



Kansas
Department of Transportation

KDOT UPDATE

Calvin Reed
Secretary

What We Do

KDOT delivers transportation that keeps Kansas moving forward.

People Focused
Results Oriented
Forward Looking
Accountable



KDOT



IKE

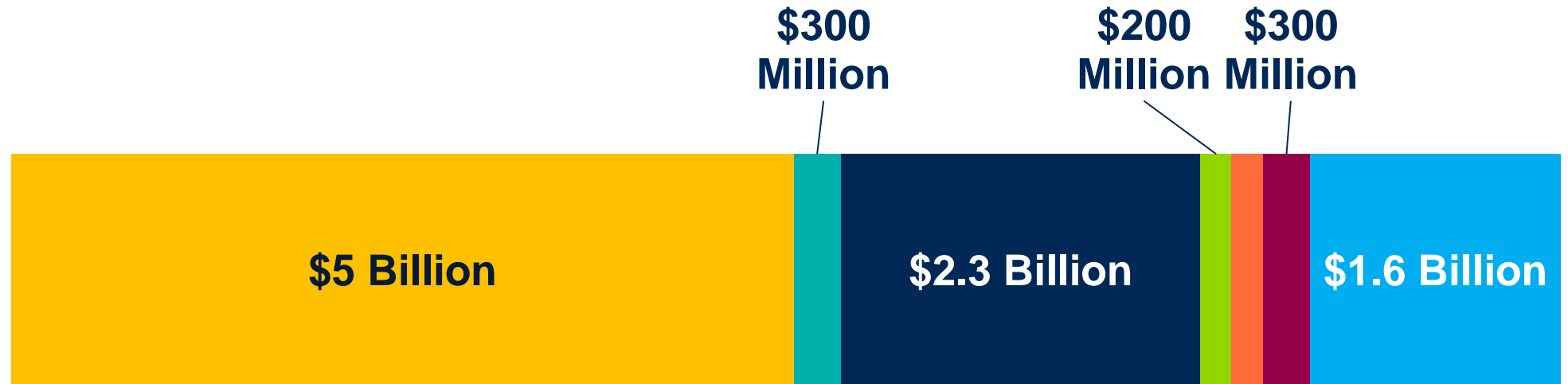


AT WORK

Eisenhower Legacy Transportation Program

\$9.9 Billion

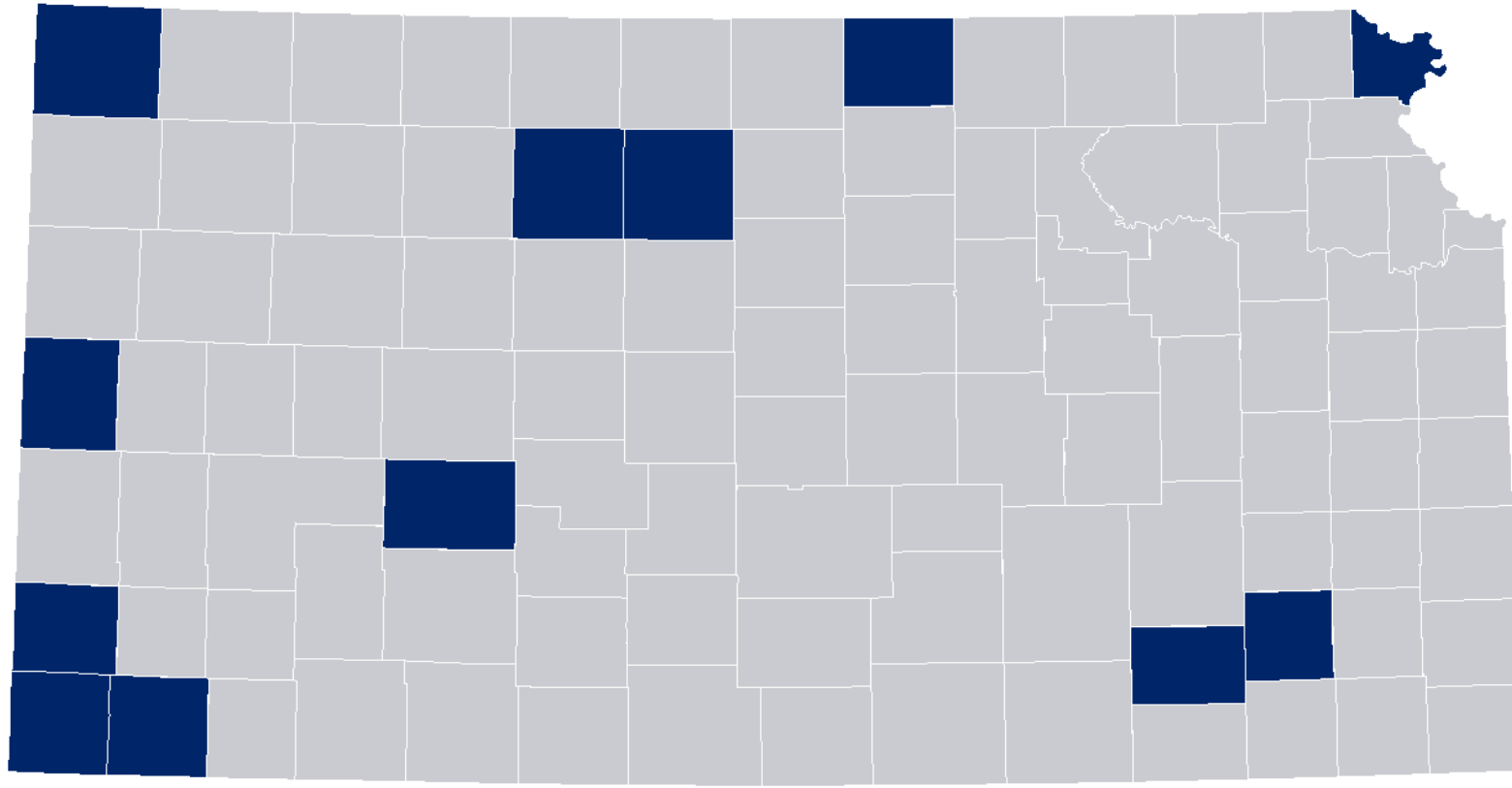
Estimated
10 Years



- Preservation
- Preservation +
- Modernization & Expansion
- Economic Development
- Modes
- Cost Share, Safety & Local Bridge
- Special City County Highway Fund

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

