes are anticipated to open in late 2025 with construction concluding in 2026.

Express toll lanes are a new-to-the-region strategy for managing congestion on busy corridors like U.S. 69.

IMPROVING THE STATE'S BUSIEST HIGHWAY

KDOT, along with the Kansas Turnpike Authority (KTA) and the City of Overland Park, began exploring options in October 2020 on how to improve the U.S. 69 corridor – the state's busiest four-lane highway. The study concluded that express toll lanes would be the best option to improve public safety, reduce congestion and increase travel time predictability. In June 2021, the U.S. 69 corridor received local and state approvals to move forward as Kansas' first express toll lanes project.





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BIPARTISAN INFRASTRUCTURE LAW

The Bipartisan Infrastructure Law (BIL) provides historic investment in United States infrastructure over a five-year period. About 60% of this funding is considered formula, or directed funds, that will have specific federal requirements. The remaining 40% will be competitive grants which will have their own set of federal priorities/requirements. The total investment across the United States is \$1.2 trillion and includes nearly 400 formula and grant programs across 12 federal agencies. BIL supports investments in transportation, energy and power, broadband, water and sewer, resilience and cybersecurity.



BIL FUNDING IN ACTION

As a result of BIL, KDOT will receive an additional \$145.7 million a year in federal formula funding. With the IKE program being fully funded, KDOT was able to allocate \$45 million a year of the new BIL funding to launch two state bridge programs in 2022: the Off-System Bridge Program and the Kansas Local Bridge Improvement Program (KLBIP). These programs are specifically designed to assist cities and counties and improve local bridges through reduced and/or sliding scales for local funding match and reduced administrative burden through a federal fund swap approach.

Under BIL, KDOT will receive an additional \$145.7 million annually, broken down in the following categories:

- Highways - \$89M
- Bridges - \$45M
- Electric Vehicle Infrastructure - \$8M
- Rural Transit - \$3.7M

KANSAS INFRASTRUCTURE HUB

The Kansas Infrastructure Hub (kshub.org) is Kansas' coordinated approach to working to identify best practices from across the nation for deploying funds and maximizing Kansas' BIL opportunities.

A state agency subcabinet working group has been established and includes representatives from the Kansas departments of Administration, Agriculture, Commerce, Health and Environment and Transportation, as well as the Kansas Corporation Commission and Kansas Water Office. The Kansas Infrastructure Hub is led by KDOT Secretary Julie Lorenz.

The Hub will reach out to the private sector, as well as federal and local agencies, to develop partnerships and seek grant funds to strengthen Kansas infrastructure.

KANSAS INFRASTRUCTURE SUMMIT

KDOT was part of the Kansas Infrastructure Summit held in July 2022 in Wichita. About 650 people participated in-person and virtually in the event hosted by the Kansas Infrastructure Hub. The Summit's purpose was to raise awareness about the funding opportunities provided BIL, identify ways to collaborate and to generate and prioritize actions to maximize the impact of these dollars in Kansas.



KANSAS TURNPIKE AUTHORITY UPDATE

KDOT and the Kansas Turnpike Authority (KTA) work together to serve the transportation needs of Kansas. KDOT's Secretary also serves as the Director of the KTA.

Highlights Fiscal Year 2022

- Constructed KTA's first five cashless tolling zones in Sedgwick and Sumner counties and began work on 12 additional sites.
- Exceeded established condition targets on both KTA's roadway and bridge systems.
- Invested \$33.8 million in ongoing roadway (\$20.2 million) and bridge (\$13.6 million) preservation efforts.
- Exceeded \$1 billion in assets with capital assets increasing to \$738.5 million.
- Increased electronic toll collection and accounts for 65% of collected tolls.
- Continued KTA's bridge raising program to aid freight movement. Since 2016, a total of 63 bridges have been raised, either through the program or as part of other projects.
- Honored by the Wichita Chamber with the "Over the Years" award for KTA's contributions to the betterment of the community.
- Completed the RFP process to select a roadside toll collection system vendor for cashless tolling.
- Conducted a safety assessment to identify new methods for enhancing roadway safety.
- Exceeded minimum acceptable condition levels on pavement miles (60%) and bridges (70%) with 82.4% of pavement miles and 81.5% bridges considered in "Good" condition.
- Provided assistance to 2,730 travelers through the State Farm Safety Assist program, a 37.6% increase from the prior year.

