

A photograph of a sunflower field under a warm, golden sky, likely at sunrise or sunset. The sunflowers are in various stages of bloom, with some fully open and others as buds. The field stretches towards a horizon with a few trees in the distance.

MOVING KANSAS FORWARD

A year in review



2020

ANNUAL
REPORT

Transportation in Kansas

Published January 2020



TABLE OF CONTENTS

From the Secretary	1	
Transportation in Kansas	3	
Where We Are Today	5	
Highway Safety	7	
2019 Accomplishments	9	
KDOT Workforce	23	
Moving FORWARD	24	

★ ★ FROM THE SECRETARY



For the Kansas Department of Transportation (KDOT), 2019 was a challenging and rewarding year. When I came to KDOT in early January 2019, I stepped into an agency that had a sense of uncertainty. We worried how we would be able to keep our promise to deliver T-WORKS, the 10-year transportation plan that started in 2010. We wanted to improve safety for Kansans and morale for

our employees, and we wanted to strengthen relationships with partners.

And we wondered how to do all of this against a rapidly changing landscape of technological advancement and an aging transportation system.

The Governor's Fiscal Year 2020 budget, with support from the Kansas Legislature, put KDOT back on a better path with \$216 million in additional funding for transportation projects.

We got to work. We started with our own people, conducting an employee survey to gather data on the state of our workforce. We conducted two rounds of Local Consult, in which we asked Kansans to provide insight into both our Long-Range Transportation Plan and our next 10-year transportation program, which is called FORWARD.

We have met with more than 2,000 transportation industry leaders, state and local elected officials, business owners, economic development professionals and Kansans who have a stake in the future of their communities. We have worked to uphold our public service values and achieve private sector urgency.

Whether it is finding ways to increase broadband connectivity in rural areas or decrease congestion on heavily traveled roads in our cities, the answer is not a top-down approach, but a collaborative one. We're working hard to build a culture of collaboration that serves all Kansans so we can solve problems together.

At KDOT, we're ready to support a bright future for our state and its people.

A handwritten signature in black ink that reads "Julie Lorenz".

Julie Lorenz
Secretary of Transportation
Director of Kansas Turnpike Authority

“We have worked to uphold our public service values and achieve private sector urgency.

We're working hard to build a culture of collaboration that serves all Kansans so we can solve problems together.”



NUMBERS AT A GLANCE

BACKGROUND

105 counties
 627 cities
 142,200 miles of public roads
 6 Metropolitan Planning Organizations

LAND AREA

81,823 square miles

POPULATION

2,911,505 2018 est.

STATE TAX RATES (CENTS/GAL, 10.1.19)

\$0.24 gasoline
 \$0.26 diesel
 \$0.24 gasohol

REGISTERED VEHICLES (2017)

5,292	aircraft
1,628,940	autos
750,221	trucks
127,532	trailers
92,235	motorcycles
5,336	motorized bikes
7,955	RV
2,617,511	TOTAL

ANNUAL VEHICLE MILES TRAVELED

32.19 BILLION

★ ★ TRANSPORTATION IN KANSAS

Every day, millions of Kansans are on the go. They travel short distances and long distances for their health and for their education. They travel for their jobs and for their families. Transportation should support the way Kansans want to live.



Transportation isn't just about roads and bridges – it's about getting **people where they want and need to go** – safely and conveniently and with as much choice as possible.

It's also about getting **goods and services** to the right destinations, as quickly as possible and at the lowest cost possible.

At KDOT, **it's our job to provide this support** by being the best partner we can be and helping Kansans as they make their way around their communities and their state.

Located in the heart of the United States, Kansas is home to a manufacturing export economy, a growing wind industry and serves as the “breadbasket of the world” because of our strong agriculture industry of grain and livestock production. And thanks to major strides with intermodal facilities, which connect consumers to their products, the Kansas narrative continues to be told in compelling ways as it reaches the entire globe.

“A modern transportation system helps deliver people, freight and technology.”

Julie Lorenz,
Secretary of
Transportation





The next 20 years will be a transformational time for transportation. We're starting to see the advent of new autonomous vehicles. Drone technology is expanding rapidly. We expect to see an even larger investment in the wind industry.

New crops and technologies could change the face of agriculture and how we use our natural resources – and the needs of our transportation system.

For example, cotton production in Kansas had a burst of productivity in 2018 when farmers harvested more than 130,000 acres of the fiber. But, with only a few cotton gins located in the state, farmers had to transport the crop further distances than their local Co-Op elevators, as they are accustomed to doing for more traditional grain commodities. This is an increase in freight on our systems and on different routes.



Kansas has quickly become one of the leaders in the nation for renewable wind energy. And our highways must be able to accommodate overweight and oversized loads to continue to be home to wind turbines that help power the nation.



Transportation will play a key role in moving our state forward. But in order to do that, we must have an infrastructure that will support these industries.