IKE \$8 Million Promise



93

Promise Met

12

Promise on Target

Highway Preservation Projects



Preservation | District Targets

District	10-Year Preservation Target Spend	Preservation Projects in Construction	Status
1 Northeast	\$1.3B	\$734M	56%
2 North Central	\$600M	\$386M	64%
3 Northwest	\$700M	\$305M	44%
4 Southeast	\$550M	\$416M	76%
5 South Central	\$800M	\$433M	54%
6 Southwest	\$500M	\$327M	65%

US-69 (18th St.) Bridge Replacement



**\$62.6M Federal
Grant Award**

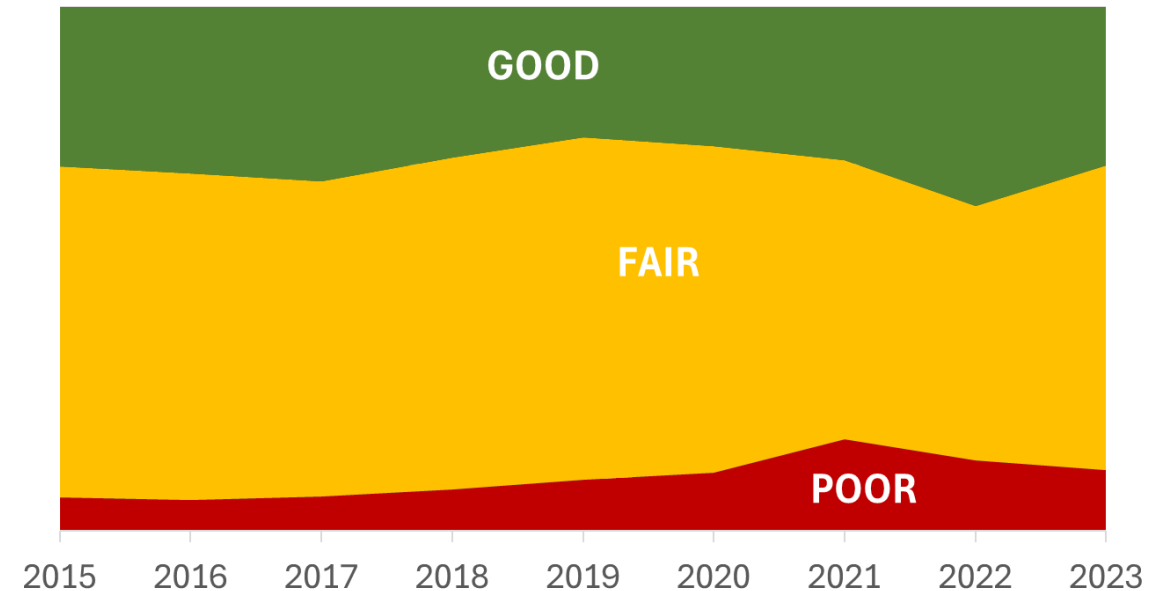
- Wyandotte County
- USDOT Bridge Investment Program (BIP) Grant
- November 2024 Letting

