



KDOT UPDATE

Vanessa Lamoreaux
Deputy Secretary

What We Do

Purpose

KDOT delivers transportation that keeps Kansas moving forward.

Values

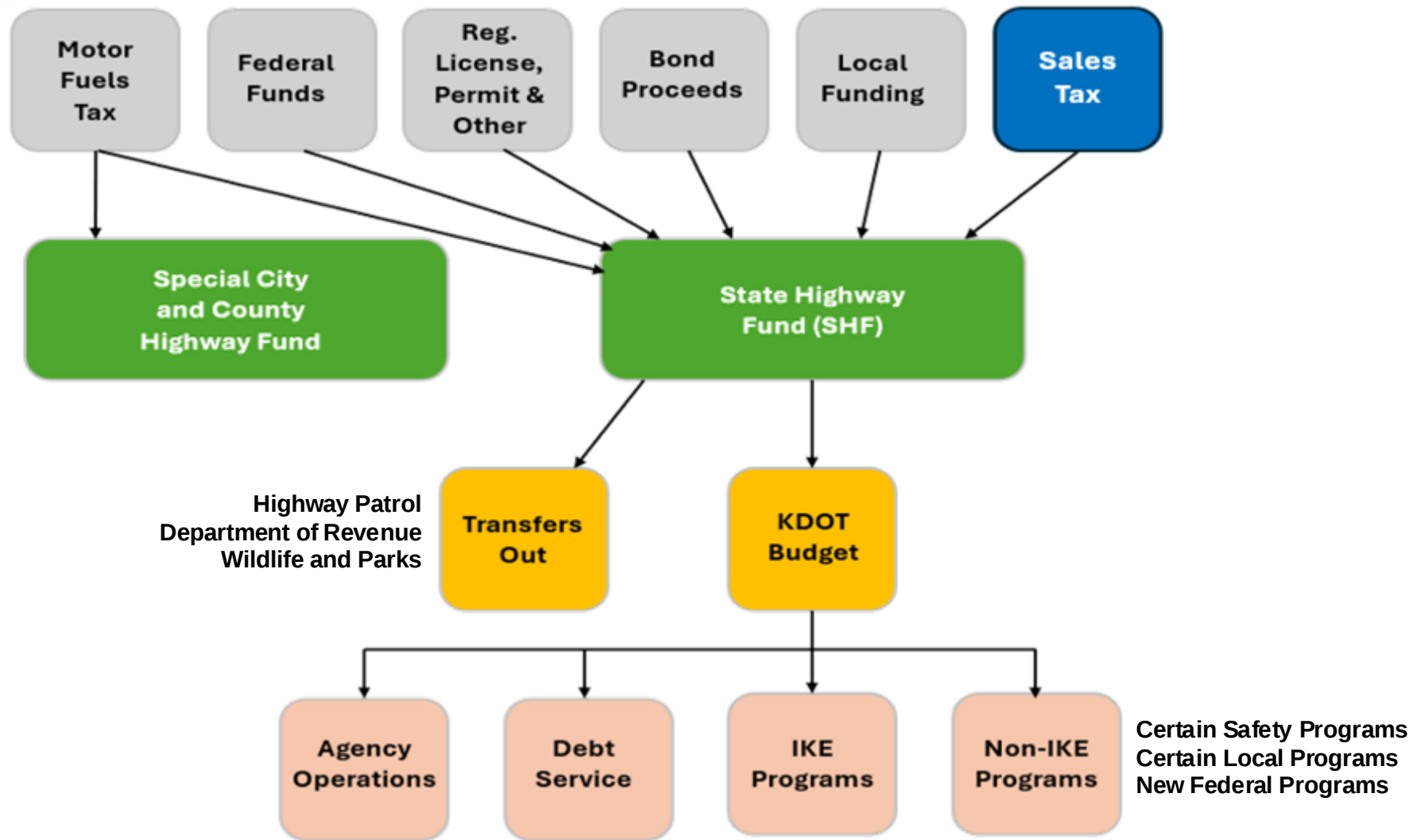
People Focused
Results Oriented
Forward Looking
Accountable



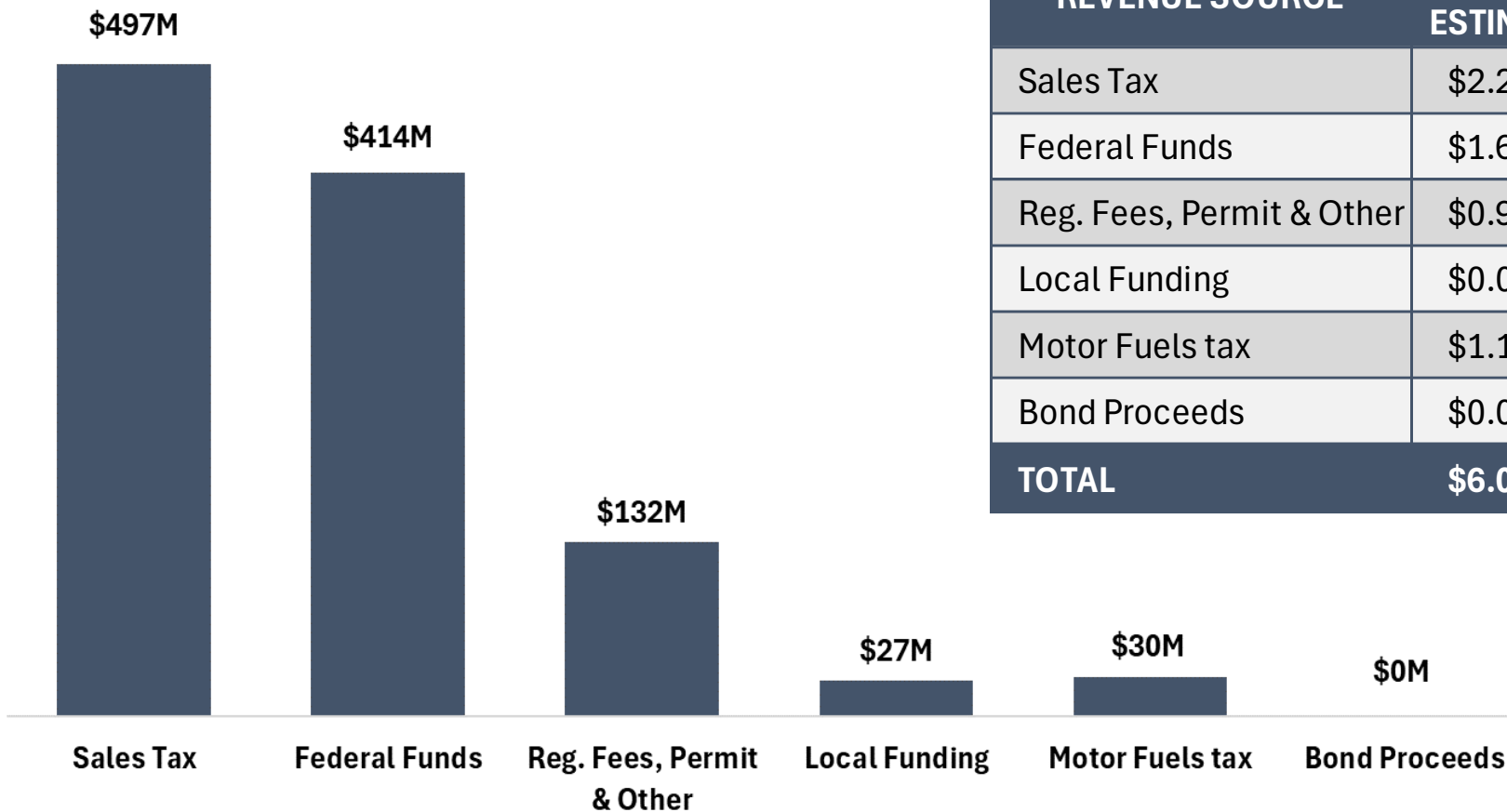
Economies & Transportation

- Transportation is vital to local economies
 - Rail
 - Bridges
 - Aviation
 - New Technologies
 - Economic Development
 - Cost Share