★ ★ WHERE WE ARE TODAY

We learned much in the past year about the current condition of the Kansas transportation system. We report today that **our infrastructure is growing older and our future preservation needs are increasing.**

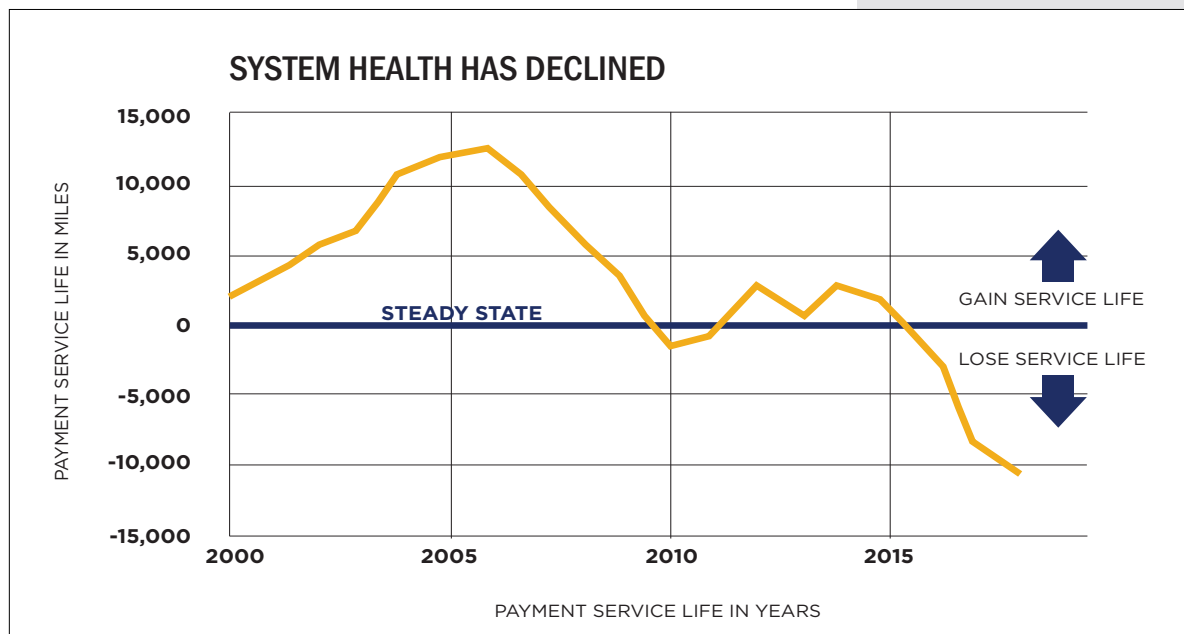
We spent many months and miles on the road with the Joint Legislative Transportation Task Force in 2018 to better understand Kansans' concerns about the present state and future of our transportation infrastructure. We also have completed two rounds of our Local Consult process to better inform our Long Range Transportation Plan, a 25-year plan required by the federal government, and also for FORWARD, our next 10-year transportation program.

Between the data that we collect on pavement condition, our knowledge of budget decisions that reallocated transportation funds in recent years and listening to Kansans who use the transportation system every day, we know **that our system's health is declining - even if it looks healthy on the surface.** This is an important distinction. Due to budget constraints, KDOT used less-expensive, lighter preservation actions on the surface of roadways. Drivers may notice fresh pavement and new stripes. What they can't see is that the more expensive subsurface work to extend the service life of the highway has not been completed. The need for that subsurface attention remains.

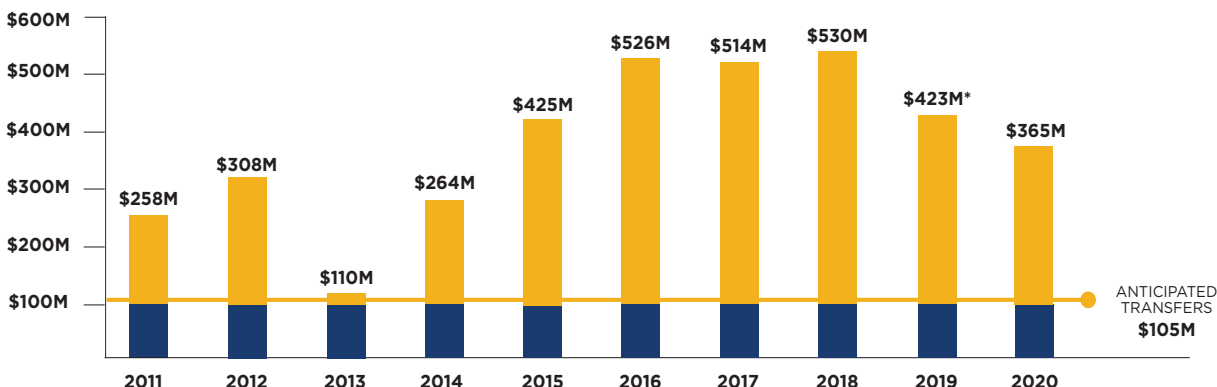


Trouble below the surface:

Below is a stretch of U.S. 83 in Haskell County where the pavement surface seemed smooth and in good condition. However, there is trouble below the surface. Pavement cores taken from that same stretch show the substructure is crumbling in the photo above. The pavement rating was good - but its overall health was poor.



APPROXIMATELY \$2 BILLION TRANSFERRED OUT OF STATE HIGHWAY FUND SINCE 2011



LEGEND

■ TOTAL AMOUNT OF TRANSFERS

■ ANTICIPATED TRANSFERS

KDOT ROUTINELY TRANSFERS MONEY TO THE KANSAS HIGHWAY PATROL (SHOWN IN BLUE).

