KDOT 101

Calvin Reed P.E., Acting Secretary

Kansas Department of Transportation

KDOT

IKE

THE EISENHOWER LEGACY TRANSPORTATION PROGRAM

Highlights

- ✓ Workforce accidents decreased 46%
- ✓ $889 million let to construction in FY 2022
- ✓ $1.4 billion projected to let in FY 2023

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KDOT Overview & Update

KDOT Mission:

To provide a safe, reliable, innovative statewide transportation system that works for all Kansans today and in the future

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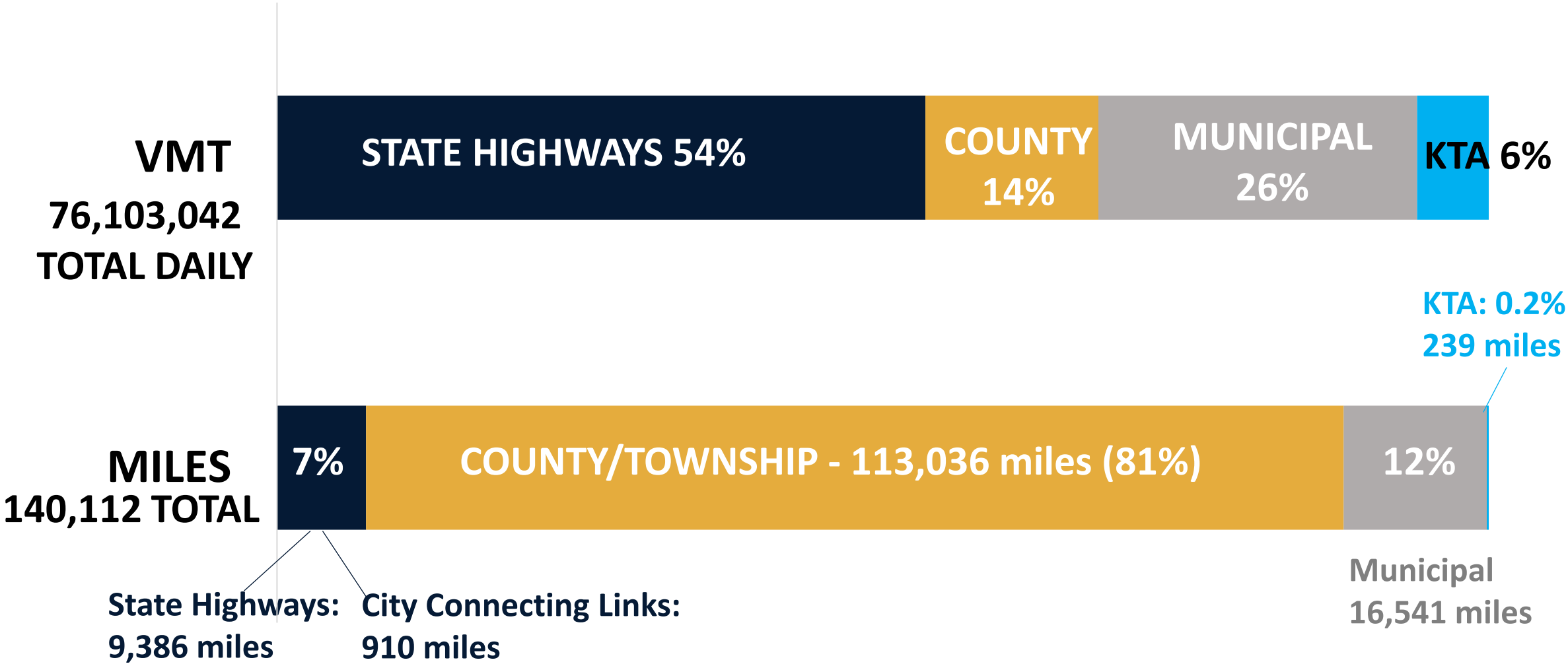
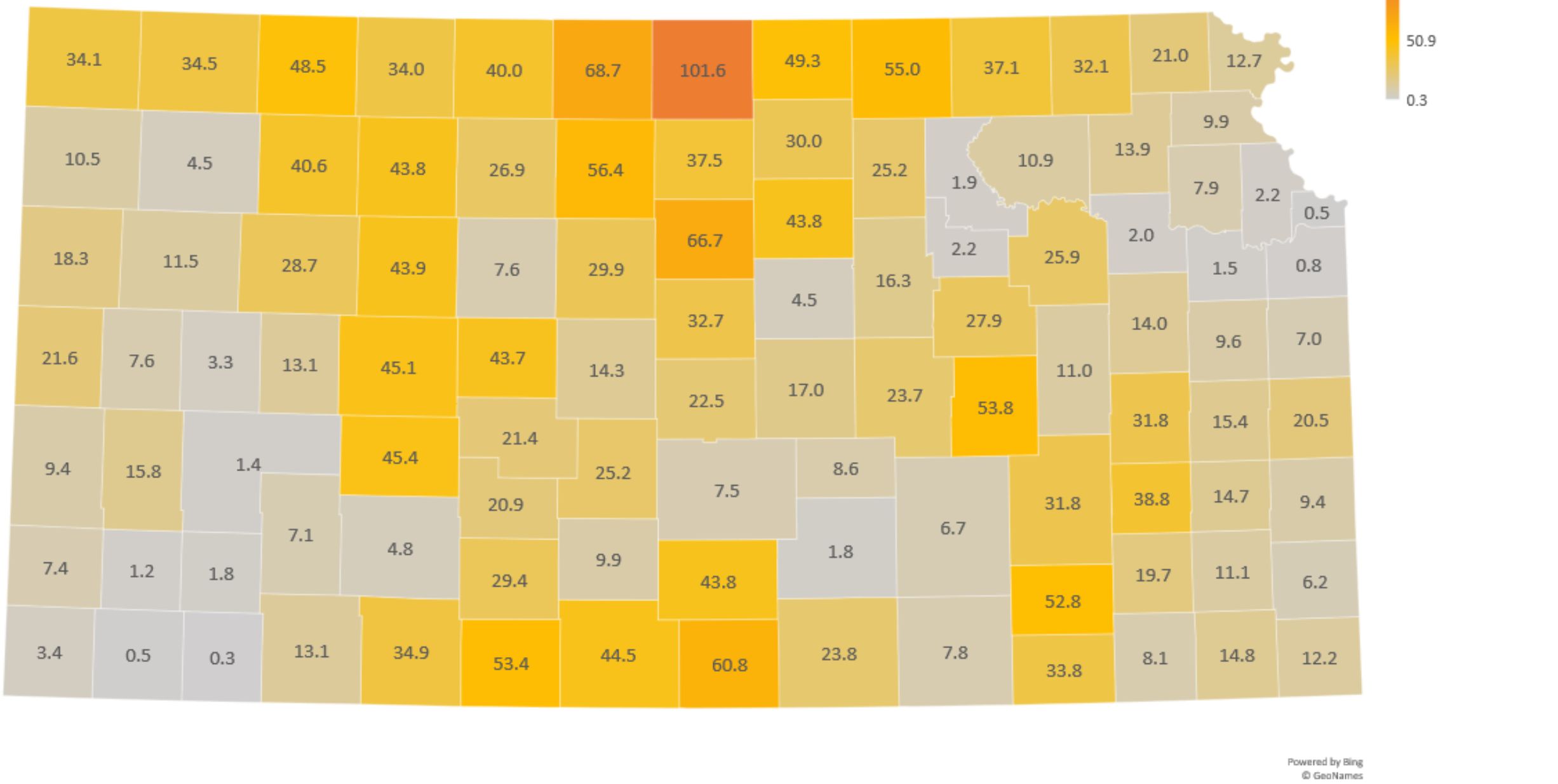
Traffic disproportionate to system size