Performance Measures

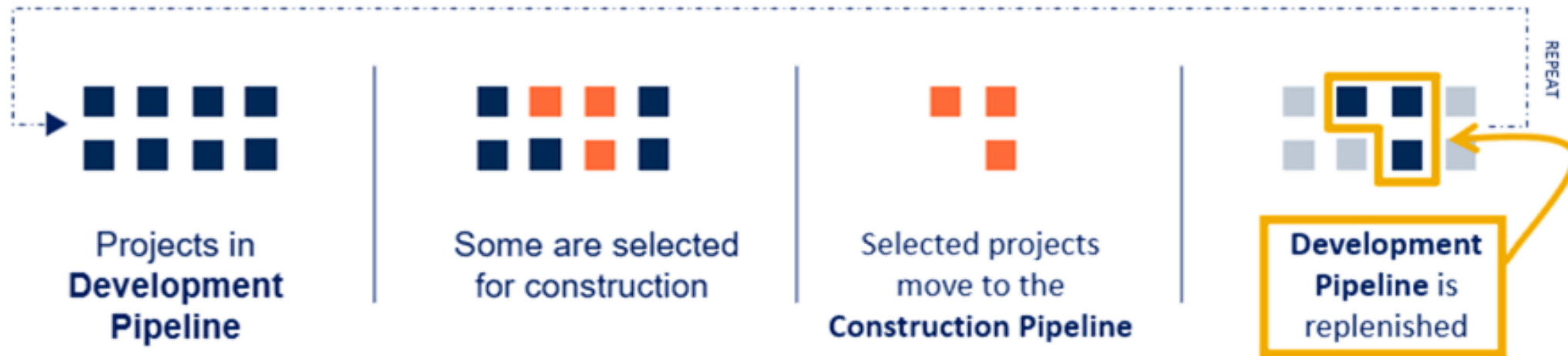
KDOT Budget Performance Measures

Performance Measure	2020	2024
Interstate Pavement “Good”	58%	64%
Interstate Pavement “Poor”	0.6%	0.4%
Non-Interstate Pavement “Good”	59%	65%
Non-Interstate Pavement “Poor”	1.1%	0.9%
State Bridges “Good”	72%	70%
State Bridges “Poor”	1.4%	2.5%

NEW PAVEMENT PERFORMANCE MEASURE



Modernization and Expansion Pipelines



Development Pipeline: Allows preliminary engineering work (the design and additional advance work) to begin.

Construction Pipeline: When ready and budget allows, some of the projects from the development pipeline move to the construction pipeline.