* FY 2019 amount shown is net of the \$50M transfer-in from SGF per Section 129 of 2019 SB 25.

Just as concerning, **the project pipeline is empty.** A healthy transportation system has a good mix of projects in development and ready for construction. A lack of stable revenue limited KDOT’s ability to plan and develop projects to address and advance emerging economic opportunities. Returning to stable funding will improve KDOT’s ability to deliver efficient transportation solutions alongside its community partners.

Further, **uncertainty about funding limited economic growth and made it difficult for communities to plan for the future.** Budget decisions in recent years had delayed indefinitely 21 T-WORKS projects that would improve safety, modernize infrastructure and address traffic congestion. “We are committed to completing the projects announced during T-WORKS with five of those projects being let for construction in fiscal year 2020,” said Secretary Julie Lorenz.

We continue to make safety a top priority for all users of the state’s transportation system. Between 2014 and 2018, there were an average of 62,905 vehicle crashes on Kansas roads each year (including fatal, injury and property damage only). Of them, 363 were fatality crashes. While we work on systemic improvements to reduce congestion in urban areas and improve safety for trucks and passenger vehicles to coexist on rural roads, we continue to ask Kansans to take the best action they can to protect themselves and their family members by always wearing safety belts.

“We are committed to completing the projects announced during T-WORKS with five of those projects being let for construction during fiscal year 2020.”

Julie Lorenz,
Secretary of
Transportation

★ ★ HIGHWAY SAFETY

Safety is the top priority at KDOT. The design and delivery of construction projects, as well as long-term planning and agency communications, emphasizes a priority and a culture of safety.

Education is important in influencing driver behavior, from educating the public about the dangers of driving distracted to the penalties for drunk driving. Awareness of the consequences of poor driving behavior can be a deterrent, which can prevent injury crashes and even fatalities on the roads. KDOT safety campaigns such as “Click it. Or ticket.” and “You Drink, You Drive, You Lose” are just some of the safety messages that the agency, in partnership with local communities and law enforcement, utilize in the goal of helping Kansans improve safety on the roads.

More than 50 billboards across the state featured KDOT highway workers for the first two weeks in April as part of National Work Zone Awareness Week. This campaign is designed to remind motorists to give roadside workers space to do their jobs and perform their service.

Lives are on the Line in Work Zones



CRASH FATALITIES (LAST FIVE YEARS)

	2015	2016	2017	2018	2019*
Kansas Fatalities	355	429	461	403	410
National Fatalities	35,484	37,806	37,473	36,560	–
Kansas Disabling Injuries	1,195	1,176	1,032	1,003	1,260

* Data incomplete and unofficial – as of 1.2.20. Kansas adopted a new nationally standardized definition for a disabling injury (also called suspected serious injury) effective 1.1.19.

KANSAS FATALITY CRASH RATE (LAST FIVE YEARS)

	2015*	2016	2017	2018	2019**
Per 100 million vehicles traveled	1.13	1.34	1.43	1.25	–

* 2015 was the second lowest year in fatalities. ** Data incomplete and unofficial – as of 1.2.20.



2018 SAFETY NUMBERS AT A GLANCE

CRASHES & FATALITIES

64,935 total crashes

365 fatal crashes

403 fatalities

MOST CRASHES OCCUR

62% during daylight hours

84% in good weather conditions

81% with dry road surface conditions

98% not in work zones

77% where road is straight/level

TOP 5 CONTRIBUTING CIRCUMSTANCES

20% failed to give driving full time attention

12% animal

10% right-of-way violations

7% too fast for conditions

7% followed too closely

(NOTE: 4 out of 5 are driver related)

KAN DRIVE STATS

634,993 users with nearly 2.7 million page views in 2018

1,014,272 users with nearly 4.7 million page views in 2019

★ ★ 2019 ACCOMPLISHMENTS

After nearly \$2 billion in extraordinary transfers out of the State Highway Fund (SHF) over the past several years, **Governor Laura Kelly and the Kansas Legislature approved an additional \$216 million in funding for transportation projects in fiscal year 2020.** In 2019, Governor Kelly committed to closing the “bank of KDOT” if revenues and expenditures can stay together.

\$166 million came from reducing transfers out of the SHF and \$50 million was a one-time transfer from the State General Fund to the SHF. The \$50 million portion required a city or county to provide a minimum 25% match.

Turning the tide from previous years of disinvestment set the stage for many **accomplishments across KDOT as we work to serve the people of Kansas.**

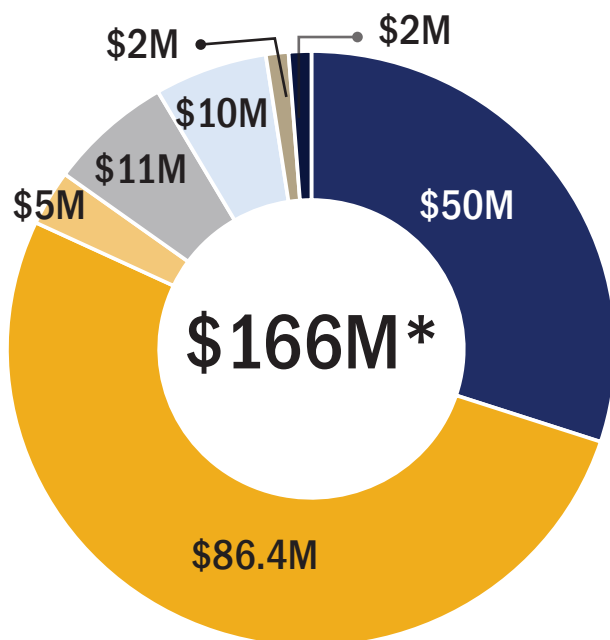
T-WORKS

KDOT is working to **deliver five delayed modernization and expansion** projects next year that are part of T-WORKS. The remaining delayed projects will follow over the next two years. Communities are looking forward to seeing them completed!

