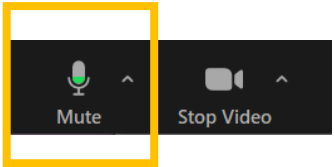
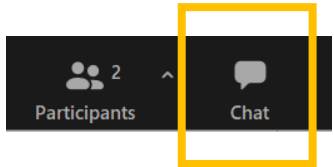


WELCOME

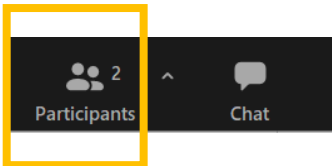
We'll get started shortly!



Please remain on **MUTE** until breakout discussions.



Use the **CHAT BOX** as needed.



Need to change your NAME?

RENAME yourself using the Participants Tab, click "More."





Who has joined us today?



KDOT 2021 LOCAL CONSULT

YOU SPEAK
KDOT LISTENS
TOGETHER, WE WORK



**YOU SPEAK
KDOT LISTENS
TOGETHER, WE WORK**

Video Introduction from Gov. Kelly



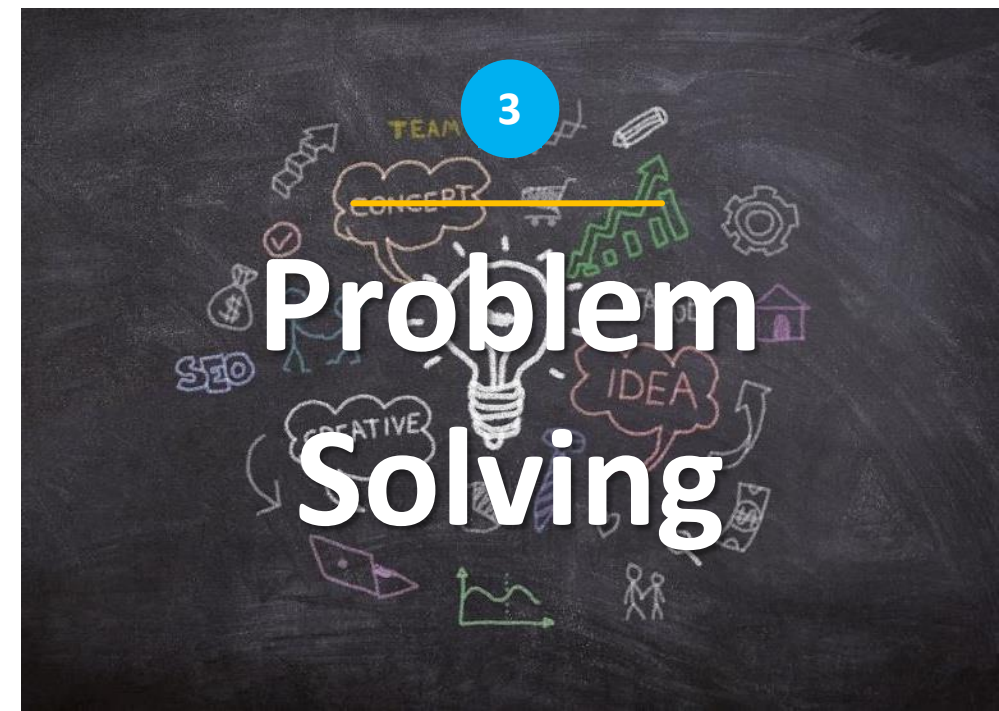
1

Partnerships



2

More Options



3

Problem Solving



Why are we here today?