Modernization & Expansion | District Targets

District	Program Target Investment	FY 2025 Target Investment (40%)	Construction Projects Let		Status
			To Date	Remaining in FY 2025	
1 Northeast	\$550M	\$220M	\$944M		✓
2 North Central	\$68M	\$27M	\$8M	\$49M	🎯
3 Northwest	\$55M	\$22M	\$61M		✓
4 Southeast	\$89M	\$36M	\$31M	\$21M	🎯
5 South Central	\$297M	\$119M	\$177M		✓
6 Southwest	\$92M	\$37M	\$51M		✓

Major Projects Update | Construction

K-10 South Lawrence Trafficway



I-70 Polk Quincy Viaduct in Topeka



Major Projects Update | Construction

Wichita North Junction



US-69 Express



Major Projects Update | Development

K-92 Centennial Bridge



K-96 Wichita



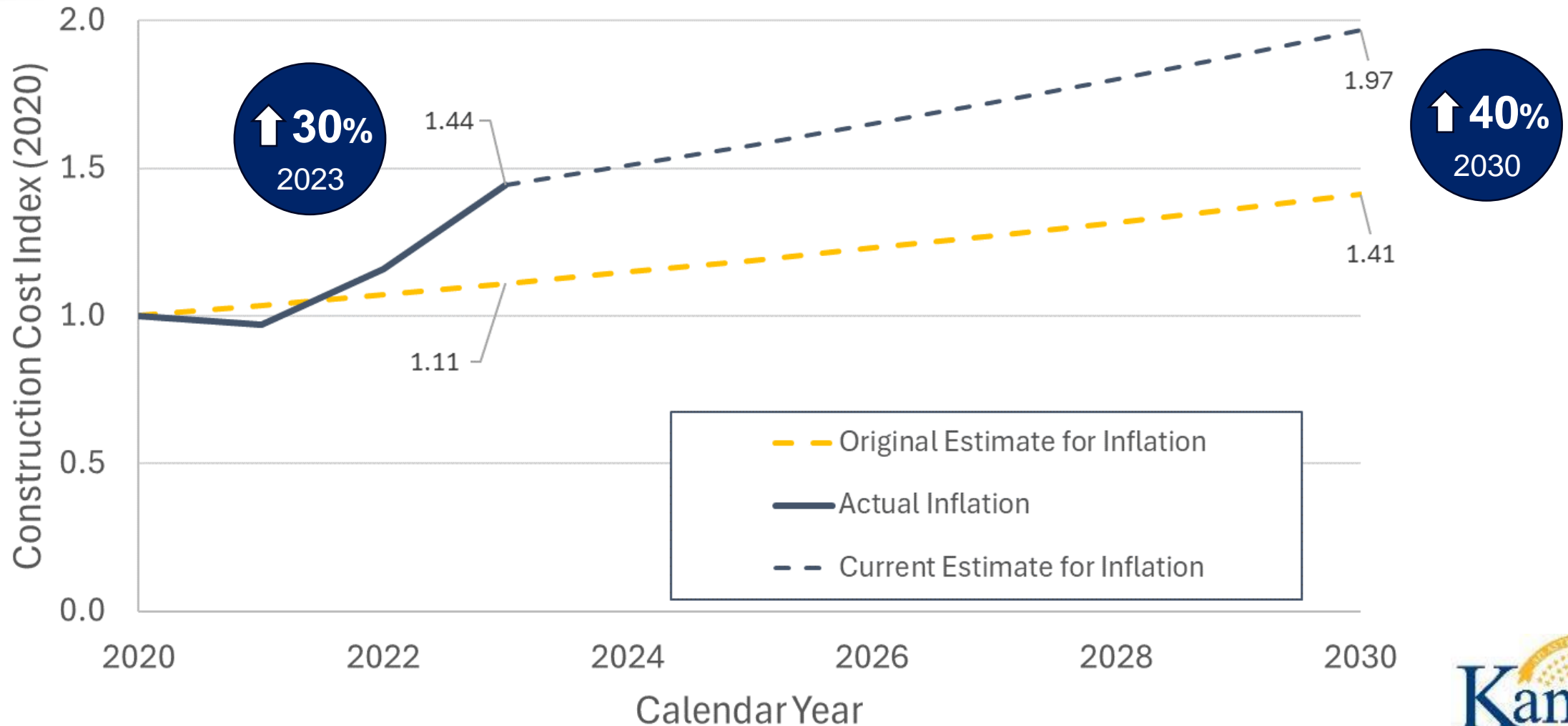
Finishing IKE Strong

Balancing higher cost of system needs...