Funding Transportation

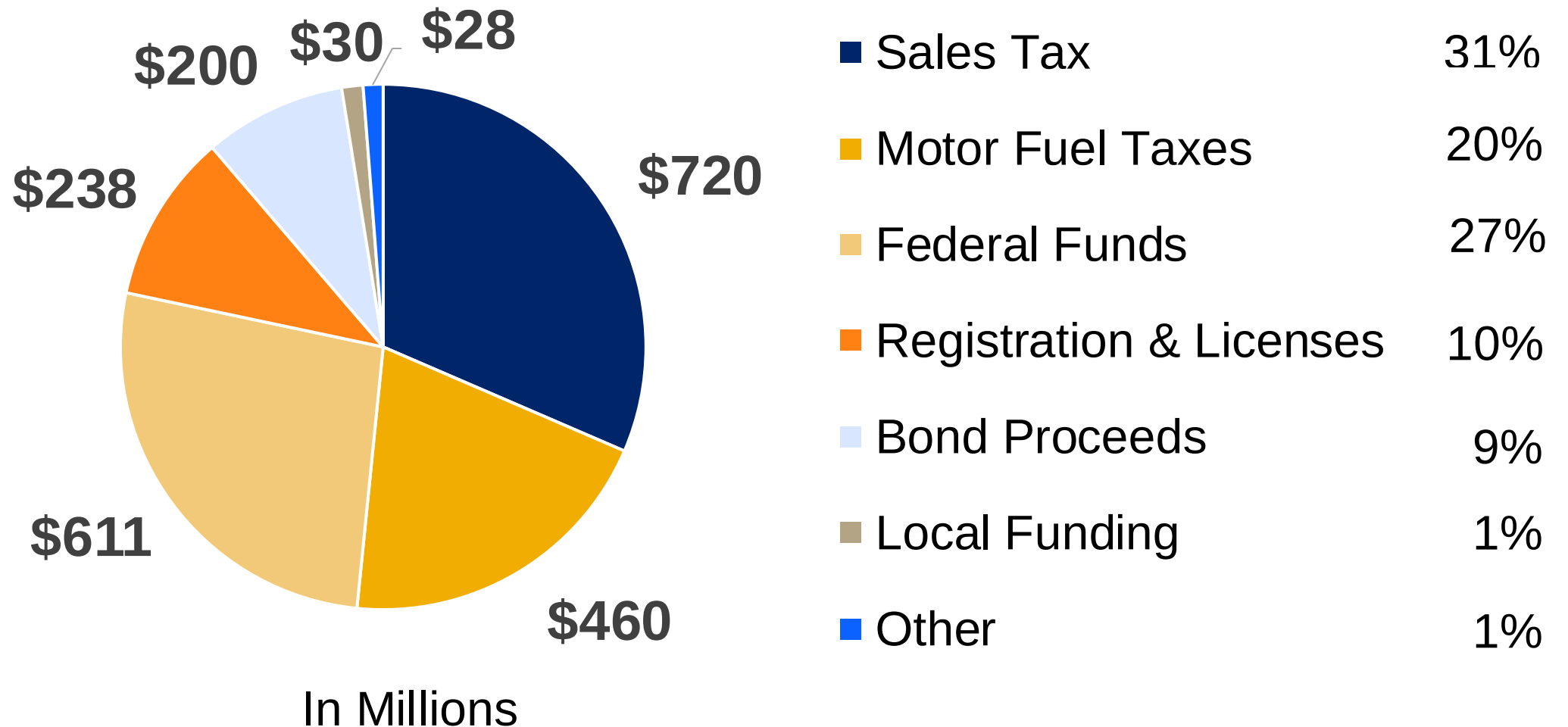


Revenues Through Four Years

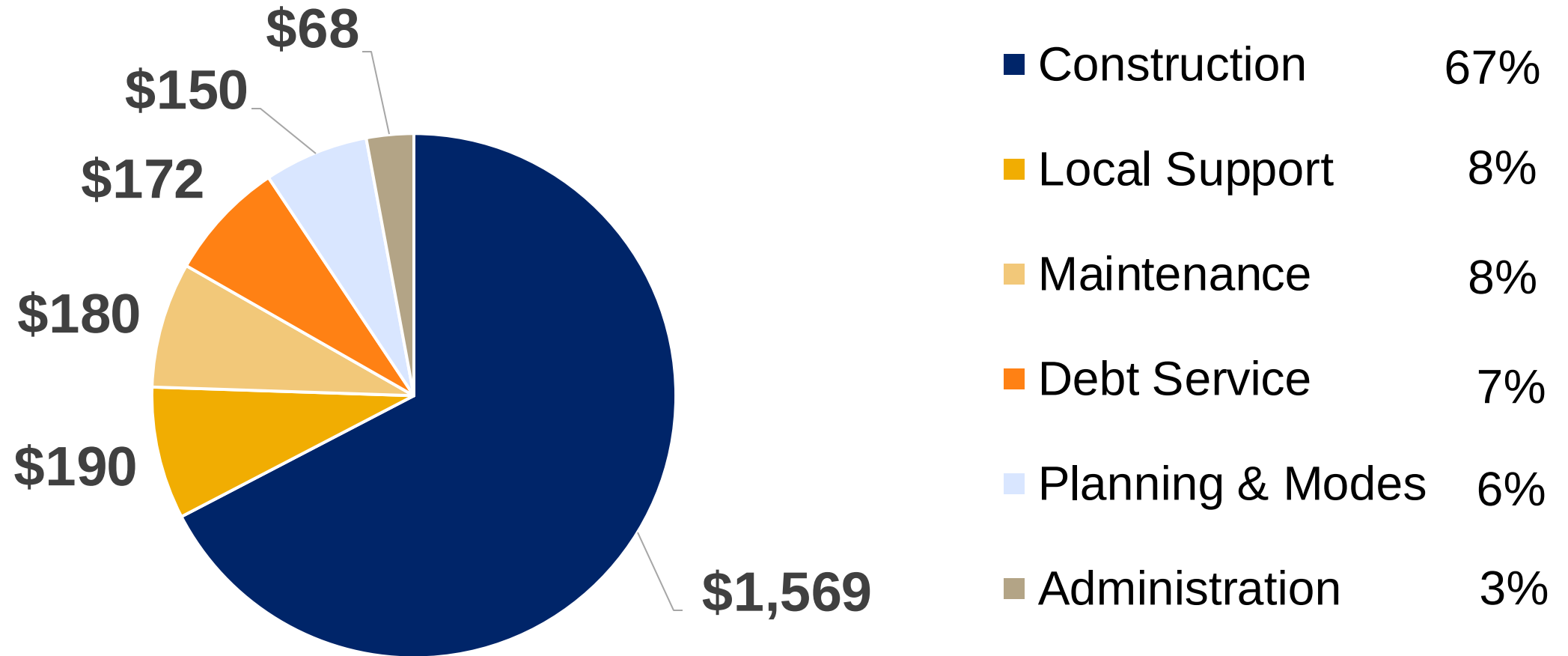


REVENUE SOURCE	ORIGINAL ESTIMATE	ACTUAL REVENUE	REVENUE GAIN	% Gain
Sales Tax	\$2.22 B	\$2.72 B	\$0.50 B	22.4%
Federal Funds	\$1.65 B	\$2.06 B	\$0.41 B	25.1%
Reg. Fees, Permit & Other	\$0.93 B	\$1.06 B	\$0.13 B	14.2%
Local Funding	\$0.08 B	\$0.11 B	\$0.03 B	33.4%
Motor Fuels tax	\$1.19 B	\$1.22 B	\$0.03 B	2.5%
Bond Proceeds	\$0.00 B	\$0.00 B	\$0.00 B	-
TOTAL	\$6.07 B	\$7.17 B	\$1.10 B	18.1%