- Replenish IKE rolling program pipeline
- Prepare for possible Infrastructure Investment and Jobs Act (IIJA)
- Your input on highway expansion and modernization projects is needed to add \$600-\$750M to the development pipeline, statewide



1st Local Consult Meeting Under IKE program

1. Regional survey results
2. Project lists, scores and updated information
3. Zoom room breakout discussions about projects
4. New KDOT initiatives and break
5. Reconvene: Summary of zoom room break out discussions about projects

Greater flexibility and greater transparency

www.ksdotike.org

DISTRICT 6

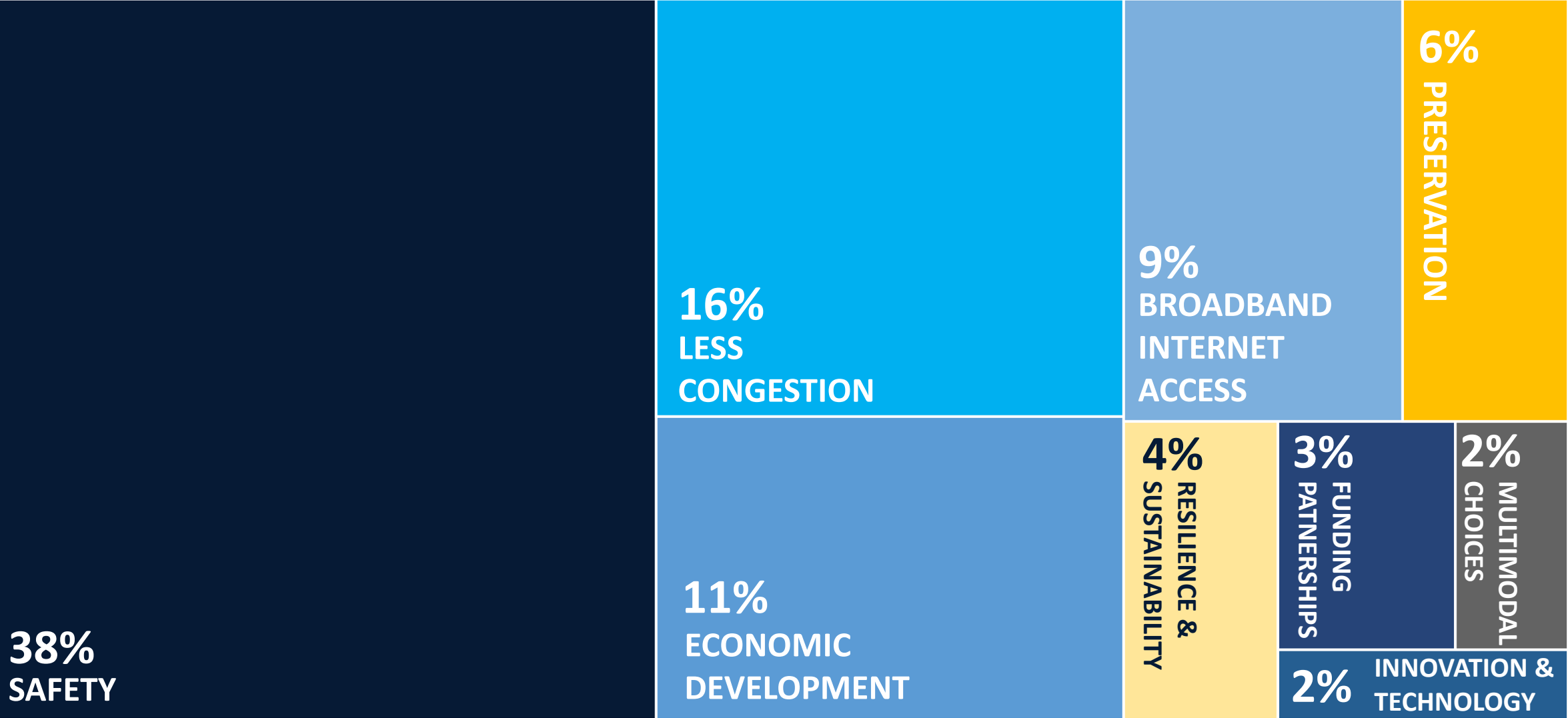
Nearly 2,000 Kansans
responded to the survey with
more than 675 from District 6.



YOU SPEAK
KDOT LISTENS
TOGETHER, WE WORK

Let's talk about your region, and problems and opportunities you see.

DISTRICT 6 PRIORITIES



Let's talk about your region.

DISTRICT 6 WHAT'S CHANGING

■ District 6
■ Statewide

How is SAFETY changing?