- Highway Preservation, Modernization and Expansion
- Modal Investments (Rail, Bike/Ped, Transit, Aviation)
- Community Programs (Local Bridge, CCLIP, Cost Share)

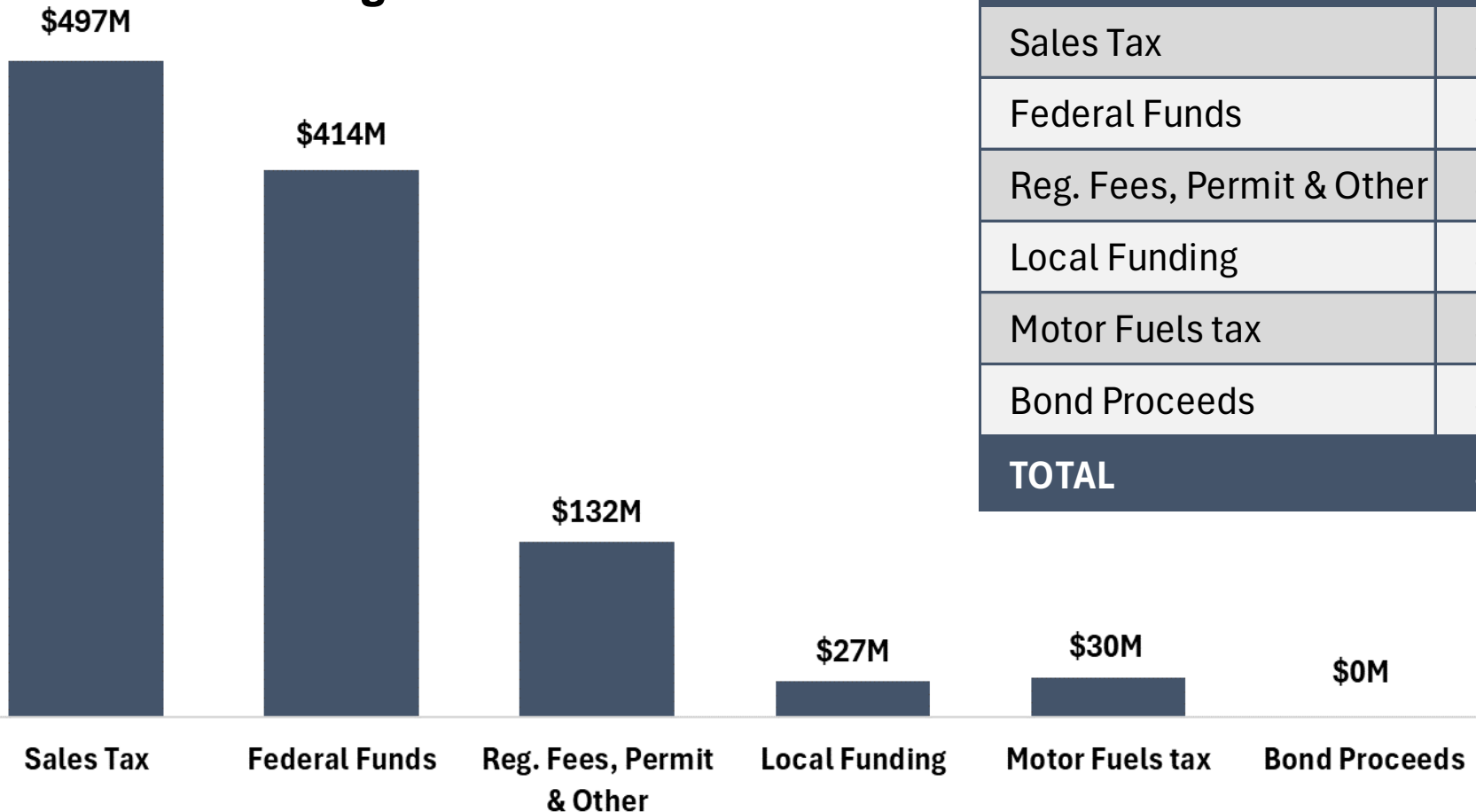
...with funding constraints.