FY 2025 Revenue Estimates



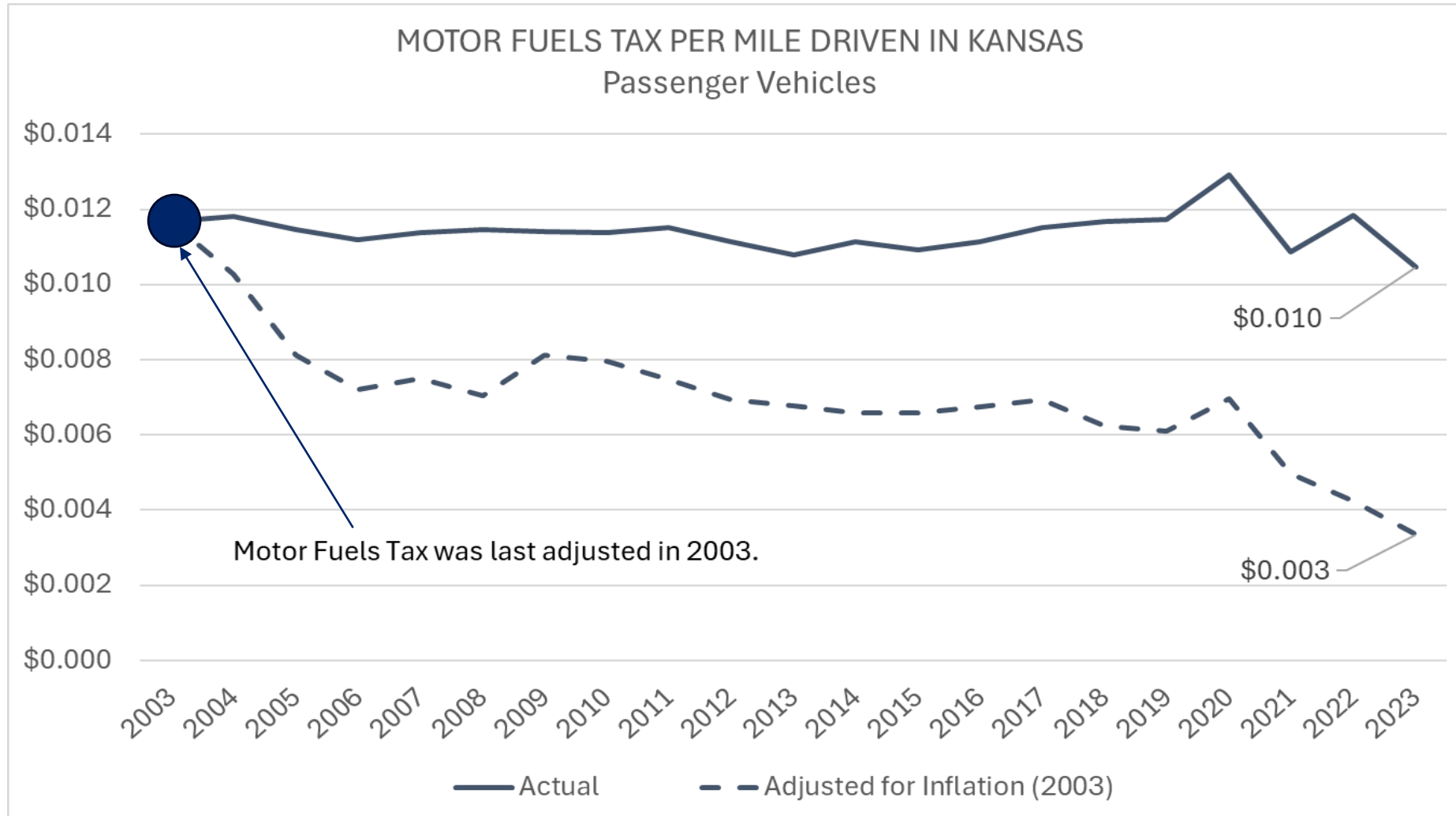
FY 2025 Estimated Budget



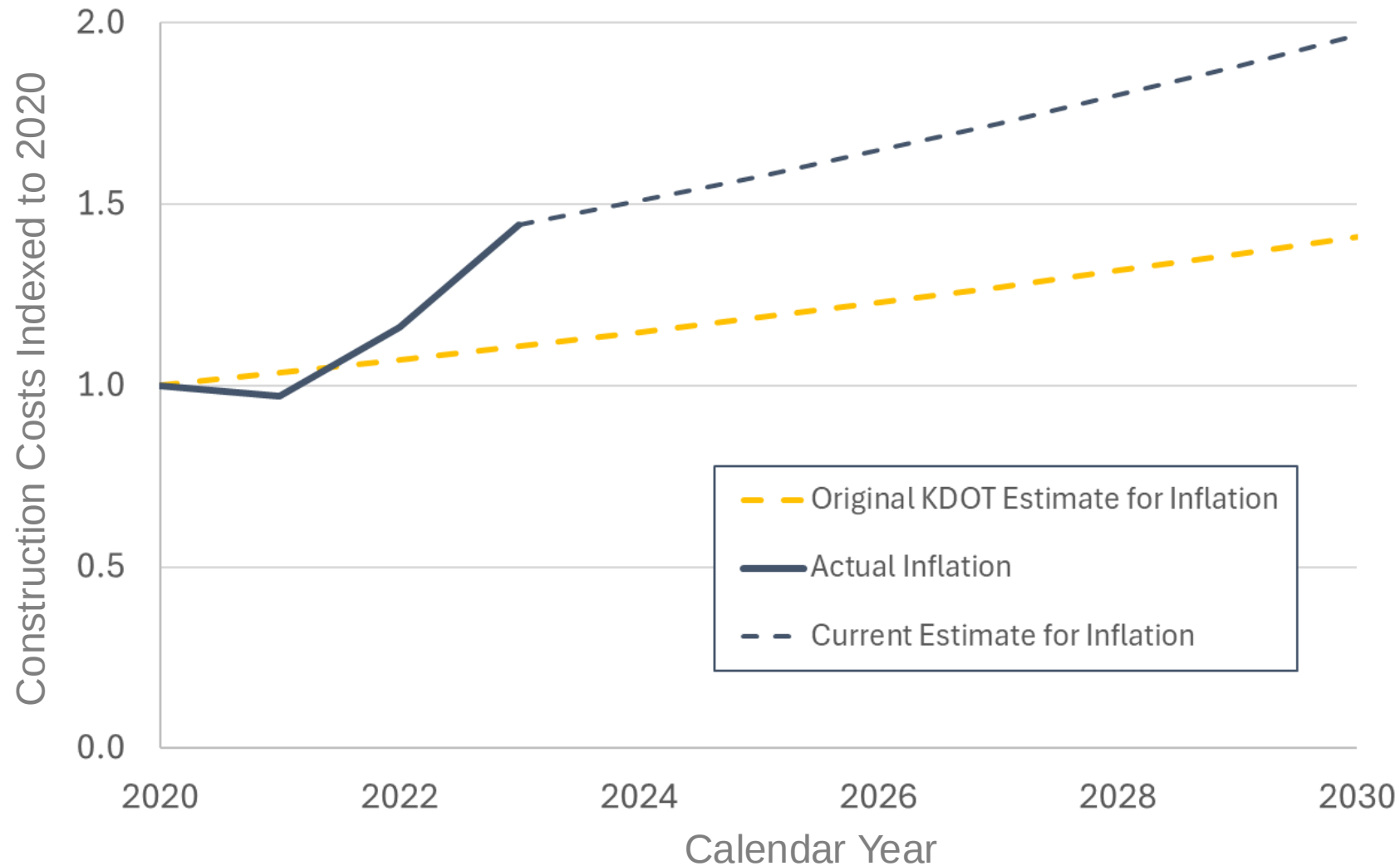
In Millions

\$2.3 Billion Total

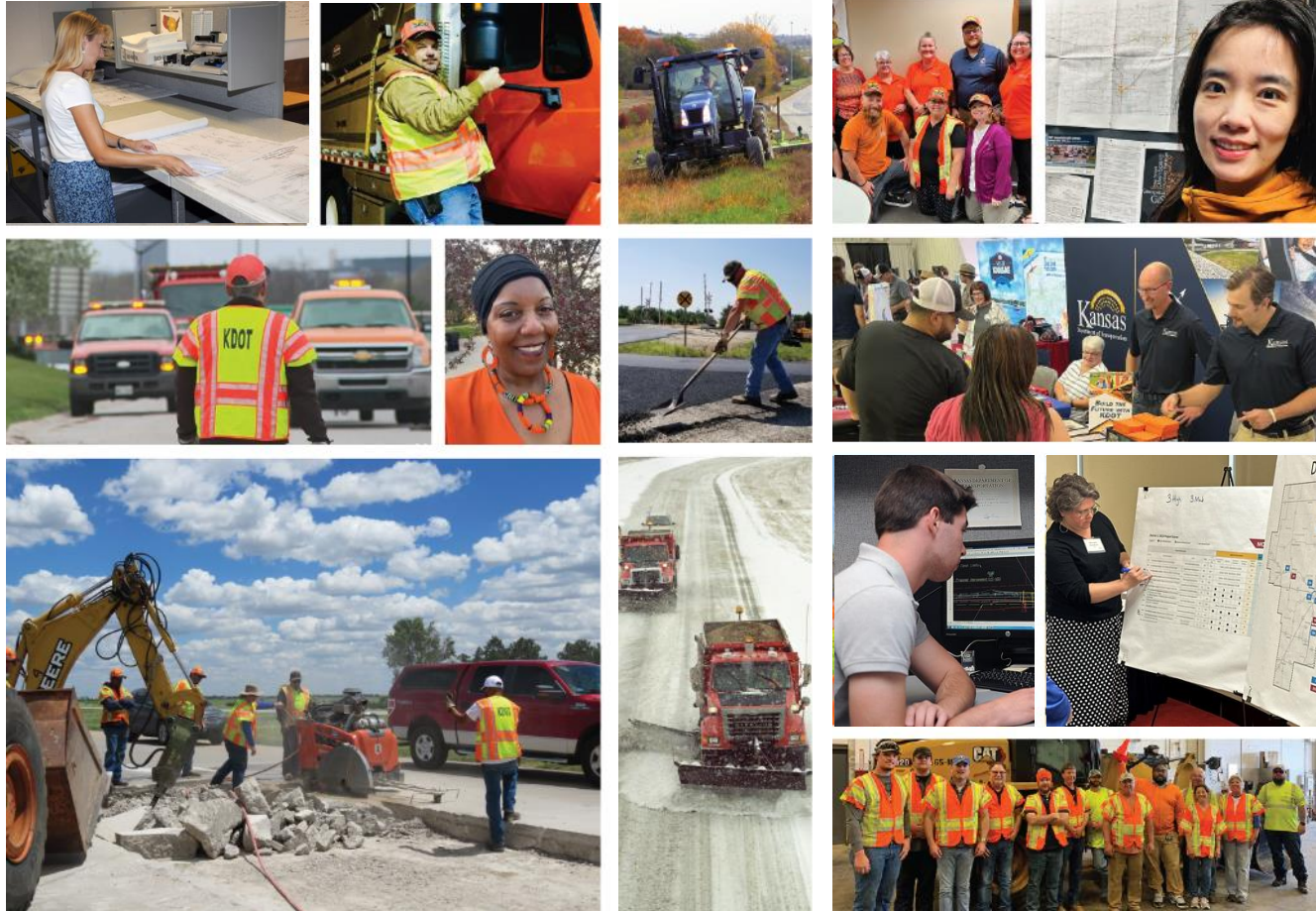
State Gasoline Tax



Construction Inflation Trend



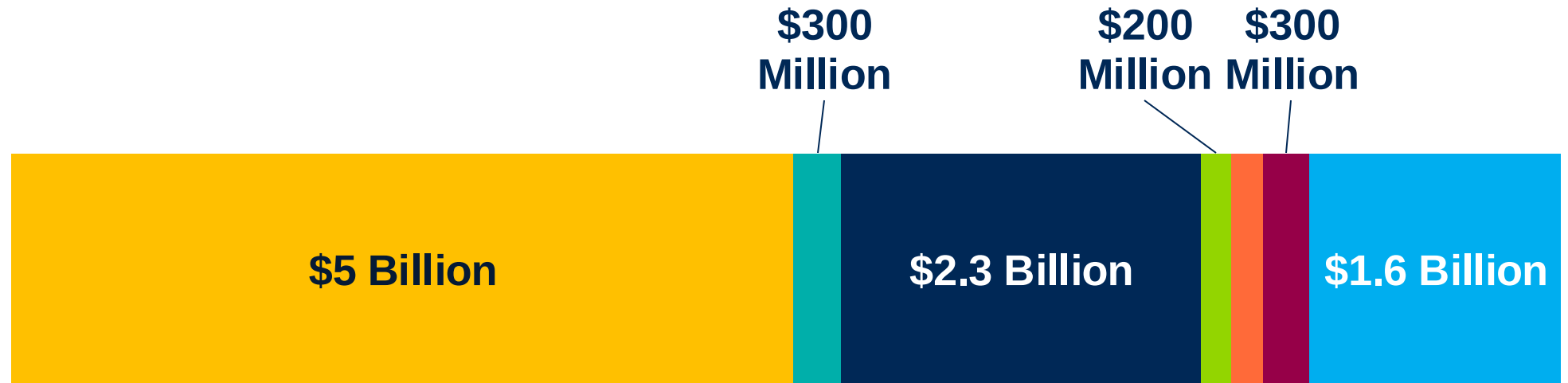
2,200+ Employees, Nearly Every County



Eisenhower Legacy Transportation Program

**\$9.9
Billion**

Estimated
10 Years



■ Preservation

■ Modernization & Expansion

■ Modes

■ Special City County Highway Fund

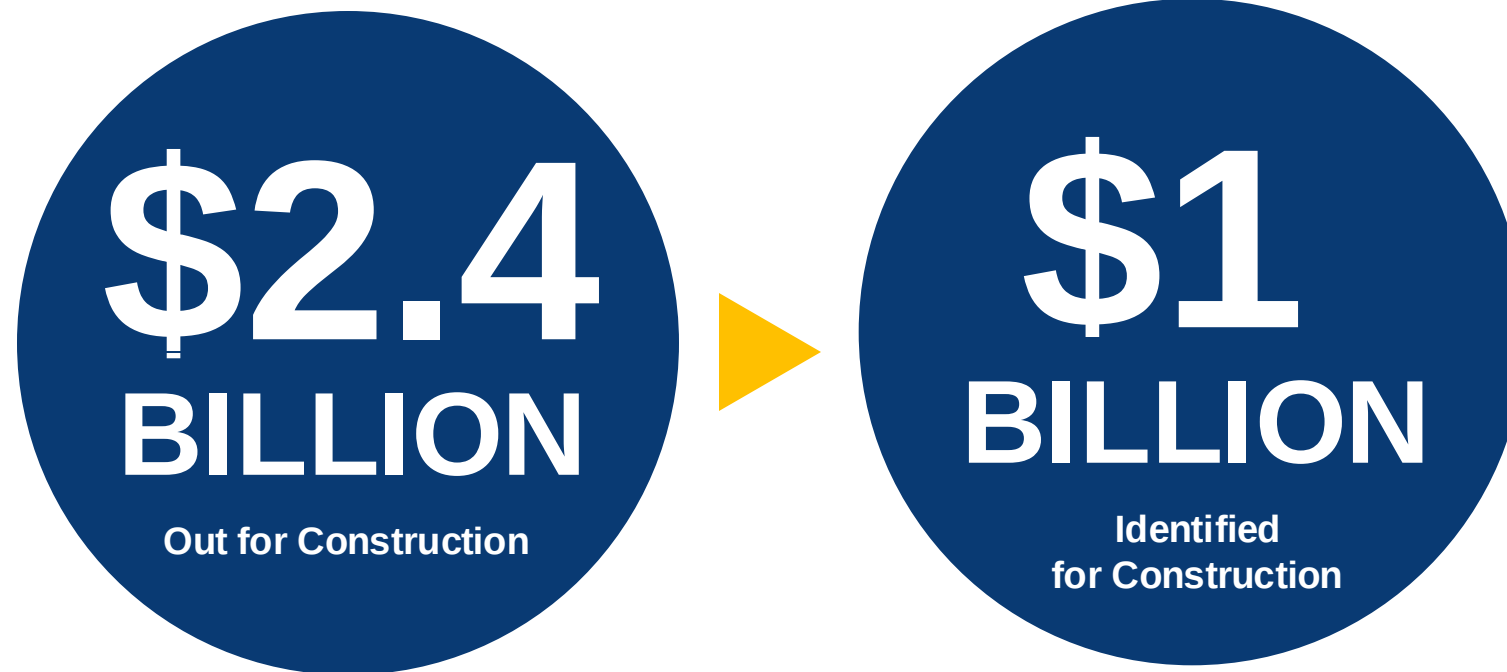
■ Preservation +

■ Economic Development

■ Cost Share, Safety & Local Bridge

Note: Modernization & Expansion estimate does not include T-WORKS projects

Highway Preservation



**More than 5,400 and 264
bridges**

Regional Preservation Targets

DISTRICT	CURRENTLY UNDER CONSTRUCTION	MINIMUM 10-YR INVESTMENT		
Northeast	\$648M	\$1,300M	50%	
North Central	\$368M	\$600M	61%	
Northwest	\$272M	\$700M	38%	
Southeast	\$401M	\$550M	72%	
South Central	\$393M	\$800M	49%	
Southwest	\$292M	\$500M	58%	

Numbers updated August 2024

Regional Expansion & Modernization Targets

DISTRICT	CURRENTLY UNDER CONSTRUCTION	Planned Lettings FY25	MINIMUM INVESTMENT (2025)		Minimum 10-year Investment
Northeast	\$706M	\$235M	\$220M	✓	\$550M
North Central	\$8M	\$49M	\$27M	🎯	\$68M