*“**Four lanes** would be an excellent option but definitely **passing lanes** would help tremendously!! As many windmills and wind propellers that go through here, the highway **safety is not good**!! We may be flat but there is so much traffic, a lot of it being semis, it is unsafe to pass them! There are some blind spots which make for more hazards.”*

*“We need so badly, **passing lanes** or better yet, **4 lanes**...The traffic is horrendous! So dangerous! Please consider this for the **saving of lives** in western Kansas.”*

Let's talk about your region.

DISTRICT 6 WHAT'S CHANGING

■ District 6
■ Statewide

How is CONGESTION changing?



*“A great number of people in Southwest Kansas commute many miles one way for work. The **increasing truck traffic** especially the **oversized loads** for all the wind farms have really taken a toll on the highways leaving them riddled with potholes and **congested beyond what is reasonable.**”*

Let's talk about your region.

DISTRICT 6 WHAT'S CHANGING

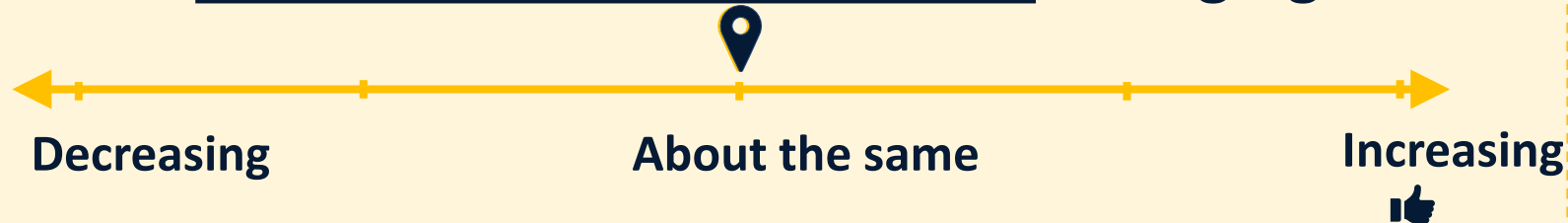
■ District 6

■ Statewide

How is DEVELOPMENT changing?



How is ACCESS TO OPPORTUNITIES changing?



“Our community is **struggling with workers** for employers. We also have a **housing shortage** with limited options available to career professionals who are recruited to come here. **Childcare options** are also limited for working people. For business owners, it is a **struggle to find qualified people** who want to move to our rural area.


“People that are looking for jobs are not going to move to a location just because the pay is good. **Quality of life** aspects has to be available for all members of the family. A good education for students, recreation/sporting activities, arts/entertainment, shopping all are vital for a community to do **more than survive, but to prosper** and want to stay rooted.”