Construction Cost Trend



Revenues Through FY 2024

Revenue Performance Compared to Original Estimate



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%

Federal Grant Awards



\$98M Federal Grant Award: I-35 Santa Fe Forward

2024 Grant Awards

- 18th St. Bridge Replacement - **\$62.6M**
- I-35/Santa Fe Forward - **\$98.0M**
- I-135 Canal Route Planning - **\$1.6M**
- Low-Carbon Const. Materials - **\$32.0M**

Road Usage Charge (RUC)

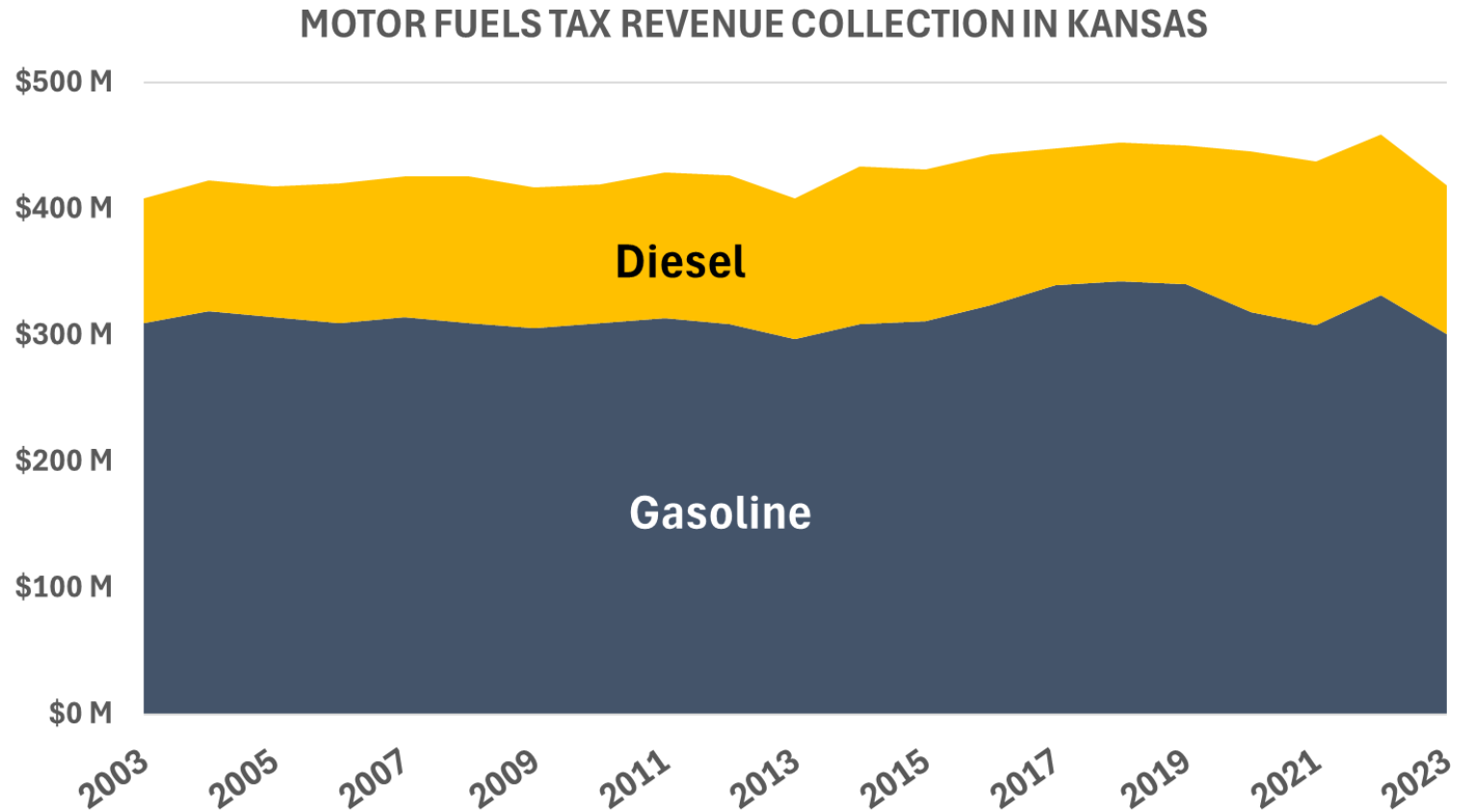


The Kansas Midwest Road Usage Charge (RUC) Pilot

JANUARY 2025

Why RUC?