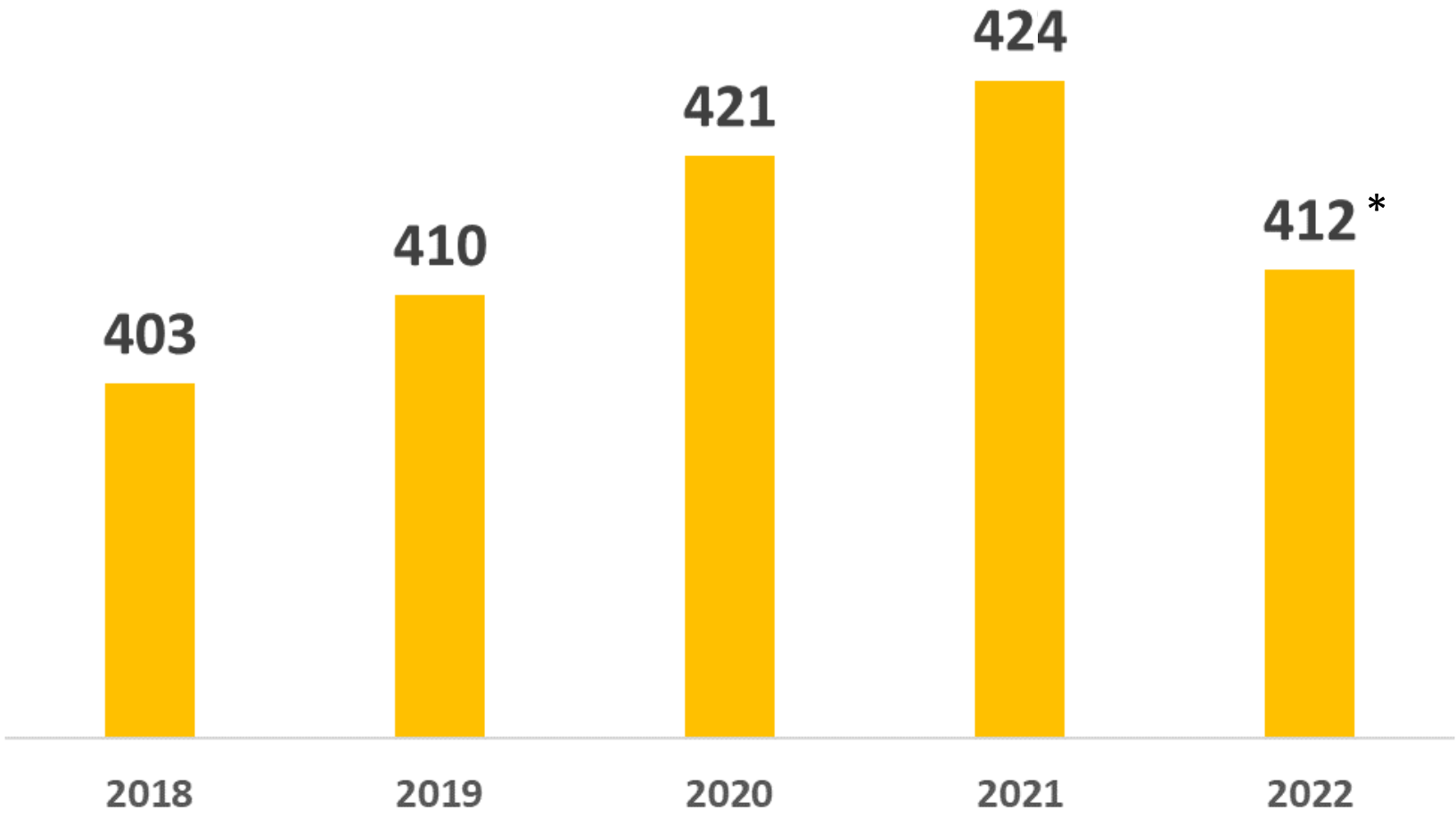
Kansas ranks 1st in most bridges per capita

		People per Bridge
1	**Kansas**	**118**
2	Nebraska	128
3	Iowa	134
4	South Dakota	151
5	Oklahoma	171
6	Mississippi	176
7	North Dakota	182
8	Wyoming	185
9	Montana	206
10	Vermont	227

Number of bridges per 1,000 people



Prioritize Traffic Safety

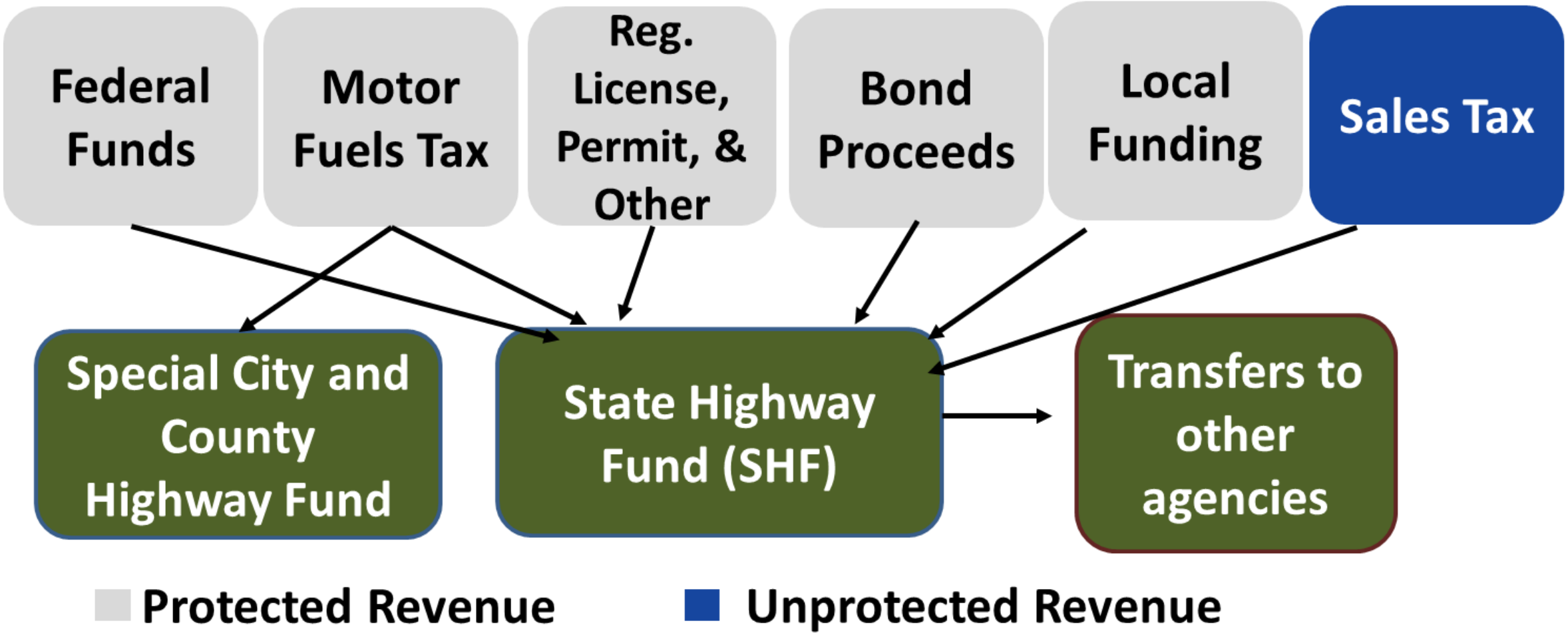


↓ 3%

* Based on preliminary data

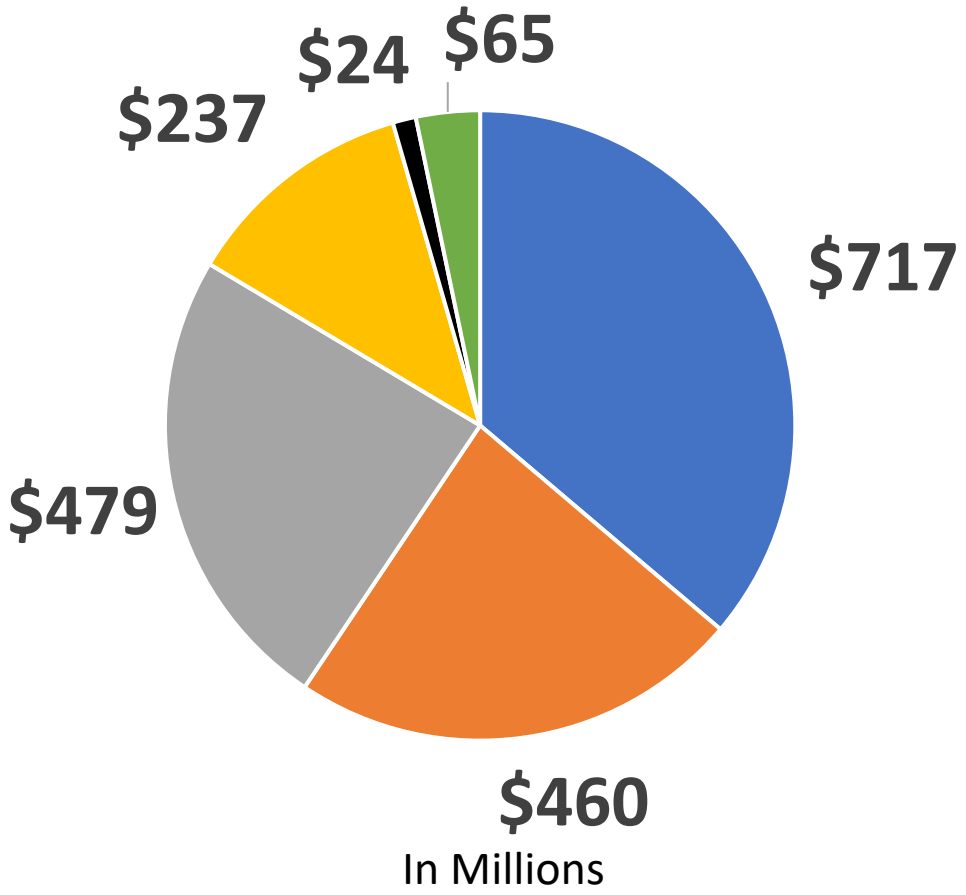
DRIVE TO ZERO
KANSAS TRAFFIC DEATHS

How does Kansas fund transportation?



