



# 2021

## Annual Report



### TRANSPORTATION IN KANSAS

A year in review

Published January 2021



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# From the Secretary

The annual report for the Kansas Department of Transportation is a tradition for us to reflect on our work for Kansans – to report our progress and to celebrate the accomplishments we’ve made in improving our state’s transportation system.

### KDOT’s commitment

While 2020 was a year with significant challenges, it was also a time to recommit ourselves to public service – serving our families, our friends, and our neighbors. We are more aware than ever of the connections we have to all those we serve.

With only four hours to spare before the Kansas Legislature adjourned for an abbreviated session due to COVID-19, the new 10-year, \$9.9 billion Eisenhower Legacy Transportation Program was passed with overwhelming bipartisan support. The new program, referred to as IKE and signed into law by Gov. Laura Kelly, gives us new tools to meet the needs of our transportation system, both today and in the future.

The IKE program will allow us to leverage partnerships, provide more transportation options for Kansans, and be a better partner to communities when addressing transportation challenges.

While we have announced the first round of expansion and modernization projects for the program’s development pipeline, we continue our work to complete the T-WORKS projects that remain from the previous

10-year program. At least one phase of these remaining projects must be let to construction before we can begin construction on the IKE projects that are under development now.

### Flexible and responsible

We are pleased to keep some of the very best parts of the T-WORKS program – like the \$8 million promise for investments in each of our state’s 105 counties – and are excited about the new program’s design, which will give us more flexibility to work with Kansas communities to improve the Kansas transportation system.

### Prioritizing partnerships

IKE requires us to host Local Consult meetings every two years. The next round is scheduled for 2021; we are already looking forward to listening to Kansans about their needs and priorities for transportation investments.

As we get the IKE program rolling, we are also working under a new vision and mission framework that will allow us to be clear about our purpose to provide a safe, reliable, and innovative statewide transportation system that works for all Kansans today and in the future. This mission becomes even

more critical as we see an alarming trend in the number of fatality crashes on our roads.

### Solving problems

Transportation impacts so many facets of our lives – health, safety, jobs, and time with our families. IKE should be delivered in a way that reflects this. We’ll solve more problems by utilizing all of our resources rather than being limited by internally generated program or project categories. At KDOT, we are committed to working with all our partners to find new solutions to old problems.

*“If progress is to be steady we must have long term guides extending far ahead.”*  
-President Dwight D. Eisenhower

We are thankful for the 10-year framework of the IKE program that was developed in collaboration with more than 2,000 Kansans. We look forward to serving the state in 2021.



**Julie Lorenz**  
Secretary of Transportation  
Director of Kansas Turnpike Authority

**KDOT**



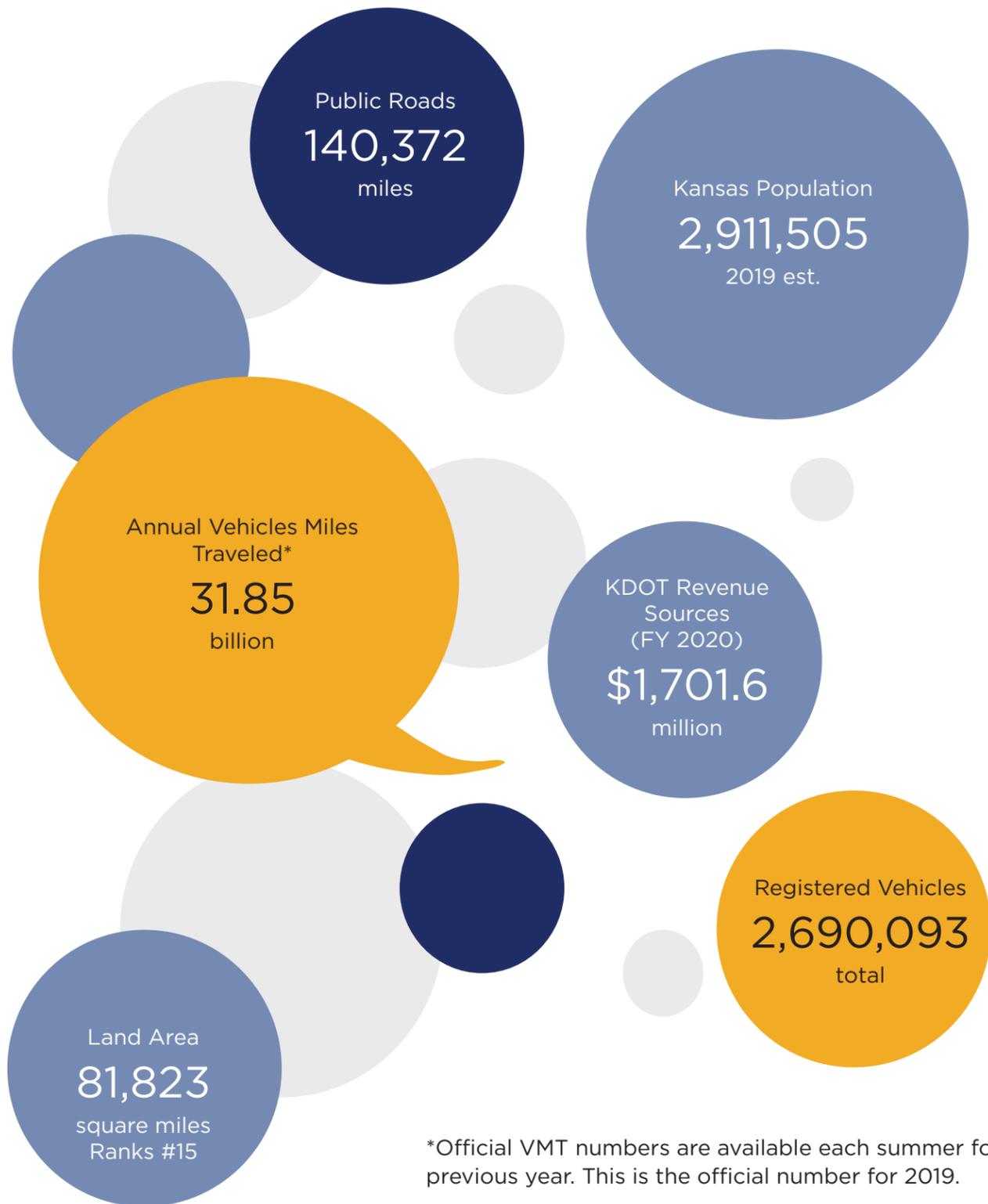
**IKE**



**THE EISENHOWER LEGACY  
TRANSPORTATION PROGRAM**



# BY THE NUMBERS



\*Official VMT numbers are available each summer for the previous year. This is the official number for 2019.