- Motor Fuel Tax (MFT) revenue flat
- More alternative fuel options anticipated



Road Usage Charge | Big Picture



Could RUC be designed to make sense for Kansas?

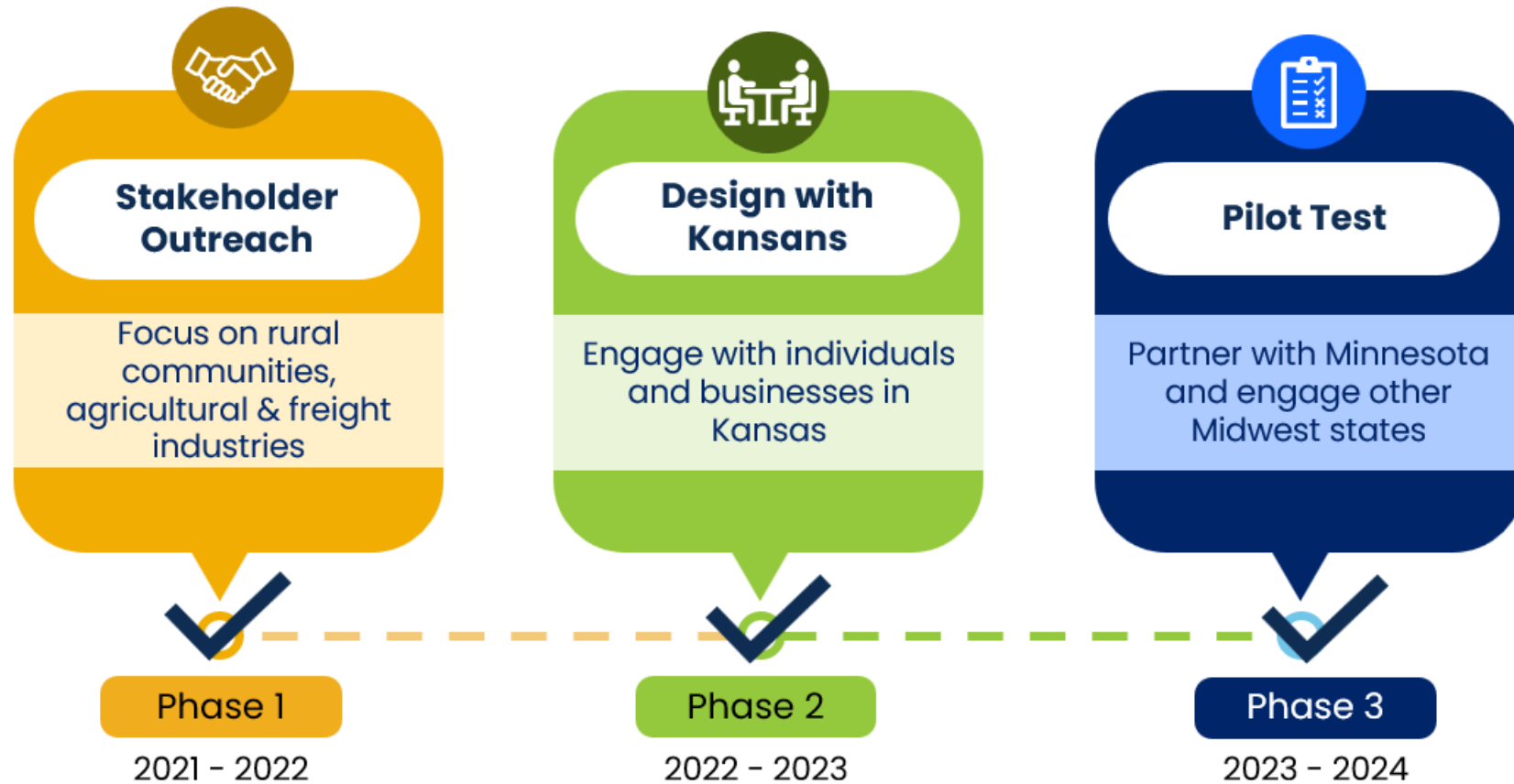


When it comes to funding transportation, what do Kansans understand and prefer?



What considerations should be made for agriculture and trucking?

RUC Pilot Process

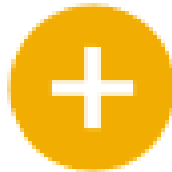


Early Insights



Privacy, transparency, and simplicity were most valued.