2000+

KANSANS

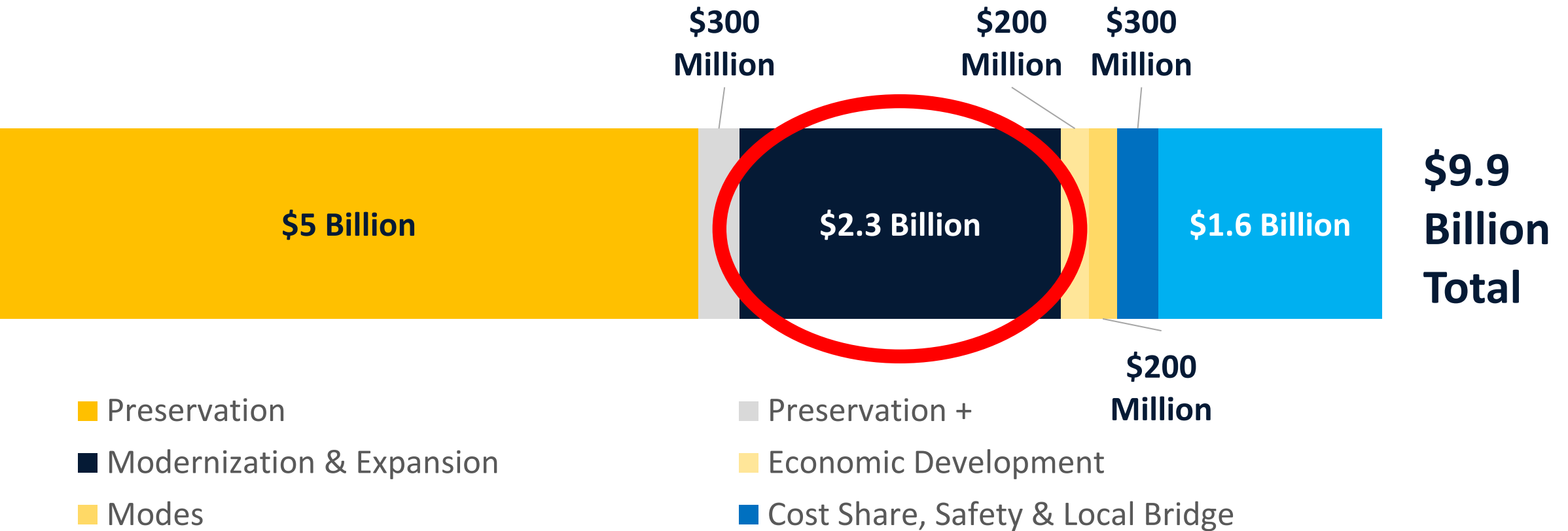




New IKE program serves today & tomorrow's needs

- **\$9.9 billion** over **10 years**
- Strengthens infrastructure
- More economic growth opportunities

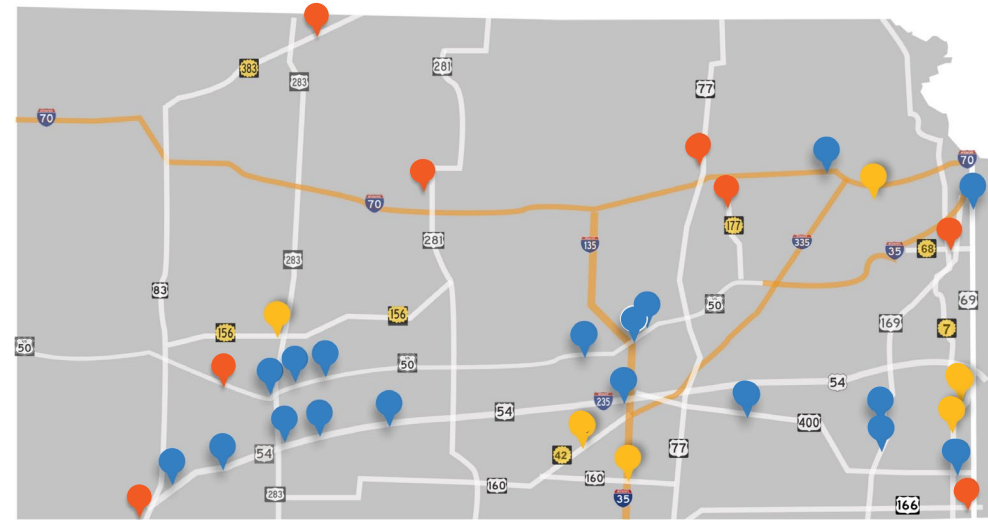
Estimated IKE investments over 10 years and today's focus