For a complete list of projects, please see **Annual Report Appendix.**



\$166M allocation plan



LEGEND

- Highway Preservation Investment
- Delayed T-WORKS Projects
- Kansas Local Bridge Improvement Program
- Cost Share Program
- Enhanced Safety Program
- City Connecting Link Maintenance Payments
- Statewide Bike & Pedestrian Plan & Infrastructure Improvements

*In addition to the \$166M, a one-time \$50M transfer was made to the SHF. KDOT will use a portion of the \$50M to provide state-match awarded federal grant projects, \$5M to fund the City Connecting Link Improvement Program and the remaining money toward the Cost Share Program.

project highlights

U.S. 69 EXPANSION IN BOURBON COUNTY

KDOT celebrated with a ribbon-cutting ceremony with Governor Laura Kelly to recognize the completion of the U.S. 69 expansion in Bourbon County.

Construction on U.S. 69 began in spring 2017. The project, part of the T-WORKS transportation program, expanded six miles of the highway to a four-lane upgradable expressway from south of Fort Scott to the Bourbon-Crawford county line.



I-235/U.S. 54 INTERCHANGE RED PROJECT

The completion of the red project in Wichita addressed several of the heaviest traffic movements between I-235 and U.S. 54/400. Two existing loop ramps were replaced by elevated flyover ramps and another existing loop ramp was reconstructed to provide more desirable geometry. In addition to those improvements, auxiliary lanes along I-235 between Kellogg Avenue and Central Avenue ramps were constructed.

The red project opened ahead of schedule and those involved credited the partnership between the City of Wichita, Kansas Turnpike Authority and KDOT.



GARDEN CITY U.S. 50/83 BYPASS

KDOT replaced just over 3.5 miles of concrete and asphalt pavement on Garden City's U.S. 50/83/400 bypass. The project was a full depth pavement reconstruction to replace concrete and asphalt pavement, some of which dated back to 1985. Pavement age, combined with a high percentage of truck traffic, made this a necessary project.

This preservation project maintained the existing route and included the following improvements to the bypass.

- The addition of turn lanes at Campus Drive facilitating smoother traffic flow.
- Improved lighting at the Fulton Street interchange.
- A dynamic messaging sign added along U.S. 50 east of Campus Drive to advise drivers of road conditions.
- Improvements to the city system at Spruce Street through a partnership between Garden City and KDOT.



KDOT employees check concrete on bypass pour.

NEW, WIDER U.S. 166 BRIDGE AT ARKANSAS CITY OPENS

A bigger and better U.S. 166 bridge over the Arkansas River opened at Arkansas City on Dec. 19.

It replaced a bridge built in 1937 that was 20 feet narrower than the new bridge, which is now 44 feet wide including shoulders. The new bridge also will be able to handle oversized loads better.

During the project, crews had to work around repeated flooding on and near the river, starting in December 2018 and then again in May 2019.



new and improved programs

INCREASED HIGHWAY PRESERVATION



Preservation of our highway system was a top priority of the Joint Legislative Transportation Task Force, and we continued to hear that it was a priority from stakeholders throughout 2019. **For fiscal year 2020, KDOT increased the highway preservation investment from \$350 to \$400 million.** The additional investment added 200 miles of preservation work and heavier actions. And, while it did not fully address preservation needs, it allowed KDOT to meet critical needs and begin restoring our system's health.

LOCAL BRIDGE IMPROVEMENT PROGRAM

KDOT reinstated the Local Bridge Improvement Program, selecting 27 counties to receive a combined total of \$5 million to replace or rehabilitate deficient bridges on the local roadway system. Counties that agreed to close a second deficient bridge received an additional \$50,000. This was a very popular program in previous years and Kansas counties were thrilled to see it come back. KDOT received 86 applications from 70 local public agencies requesting just over \$14 million in funding – illustrating the continued need for this popular program.