**\$18.5 million in road improvements**

**36 projects in Kansas communities**

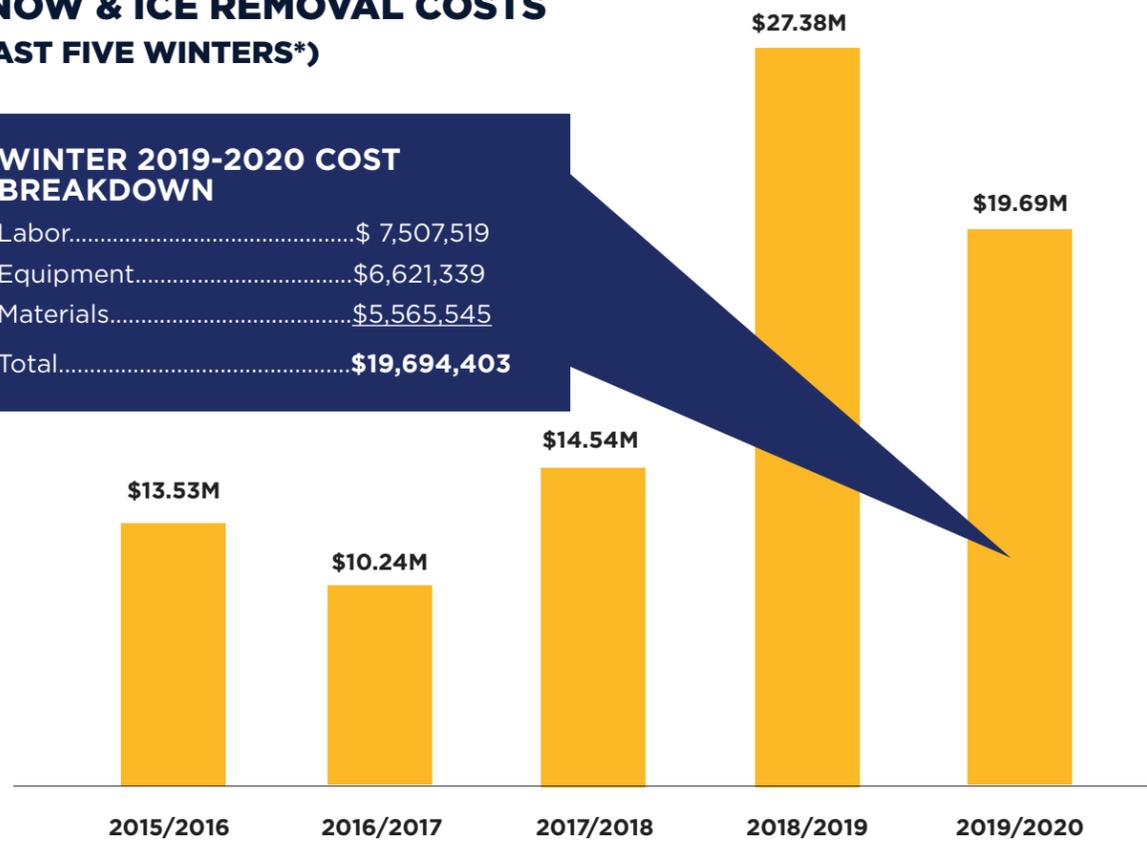
The **City Connecting Link Improvement Program** funds improvements to state highways that extend through cities. This total includes \$8.9 million in state fiscal year 2022 and \$9.6 million in state fiscal year 2023.



### SNOW & ICE REMOVAL COSTS (PAST FIVE WINTERS\*)

#### WINTER 2019-2020 COST BREAKDOWN

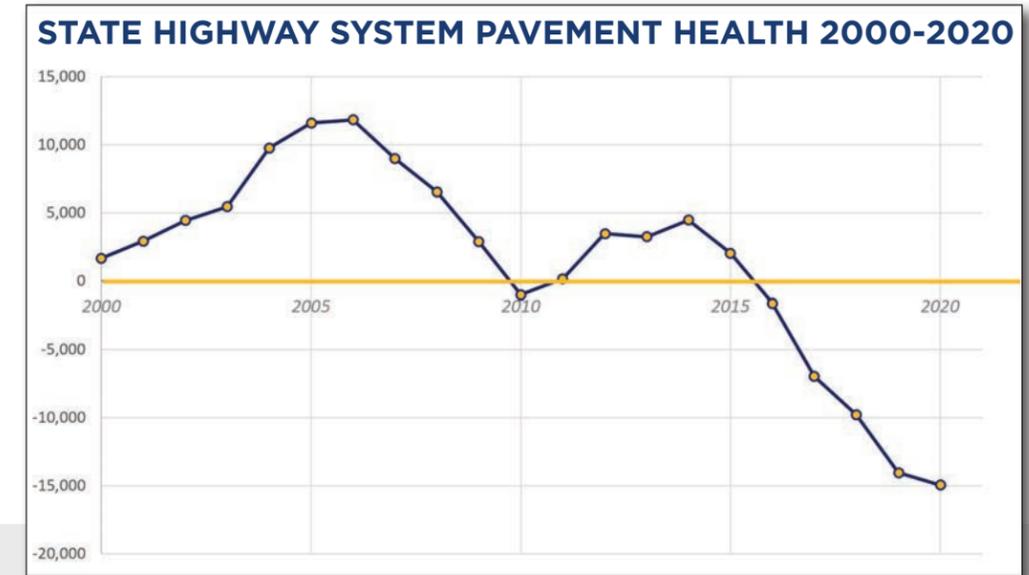
Labor.....	\$ 7,507,519
Equipment.....	\$6,621,339
Materials.....	\$5,565,545
<b>Total.....</b>	<b>\$19,694,403</b>



\*Numbers shown above are for Fiscal Year (July 1-June 30). 2020 data does not include storms from November and December 2020 or January 2021.

# PAVEMENT HEALTH

The chart below depicts the “health” of the highway system similar to a bank account balance over time. If light preservation work, like overlays or if no pavement is replaced, the health of the system declines.



The most common measures of pavement condition focus on the surface: cracking, rutting, and roughness of ride, for example. These closely align with what road users experience on the highway, but may not be the best indicator of the health of the pavement. Structural issues deep below the surface can make resurfaced roads become rough sooner than expected, which means those superficial improvements become less cost-effective over time. Major rehabilitation and, sometimes, replacement is needed periodically to keep our investments in good shape.

KDOT is developing performance metrics to define the level of investment needed to support the system. These metrics, required in the legislation creating the IKE program, will be the first of their kind in Kansas history, and demonstrate the commitment to maintaining

the state’s transportation system. Investing in preservation is the first priority for KDOT, after agency operations and debt service payments.

The shortage of heavy improvements in the later years of the T-WORKS program is reflected in the downward slope of pavement health in recent years. However, under the first year of the IKE program in 2020, we began to program more of those “heavy” actions (rehabilitation and replacement) and the descent slowed. When the preservation work scheduled for 2021 is completed, we will see the curve move upward.

The heavier the maintenance action, the more life or mile-years added to the highway system.

# IKE LAUNCH

The cornerstone of KDOT’s commitment to working for Kansans is the Eisenhower Legacy Transportation Program, which we call IKE.

Signed into law by Gov. Laura Kelly with bipartisan support from the Kansas Legislature, the new 10-year, \$9.9 billion program sets a priority on preserving the existing system and provides KDOT significantly more flexibility to identify investments and deliver programs and projects.



## IKE Program Starts Work for Kansans

Energized by the broad support for the program, KDOT quickly launched all the new programs enabled by the IKE legislation in just a few short months – with the first round of project awards made in the summer and fall of 2020. All IKE programs – newly created and existing – were designed in consultation with Kansans to leverage partnerships, provide more transportation choices, and solve local challenges.

KDOT has created a new website dedicated to the IKE program at: <http://www.ksdot.org/ike>.

The website provides a comprehensive view of the program, with project updates, information about the program itself, ways to connect with community resources, and data that backs up our commitment to transparency and accountability.

The IKE program also continues KDOT’s pledge to make at least \$8 million in transportation investments in each of the state’s 105 counties. The new IKE website will display our progress toward this pledge.

**\$8 Million Promise to Kansans**

The legislation creating the IKE program continues an important part of T-WORKS – our \$8 million promise to Kansans. These investments include highway preservation, highway expansion and modernization, aviation, transit, rail, bicycle/pedestrian projects, and others that address technology and economic development.

For the most up-to-date information on our progress, please visit the IKE website at <http://www.ksdot.org/ike>.