FY 2023 Revenue Sources – (All Funds)

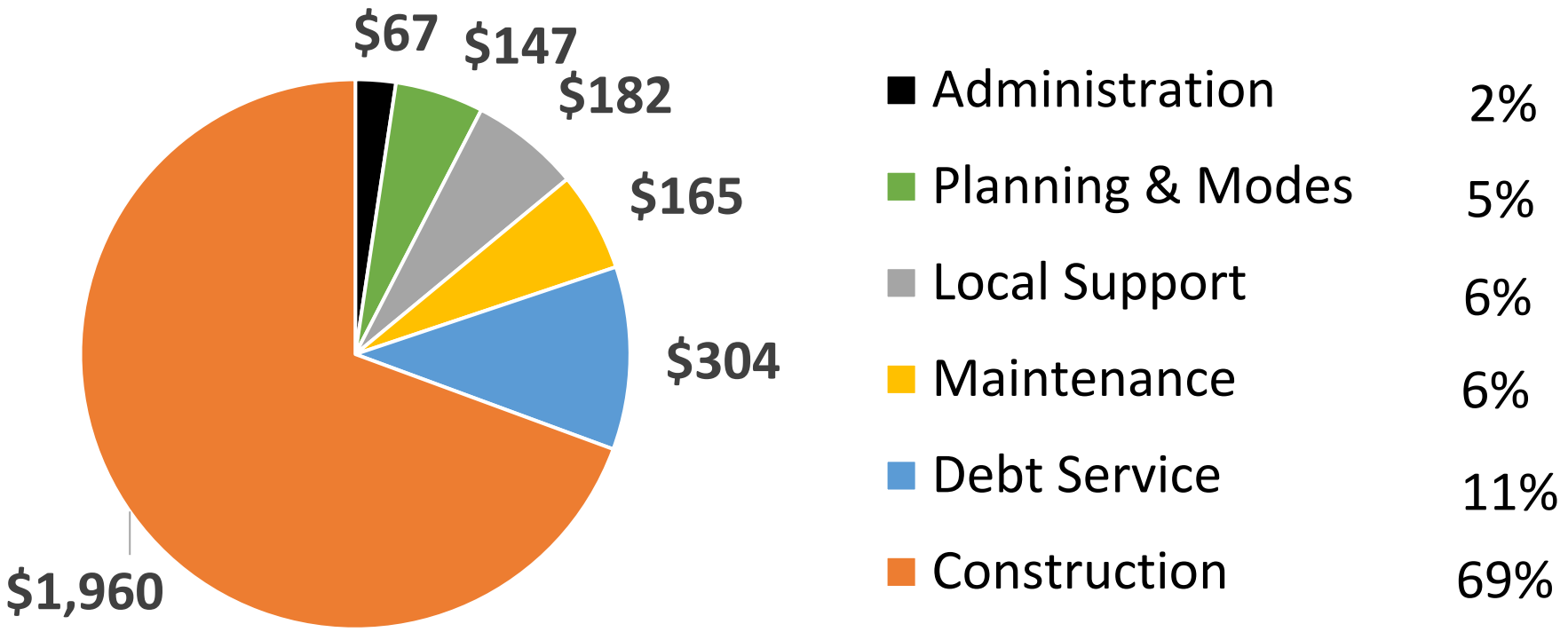
$1.98 Billion Total



Sales	36%
Motor Fuel Taxes	23%
Federal Funds	24%
Registration & License	12%
Local	1%
Other	3%

FY 2023 Expenditures– (All Funds)

$2.96 Billion Total

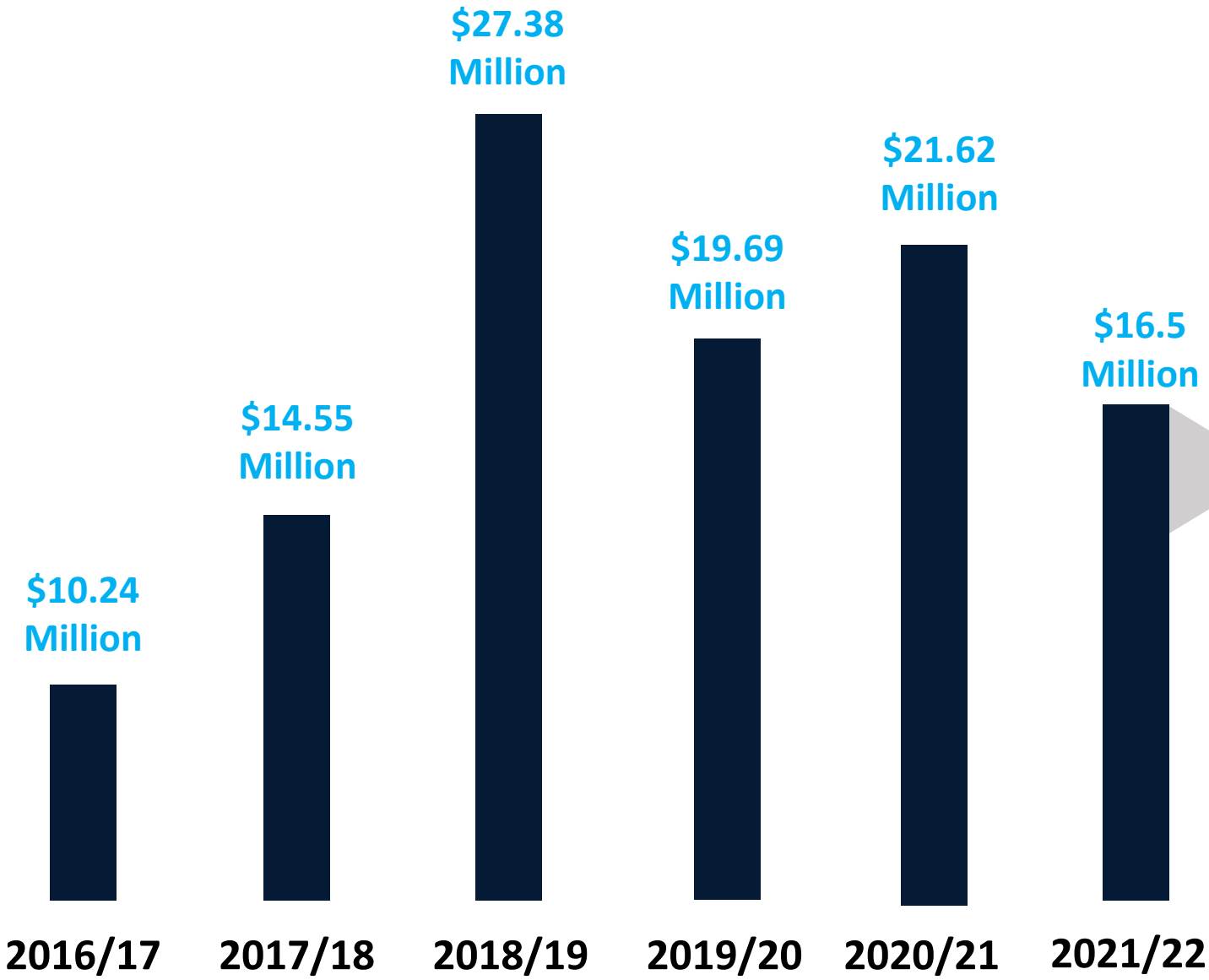


NOTE: Construction estimate also includes design, right-of-way, construction inspection and buildings program expenses.