STRATEGIC SAFETY INITIATIVE



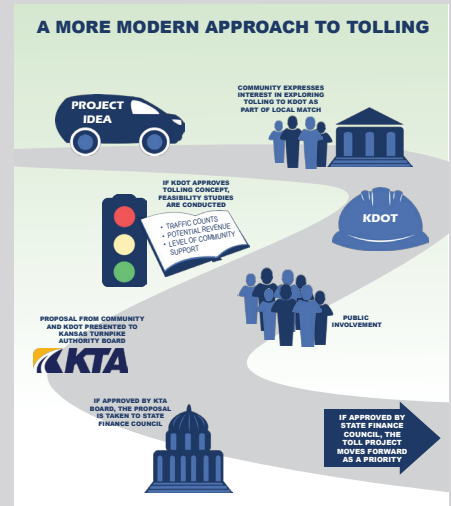
KDOT created the Strategic Safety Initiative program to make improvements on the state highway system. **It expanded KDOT's safety program to address projects such as passing lanes, turning lanes and intersection improvements.** We identified 15 projects for the first two years of the program, including constructing passing lanes on U.S. 75 in Jackson and Brown counties and improvements to K-99 in Chautauqua County, with a list of potential future projects should funding be available.

MODERN APPROACH TO TOLLING

Kansas' approach to tolling was modernized in 2019 giving communities and the state an additional tool to help fund transportation projects.

Kansas communities who are interested in exploring tolling as part of their local funding match can approach KDOT to request a feasibility study. KDOT will work with the community through the study process, which includes technical analysis and community engagement. Tolling can only be used on new improvements - **no existing lane of any state highway can be tolled.**

This more modern approach, which is possible through the use of electronic tolling, can help KDOT and local communities - collectively and collaboratively - address bottlenecks in our transportation system quicker.



COST SHARE PROGRAM

KDOT created the Cost Share Program, selecting **22 transportation projects** from nearly 100 applications submitted by Kansas communities. Applicants had to provide a minimum 25% match to be eligible and were encouraged to provide more to be more competitive. The selected projects totaled nearly \$74 million. **KDOT will fund \$39 million of that amount with locals funding \$34 million.** Funded projects included interchange reconstruction, improvements on local roadways, airport improvements, construction of turning lanes, bike and pedestrian accommodations and bridge work. This popular program not only maximized state and local resources, but KDOT created the program, had a call for applications and selected projects in just **92 working days**. A second call for projects will happen in 2020.

Cost Share Project Locations





NUMBERS AT A GLANCE

PUBLIC ROAD MILES

127,815 rural

14,385 urban

142,200 TOTAL

AIRPORTS

138 public use

6 commercial use

BRIDGES (STATE AND LOCAL)

1,920 structurally deficient

1,649 functionally obsolete

21,217 non-deficient

24,786 TOTAL

RAIL

4,529 total miles

1,765 shortline miles

2,723 Class I miles

41 switching/terminal miles

transportation modes



AVIATION

Drone Successes: KDOT led a collaborative team of Kansas technical experts to assess new applications of drone technologies for the Federal Aviation Administration (FAA). **This team was sanctioned by the FAA to conduct the first-ever Beyond Visual Line-Of-Sight (BVLOS) drone flight without visual observers in the United States.** Kansas was the first non-military organization to successfully achieve this authorization and flew more than 100 miles within the first week of approval. KDOT also led a joint economic development effort with the Kansas Departments of Commerce and Agriculture, Kansas State and Wichita State universities and Salina Economic Development organizations at the largest international drone symposium in the world hosted by the Association of Unmanned Vehicle Systems International in Chicago.



Kansas Airport Improvement Program: KDOT awarded **\$4.8 million to 41 airports in 2019 through the Kansas Airport Improvement Program (KAIP).** This program is designed to assist airport sponsors in improving and maintaining the state's system of public-use airports. There are 42 new airport improvement projects for FY 2020.

Kansas Air Tour: A record number of pilots - 45 - from three states brought airplanes to participate in 10 scheduled airport events across the state. **More than 800 school children went to local community airports to participate in briefings and one-on-one conversations with pilots** who shared career opportunities represented by science, technology, engineering and math through aviation. KDOT hosted this tour with the Kansas Commission on Aerospace Education (KCAE). Sponsors in 2019 donated \$11,600 in scholarships to KCAE - the most donated of any previous year of the Kansas Air Tour.





FREIGHT/RAIL



286K Rail Upgrade Initiative: \$10 million of the State Rail Service Improvement Fund was set aside to address the upgrade of short line railroad track capacity to the 286,000-pound standard. **These upgrades will result in more efficient rail operations, improved customer service, reduced truck traffic and long-term sustainability of the short line network.** Four projects were awarded with a total project cost of \$17.9 million. Using additional funding flexibility within the State Rail Service Improvement fund, KDOT granted the railroads a total of \$11.2 million, or 62% of the project cost for mainline rehabilitation, crossing improvements and bridge upgrades. **In total, 98 miles of track, 23 crossings and 175 bridges will be improved to the 286K standard.**



The 286K Rail Upgrade Initiative will provide long-term sustainability to the short line rail network.

Truck Parking Information Management System (TPIMS): Kansas is the lead state managing a \$25 million TIGER Grant that includes eight states in the central United States. These states – Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Ohio and Wisconsin – joined together to develop a real-time, multi-state Truck Parking Information Management System. Most of the system went live in January 2019. Implementation will continue into 2020 and ongoing performance monitoring thereafter. **TPIMS improves the safety and efficiency of America's freight network by providing real-time parking availability information to truck drivers through dynamic message signs, smartphone applications, traveler information websites and other means.**



TIGER PROPOSAL 2015
Regional Truck Parking Information and Management System (TPIMS)
 CONTACT INFORMATION
 Chris Herrick, Director of Planning and Development
 Kansas Department of Transportation
 Dwight D. Eisenhower State Office Building
 700 S.W. Harrison Street
 Topeka, KS 66603-3745
 Phone number: (785) 296-3090
 E-mail: chrisherrick@kdot.org
 Grant Request: \$36.6 million
 Grant Type: Rural Application

KDOT is collaboratively working with seven other states to improve the efficiency, economic competitiveness and safety of the national freight network.