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

Estimated minimum investments by district

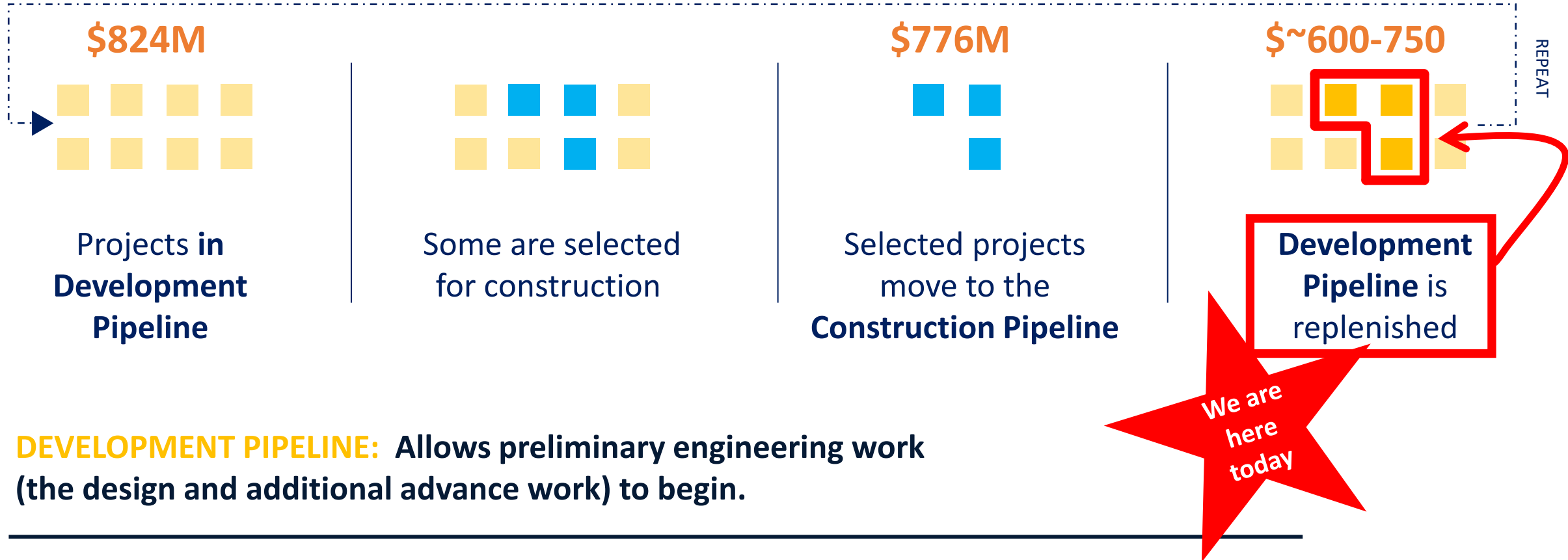
	Modernization & Expansion	Preservation Spending	TOTAL
DISTRICT 1	\$500 Million	\$1.3 Billion	\$1.8 Billion
DISTRICT 2	\$70 Million	\$600 Million	\$670 Million
DISTRICT 3	\$50 Million	\$700 Million	\$750 Million
DISTRICT 4	\$100 Million	\$550 Million	\$650 Million
DISTRICT 5	\$300 Million	\$800 Million	\$1.1 Billion
DISTRICT 6	\$100 Million	\$500 Million	\$600 Million
TOTAL	\$1.1 Billion	\$4.4 Billion	\$5.6 Billion



- **Construction:**
5 projects - \$32M
- **Development:**
2 projects - \$110M

Highway Development & Construction Pipelines

Statewide Fall '21



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.



How do we replenish the development pipeline?

- Partnerships: Hold Local Consult more often
- More Options: Bring new projects and more project scopes for discussion
- Problem Solving: Use updated data and better information to solve transportation problems

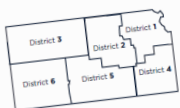
YOU SPEAK.
KDOT LISTENS.
TOGETHER, WE WORK.

STATEWIDE INVESTMENTS

IKE legislation requires KDOT to establish minimum commitments of Modernization and Expansion investment levels. The table below shows the minimums for each district. It also provides what we estimate to invest in preservation work, which will be the majority of our total program investments.

	MODERNIZATION & EXPANSION (ESTIMATED MINIMUM)	PRESERVATION SPENDING (ESTIMATED MINIMUM)	TOTAL (ESTIMATED MINIMUM)
DISTRICT 1	\$550 MILLION	\$1.3 BILLION	\$1.85 BILLION
DISTRICT 2	\$68 MILLION	\$600 MILLION	\$668 MILLION
DISTRICT 3	\$55 MILLION	\$700 MILLION	\$755 MILLION
DISTRICT 4	\$89 MILLION	\$550 MILLION	\$639 MILLION
DISTRICT 5	\$297 MILLION	\$800 MILLION	\$1.1 BILLION
DISTRICT 6	\$92 MILLION	\$500 MILLION	\$592 MILLION
TOTAL	\$1.15 BILLION	\$4.45 BILLION	\$5.6 BILLION