Budget Vs. Cashflow Construction Project Example

	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Budget	$100M	-	-	-	-	**$100M**
Cashflow	$5M	$20M	$30M	$25M	$20M	**$100M**

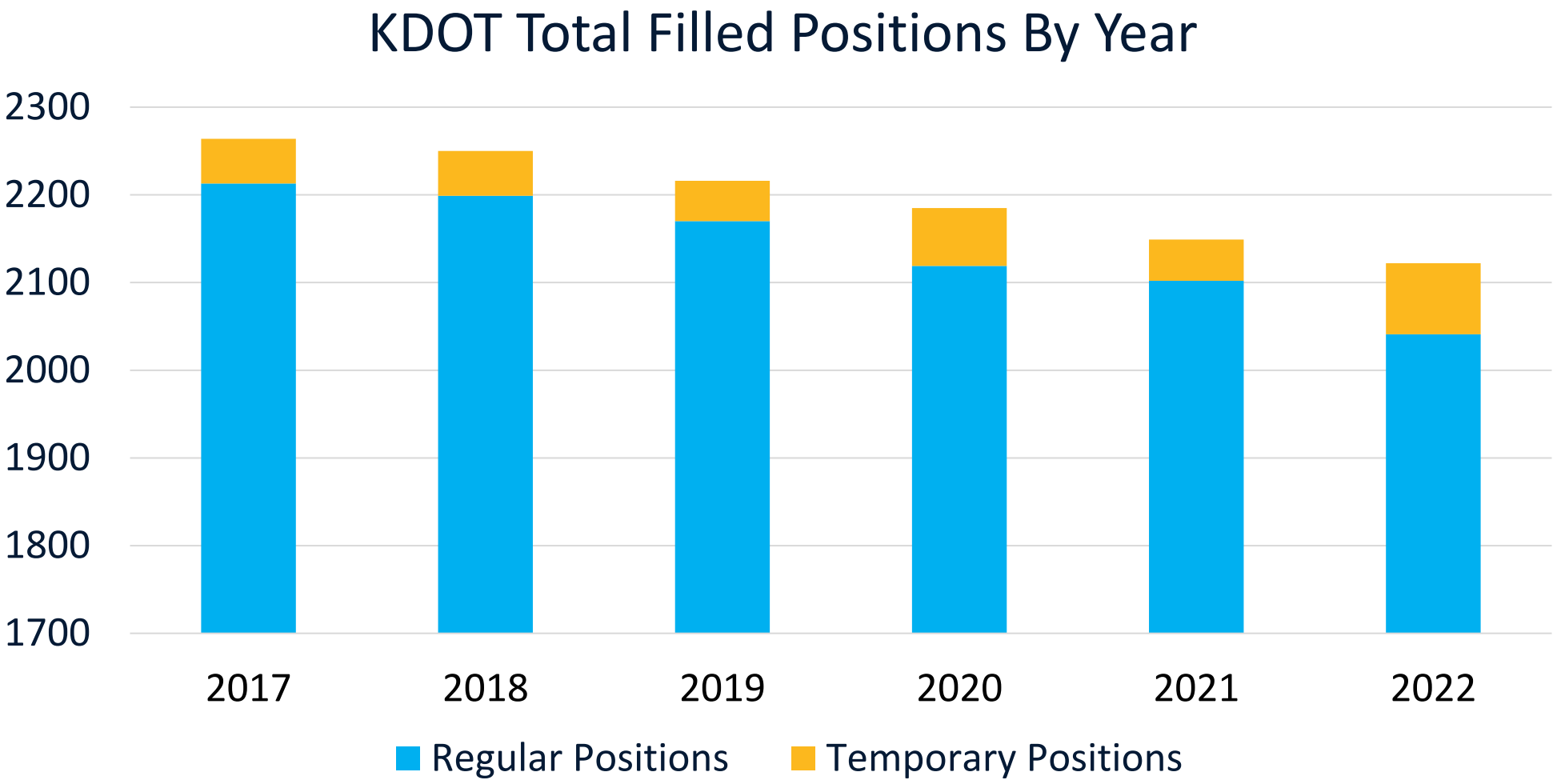
Snow and Ice Removal Costs



WINTER 2021-22 COST BREAKDOWN

Labor	$ 6,633,415
Equipment	$ 5,691,270
Materials	$ 4,187,606
Total	**$16,612,291**

Staffing remains our biggest challenge



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Same

PRESERVATION

EXPANSION

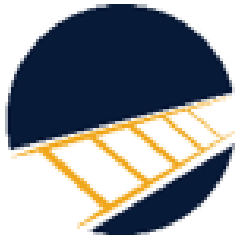
MODERNIZATION

AVIATION

TRANSIT

BIKE/PED

ECONOMIC DEVELOPMENT



RAIL

New/Reinstated

PRESERVATION +

BROADBAND

COST SHARE

LOCAL BRIDGE

STRATEGIC SAFETY IMPROVEMENTS

SHORT LINE

INNOVATION TECH

DRIVER'S ED

Modal Programs

Transit

$11 M annually

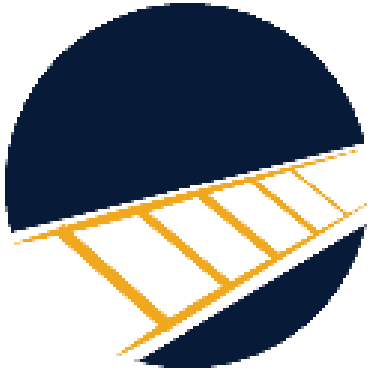
9.7 million rides annually

Aviation

$5 M annually

138 public use airports

Rail



$10 M annually

1,765 miles of short-line rail operated

Bike/Ped

$2 M annually

300 miles of trails

Passenger Rail

3 major categories of highway projects

Preservation:

Maintaining existing infrastructure (overlays)

Modernization:

Straightening curves, flattening hills, adding shoulders, widening bridges

Expansion:

Adding lanes or passing lanes, interchanges

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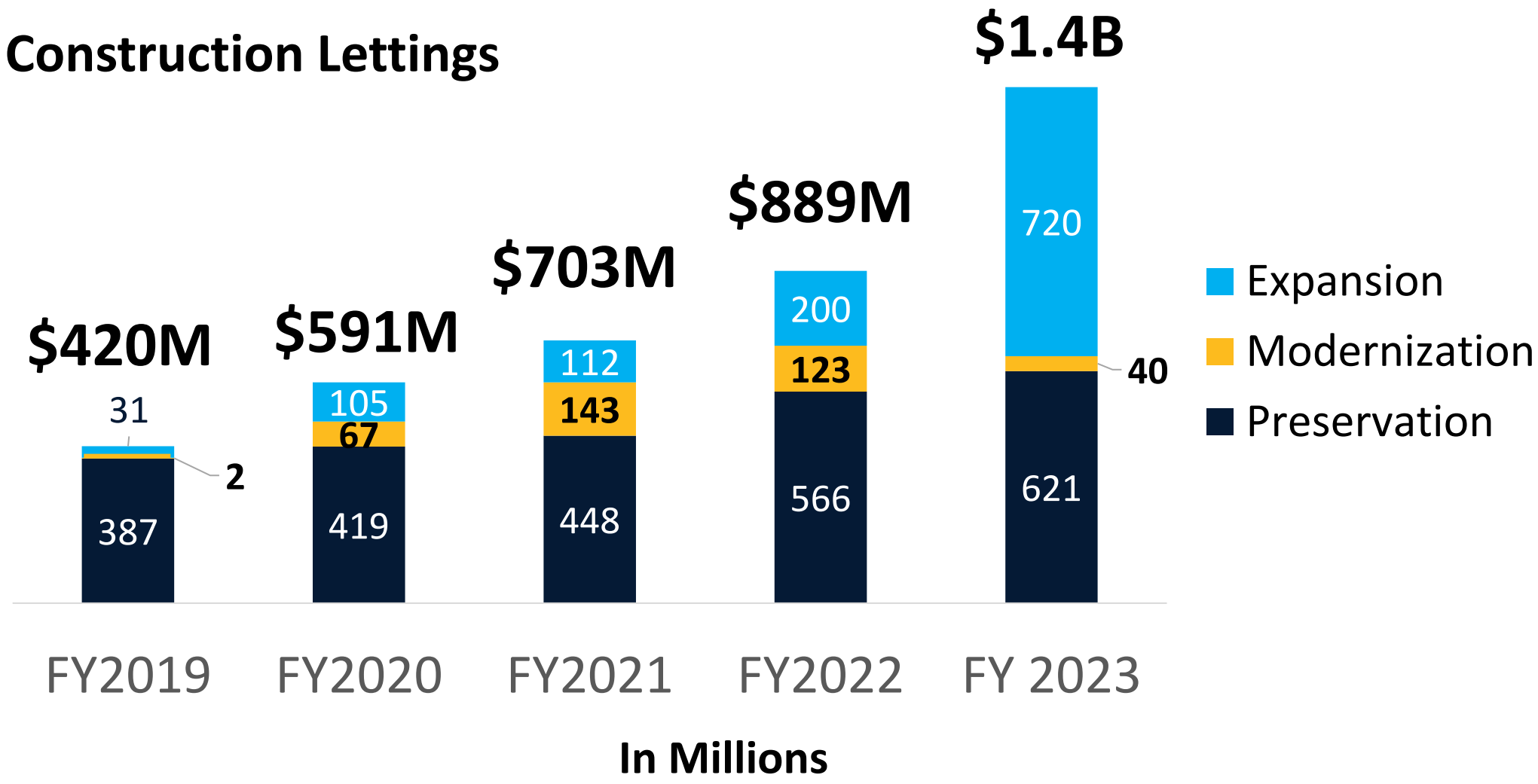
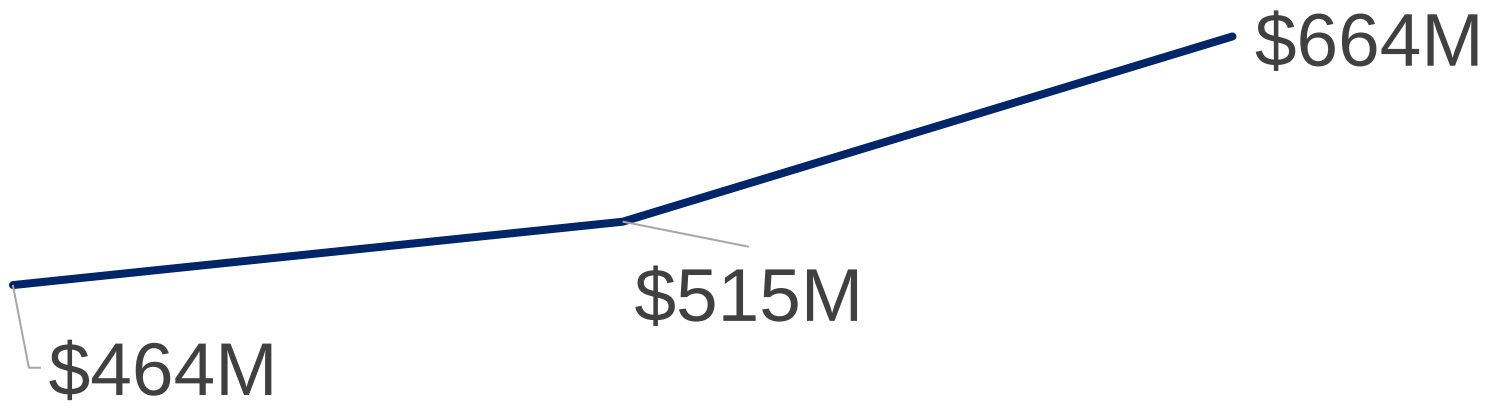
Construction lettings by work type