- **36.6 MILLION VEHICLES USED THE KANSAS TURNPIKE.**
- **95% OF CUSTOMERS SATISFIED WITH THE K-TAG PROGRAM AND 89% SAY ROADWAY CONDITIONS ARE EXCELLENT OR GOOD.**





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APPENDIX

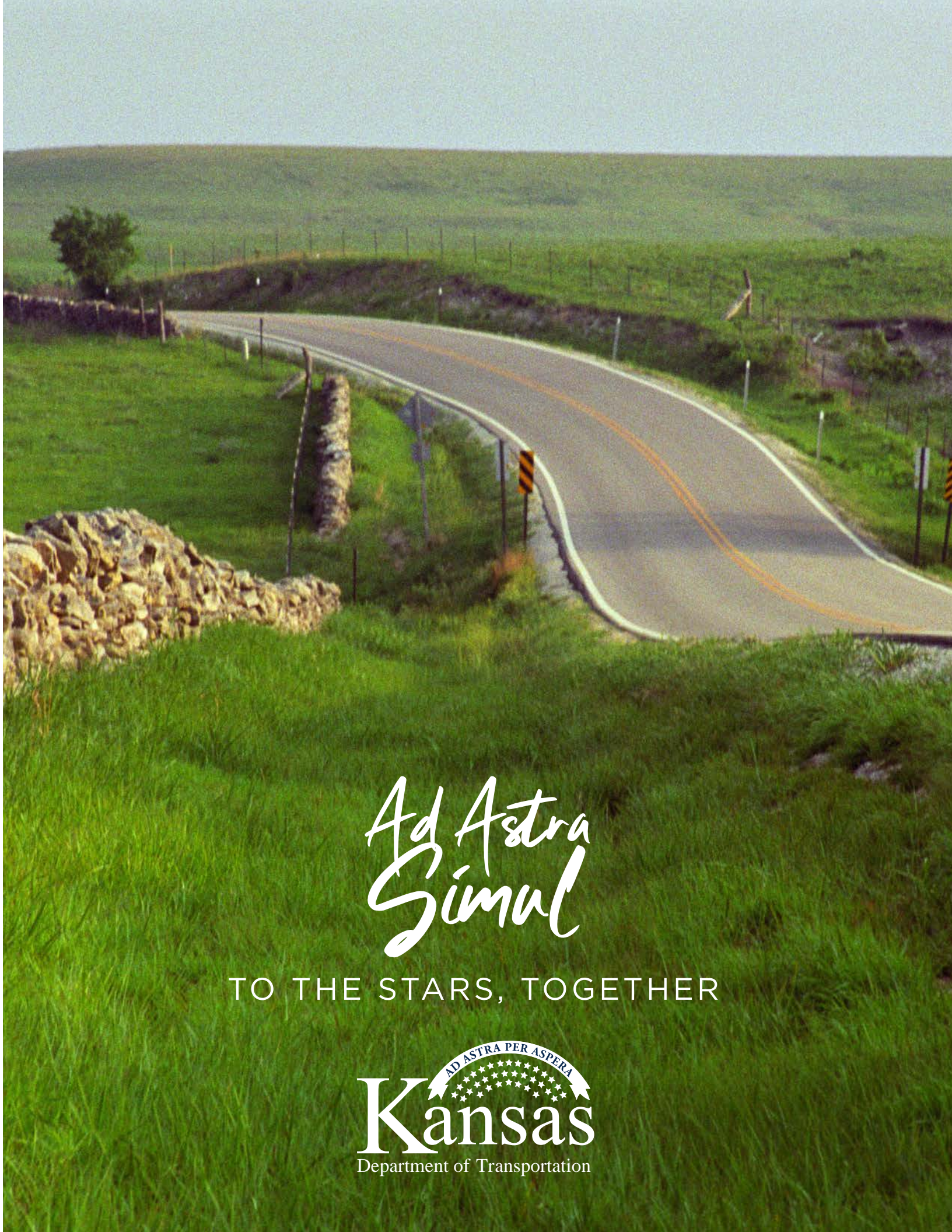
The 2023 appendix contains additional transportation information including:

- Financial Compliance
- Project Selection Criteria
- Transportation Revolving Fund
- Innovative Technology Program
- Broadband
- Modal Information
- Federal Fund Exchange Program
- Project list detailing projects currently scheduled for improvement, projects completed in FY 2022 and projects under construction.
- Projects in the Eisenhower Legacy Transportation Program, with construction bid award of \$5 million or greater.
- Lists of aviation, rail and public transit projects.

The 2023 Annual Report and the appendix are available at www.ksdot.org/publications.asp under Reports and Studies.

NOTE: This information is available in alternative accessible formats.

To obtain an alternative format, contact the Communications Division, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, Kan., 66603-3745, or (785) 296-3585 (Voice)/Hearing Impaired - 711.



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