AVERAGE PRESERVATION COST PER MILE RURAL: \$160,000
AVERAGE PRESERVATION COST PER MILE URBAN: \$900,000



Last updated 08/31/2021

For more information regarding the Eisenhower Legacy Transportation Program, visit www.kdot.ks.gov or email ike@ks.gov. This information can be made available in alternative accessible formats by contacting the KDOT Division of Communications 785.296.3585 (voice) - 711 hearing impaired.



PROJECTS DEFINED

EXPANSION: Major corridor or interchange projects focused on alleviating congestion to keep people and goods moving. Includes traditional congestion in urban areas and non-recurrent congestion in rural areas due to crashes, weather events or just getting stuck behind a slow-moving vehicle. These projects are scored for congestion, safety, economic impact and input at Local Consult meetings.

MODERNIZATION: Major corridor or interchange projects focused on keeping people and goods moving. Includes traditional congestion in urban areas and non-recurrent congestion in rural areas due to crashes, weather events or just getting stuck behind a slow-moving vehicle. These projects are scored for congestion, safety, economic impact and input at Local Consult meetings.

District 6 2021 Project Scores - Expansion

Map ID	Project Description	Scope	Miles	FT-25 Cost (\$M)	Current Congestion (20 pts)	Future Congestion (15 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (50 pts)	Local Input (25 pts)	Other Factors
611	US-50 Kearny County: Lakin to Finney County Line	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
612	US-50 Finney County: Lakin to Finney County Line	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
613	US-50 Ford County: Kearny County Line to Holcomb	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
614	US-54 Seward County: Dodge City to US-243	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
615	US-54 Seward County: Dodge City to US-243	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
616	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
617	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
618	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
619	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
620	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
621	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
622	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
623	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
624	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
625	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
626	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
627	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
628	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
629	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
630	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
631	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
632	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
633	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
634	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
635	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
636	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
637	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
638	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
639	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1
640	US-54 Meade County: Meade County Line to US-160/K-144	4-lane expressway	9.5	\$13*	1	1	1	1	23	10	1

*New project not presented in 2019. New projects came from statewide passing lane review or from KDOT district staff.

Updated cost estimates.

Projects presented in 2019: not scored this year

US-50 Finney County: Kearny County Line to US-50/K-144

US-54 Ford County: Kearny County Line to US-50/K-144

US-54 Seward County: Dodge City to US-243

US-54 Meade County: Meade County Line to US-160/K-144

US-54 Meade County: Meade County Line to US-160/K-144

US-54 Meade County: Meade County Line to US-160/K-144

US-54 Meade County: Meade County Line to US-160/K-144

US-54 Meade County: Meade County Line to US-160/K-144

US-54 Meade County: Meade County Line to US-160/K-144

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US-54 Meade County: Meade County Line to US-160/K-144

US-54 Meade County: Meade County Line to US-160/K-144

US-54 Meade County: Meade County Line to US-160/K-144

US-54 Meade County: Meade County Line to US-160/K-144

YOU SPOKE.
KDOT LISTENED.

In July 2021, the first IKE program highway modernization and expansion project that KDOT is committing to construct were announced. Previously, these projects in the IKE development Most of these project construction in 2023 information on these visit ksdotike.org.



KDOT/DISTRICT 4



INFRASTRUCTURE ASSETS IN SOUTHEAST KANSAS

CONNECTING PEOPLE/ THE REGION BY THE

Current Population Change in Population since 2010
Projected Population in 2049
Current Median Age
Percent of Population 65+ in 2049

262,385 (9% of Kan)
-4.2% (down from 2)
231,917 (7% of Kan)
43
25% (compared to 2)

ROADS & BRIDGES IN SOUTHEAST KANSAS

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

Local Consult help KDOT determine which projects to move forward with. Because we are working on a limited budget, we come back to you to help us decide which projects to move forward with.