Tracking increasing costs for common bid items



2020 2021 2022

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Selection Process for Highway Projects

	Preservation	Modernization	Expansion
Engineering Data	100%	80%	50%
Economic Analysis	X	X	25%
Local Input	X	20%	25%

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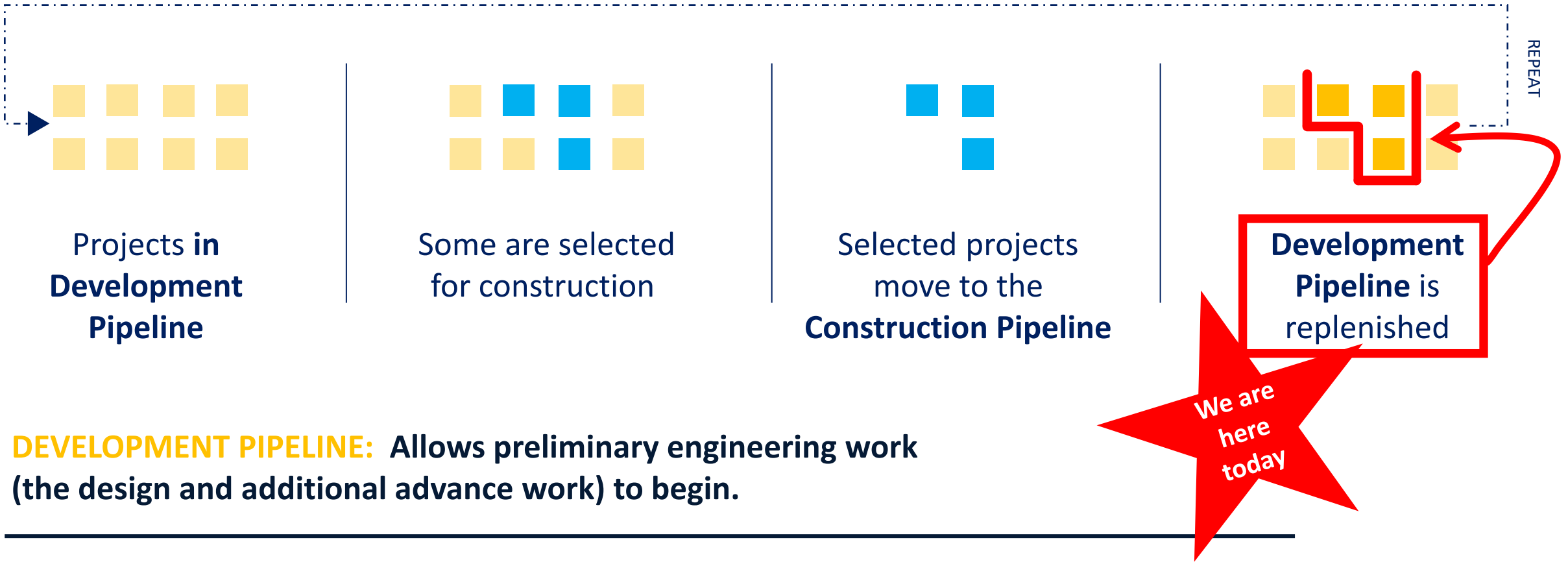
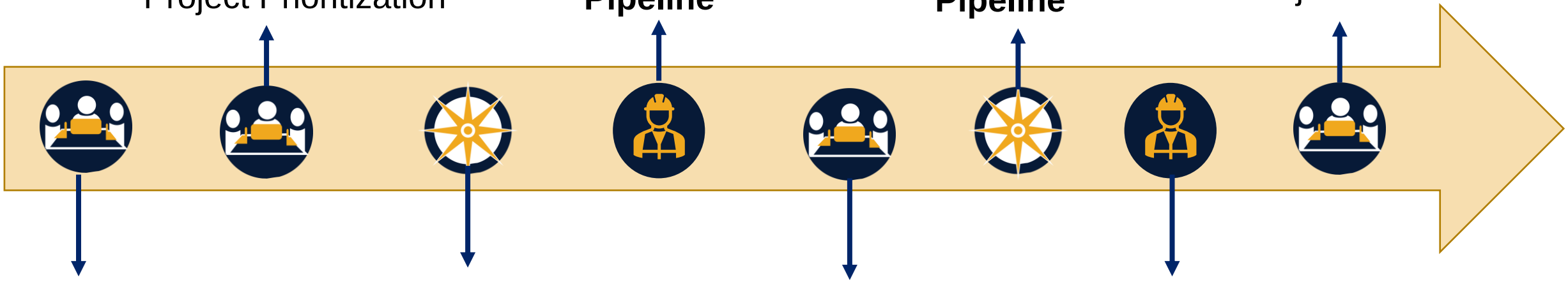
IKE delivered through a rolling approach to create more options for meeting emerging needs



DEVELOPMENT PIPELINE: **Allows preliminary engineering work (the design and additional advance work) to begin.**

CONSTRUCTION PIPELINE: **When ready and budget allows, some of the projects from the development pipeline move to the construction pipeline.**

Selection process timeline



AUG. 2019
Local Consult
Scenario Planning

OCT./NOV. 2019
Local Consult
Project Prioritization

MAY 2020
$1.6B added to Development Pipeline

JULY 2021
$776M moved to Construction Pipeline

SEPT./OCT. 2021
Local Consult
Project Prioritization

DEC. 2021
$750M added to Development Pipeline

AUG 2022
$526M moved to Construction Pipeline

FALL 2023
Local Consult
Project Prioritization

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Local Consult meetings coming again in Fall 2023

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+

BIPARTISAN INFRASTRUCTURE LAW

$1.2 Trillion Investment across U.S.