## Pipeline Projects/Remaining T-WORKS Projects

In May, less than two months after Gov. Laura Kelly signed the enabling legislation, KDOT announced the first 40 expansion and modernization projects for the development pipeline so preliminary engineering work (design and additional advance work) could begin. The first round includes \$1.6 billion worth of projects across 169 miles of Kansas, distributed throughout the state. This combination of 40 projects – large and small – creates a robust development pipeline that gives Kansans flexibility to meet shifting needs and address safety concerns. KDOT has funding available to support the preliminary engineering work for these projects, but has not yet selected projects for construction.

KDOT is committed to constructing the delayed T-WORKS projects first. Before any IKE modernization or expansion projects are built, at least one phase of all delayed T-WORKS projects must be let to construction. Under the current timeline, that will happen by the end of 2021.

**IKE PROGRAM**

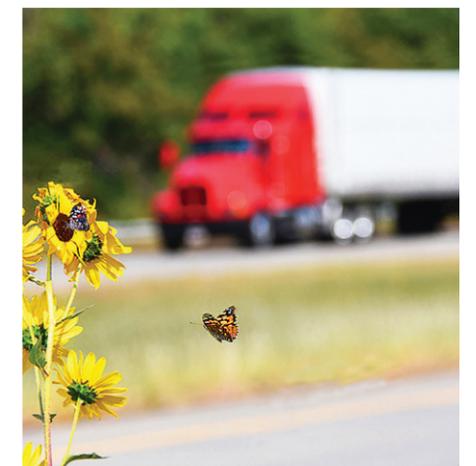
**2,000**

More than 2,000 Kansans provided input on the IKE program.

**DEVELOPMENT PIPELINE**

**40**

KDOT announced the first round of highway expansion and modernization projects. Preliminary work begins.



**REMAINING T-WORKS AS OF NOVEMBER 2020**

**18**

The IKE program, ensures the delayed projects from T-WORKS will also be addressed, KDOT is working to deliver those projects as quickly as possible.



**PRESERVING THE SYSTEM**

**\$5 billion**

Preserving the existing transportation system is a top priority under the IKE program and an estimated \$5 billion will be invested in preservation over the next 10 years.

## Leveraging Partnerships

### Cost Share Success

Under IKE, the Cost Share program, which has quickly grown in popularity with Kansas communities, continues. The Cost Share program leverages partnerships to help both rural and urban areas of the state improve the transportation system. KDOT opens the Cost Share program for application twice a year, 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.



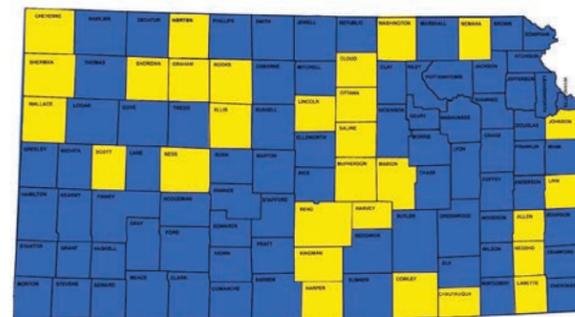
### Local Bridge Investments

The IKE Program will continue the Kansas Local Bridge Improvement program, a statewide program reinstated by KDOT in 2019. This program assists cities and counties with infrastructure improvements by providing up to \$150,000 toward the replacement or rehabilitation of a bridge on the local roadway system.

In fall 2020, 27 counties and three cities received a combined total of \$5.1 million for local bridge projects.



2020 Local Bridge Program Recipients

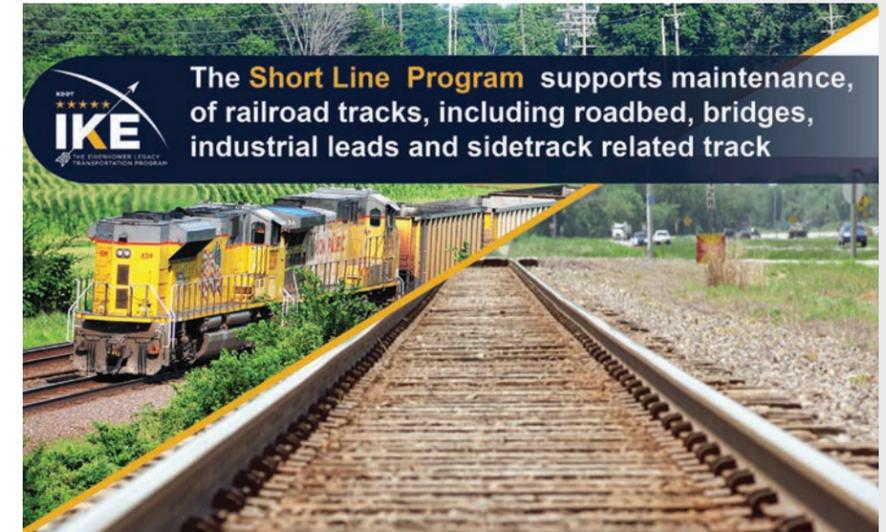


## New Programs

### Short Line Rail Improvement



The Short Line Rail Improvement program is a new partnership created by IKE between the public and private sectors. Applicants to the program must provide at least a 30% match for projects that expand or make improvements to short line rail. In its inaugural year, 13 projects were awarded grants totaling \$5 million. Four projects were awarded to short line railroads and nine projects were awarded to shippers. These projects will improve and/or construct nearly 15 miles of track totaling a \$7 million investment.



### Innovative Technology

Five Innovative Technology projects totaling \$1.3 million were announced in this program's first round of project selections. The program provides financial assistance to partners for innovative transportation technology projects that improve safety and increase KDOT's total technology investment.



### Broadband Investments

Included in the IKE legislation, is a commitment to broadband investments, through two new programs: Preservation+, focused on expanding broadband connectivity as part of highway preservation projects and a middle/last-mile



grant program administered by the Kansas Department of Commerce. The new Broadband Acceleration Grant program is Kansas' first state-funded competitive broadband grant opportunity to fund projects that facilitate access to high-quality internet service to Kansas homes, businesses, and communities

### Driver Education Reimbursement Grant Program

The new program, established under IKE, allows providers of driver education classes to be reimbursed up to \$200 per eligible student, making driver's education an option once again in many communities. In its first year, nearly 1,000 students participated by enrolling in a driver education course in their community.



# NEW VISION, MISSION TO GUIDE KDOT'S DIRECTION

In 2020, KDOT defined new aspirational vision, mission, and values statements to guide the agency's efforts and evaluated its programs and performance.

The new vision and mission statements – updated for the first time in 18 years – focus on building a modern transportation system for Kansas today and in the future. They reflect the agency's commitment to innovation, reliability, and safety and what we heard from Kansans about what they want in their transportation agency.

The new statements are backed up by a series of organizational values to inform and guide policies and programs, as well as new goals that articulate success for both the agency's people and programs.

New performance measures will be developed and deployed in 2021 to help track progress toward the agency's goals.

These measures back up the agency's commitment to transparency and accountability, said Secretary Julie Lorenz.

*"We have an abundance of data at KDOT," she said. "But data isn't very meaningful if you aren't using it, and goals aren't very meaningful if you aren't tracking your progress. Performance measures will help us make better decisions. They can help us prioritize limited resources – both time and money."*



VISION • MISSION • VALUES • GOALS

## VISION

Kansas will be a national transportation leader with a modern, efficient, and resilient system that serves all users, businesses, and partners.

## MISSION

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

## VALUES

- Safety
- Innovation
- Customer Service

- Money Matters
- Teamwork
- Transparency & Accountability



# 2020 ACCOMPLISHMENTS

2020 was quite the year!