Northwest	\$40M	\$48M	\$22M	🎯	\$55M
Southeast	\$31M	\$49M	\$36M	🎯	\$89M
South Central	\$177M	\$22M	\$119M	✓	\$297M
Southwest	\$29M	\$30M	\$37M	🎯	\$92M

Numbers updated August 2024

Building & Investing *With* Kansans

2023 Local Consult – Recap



1,400+

participants at in-person
and virtual meetings



1,000+

pre-event survey
responses



134

projects evaluated
and shared



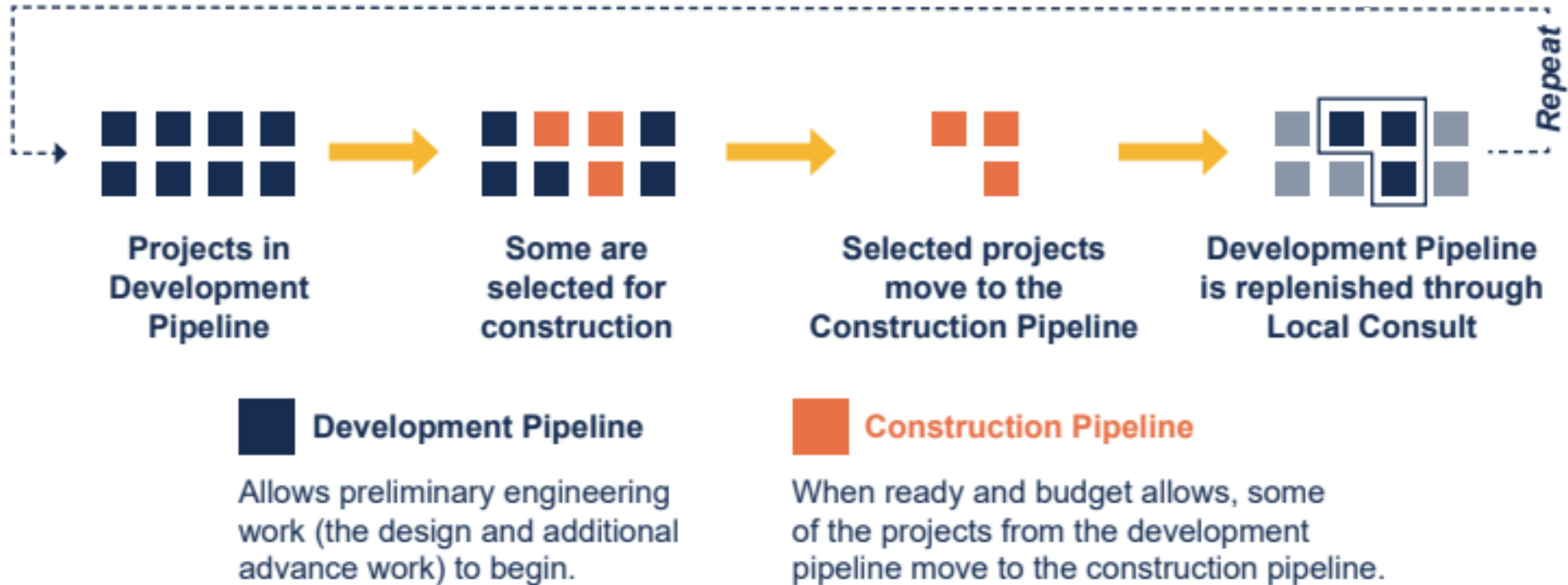
\$8.9 Billion

value of projects
evaluated and shared



Statewide Summary Available
ike.ksdot.gov/projects/local-consult-process

Rolling Program | Meeting Evolving Needs



Modernization & Expansion

District 6: 2023 Project Scores

Legend ● High Need/Score ● Medium Need/Score ○ Low Need/Score

EXPANSION



Project Information					Engineering Factors				Economic Factors			Local Input	Other Factors		
Map ID	Project Description	Scope	Miles	FY-27 Const. Cost \$M	Congestion (25 pts)	Value of Freight (12.5 pts)	Safety (12.5 pts)	Engineering Score (50 pts)	GRP* / Cost	Traveler Benefit** / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
615	US-50 Finney County: Kearny County Line East to Holcomb	4-Lane Expressway	6	\$48	●	●	○	23	○	●	11		✓		
629p	US-50 Ford County: US-283 Northeast to Spearville	Passing Lanes	12	\$10	●	●	●	34	●	●	21			✓	
691p	US-50 Kearny/Finney Counties: Lakin East to Holcomb	Passing Lanes	16	\$20	●	●	●	21	●	●	18				