=

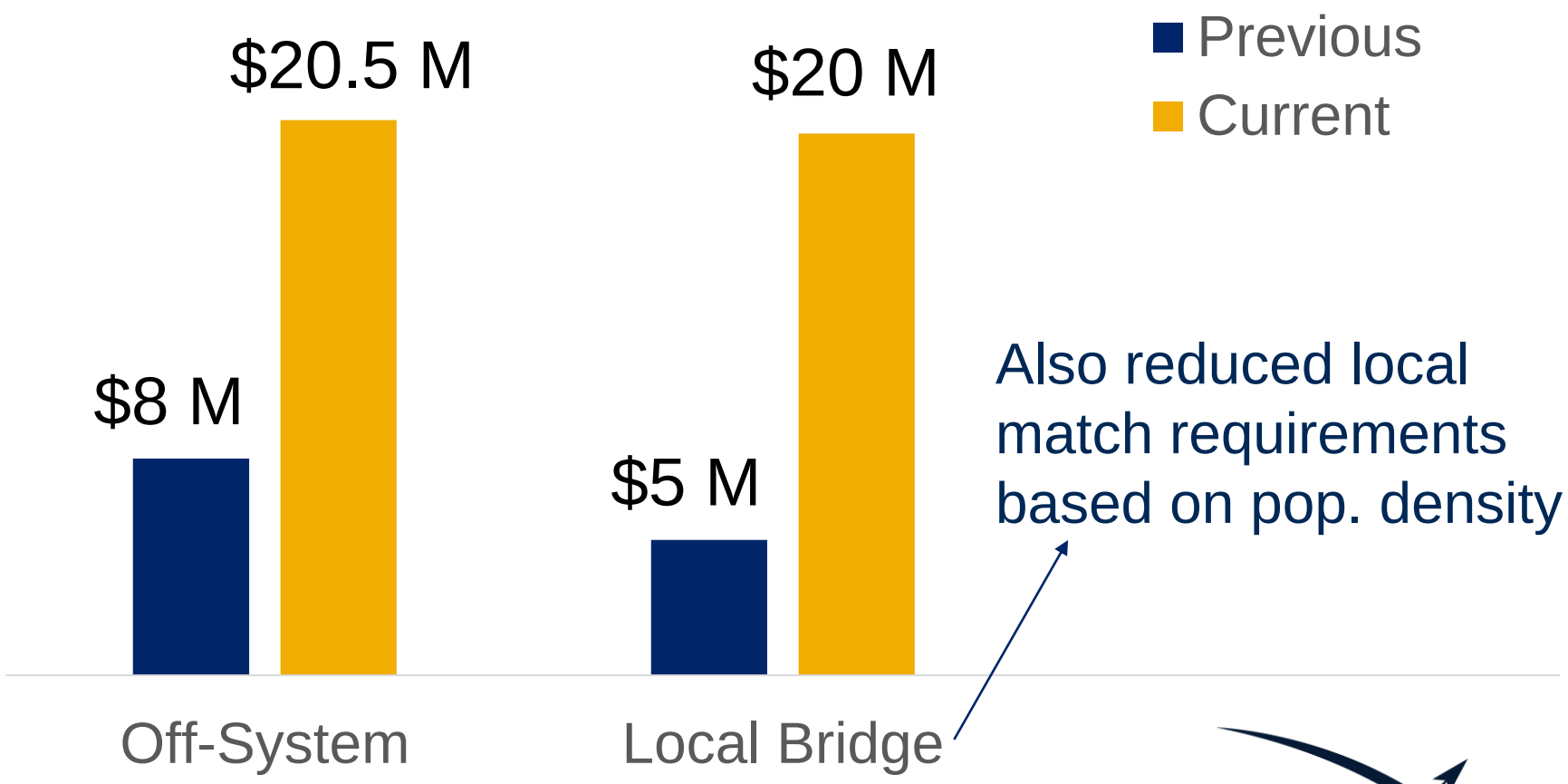
Opportunity for Kansas

BIL: KDOT will work with cities, counties and stakeholders to leverage funds

	Annual Funding Increase
HIGHWAYS: Federal-aid highway funding	**$89 million**
BRIDGES: Funds targeted for bridges in poor/fair condition.	**$45 million**
ELECTRIC VEHICLE INFRASTRUCTURE: Charging infrastructure, education & outreach	**$8 million**
RURAL TRANSIT: KDOT administers rural transit funds	**$3.7 million**
TOTAL	**$145.7 million**

+ Discretionary Grant Programs

Thanks to BIL funds, KDOT increased annual funding these bridge programs



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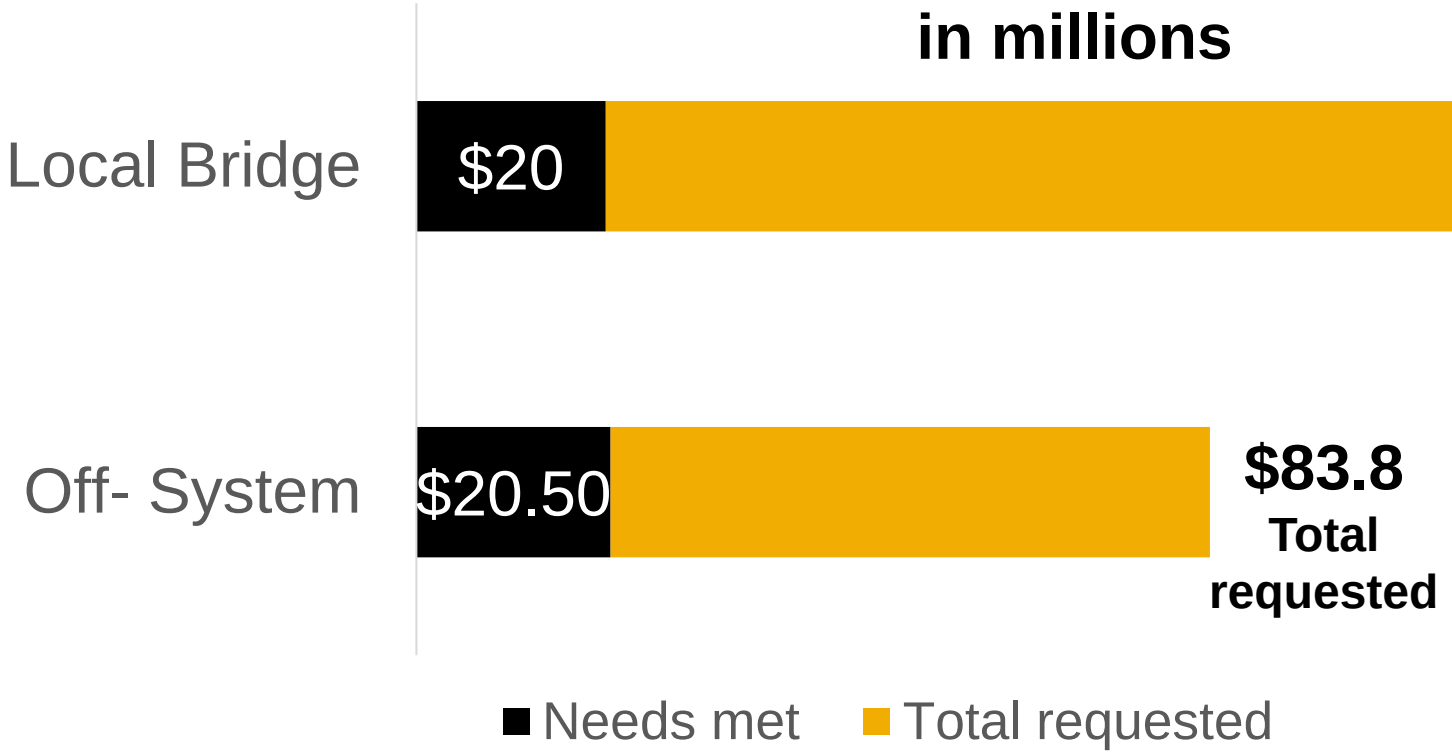
Despite more than doubling funding for both programs…