Even in the midst of a pandemic, our people worked hard to keep projects going and commerce and supplies moving – all while responding and helping with COVID-19 efforts. The next few pages display a sampling of the impact KDOT made in 2020.

Photos:

1. U.S. 169 groundbreaking between Welda and Garnett.
2. U.S. 50 groundbreaking in Emporia.
3. Heartland Logistics Park groundbreaking in Shawnee.
4. Turner Diagonal Interchange near Kansas City ribbon cutting ceremony.

Inset opposite page: Great Plains Industrial Park ribbon cutting in Parsons.

# Safety in 2020

While 2020 was a year for unexpected challenges related to the COVID-19 pandemic, one significant challenge for KDOT was addressing an increase in our state’s fatality rate – even though travel on our roads went down.

In 2020, Vehicle Miles Traveled (VMT) on state and local roads in Kansas decreased by 9.9% compared to 2019 – a change from 31.9 billion VMT in 2019 to 28.7 billion in 2020.

However, the 2020 fatality rate was 13% higher than in 2019, an increase from 1.30 fatalities per 100 million vehicle-miles traveled to 1.47 fatalities per 100 million vehicle-miles traveled.

Kansas was not alone in this troubling trend; many other states in the nation also saw fatality rates increase while overall traffic counts decreased, sparking a national conversation about the trends. Data shows that speeding citations above 100 mph have increased by 43% in Kansas. Several trauma centers around the nation reported that more motor vehicle fatalities show an increase in drugs and alcohol in the blood.

There is also evidence that distracted driving continues to be a problem and a cause of motor vehicle crashes. One action KDOT took in late 2020 was a safety campaign focused on educating drivers that deaths were up and recommending drivers obey the speed limit and avoid distractions.



## Safety Improvements

Throughout 2020, KDOT continued to develop and refine plans, policies, and programs to improve safety. Some highlights:

### Strategic Safety Improvement Program:

The program focuses on investing in proven, cost-effective highway infrastructure safety measures to reduce fatal and serious injuries. The new program provides flexible funding to address safety projects for intersections, passing lanes and roadway segments around the state that don't always fit neatly into KDOT's existing categories.



Projects are selected through a data-driven process that identify

infrastructure improvements with the biggest potential for safety impacts. KDOT also works closely with local stakeholders through its Local Consult process and through other conversations to address concerns. The agency began using this process in 2019 and started construction on the first project in 2020. The following are examples of what this program will do:

- Adding shoulder rumble strips on K-14 in Kingman County and on U.S. 183 in Comanche and Kiowa counties
- Constructing passing lanes on U.S. 75 in Jackson and Brown counties to help with congested roads
- After working closely with high school students, KDOT added high performance pavement markings, rumble strips and intersection improvements near Jackson Heights High School on U.S. 75

**New policy on rumble strips:** In 2020, KDOT revised its policy on rumble strips. The new policy, which had not been updated since 2007, expands the use of both centerline and shoulder rumble strips on highways with narrowly-paved shoulders and lower traffic volumes – often in rural areas – to help prevent crashes where drivers cross the center line or run off the road. Rumble strips have been proven to reduce fatalities and serious injuries in these crashes. Standards are being

revised to include a “bike-friendly” rumble strip design for use on projects beginning in 2021. These improvements consider improvements such as depth and spacing of the rumble strips.

The policy revision also includes the option to use edgeline rumble strips in place of traditional shoulder rumble strips. Edgeline rumble strips are those where the white edgeline is painted right over the rumble strip for improved wet-weather visibility.

The updated policy is a result of a comprehensive look at the many issues KDOT considers when installing rumble strips, multi-modal use such as bicycle activity, pavement condition, and noise. These concerns are addressed in the new policy. Estimates indicate that that the new policy will allow for nearly 1,500 additional miles of shoulder rumble strips and more than 2,700 additional miles of centerline rumble strips.



RUMBLE STRIPS ADDED TO K-10

## AWARENESS IMPORTANT TO KDOT CULTURE OF SAFETY

KDOT is committed to cultivating a culture of safety for employees. In 2020, the agency established new procedures and communications initiatives with employees to improve upon this commitment.

One of these new activities is a “tailgate meeting” before beginning work on a project. This meeting helps employees identify worksite hazards and improves situational awareness. Some things that can be identified are traffic issues and other physical hazards so they can be addressed safely before starting work.

*“Having these pre-work meetings are critical to helping us improve job site safety awareness,” KDOT Director of Safety Troy Whitworth said.*



**Preservation+:** The new Preservation+ program provides funding to make safety improvements to routine preservation projects. This allows KDOT to leverage its preservation program to efficiently address safety concerns. The Preservation+ program funds safety improvements, like shoulder upgrades, rumble strips, and culvert extensions, that can be added to pavement preservation work. The Preservation+ program also includes funding for broadband expansion projects. Broadband projects are evaluated for freight corridors as a first priority. The Preservation+ program is funded at an estimated \$27 million annually. Additional IKE Program broadband funds for increasing broadband connectivity are administered by the Kansas Department of Commerce.

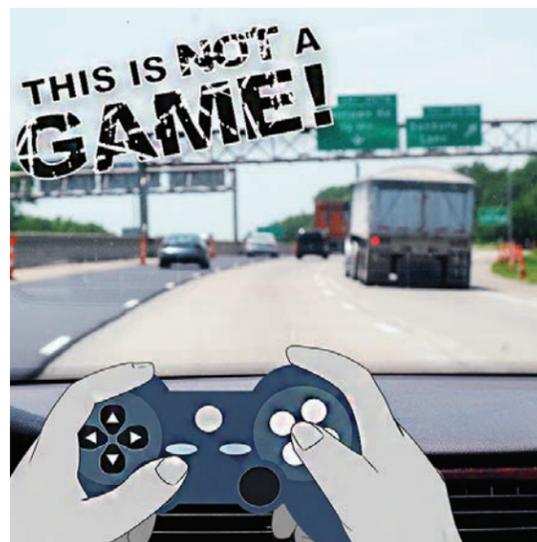


**2020-2024 Strategic Highway Safety Plan:** In 2020, KDOT published a new five-year Strategic Highway Safety Plan. This plan is a coordinated and informed approach to reducing fatal and serious injury crashes on all public roads in Kansas. More than 60 different agencies – public and private – participated in development of the plan. Countermeasures associated with engineering, education, and enforcement are identified in the plan based on nine different emphasis areas: Intersections, Pedestrians and Cyclists, Older Drivers, Data, Impaired Driving, Occupant Protection, Roadway Departure, Teen Drivers, and Local Roads.