614	US-54 Clark County: Meade County Line Northeast to Ford County Line	4-Lane Expressway	10	\$76	●	●	●	24	●	●	14				
612p	US-54 Ford County: Clark/Ford County Line Northeast to Ford/Kiowa County Line	Passing Lanes	23	\$20	●	●	○	24	●	●	22				
623	US-54 Meade County: Seward County Line East to Clark County Line	4-Lane Expressway	34	\$272	●	●	●	41	●	●	14				
613	US-54 Seward County: 0.5 miles Northeast of RS 1987, Northeast to Meade County Line	4-Lane Expressway	8	\$66	●	●	○	35	●	●	15		✓	✓	
618	US-83 Finney County: 1 mile North of Garden City North to Finney/Scott County Line	4-Lane Expressway	18	\$144	○	●	○	19	●	●	13				This project was presented as passing lanes in 2021
622	US-83 Haskell County: Seward County Line North to US-160/K-144	4-Lane Expressway	12	\$96	●	○	●	20	●	○	11				
626	US-83 Scott County: Scott City North to K-4	4-Lane Expressway	8	\$64	○	○	○	16	●	○	9				This project was presented as passing lanes in 2021
628	US-83 Scott County: Finney/Scott County Line North to Scott City	4-Lane Expressway	13	\$104	●	○	●	23	●	●	16				This project was presented as passing lanes in 2021
630†	US-83 Haskell/Finney Counties: US-160 Junction North to US-400 Junction	4-Lane Expressway	28	\$224	●	●	●	40	●	●	12				
683	US-83 Seward County: Liberal North to Haskell County Line	4-Lane Expressway	27	\$216	●	●	●	30	●	○	11				