Only 16% of applicants funded

Only 24% of applicants funded

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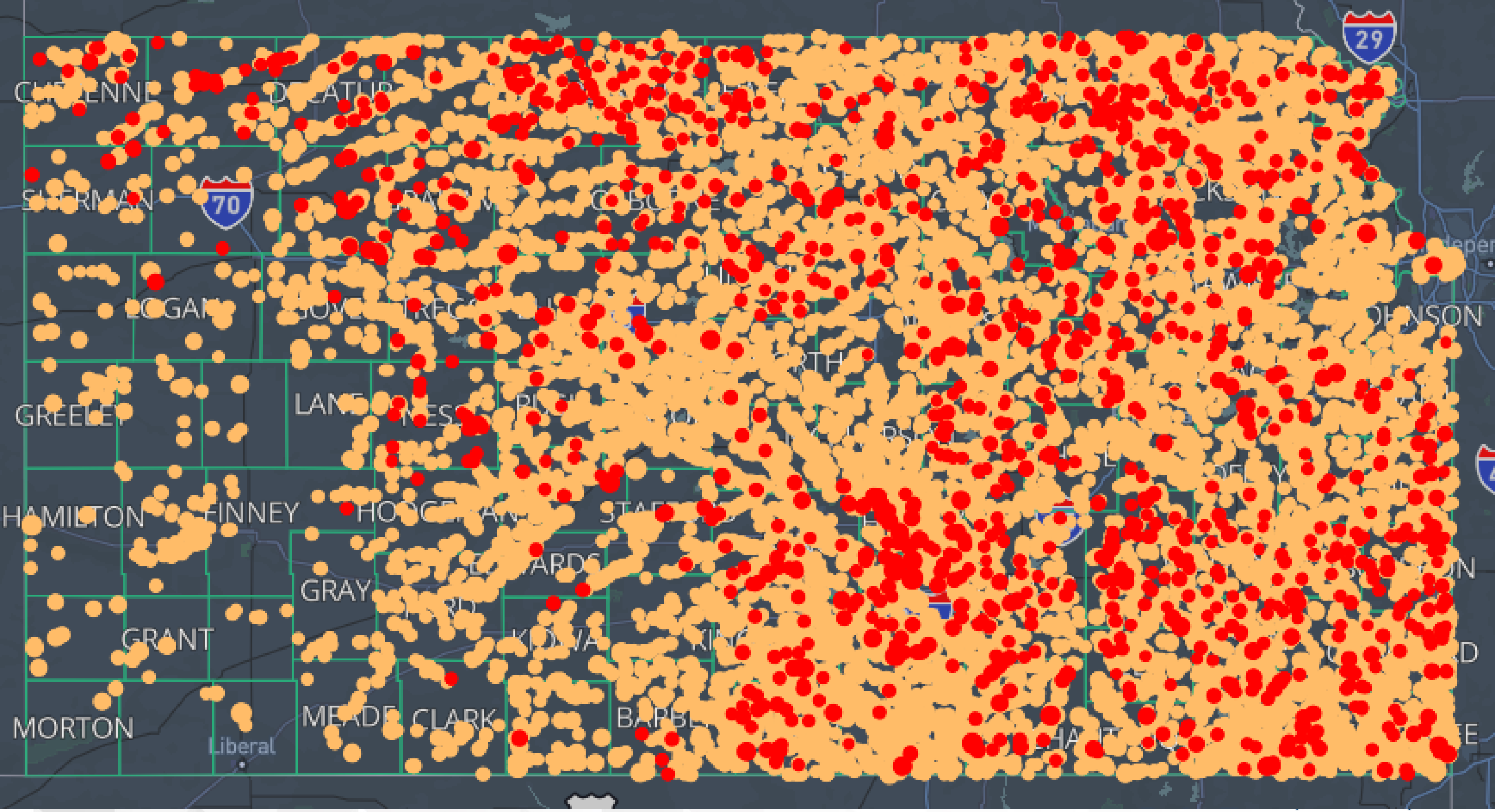
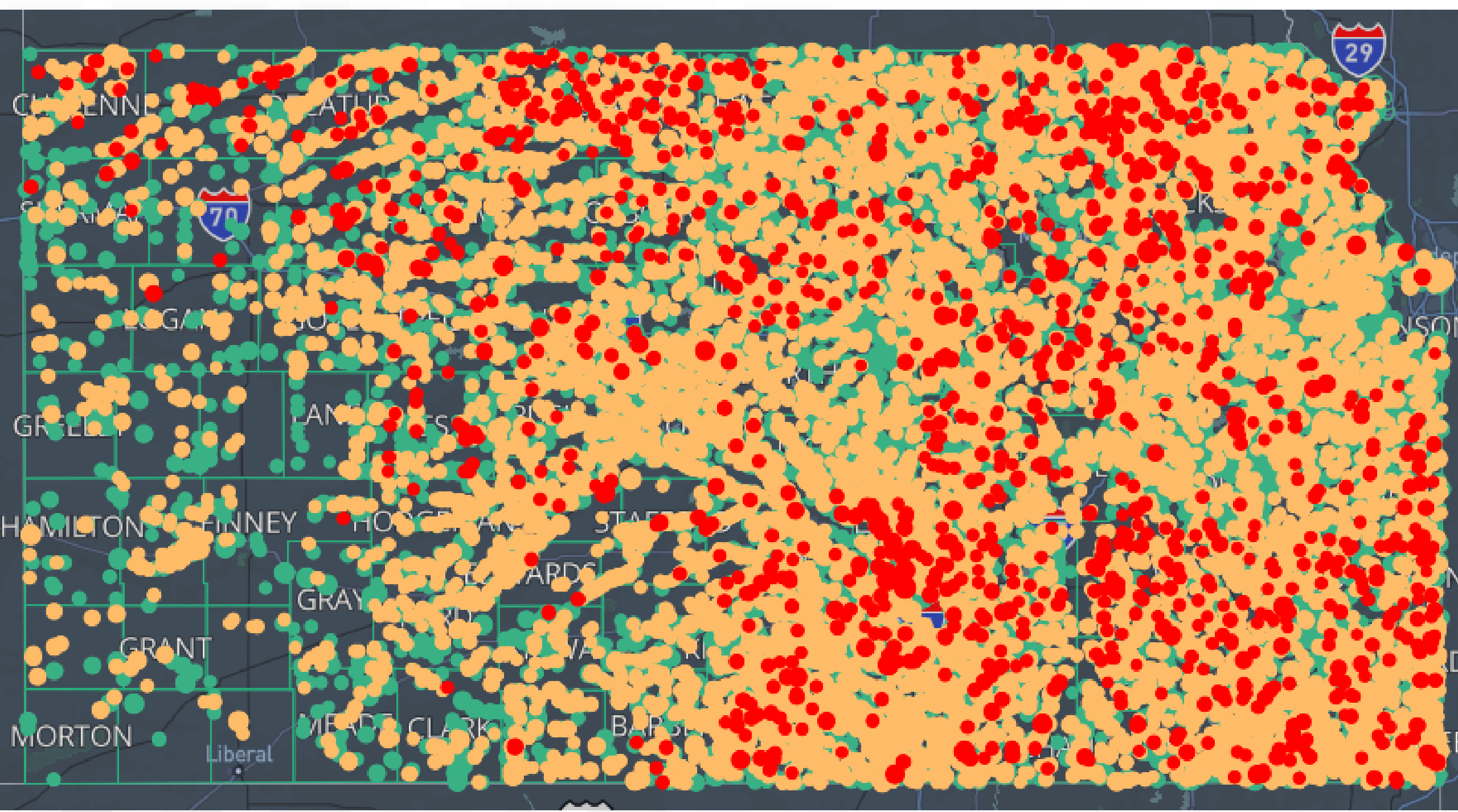
CHEYENNE
DECATUR
JEWELL
MARSHALL
BROWN
29
SHERMAN
70
GRAHAM
OSBORNE
CLOUD
CLAY
JACKSON
Manhattan
LINCOLN
SHAWNEE
LOGAN
GOVE
TREGO
ELLIS
70
DICKINSON
JOHNSON
ELLSWORTH
OSAGE
MIAMI
GREELEY
LANE
NESS
RUSH
BARTON
Emporia
MCPHERSON
CHASE
COFFEY
LINN
HAMILTON
FINNEY
HODGEMAN
STAFFORD
RENO
HARVEY
35
WOODSON
BOURBON
EDWARDS
GRAY
FORD
BUTLER
235
GRANT
KIOWA
KINGMAN
WILSON
CRAWFORD
ELK
MEADE
CLARK
BARBER
HARPER
CHAUTAUQUA
CHEROKEE
MORTON
Liberal


70
29
GREELEY
LANE
HAMILTON
KEARNEY
GRAY
GRANT
MORTON
Liberal
CLARK
JOHNSON


29
70
GRANT
MORTON
Liberal

Kansas Local Infrastructure Planning Tool (KLIP)

Kansas Department of Transportation

KANSAS ASSOCIATION OF COUNTIES

Historic Data Viewer

Future Scenario Planner

User Guide

KDOT Bureau of Local Projects Home

Kansas Association of Counties Home

Kansas Local Infrastructure Planning (KLIP) Tool | *Historic Data Viewer*

Selected County:

Select a county...

Allen
Anderson
Atchison
Barber
Barton
Bourbon

Paved		Unpaved	
Asphalt	Concrete	Gravel	Earth
-	-	-	-

Source: Kansas County Engineers' Annual Reports (2020 is most recent full year of data).