Fairness, cost-efficiency, enforceability, and user choices were participants' next most important principles.



Rural participants find a RUC to be fairer than the fuel tax.

43% of rural participants thought a RUC was the fairest funding option, compared to 23% who felt the fuel tax was fairer.



Most ag participants understand the need for change.

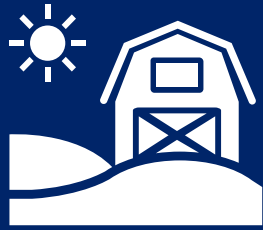
61% of ag respondents agreed with the statement, "My state needs to find an alternative to the gas tax to adequately fund our transportation infrastructure."

Participant Stats



567
ENROLLED

324*
Rural
Participants



242*
Urban and
Suburban
Participants



57
Agriculture
Industry
Participants



552
Light-Duty
Vehicles

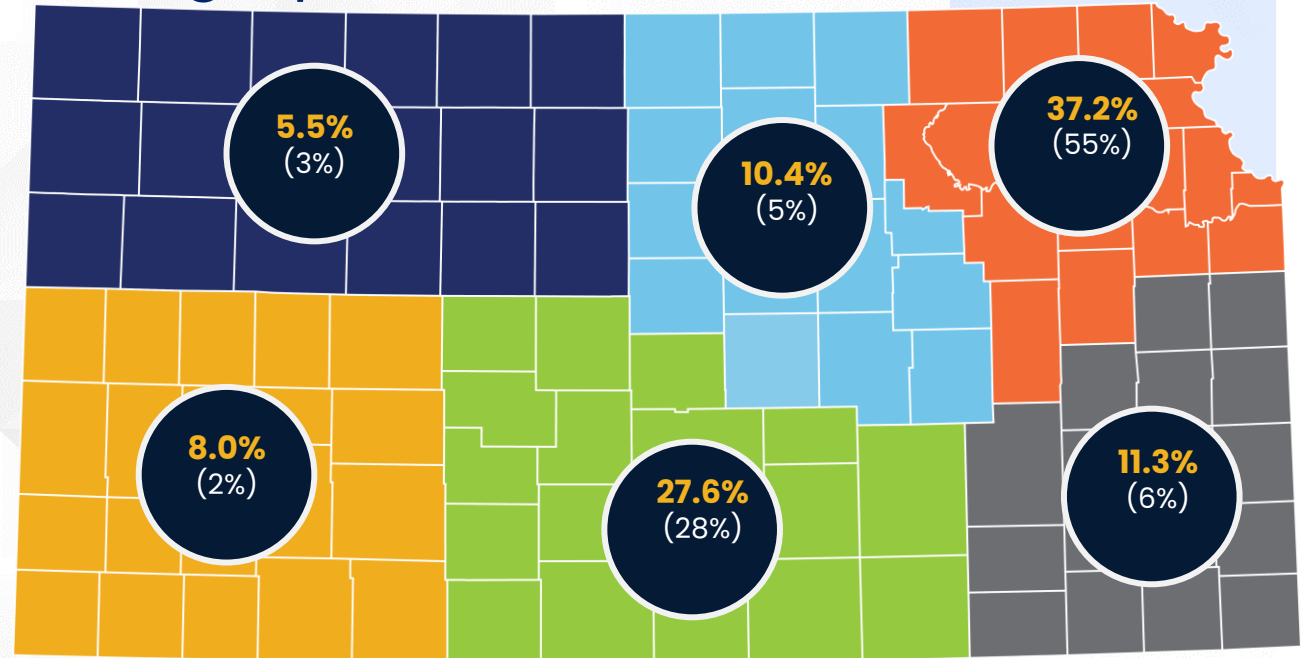


15
Medium-
and Heavy-
Duty Trucks



Geographic Breakdown

Pilot enrollment %
(% of KS population)



N= 566*

*One participant did not indicate a location of residence

RUC Going Forward

What is Next



Study and report will be complete and available by the end of the year



As an agency, keep working to understand viability and cost of revenue alternatives



Will present findings to legislature in the coming session



Stay engaged in the national conversation about RUC and revenue alternatives



K
Depa