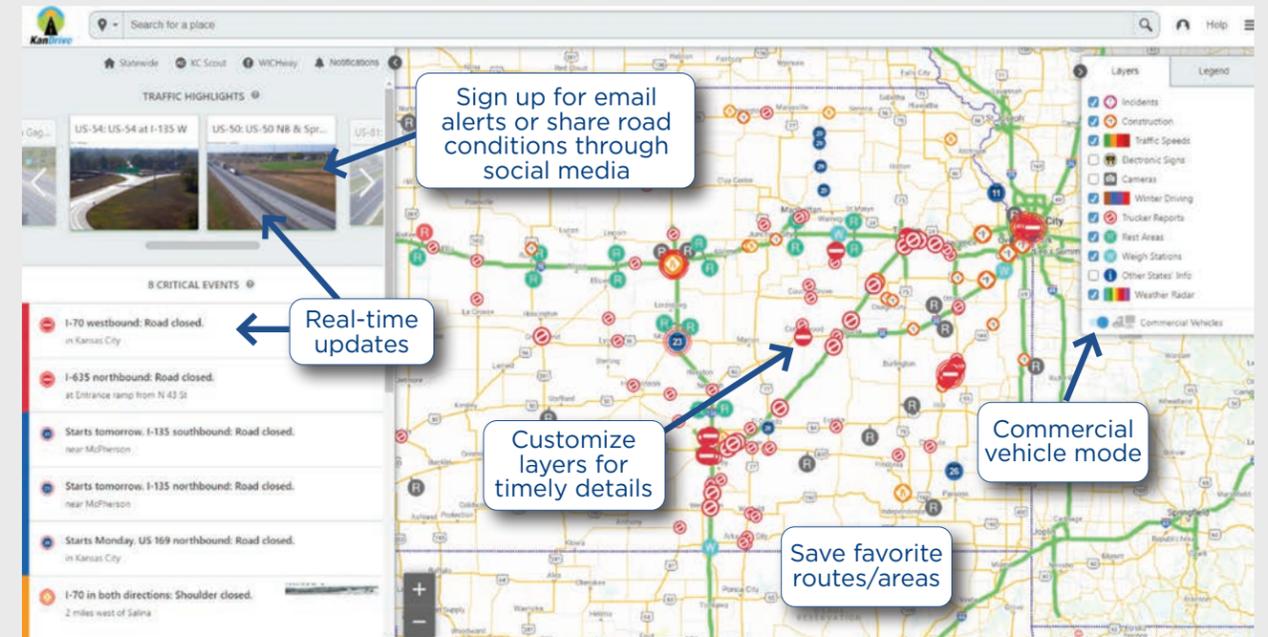
**Traffic Safety:** KDOT's traffic safety office implemented several new initiatives this year to combat the rise in traffic fatalities. A media campaign was conducted in early May targeting pick-up truck drivers and stressing the importance of seat belt use, because Kansas data shows these drivers don't use seat belts as much as other drivers. New this year was a June speed education and enforcement campaign. Federal funding provided overtime grants to law enforcement across the state and this funding was also used for a media campaign.

Additionally, Kansas partnered with other states in the region to conduct a speed education and enforcement campaign in July. The traffic safety office has also partnered with the Kansas Highway Patrol on a grant that will provide training on the enforcement of Kansas' ignition interlock laws.



# KANDRIVE UPDATED

## AHEAD OF 2020 WINTER WEATHER



KDOT's traveler information website, KanDrive.org, was updated in October 2020 to provide motorists more user-friendly and timely details so they can make the best decisions each time when traveling throughout the state.

KanDrive users can now access more personalized information with the site's new features, such as saving favorite routes and areas, receiving text and email alerts on specific highways, viewing a commercial vehicle mode for truck drivers, and sharing individual event reports, road conditions and cameras through Facebook, Twitter, and email.

The updated KanDrive site delivers information to users quickly and clearly and is mobile-friendly as it adapts to screens of all sizes. Impacts to traffic are updated 24/7, including maintenance and construction activities, winter highway conditions, flooded roadways, incidents, and crashes affecting traffic and closed highways.

To view the site and its features, visit [www.KanDrive.org](http://www.KanDrive.org).



# Celebrating I-70 50th Anniversary



June 17 marked the 50th anniversary of the completion of I-70 in Kansas. The 424-mile stretch of Interstate highway to be completed by any state in the United States. At the time, Kansas, Missouri, and Pennsylvania were the only states to have a multi-lane I-70 from border to border.

Kansas' own President Dwight D. Eisenhower is known as the father of the Interstate system. He signed the Federal-Aid Highway Act in June 1956, which created the system and transformed America.

Eisenhower's granddaughter, Mary Eisenhower, joined Sen. Rick Billinger, KDOT Secretary Julie Lorenz, Kansas Department of Wildlife Parks & Tourism Secretary Brad Loveless, and others near the Kansas/Colorado border to dedicate highway signs welcoming visitors to Kansas, honor President Eisenhower, and recognize the 50th Anniversary of I-70 in the state.

"Kansas's highways exemplify President Eisenhower's vision to improve travel throughout the United States," Gov. Laura Kelly said. "I'm proud that my administration is building on that model by developing and passing the new Eisenhower Legacy Transportation Program this year. Preserving and innovating our state's infrastructure will be critical to our ongoing efforts to bring new business to Kansas."

Eisenhower's vision stemmed from his participation in a historic 1919 U.S. Army motor convoy to assess the difficulties of transporting soldiers and military equipment across the United States. The expedition took 62 days, and he realized the potential value of an interconnected, quality road system across the U.S.

## SALINA COST SHARE PROJECT DELIVERS BENEFITS IN 2020

Project is one of 60 awarded funding in 2019 and 2020

### Fall 2019 and Spring 2020 Cost Share Awardees



In 2019, the Salina Airport Authority received \$1 million from KDOT's Cost Share program, which matched \$1.88 million in local funds to meet the program's objective to create significant long-term benefits for opportunities like economic development. The airport's assets - including its industrial center, access to passenger air service, and its central geographic location - make it an attractive option for aerospace businesses looking to serve the industry.

The collaboration between state and local partners allowed the airport to make improvements that helped 1 Vision expand its business into Kansas. The company's air carrier maintenance, repair, and overhaul (MRO) work in Salina includes maintenance, service checks, painting, refurbishing, and repairing airplanes.

One of the project's goals was to position the airport for additional future growth and services. There was no way to know when the funds were awarded that some of that growth would happen during the COVID-19 pandemic.

In May, Endeavor Air, a wholly-owned subsidiary of Delta Airlines, chose the 1 Vision site in Salina as the location to store as many as 35 of its jets, grounded in response to the decline in air travel caused by COVID-19. Although they are not flying, "storage tasks" must be performed on the planes every 14 days - tasks for which 1 Vision was ready to complete.



# KDOT RESPONDS

COVID-19 has affected people worldwide, both at home and at work. How KDOT works changed so employees could keep delivering.

KDOT's districts, divisions and bureaus have worked to keep Kansans and our economy running. A few examples include -

- 1 KDOT's front-line workers modify construction and maintenance activities - these activities never stopped, along with construction contractors.
- 2 Division of Safety employees lead efforts to purchase and distribute personal protective equipment (PPE) supplies and training to all employees,
- 3 Information Technology staff make it possible for hundreds of employees to work remotely across the state,
- 4 Fiscal and Human Resources employees in all offices keep payroll, forms, training and other needed services continuing in a timely fashion,
- 5 Various offices help the Kansas National Guard coordinate and distribute food statewide to food banks.

KDOT employees across the state stepped in to share resources or assist with projects in other districts and offices when needed. For example, during an early December snow storm, employees from one District traveled to another District to help clear the roads when COVID-19 left an area short-staffed.

KDOT employees have a history of getting the job done, stepping in to help and aiding each other when the need arises.





# Thank you for your service



Catherine Patrick



Ron Seitz



Rhonda Seitz

KDOT is filled with dedicated employees who have served for many years. The agency lost more than 250 years of experience when Director of Safety Catherine Patrick (30 years), Director of Operations Larry Thompson (42 years), Director of Engineering and Design Ron Seitz (34 years), Fiscal Bureau Chief Rhonda Seitz (44 years), Pittsburg Area Construction Engineer Bob Gudgen (50 years), and Pittsburg Area Engineer George Dockery (54 years) retired from state service in 2020.

Rhonda and Ron Seitz both served their entire KDOT careers at headquarters while Patrick, Thompson, Dockery, and Gudgen spent part or all their careers in the field.

They all helped lead the agency through leaner times when highway conditions were at

lower levels. And they also played significant roles in the passage and completion of three multi-year comprehensive programs that were instrumental in improving the overall transportation system across the state during the past three decades.