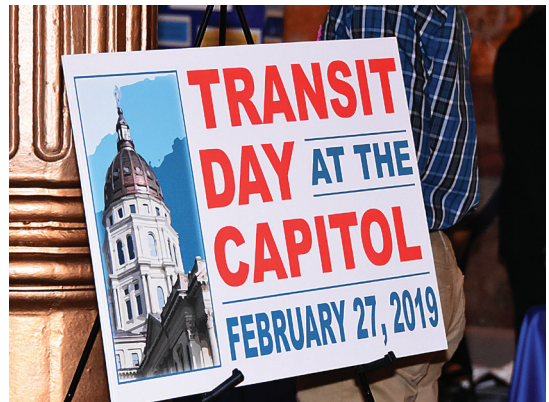
PUBLIC TRANSIT



Access, Innovation and Collaboration Program: KDOT developed a new program combining \$7 million in federal resources and \$8 million in state resources that will **enhance access to transit, invest in emerging technologies and form collaborations with public and private transportation providers** alike. This was a wide-ranging call for projects that will support the needs of both urban and rural transit providers and will ultimately improve transit access and services for transit users in Kansas. Expected projects could range from constructing bus stops and shelters, in accordance with the Americans with Disabilities Act, to piloting micro transit efforts, to supporting collaborations with private stakeholders such as medical institutions. Projects will be evaluated and selected in early 2020.

Transit Facilities: For the first time since 2013, KDOT awarded more than \$2 million in federal funds for the design and construction of three public transit maintenance facilities. These facilities in Burlington, Salina and Seneca will **allow for improved maintenance of each agency's vehicle fleet and improved facilities for transit users and staff.**

Health Partnerships: Medical transit trips have increased 12% over the past two years, totaling more than 236,000 trips in 2019. **KDOT is strengthening its partnerships with several agencies/organizations** such as the Kansas Department of Health and Environment, the Kansas Cancer Partnership, the American Cancer Society, Saint Luke's Cushing Foundation, Susan G. Komen and Via Christi in Pittsburg to **identify transportation barriers to medical care and understand how Kansas transit programs can most efficiently assist.**



BICYCLE/PEDESTRIAN

KDOT's effort to address non-motorized transportation needs and improve safety is an ongoing process. Here are some highlights of our latest work:

United States Bicycle Route Signage: KDOT staff successfully **advanced an initiative to add signage to two United States Bicycle Routes (USBR)**. A ribbon cutting and sign unveiling event was held in Riverton in November. The ceremony celebrated the signing installation and other state efforts that focus on bicycle/pedestrian transportation.

Strategic Highway Safety Plan: For the first time, KDOT integrated bicycle and pedestrian safety recommendations into its highway safety plan, developing strategies and creating an action plan for implementation.



KDOT Bicycle/Pedestrian Crossing Safety Program: With the first-ever dedicated state funding (\$1.9 million) for bicycle and pedestrian activities, KDOT staff

developed a pedestrian crossing safety program. The program will fund improvements on/near the state highway system.

Transportation Alternatives Program: KDOT administers the Transportation Alternatives (TA) Program to fund a variety of projects which improve mobility options throughout Kansas. TA project categories include the construction of Pedestrian & Bicycle facilities; Safe Routes to School; Scenic & Environmental; Historic & Archaeological; and more. **This program helps communities in Kansas improve and complete their transportation networks by providing infrastructure that supports non-motorized transportation.** In 2017, KDOT selected 34 projects totaling more than \$18 million across Kansas to be constructed in 2018 and 2019.



During the U.S. Bicycle Routes 76 and 66 unveiling, leaders from Joplin Convention and Visitors Bureau, Bourbon County Economic Development, Cherokee County, and KDOT's Planning and Development Director, Chris Herrick stand with the new signs.



kansas turnpike authority

HIGHLIGHTS FISCAL YEAR 2019

- Board approved new mission, vision and value statements and set organizational goals highlighting a new future direction.
- KTA's roadway and bridge systems both exceeded established condition targets.
- \$33.6M invested in ongoing roadway (\$20.4M) and bridge (\$13.2M) preservation efforts.
- \$35.6M spent on construction projects (repair or maintenance) to improve or preserve the infrastructure.
- Capital assets increased to \$689M.
- Electronic toll collection increased in FY19 and accounted for 62% of collected tolls.
- Highway speed electronic lanes were introduced at East Topeka.
- Safety enhancements continued with longer ramps and drainage improvements.
- Since 2016, KTA has raised 42 bridges and invested \$27.5M to improvements aiding freight movement.



You can see KTA's annual report online:

https://www.ksturnpike.com/assets/uploads/content-files/KTA_FY19_AnnualReport_digital.pdf

2018-2019 BY THE NUMBERS

It was a challenging year for maintenance crews across the state. KDOT saw a record year in winter 2018-2019. Nearly twice as much material, mileage and hours on equipment were recorded compared to an average typical year. The state was also greatly affected by flooding.