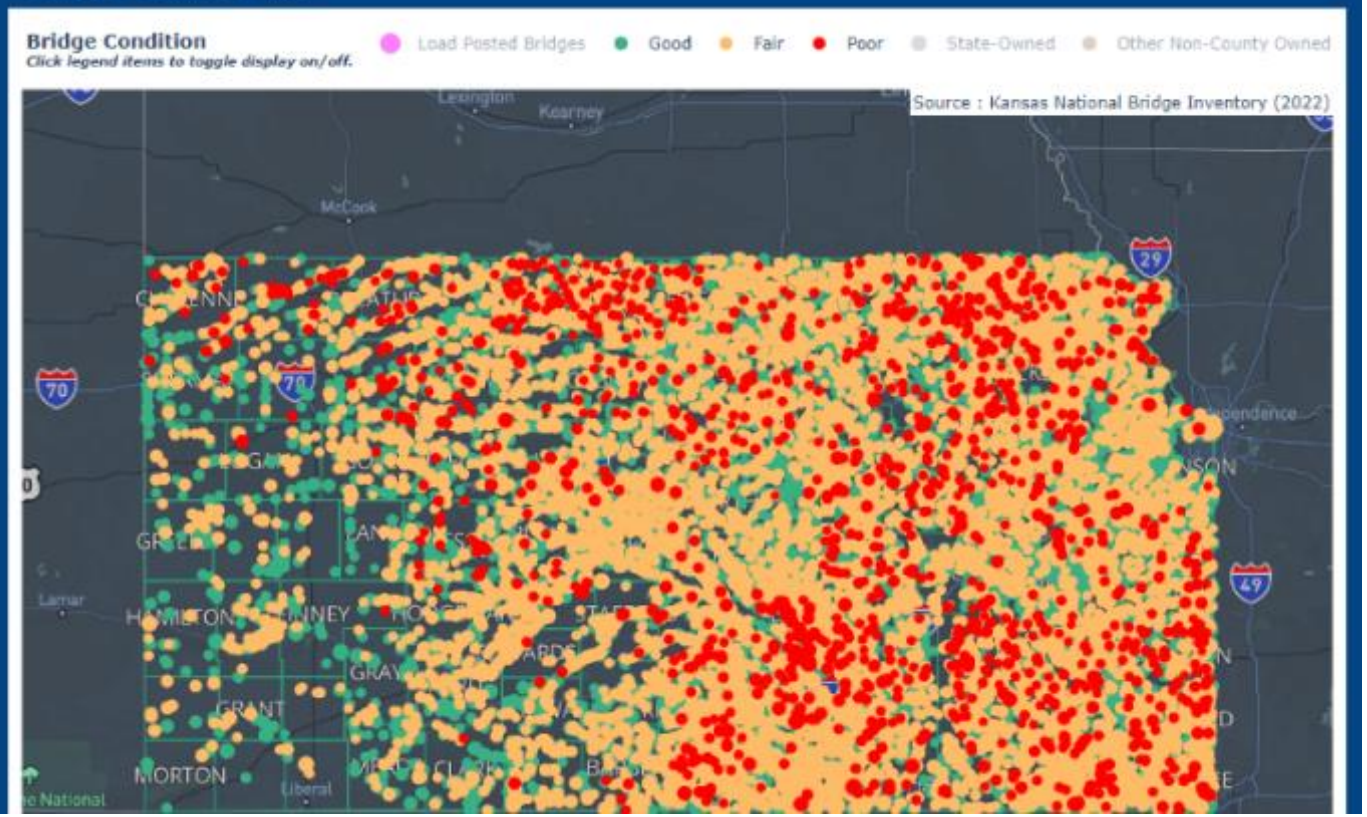
County-Owned Bridges by Condition

Condition	Total # of Bridges	Total Bridge Deck Area (Sq Ft)
Good	-	-
Fair	-	-
Poor	-	-
Total	-	-

Source: Kansas National Bridge Inventory (2022).

Map of County-Owned Bridges and Conditions

Google Satellite Dark



https://klip.ksdot.gov

Increased Accountability

Existing pavement metrics didn't tell the whole story…

Pavement can be smooth….

But crumbling underneath

The New Metric

Starts with the Federal metric:

Surface Condition
- International Roughness Index (IRI)
- Rutting
- Faulting
- Longitudinal Cracking

But also includes:

Structural Integrity Indicators
- Transverse Cracking (asphalt)
- Joint Distress (concrete)

These structural integrity indicators that have long been in use at KDOT and a major factor in prioritizing preservation projects

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STEP 1

Select Annual Pavement Budget

$0M $435M

0 50 100 150 200 250 300 350 400 450

Adjust the annual budget

STEP 2

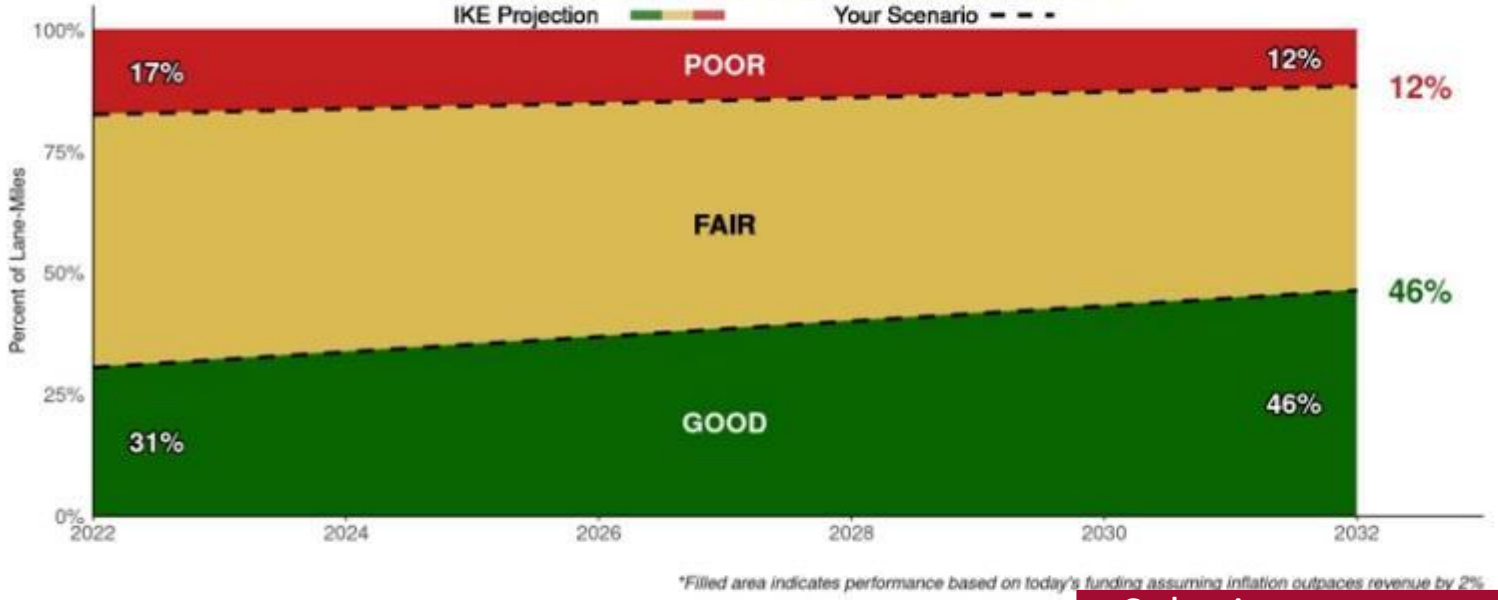
Update Charts

Click update the charts to see how changes to the budget impact system health and future costs

STEP 3

VIEW SYSTEM PERFORMANCE | VIEW BREAKOUT PERFORMANCE

ALL PAVEMENT PERFORMANCE FORECAST



*Filled area indicates performance based on today's funding assuming inflation outpaces revenue by 2%

WHAT CHANGED?

FUTURE COSTS

↑ $ 74 M/YR

INCREASE IN SPENDING (2021 USD) AFTER 10 YEARS REQUIRED TO ATTAIN IKE PERFORMANCE LEVELS

FUTURE % GOOD

↓ 4.4 %

% FEWER GOOD LANE-MILES AFTER 10 YEARS RELATIVE TO IKE

FUTURE % POOR

↑ 5.7 %

% MORE POOR LANE-MILES AFTER 10 YEARS RELATIVE TO IKE

Submit your scenario to us to let us know how we should fund the system.

SUBMIT YOUR SCENARIO

LET'S BREAK IT DOWN...

Different types of treatments are used to address pavements at different conditions. Light actions are used to fix good pavements, medium actions are used to fix fair pavements, and heavy actions are used to fix poor pavements. Heavy actions are more than five times more expensive than a light action. Given the selected annual budget, the breakdown of annual lane-miles fixed of the network is as follows:

Build your own scenario at Kansaspavement.com

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Department of Transportation

Thank you