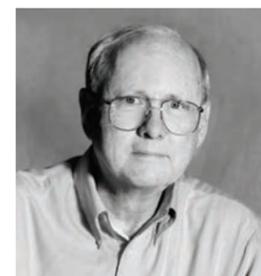
Numerous other workers finished their KDOT careers in 2020. We're thankful knowledgeable and trained employees are stepping in to lead KDOT. In 2020, we also revamped the agency's recruiting office - putting in place more proactive efforts and improved processes to bring new talent to the agency to help us deliver the new Eisenhower Legacy Transportation Program.



Larry Thompson



Bob Gudgen



George Dockery

## KTA 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 2020

Board approved a new strategic plan, Driving Change 2025, focused on converting to cashless tolling within this time

KTA's roadway and bridge systems both exceeded established condition targets

\$45.2 million invested in ongoing roadway (\$28.6 million) and bridge (\$16.6 million) preservation efforts

Capital assets increased to \$709.6 million

Electronic toll collection increased in FY20 and accounts for 62.63% of collected tolls

Highway speed electronic lanes were introduced at Southern Terminal

Safety enhancements continued with longer ramps and drainage improvements

Since 2016, KTA has raised 51 bridges and invested \$27.5 million in improvements aiding freight movement

Results of an economic impact study showed 12% of the state economy (gross state product) relies on the Turnpike to help move goods



HIGHWAY SPEED ELECTRONIC LANES



View KTA's annual report online

[https://www.ksturnpike.com/assets/uploads/content-files/KTA\\_FY20\\_Annual\\_Report\\_digital.pdf](https://www.ksturnpike.com/assets/uploads/content-files/KTA_FY20_Annual_Report_digital.pdf)

# MODAL PROGRAM UPDATES

## Rail Programs

### Rail Service Improvement Fund and Short Line Rail Improvement Fund

The Rail Service Improvement Fund (RSIF) and the newly-created Short Line Rail Improvement Fund (SLRIF) seek to facilitate the ongoing improvement of the short line rail network in Kansas and shipper rail loading capacity resulting in the long-term sustainability of the network throughout the state.



In 2020, KDOT awarded grant funds to 22 rail projects that will result in mainline track improvements, elevator siding improvement and expansions, switch yard improvements and expansions, upgrades of track capacity to the 286,000-pound standard, and bridge improvements. These improvements reduce truck traffic, improve customer service, improve safety and long-term sustainability of the short line rail network and shippers on short line railroads.

The projects include:

- RSIF: Nine projects with total project costs of \$21.8 million that will improve 29.5 miles of rail infrastructure in 16 Kansas counties.
- SLRIF: 13 projects with total project costs of \$7.1 million that will improve 15.6 miles of rail infrastructure in nine Kansas counties.

**Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program** KDOT was awarded a \$27 million federal CRISI grant for a bi-state short line rail improvement project. This federal grant combined with project partner match funds will result in \$41 million in mainline track improvements, bridge upgrades, and at-grade crossing improvements in southeast Kansas and northeast Oklahoma bringing a 232-mile short line rail network up to the standard 286,000-pound track capacity resulting in reduced truck traffic, improved customer service, improved safety, and long-term sustainability of the short line railroad.

★ ★ ★ ★ ★

In its first year, the Short Line Rail Improvement Fund made awards that will bring rail service to grain elevators in nine Kansas communities that previously didn't have rail service or needed additional rail car loading capacity.

Five communities in southwest Kansas - Elkhart, Grigston, Johnson, Manning and Manter - are small in population, but they ship major amounts of grain. Two of those communities, Grigston and Manning, are in Scott County, which can produce more than 12 million bushels of corn in a single year.

The communities of Ruleton, Rexford, Goodland and Downs also ship major amounts of grain and, like the southwest Kansas cities mentioned above, will be able to ship more agricultural commodities by rail.

The projects selected for the first year of this program will allow grain elevators in these communities to increase annual railcar loadings by 2,400 carloads, giving producers and purchasers more options for transportation. And, the transportation network is stronger as a result - a benefit for all Kansans.

## Aviation

KDOT's Division of Aviation focused on three key facets of aviation in 2020: **airport improvement, new aviation capabilities, and economic development.**



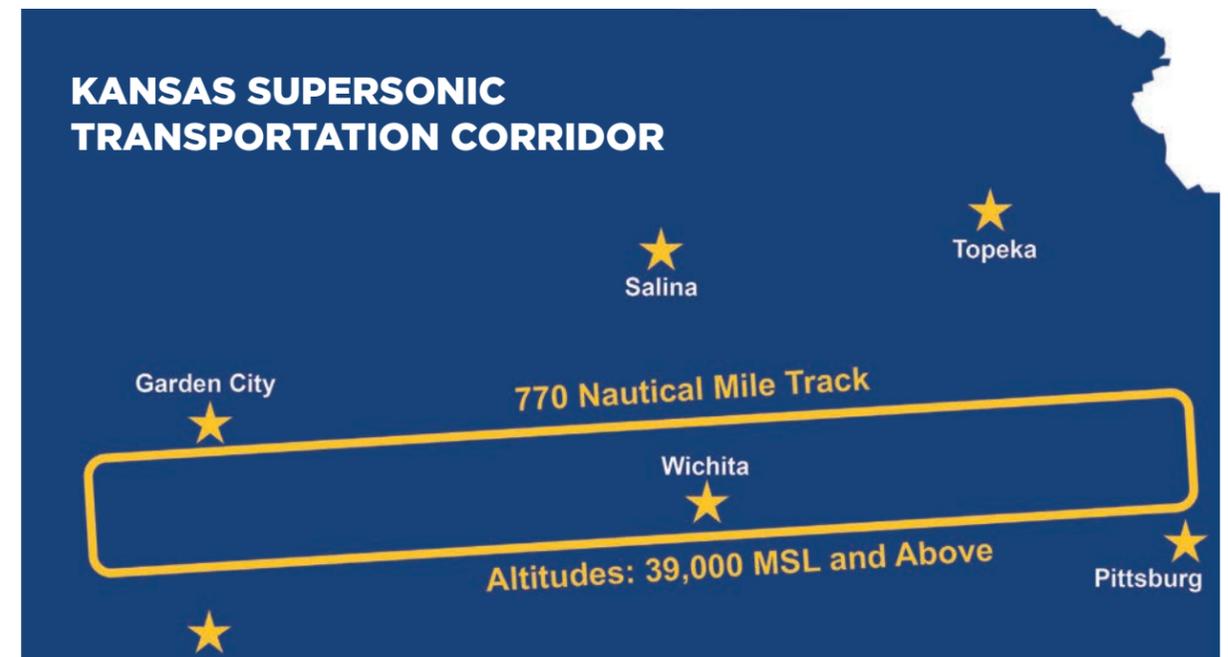
### KDOT Improves Kansas Airport Improvement Program Application Process

KDOT supports 138 public-use airports across the state; all of which compete for \$5 million of Kansas Airport Improvement Program funding each year. This year, KDOT's Division of Aviation worked with members of the Kansas Airport Association to streamline the application process to reduce the amount of information required from airport

sponsors and delivered airport grants to cities up to eight months earlier than previous grant awards. Community leaders appreciate having more time to raise matching funds and having an easier process to apply.