SNOW & ICE

15 snow and ice events

HOURS

265,000 regular hours

33,900 overtime hours

6,100 holiday hours

EQUIPMENT

591 trucks

107 motor graders

3 snow blowers

242 front loaders

7 tow plows

MATERIALS

123,000 tons of salt

74,000 tons of salt and sand mixture

8,000,000 gallons of salt and brine used

36,000 gallons of beet juice used to aid in removing snow/ice from roadways

FLOODING

100+ miles of state highways closed due to flooding at different times during 2019

EQUIPMENT/MATERIALS

5 tractors to Elwood

100 tons of sand to Elwood

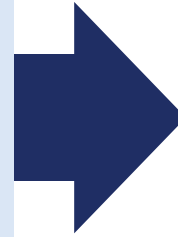
5 animal rescue trailers to different areas across the state

3 water pumps to areas to reduce flooding impacts

Bottled water distributed to several locations

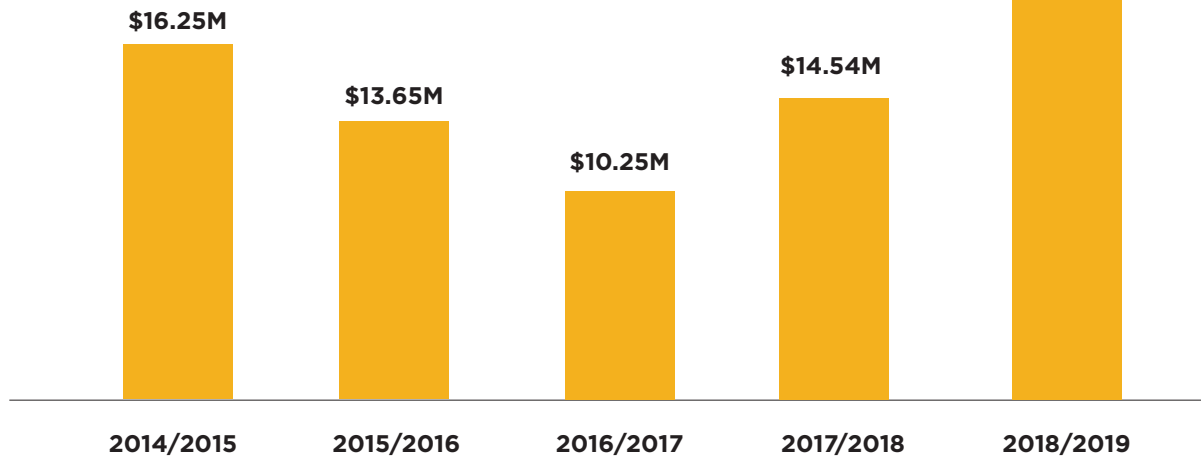
WINTER 2018-2019 COST BREAKDOWN

Labor.....	\$ 9,746,594
Equipment.....	\$10,306,123
Materials.....	\$ 7,323,711
Total.....	\$27,376,428



\$27.38M

SNOW & ICE REMOVAL COSTS (PAST FIVE WINTERS)



When KDOT maintenance crews are not battling snow and ice, they work to:

- Provide temporary traffic control and assist law enforcement with local emergencies such as flooding, etc.
- Repair/maintain guardrails, drainage structures, bridges, shoulders, concrete barriers, rumble strips, lighting, culverts, curb/gutters, rest areas, etc.
- Repair pavement cracks and joints, fill potholes and wheel ruts, mudjack pavement, filling edge drop offs.
- Mow/maintain more than 145,000 acres of right-of-way along highways and weed control.
- Repair/replace highway traffic signs.
- Place striping on pavement.
- Remove litter/brush, broom roadways and bridges.



Cost per registered vehicle in Kansas for snow and ice removal = \$10.48



BE SAFE

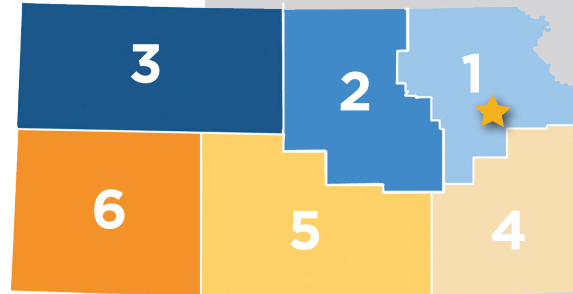
KDOT instituted an initiative called “Be SAFE” that upholds safety for all employees. KDOT employees seek to be safe, be accountable, be focused on the future needs of Kansas and be energized in work responsibilities to take care of Kansans and their transportation system.



- »»» Be Safe
- »»» Be Accountable
- »»» Be Focused on the Future
- »»» Be Energetic

★★ KDOT WORKFORCE

KDOT's workforce is made up of just under **2,200 employees** throughout the state. More than **70% of those employees work in one of KDOT's six districts**, which are responsible for maintaining our highway system and inspecting construction projects. The remainder of the employees work in Topeka at KDOT headquarters.