†New project not previously presented

MODERNIZATION



Project Information					Engineering Factors					Local Input	Other Factors			
Map ID	Project Description	Scope	Miles	FY-27 Const. Cost \$M	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Elevated Crash History	Notes
651	K-156 Hodgeman County: Finney/Hodgeman County Line East to 4 miles West of Jetmore	Add Shoulders	14	\$21	●	●	●	○	45		✓	✓	●	Length of project reduced since 2021.

2021 Projects Selected for the Development or Construction Pipeline

US-50 Ford County: Dodge City to US-283	Reconstruct to 4-lane expressway
US-54 Seward County: US-83 to Tucker Road	Reconstruct to 4-lane with intersection improvements
K-156 Finney County: K-23 west junction east to Hodgeman county line	Construct shoulders and re-surface

★ New Development Pipeline Projects
■ Development Pipeline Projects
■ Construction Pipeline Projects
□ IKE Projects Let to Construction



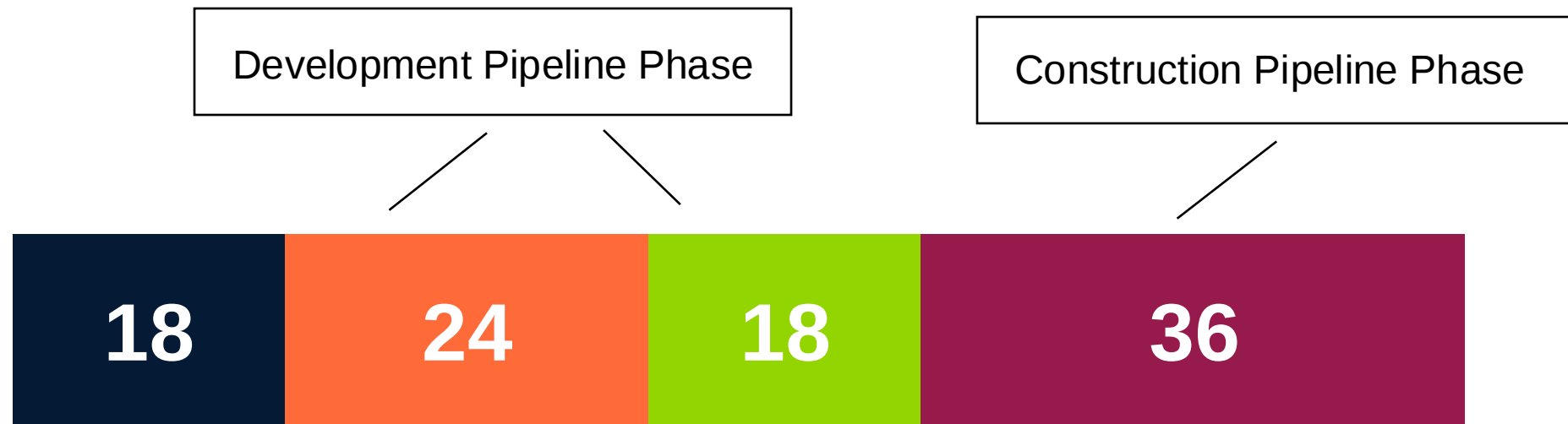
**\$2.9
BILLION**

Projects to Date

**\$932
MILLION**

Added to Development Pipeline, 09/2023

From Concept to Open for Use



**This table represents the project timeline in months*

■ Concept & Initial Scope
■ Final Development & Design

■ Preliminary Study & Design
■ Construction

Kansas Local Infrastructure Planning Tool



[Historic Data Viewer](#)

[Future Scenario Planner](#)

[User Guide](#)

In partnership with:


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

Select a county:

Select a county...

Reset

General County Statistics

Road System Type:
Population (2022):
Road and Bridge Budget (2022):
Additional Funding (2022):

County-Owned Roadway by Miles by Material

Paved		Unpaved	
Asphalt	Concrete	Gravel	Earth
-	-	-	-

Source: Kansas County Engineers' Annual Reports (2022 is most recent full year of data).

County-Owned Bridges by Condition

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

Source: Kansas National Bridge Inventory (2023)

Historic Trend Graph

Map of County-Owned Bridges and Conditions

☒ Google ☐ Satellite ☐ Dark

Bridge Conditions
Click legend items to toggle display on/off

☐ Load Posted Bridges

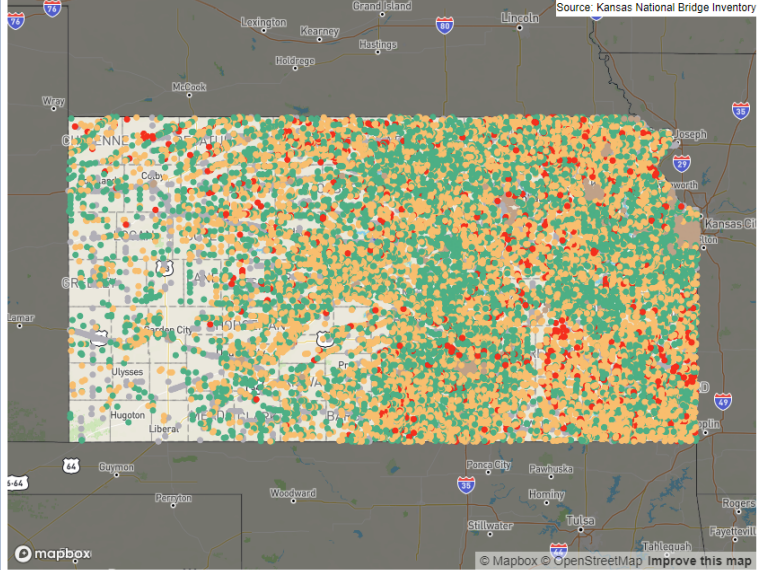
☒ Good

☒ Fair

☒ Poor

☒ State-Owned

☒ Other Non-County Owned

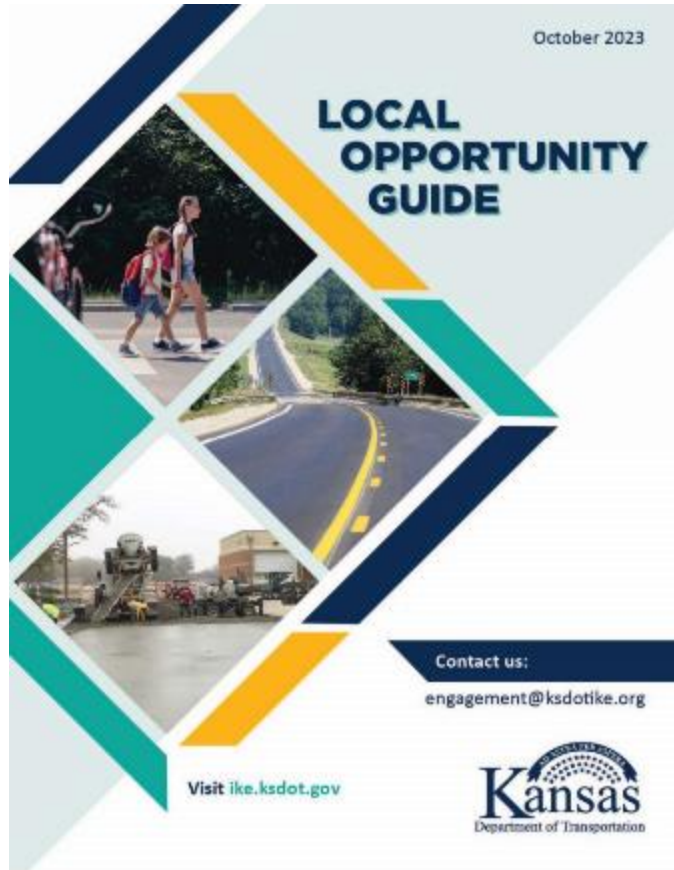


Source: Kansas National Bridge Inventory

© Mapbox © OpenStreetMap Improve this map

[KLIP \(ksdot.gov/#!/historicdot.gov\)](https://ksdot.gov/#!/historicdot.gov)