### Kansas Supersonic Transportation Corridor Announced

Kansas is known as the "Air Capitol of the World" and the aviation industry represents \$20.6 billion of economic impact to our economy. In 2020, the Division of Aviation designed and implemented a new flight test route that gives Kansas a unique capability available only over our state. Partnering with Wichita State University to provide flight test data collection and analysis, KDOT coordinated with the Federal Aviation Administration (FAA) to establish the first-ever commercial supersonic flight test corridor over land. This 770-mile corridor is called the Kansas Supersonic Transportation Corridor (SSTC) and is now available to any/all manufacturers who meet the FAA standards for supersonic flight. Numerous communities statewide have fresh opportunity to provide fuel, services, technical, and manufacturing support to the next generation of commercial jets.



### KDOT Continues National Leadership Roles in Aviation

Our country currently wrestles with numerous issues surrounding the use of drones. To ensure the safety of our national airspace system, KDOT has taken a leadership role in assessing new policy, procedures, and training techniques for unmanned aerial systems (UAS), commonly known as drones. This year, the Federal Aviation Administration (FAA) selected KDOT to continue to serve in this leadership role by assembling a team of technologists to collect data on three aspects of "Advanced UAS Operations," to include: Infrastructure inspection, Package Delivery for humanitarian relief operations and beyond-line-of-sight (BLOS) operations.

In 2020, KDOT contributed to a collective industry effort to serve on multiple aviation-related boards

and committees. The agency was represented on the FAA Drone Advisory Committee, National Association of State Aviation Officials, American Association of State Highway Transportation Official's Council on Aviation, Kansas Commission on Aviation Education, and many others. These leadership opportunities allowed KDOT to engage in every sector of the industry, from hardware/software design, build, modification, servicing, operations, investment, policy, and resourcing. KDOT's leadership helped attract corporate aviation industry giants such as UPS Flight Forward, AT&T Firstnet, Garmin, and others to join the agency in active partnerships to deliver innovative solutions to improve transportation.



A partnership between local, state and federal governments will result in a new taxiway for the Smith Center Municipal Airport.



An important aspect of airport safety is the ability to remain clear of the runway when taxiing to the departure runway end or after exiting the runway after landing. This is achieved via taxiways. Smith Center has not had a taxiway in the past.

Aircraft had to enter the runway at about mid-field and transit to the departure runway end. For landing, the aircraft had to also transit on the runway to the mid-field route to reach the aircraft parking area or the storage hangars - presenting risks to other aircraft wishing to use the runway at the same time.

The overall cost of the new taxiway project was estimated at approximately \$750,000, meaning the community would need to find \$75,000 to complete the 10% cost share required by the FAA's Airport Improvement Program. The Kansas Airport Improvement Program provided half of the outstanding balance, helping the project obtain the funding necessary to proceed.



### Public Transit

The first awards for the new Access, Innovation, and Collaboration (AIC) Program, which began in 2019, were announced at the transit program's annual event, Transit Day at the Capitol, in March. This program combines federal and state resources to enhance access to transit, invest in emerging technologies and form collaborations with public and private transportation providers alike. More than \$7.4 million was awarded to 33 transit projects from 14 different communities across the state. See map below for locations of where projects were awarded.

This past year, KDOT coordinated with Federal Transit Administration (FTA) Region 7 staff on several initiatives to assist transit providers in maintaining operations throughout the ongoing pandemic.

Since late-April, when Kansas hit its peak in transit service disruptions, with 73 transit providers affected and 31 fully suspended impacting 1,200 trips or approximately 700 people each day, agencies have gradually reopened. COVID-19 has categorically impacted the public transportation industry; both General Public Transit and Elderly and Disabled mobility services are experiencing service disruptions in urban and rural areas across Kansas. KDOT staff continues to update transit agency service suspensions with both FTA and the public through our statewide transit inventory, hosted by the University of Kansas Transportation Center. <https://kutc.ku.edu/map>

In addition to supporting agencies with updated guidance on facial covering policies and procedures, KDOT received approximately 25,000 masks from FTA and distributed them to transit providers across the state. KDOT public transit staff continue to communicate with providers regarding their PPE needs. Coordination is also taking place with FTA on the anticipated distribution of a COVID-19 vaccine to all the essential public transit staff statewide.



### Access, Innovation, and Collaboration 2020 Project Selections



One of the projects awarded in 2020 was for mobility enhancements along a stretch of Naismith Drive in Lawrence. This project was a great opportunity to not only improve access to a highly used bus stop, but also improve safety for all who are walking and/or bicycling along the corridor. What was once a major gap in accessibility, will now be transformed into an asset for all users by filling in sidewalk gaps, accommodating for ADA access, and improving the boarding experience for transit users of all abilities.



Transit funding was included in the CARES Act to support public transportation operations during the COVID-19 pandemic. \$38.8 million was granted to Kansas, of which 15% was required to be distributed to intercity bus providers in the state. KDOT currently has 77 active transit agencies utilizing the general public transit program. The CARES Act allowed for KDOT to reimburse these agencies at 100%, eliminating the local match requirement. Beginning with March reimbursements and through the remainder of this fiscal year we have programmed CARES Act funds to assist transit agencies during the pandemic. Given the large sum of federal funds allocated to Kansas, KDOT will also be able to provide 100% reimbursement for all state FY2021 capital, operating, and administrative expenses. As staff continues to follow the spending of CARES Act funds, a determination will be made to potentially fund a portion of FY2022 as well.

While funding from the CARES Act enabled KDOT to remove local match requirements for public transit agencies this state fiscal year, the program did not include additional support for over 60 of our elderly and disabled transit providers. An additional \$5,000 to \$10,000 in state funds was provided to these agencies depending on the size of their KDOT vehicle fleet. In total, approximately \$400,000 was allotted, further enabling transit providers across the state to not only continue their essential transportation services, but also maintain healthy working conditions as they continue to work through this ongoing pandemic.

### **Bicycle and Pedestrian Program**

KDOT's Bicycle and Pedestrian Program seeks to identify and promote the use of best practices when planning and designing transportation facilities for non-motorized modes of transportation. Here are some highlights of the program's latest work:

**Kansas Active Transportation Plan:** The state's first Active Transportation Plan (ATP) in 25 years is underway and will be completed by winter 2021. The ATP will explore the needs of people who walk, cycle, use mobility assistance devices, scoot, and more. The plan will focus on how to make improvements through better policies, planning, design, and partnerships with other state agencies and local communities. To learn more and participate, go to: <http://www.ksdot.org/KansasATP.asp>

**Crossing Safety Program:** approximately \$2 million in state funding was dedicated to pedestrian and bicycle safety improvements in 2020. For this first round, funding was directed towards the implementation of proven countermeasures, such as enhanced crossing visibility and pedestrian refuge islands, that improve the safety of pedestrian crossings on the state highway system. Projects were selected with a focus on routes to school in five communities: Hugoton, Iola, Liberal, Louisburg, and Russell.



**2020 Kansas Bicycle Map:** KDOT continues to develop the state's bicycle map and recently released the 2020-2022 edition. This new edition has a lot to offer for those planning a short trip or a long ride. Maps are available free of charge and can now be requested online through the [Kansas Bicycle Map Request Portal](#).



**Transportation Alternatives (TA):** The TA program is a federal program that provides funding for a variety of alternative transportation projects, including pedestrian and bicycle facilities; projects that enhance safety and mobility; improve the scenic or environmental in our state; Safe Routes to School projects; and others. Over the past decade, the TA Program has funded approximately 240 projects totaling over \$100 million of federal funds (FFYs 2010-2020). In 2020, KDOT selected 23 projects totaling nearly \$8.5 million. 2020 projects included bicycle and pedestrian facilities such as sidewalks, multi-use paths, bike lanes, streetscaping, as well as continued investment in the Flint Hills Trail State.