Workforce Areas Employees

District 1	373
District 2	247
District 3	194
District 4	258
District 5	325
District 6	169
Headquarters	619

Total KDOT Employees: 2,185

KDOT has **lost more than 600 employees since 2011**, with 65% of those coming from the districts, which means fewer employees are working to maintain Kansas highways. At the same time, KDOT has added 50 additional lane miles for staff to maintain since 2011. Current staffing levels make it impossible to perform necessary maintenance activities, which will have a long-term impact on the state's highway system.

In 2019, KDOT conducted its first **employee survey** in several years, hearing directly from employees to identify opportunities for improvement. Results showed that KDOT employees are **highly motivated** and **strongly believe that the work they do furthers the mission of KDOT**. However, pay and benefits continue to be the top concern for KDOT employees.

The employee survey was one piece of an **organizational assessment** that began in 2019, which helped leadership identify priorities including organizational morale and culture, compensation, recruitment and retention, accountability, plus operations and maintenance staffing. The agency began implementing strategies to address the priorities, which included new employee communication tools, developing recruiting partnerships as well as identifying operations and maintenance staffing needs.

Recognizing that **safety is a top priority**, KDOT created the Division of Safety to improve the focus on the safety of employees. The Division has organized a steering committee that meets monthly to review current safety policies and make recommendations for new safety initiatives and training and has implemented Safety Stand-Down Meetings following incidents - a construction industry best practice.



★★ MOVING FORWARD

There is pent-up demand for transportation improvement projects all across the state. As T-WORKS comes to a close, it's time to move FORWARD - to a new transportation program tailored to today and tomorrow's needs. But we can't do it alone.

Listening to Kansans is a critical component of KDOT's work. The Local Consult process was revived in 2019. We traveled to all six regions - and two metro areas - twice. While listening is important, these meetings also put Kansans to work, asking them to be creative and collaborative when thinking about transportation needs and regional priorities.

We used a science-based approach known as **scenario planning** in the first round of meetings, which took place in late summer 2019. Scenario planning asks meeting participants to consider a set of conditions that could be true in the future - in these scenarios, 25 years from now. The scenarios developed for this exercise included population and workforce patterns, extreme weather events and the use of technology such as Unmanned Aircraft Systems (UAS) to deliver freight. Participants then discussed what the state's transportation system would need to include to be ready for those plausible (if still unknown) future scenarios.



KDOT heard from many Kansans during Local Consult meetings about the state's current transportation assets to answer the question, "What should we focus on in the next 10 years? 25 years?"



"We will deliver a program with more flexibility, provide communities with timely resources and tailor multimodal approaches to the regional needs."

Julie Lorenz,
Secretary of
Transportation

WE HEARD THREE CLEAR MESSAGES:

1. Improve health. Transportation investments can contribute to better health outcomes for people, our economy and our highway system.

2. Invest strategically. Given that funding will always be limited, we must make sure our investments are strategic. Through the T-WORKS process, we learned the value of regional collaboration and that must continue in the future.

3. Act now. There is a strong sense of urgency among Local Consult participants that we must move forward with a new program soon to capture new opportunities and confront challenges.

The data gleaned from the participants in these first-round meetings will serve two purposes. First, it will inform the state's Long Range Transportation Plan, a guiding document for the next 25 years, that must be submitted to the federal government. It also will shape FORWARD, the next 10-year transportation program.

We built on what we heard from Kansans for the second round of Local Consult meetings in late fall 2019. We asked participants in these meetings to help us better **understand current and near-future priority needs** for highway expansion and modernization projects in each region of the state, and how to make smart strategic investments to make the best use of limited funding. Participants endorsed the idea of creating more passing lanes on roads with heavy truck traffic to help ease congestion and improve safety, especially in the state's rural areas.

Those 2,000 participants also helped KDOT think about how to build more flexibility into FORWARD in terms of both funding for local projects and improving KDOT's own business practices.

We heard much interest for a program that supports **problem solving** in Kansas communities. KDOT can be a strong partner in addressing economic development challenges, not just by building roads but with improved aviation infrastructure, broadband access, improved transit opportunities that connect people with jobs, and bicycle and pedestrian facilities for workers, for health and for fun. Maximizing flexibility where possible will help our agency be an even better partner at the local level.



Attendees at the Local Consult meeting in Pittsburg participated in breakout sessions. They discussed new policies, project selection approaches and programs under FORWARD.



Kansans also support the notion of a **“rolling program”** – choosing projects with the help of the public every two years instead of once every 10 years. As one participant noted, “things are just moving too fast to get locked into a 10-year process.”

CONCLUSION

At KDOT, we take seriously our role in delivering transportation in Kansas. From improving safety to making strategic decisions about future infrastructure needs, there are many opportunities for all of us to work together to create a place that more people choose to be their forever home. We will continue to find ways to work together to solve problems. We will continue to work to improve our business practices and make KDOT the best agency it can be. Together, we will move forward to a brighter future.





The 2020 appendix contains additional transportation information including:

- Financial Compliance
- Project Selection Criteria
- Project list detailing projects scheduled for improvement, projects completed in FY 2019 and projects under construction
- Lists of aviation, rail and public transit projects
- Transportation Revolving Fund
- Modal Information
- Federal Fund Exchange Program

The 2020 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., 66603-3754, or (785) 296-3585 (Voice)/Hearing Impaired - 711.