Community-Focused



Transportation Opportunity Key Timing Calendar*

Opportunity	Varies	Year-round	Special	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
				January	February	March	April	May	June	July	August	September	October	November	December
Access Management		X													
Adopt-A-Highway		X													
Behavioral Safety Program				X	X	X	X						X	X	X
City Connecting Link Improvement Program				X	X	X									
City Connecting Link Maintenance Payment			X												
Congestion Mitigation & Air Quality Improvement Program															
Cost Share Program						X	X	X							
Discretionary Grant Program for Charging & Fueling Infrastructure - Community							X	X	X						
Discretionary Grant Program for Charging & Fueling Infrastructure - Corridor							X	X	X						
Economic Development Program		X													
Emergency Relief Program	X														
Federal Fund Exchange			X												
FTA Section 5311 Formula Grants for Rural Areas							X								
FTA Section 5311(f) Intercity Bus Program							X								
HSIP - High Risk Rural Roads Program		X													
HSIP - Intersections		X													
HSIP - Railway-Highway Grade Crossings			X												

*Timing subject to change

KDOT Local Opportunity Guide



Opportunity	Varies	Year-round	Special	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
				January	February	March	April	May	June	July	August	September	October	November	December
Kansas Active Transportation Enhancement Program			X												
Kansas Airport Improvement Program					X							X	X		
Kansas Carbon Reduction Program	X						X	X	X						
Kansas Local Bridge Improvement Program							X	X	X						
Kansas Safe Routes to Schools	X	X										X		X	
National Electric Vehicle Infrastructure Formula Program	X														
Off-System Bridge Program							X	X	X						
Rail Service Improvement Fund							X	X	X				X	X	X
Railroad Crossing Surfacing Program			X												
Rural Highway-Railroad Crossing Surfacing			X												
Safe Streets & Roads for All - Match Pilot			X												
Safety Program Services for LPAs		X													
Section 5310 Specialized Transportation for the Elderly or Disabled							X						X	X	
Special City/County Highway Funds			X												
State Funded Highway-Railroad Crossings			X												
Surface Transportation Block Grant	X														
Technology Transfer			X												
Transportation Alternatives					X	X			X						

*Timing subject to change

Local Opportunity Guide
ike.ksdot.gov/community/resources



City Connecting Link Improvement Program

City Connecting Link Improvement Program

Program Abbreviation	CCLIP
Program Goal and Description	Funding to improve or address deficiencies of City Connecting Links (CCL), city streets that carry a state highway designation. Supplements direct payments made for general maintenance of the City Connecting Links.
Eligible Entities	Cities with a City Connecting Link, All City Connecting Links are eligible except those on the Interstate System and fully controlled access sections of the Freeway System.
Eligible Uses	• Surface Preservation • Pavement Restoration • Geometric Improvements
Funding Availability	State and/or federal funds along with city funds.
Match Requirements	Minimum: 0 – 25%, depending on the size of the city
Award Minimum	N/A
Award Maximum	• Surface Preservation - \$400,000 • Pavement Restoration - \$1,500,000 • Geometric Improvement - \$1,500,000
Release Date	Quarter 1
Closing Date	N/A
Award Date	N/A
Note	Applicants restricted to one application per category per program year.
Program Contact	Dawn Hueske, Assistant Chief Bureau of Local Projects 785-207-1420 dawn.hueske@ks.gov
For More Information	ksdot.gov/bureaus/burlocalproj/default.asp bit.ly/46yR7Ur

Cost Share

Cost Share Program

Program Abbreviation	N/A
Program Goal and Description	Fund construction projects to meet local needs, including safety, access or mobility, and congestion relief. Provided to those leveraging state funds to increase total transportation system investment.
Eligible Entities	• Cities • Counties • Tribes • Non-governmental entities, such as schools, will also be considered
Eligible Uses	All transportation projects eligible, including roadway (on and off the highway system), rail, airport, bicycle/pedestrian and public transit.
Funding Availability	Annually at least \$11 million
Match Requirements	15% local match (minimum)
Award Minimum	Varies: Dependent on funding
Award Maximum	Varies: Dependent on funding
Release Date	March and September
Closing Date	April and October
Award Date	May and November
Note	
Program Contact	Michelle Needham, Economic Development Program Manager 785.296.1939 michelle.d.needham@ks.gov
For More Information	ksdot.gov/CostShare/CostShareProgram.asp

Cost Share

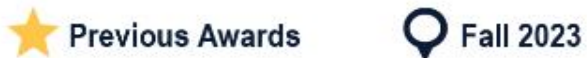
- Flexible to address unmet transportation needs
- Popular and Oversubscribed

\$23
MILLION

30
PROJECTS



Ness County Stone Arch Bridge



Economic Development

Economic Development Program

Program Abbreviation	N/A
Program Goal and Description	Funds transportation improvements to recruit and expand non-speculative businesses. Create jobs and encourages capital investment in Kansas.
Eligible Entities	• Cities • Counties • Tribes • Partnership of one of the above with private business(es)
Eligible Uses	• Transportation improvements shown to support job growth and capital investment in Kansas. • All transportation modes are eligible, including roadway (on and off highway system), rail, airport, and public transit. Typical projects include access roads, turning lanes and rail spurs.
Funding Availability	Annual \$20 million
Match Requirements	25% local
Award Minimum	Dependent on funding
Award Maximum	Dependent on funding
Release Date	Year-round
Closing Date	Year-round
Award Date	30 days after application submission received
Note	
Program Contact	Michelle Needham, Economic Development Programs Manager 785-296-1936 michelle.d.needham@ks.gov
For More Information	ksdot.gov/EconomicDevelopment/EconomicDevelopmentProgram.asp

Economic Development



Meade County
High Pains Ponderosa Dairy & Digester

**\$87
MILLION**
Since 2021



**\$2.3
BILLION**
In Capital
Investment

+10,000 jobs

Kansas Airport Improvement Program

Kansas Airport Improvement Program

Program Abbreviation	KAIP
Program Goal and Description	Funding for airport sponsors to improve, preserve and maintain public-use airports.
Eligible Entities	Public-use airports in Kansas as defined in K.S.A. 75-5061
Eligible Uses	Preservation, modernization, equipment and facilities and design/planning projects that: • Address safety and preservation • Focus on developmental needs identified in the Kansas Airport System Plan • Are deemed critical to the airport's ability to support the community by the sponsor
Funding Availability	Annual
Match Requirements	• System Preservation Projects Infrastructure Improvements KDOT 90% Local 10% Vertical Development KDOT 85% Local 15% • Modernization Projects Geometric Improvements KDOT 90% Local 10% Vertical Development KDOT 50% Local 50% • Equipment and Facilities Projects Equipment KDOT 50% Local 50% • Facilities Navigational KDOT 90% Local 10% Non-Navigational KDOT 85% Local 15% Design/Planning Projects KDOT 95% Local 5%
Award Minimum	N/A
Award Maximum	N/A
Release Date	September
Closing Date	30 days post release
Award Date	120 calendar days of postmarked grant offer from KDOT
Note	
Program Contact	Ray Seif, Director, Division of Aviation 785.296.2553 ray.seif@ks.gov
For More Information	aviation.ks.gov/