### **Kansas Active Transportation Plan**



## **COMMUNITY HIGHLIGHT** Leveraging KDOT funds to reach goals

Lebo, Kansas – Pop. 888



The city of Lebo has been working towards making their community more vibrant, economically prosperous, connected, healthy, and active. To reach their goals, they have been able to leverage funding from multiple KDOT funding sources, namely the Transportation Alternatives and the Cost Share programs. With TA funding, they began and are in the process of completing the beautification of their downtown that makes walking and cycling enjoyable and safe while creating a more vibrant environment. The streetscape projects include new sidewalks and crosswalks, lighting, parking, benches, and other street improvements to connect and draw residents and attract tourists.

Lebo was also recently awarded a Cost Share project to build a multi-use concrete path connecting downtown to a business district north of the town center. This path will provide safe, convenient, and fun accommodations for those walking, cycling, roller skating, scooting, etc. on a path parallel to and physically separate from K-131. Along the way, the path provides access to churches, schools, businesses, neighborhoods, and the City Pool. In addition, Lebo has applied for TA funding to extend this multi-use path south connecting downtown to neighborhoods and the popular Memorial Park.



# PROJECT HIGHLIGHTS



Gov. Laura Kelly, U.S. Representative Sharice Davids and Secretary Julie Lorenz join officials from the KTA and Unified Government for a ribbon cutting celebration of the Turner Diagonal Interchange.

## Turner Diagonal Interchange District 1, Area 3

The Turner Diagonal interchange represents both immediate safety improvements for Kansans and long-term economic growth – opening nearly 300 acres of land for private development and creating over 2,500 jobs in the immediate area.

By utilizing a design-build approach, this project was completed 20 months faster than it would have been using traditional methods.

Thanks to partnerships among the private sector and all levels of government, KDOT delivered a project in record time. And, the project became one of the first federal BUILD Grant projects of 2018 to wrap up construction.

“It’s this spirit of problem solving that gives me great confidence as we look to the next 10 years under the IKE program.” Secretary Lorenz said. “So, whether delivering projects faster, selecting them more often or offering more choices, KDOT is committed to working with all our partners to finding new solutions to old problems.”



## Patching and Paving Projects District 1, Areas 2 and 3

Crews performed patching and paving on I-435 from K-10 in Johnson County north to Leavenworth Road in Wyandotte County.



## Asphalt Resurfacing District 2, Area 2

KDOT received a Kansas Asphalt Pavement Association (KAPA) quality award for the resurfacing of over 16 miles of asphalt on U.S. 24 and K-194 in Cloud County. This stretch of U.S. 24 serves Beloit and surrounding communities.

Work on U.S. 24 extended from the Mitchell/Cloud County line east to the U.S. 81 junction and work on K-194 extended from U.S. 24 south to the town of Simpson. The project began in August and was completed by Thanksgiving.



## New bridge opens in Rice County District 5, Area 1

U.S. 56 features a new bridge east of Lyons in Rice County.

The bridge, spanning the Little Arkansas River overflow near the town of Little River, replaced a box culvert that dated to around 1925.



## U.S. 169 Reconstruction in Anderson County District 4, Area 2

Following a Feb. 21 groundbreaking ceremony in Welda, a previously delayed T-WORKS project to reconstruct 7½ miles of U.S. 169 in Anderson County began in early March. The project includes the complete reconstruction of U.S. 169 from Welda north to the junction with U.S. 59, and shoulder widening and pavement replacement from the U.S. 59 junction north to the roundabout south of Garnett. The vertical alignment of U.S. 169 will also be improved and provide more opportunities to safely pass slow-moving vehicles.

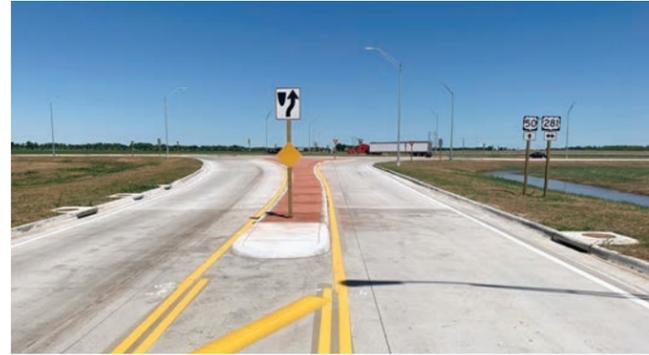


## U.S. 160/U.S. 59 Roundabout in Labette County District 4, Area 4

Work on a \$3.2 million project to construct a one-lane roundabout at the west U.S. 160/U.S. 59 junction in Labette County started in September 2019.

The roundabout, built to replace a T-intersection with a high crash rate, was completed in December 2020.

The roundabout project received broad support from local officials.



### Roundabout Opens in Stafford County

#### District 5, Area 1

A new roundabout opened at U.S. 50 and U.S. 281 in Stafford County and was designed to reduce the chance of a high-speed, side-impact collision and to ease the way for oversized trailers. The project, built in phases, features a circular inner road for regular traffic and a diamond-shaped outer road for oversize loads. The roundabout is three miles south of St. John, 48 miles west of Hutchinson, and 28 miles south of Great Bend.O

### Green Project, North Junction Bypass

#### District 5, Area 5

The I-235 Green Project is the first phase of improvements that will update and improve Wichita's North Junction, the converging area of I-135/I-235/K-96/K-254.

This is a major project that reconstructs I-235 from west of Seneca to east of Broadway in north Wichita. The work includes adding a lane on I-235 in each direction to match future improvements to the North Junction, reconstruction of the Broadway interchange, replacement of six bridges and the elimination a seventh bridge.

Five of the bridges being replaced were built in the early 1960s and the sixth was constructed in 1985. The Seneca Street bridge that spanned I-235 (built in 1960) was removed. It has been replaced by a local road that provides access to the north side of I-235.

The Green Project sets up I-235 to function with the future phases that improve the North Junction.



### Bridge Rehabilitation in Ottawa County Over Kyle Railroad

#### District 2, Area 4

Improved bridges replace two 257-foot by 40-foot steel rolled beam bridges over Kyle Railroad on northbound and southbound U.S. 81 in Ottawa County.

The rolled beam bridges were built in 1971 and construction began in July of 2019 for crossovers, which carried traffic to either side of the highway during bridge construction. After a winter shut down due to weather delays on the project, construction continued in 2020 for demolition and rehabilitation of the bridge decks. The northbound bridge was completed first and opened to traffic in August 2020 at which time the demolition and construction began on the southbound bridge. The southbound bridge was opened to traffic in December 2020.



### U.S. 54 Expansion

#### District 6, Area 2

This expansion project will extend the current four-lane divided section of U.S. 54 an additional three miles to the east. It includes the construction of a second bridge over the Cimarron River to accommodate the additional two lanes of traffic.

The project will increase the capacity of U.S. 54 in Seward County and provide more passing opportunities. Traffic increased 18% between 2009-2018, with truck traffic increasing 29%. The 2018 traffic volume is 5,310 vehicles/day and 1,770 trucks/day.

The project will also improve drainage in the area by relocating four existing drainage structures. It includes geometric improvements at U.S. 54 and Arkalon Road and intersection improvements at Road R/River Road to improve safety. It is expected to be completed in the summer of 2022.



The 2021 appendix contains additional transportation information including:

- Financial Compliance
- Project Selection Criteria
- Project list detailing projects scheduled for improvement, projects completed in FY 2020 and projects under construction.
- Information about IKE program projects with construction bid award of \$5 million or greater.
- Lists of aviation, rail and public transit projects
- Transportation Revolving Fund
- Modal Information
- Federal Fund Exchange Program

The 2021 Annual Report and the appendix are available at [www.ksdot.org/publications.asp](http://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.