Aviation



- Airport System is critical
 - \$9 Billion Economic Output
- Joint Task Force Study
 - Increase State Aviation Investment

\$11
MILLION

35
PROJECTS

STATEWIDE



Local Bridge Improvement

Kansas Local Bridge Improvement Program

Program Abbreviation	KLBIIP
Program Goal and Description	Funding for Local Public Agencies (LPAs) to replace or rehabilitate locally owned bridges in "Poor" condition to improve the overall state transportation system. Focuses on bridges NOT eligible for the Off-System Bridge Program or too large to be adequately funded under that program.
Eligible Entities	• Cities • Counties • Tribes
Eligible Uses	Replace or rehabilitate a bridge.
Funding Availability	Annual Variable
Match Requirements	Sliding scale based on county population density; range from 0% up to 25% local match.
Award Minimum	N/A
Award Maximum	The maximum amount of state dollars that will be provided for an individual project will be determined on a case-by-case basis.
Release Date	Quarter 2
Closing Date	Varies
Award Date	Varies
Note	The construction contract must be executed within 24 months of date of project award letter or funds will be revoked.
Program Contact	Donna Schmit, Local Bridge Engineer 785.213.7034 donna.schmit@ks.gov
For More Information	ksdot.org/bureaus/burlocalproj/default.asp fhwa.dot.gov/reports/erm/er.pdf

Off-System Bridge

Off-System Bridge Program

Program Abbreviation	OSB
Program Goal and Description	Replaces or rehabilitates bridges located on roads that are not on the federal-aid system.
Eligible Entities	• Cities • Counties • Tribes
Eligible Uses	Replace or rehabilitate a bridge: • Located on a road functionally classified as rural minor collector, rural local, or urban local • Current National Bridge Inventory (NBI) inspection report with “Poor” rating
Funding Availability	\$20,500,000 annually
Match Requirements	• N/A for projects \$2,000,000 and under • Local is responsible for 100% of costs exceeding \$2,000,000 • Local responsible for 100% of design, right of way, utility relocation, and other non-participating costs
Award Minimum	N/A
Award Maximum	\$2,000,000 for 100% non-local dollars
Release Date	Quarter 2
Closing Date	Varies
Award Date	Varies
Note	
Program Contact	Donna J. Schmit, P.E., Local Bridge Engineer 785.213.7034 donna.schmit@ks.gov
For More Information	ksdot.org/bureaus/burlocalproj/default.asp

Bridges

- 12,000 are 50+ years old
- 80% Local Bridges

\$43
MILLION

2023 for Locals
Bridges

\$130
MILLION

2023 for State Bridges

19,280
Local
Bridges



5,159
State
Bridges



 Good  Fair  Poor

Transit

Section 5310 Specialized Transportation for the Elderly or Disabled

Program Abbreviation	5310 Program
Program Goal and Description	Capital and operating assistance to provide and meet transportation services needs of elderly and persons with disabilities.
Eligible Entities	- Private, nonprofit corporations (must be registered in Kansas) - Local governments (if approved by the state to coordinate services OR they certify to the Governor that no nonprofit organizations are "readily available" to provide such services)
Eligible Uses	- Operating: drivers, dispatchers, fuel, oil, tires, repairs, vehicle license tags, insurance, marketing, etc. - Administration: administrative staff time, office supplies, copies, postage, communications, etc. - Capital: transit vehicles and associated equipment including wheelchair lifts, ramps, restraints, etc.

Funding Availability	Annual
Match Requirements	- Operating: 50% federal 50% local - Capital: 80% federal 20% local
Award Minimum	N/A
Award Maximum	N/A

Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program

Program Abbreviation	ICB
Program Goal and Description	Supports connection between non-urbanized areas and or national system of intercity bus service. Provides operating assistance to support and promote connections between the national intercity bus system.
Eligible Entities	Private operators of intercity bus service
Eligible Uses	- Operating: drivers, dispatchers, fuel, oil, tires, repairs, vehicle license tags, insurance, marketing, etc. - Capital: over-the-road coaches
Funding Availability	Annual Federal Transit Administration Formula Grants
Match Requirements	- Operating: 50% federal 50% local - Capital: 80% federal 20% local
Award Minimum	N/A
Award Maximum	N/A
Release Date	October (beginning in 2023)
Closing Date	November
Award Date	April

Federal Transit Administration (FTA)

Section 5311 Formula Grants for Rural Areas

Program Abbreviation	5311 Program
Program Goal and Description	Funds capital and operating assistance for rural and small urban (less than 50,000 population) public transportation projects.
Eligible Entities	- Non-urban cities (fewer than 50,000 population) - Counties - Tribes - Private, nonprofit corporations registered in Kansas
Eligible Uses	- Operating: drivers, dispatchers, fuel, oil, tires, repairs, vehicle license tags, insurance, marketing, etc. - Administration: administrative staff time, office supplies, copies, postage, communications, etc. - Capital: transit vehicles and associated equipment including wheelchair lifts, ramps, restraints, etc.
Funding Availability	Annual Federal Transit Administration Formula Grants (amount varies)
Match Requirements	- Operating: 50% federal 20% state 30% local - Administration: 80% federal 20% local - Capital: 80% federal 20% local

Transit

- Vital Connection
 - Employment
 - Education
 - Medical Facilities
 - Grocery
- Rural and Urban
- Multiple Funding Opportunities

\$13
MILLION
2023



6.6
MILLION
Riders

Active Transportation

Transportation Alternatives

Program Abbreviation	TA
Program Goal and Description	Funds projects to promote and enable use of alternative transportation methods, including: • Pedestrian/bicycle/non-motorized transportation facilities • Safe routes for non-drivers' infrastructure • Abandoned railway corridors to trails conversion • Safe Routes to School – construction and non-construction • Historic transportation facility preservation and rehabilitation • Scenic and environmental improvements
Eligible Entities	• City • County • Tribes • Schools & school districts • State agencies • Non-profits • Small MPOs (Metropolitan Planning Organization) • Non-urbanized areas of WAMPO (Wichita Area Metropolitan Planning Organization) and MARC (Mid America Regional Council) regions
Eligible Uses	• Pedestrian & bicycle facilities projects • Infrastructure for non-driver access to public transportation • Projects that enhance safety and mobility • Projects that improve the scenic, environmental, or archeological assets • Safe Routes to School projects and programming

Kansas Safe Routes to Schools

Program Abbreviation	SRTS
Program Goal and Description	Funding for planning, developing, and implementing Safe Routes to Schools programs and projects. Enables and encourages elementary and middle school children to walk and bicycle to school. Uses "5-Es" (Engineering, Education, Enforcement, Encouragement, Evaluation) to encourage active lifestyles, improve safety, and reduce traffic, fuel consumption and air pollution near schools.
Eligible Entities	• Cities • Counties • Schools & school districts • State agencies • Tribes • Non-profits • MPOs (Metropolitan Planning Organization)
Eligible Uses	Safe Routes to School Projects, including: • SRTS Master Plan Development • Engineering – crossings, walkways, bikeways • Education – transportation choices, safety campaigns • Encouragement – events, activities, contests • Enforcement – law enforcement activities • Evaluation – documenting outcomes • Preliminary Engineering/Pre-Construction of SRTS identified infrastructure • Construction of SRTS identified infrastructure • Procurement of non-infrastructure items identified by SRTS • SRTS program support: staff positions, volunteer stipends
Funding Availability	Varies, based Federal (TA) program or state program parameters

Active Transportation



\$28
MILLION

32
PROJECTS

28
COUNTIES



Opportunities

- Federal Funding
- Partnerships
- Generational Investments



Polk Quincy Viaduct Then & Now





Every Person.
Every Trip.
Every Time.