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YOU SPEAK.
KDOT LISTENS.
TOGETHER, WE WORK.

WHAT IS LOCAL CONSULT?

Local Consult is KDOT's public engagement process for the 10-year Eisenhower Legacy Transportation Program (IKE). It takes place every two years to get Kansans' input on a list of potential expansion and modernization projects for each region. It's also an opportunity to strengthen local partnerships, to better understand which KDOT programs matter most to communities, and to get feedback on how we can improve delivery.

HOW DOES THE PROCESS WORK?

The Local Consult process starts with a list of potential projects—some recommended by communities, others by KDOT District staff. Prior to Local Consult meetings, these projects are evaluated based on crash history, current and projected congestion, economic impact, and other factors. They are then given a score based on where they rank relative to each other. But these scores only tell us part of the story. That's why it's so important we hear from you.



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LOCAL CONSULT PROJECTS DEFINED

KDOT has many programs; the projects we discuss at Local Consult fall into two categories:

EXPANSION PROJECTS

Major corridor or interchange projects focused on alleviating congestion to keep people and goods moving. Includes traditional congestion in urban areas and non-recurrent congestion in rural areas due to crashes, weather events or just getting stuck behind a slow-moving vehicle. These projects are scored for congestion, safety, economic impact and input at Local Consult meetings.

MODERNIZATION PROJECTS

Major corridor or interchange projects focused on keeping people and goods moving. Includes traditional congestion in urban areas and non-recurrent congestion in rural areas due to crashes, weather events or just getting stuck behind a slow-moving vehicle. These projects are scored for congestion, safety, economic impact and input at Local Consult meetings.

Other Factors

• Route Continuity – Complete or continue a corridor.
• Previous Investment – Preliminary engineering work already underway or another phase of the project constructed.

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Other Factors

• Route Continuity – Complete or continue a corridor.
• Previous Investment – Preliminary engineering work already underway or another phase of the project constructed.

District 6 2021 Project Scores - Expansion

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-25 Cost \$M	Current Congestion (20 pts)	Future Congestion (15 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (50 pts)	GRP* / Cost	Traveler Benefit** / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
611	US-50 Kearny County: Lakin to Finney County Line	Passing Lanes	9.5	\$13 ^Y	<div></div>	<div></div>	<div></div>	<div></div>	23	<div></div>	<div></div>	19				
615	US-50 Finney County: Kearny County Line to Holcomb	4-lane expressway	6	\$30	<div></div>	<div></div>	<div></div>	<div></div>	21	<div></div>	<div></div>	12		✓		
620	US-50 Ford County: Dodge City to US-283	4-lane expressway	2.4	\$10 ^Y	<div></div>	<div></div>	<div></div>	<div></div>	45	<div></div>	<div></div>	13				Scope and cost updated to include a new intersection
613	US-54 Seward County: 0.5 miles Northeast of RS 1987 Jct, Northeast to Meade County Line	4-lane expressway	8.2	\$44 ^Y	<div></div>	<div></div>	<div></div>	<div></div>	44	<div></div>	<div></div>	10		✓	✓	
623	US-54 Meade County: Seward County Line to Clark County Line†	4-lane expressway	34	\$231	<div></div>	<div></div>	<div></div>	<div></div>	33	<div></div>	<div></div>	8				
614	US-54 Clark County: Meade County Line to Ford County Line†	4-lane expressway	9.5	\$50	<div></div>	<div></div>	<div></div>	<div></div>	31	<div></div>	<div></div>	9				
686	US-54 Seward County: US-83 to Tucker Rd†	4-lane expressway	3.0	\$12	<div></div>	<div></div>	<div></div>	<div></div>	21	<div></div>	<div></div>	13				
683	US-83 Seward County: Liberal to Haskell County Line†	4-lane expressway	27	\$143	<div></div>	<div></div>	<div></div>	<div></div>	36	<div></div>	<div></div>	8				
622	US-83 Haskell County: Seward County Line to US-160/K-144†	4-lane expressway	12	\$64	<div></div>	<div></div>	<div></div>	<div></div>	32	<div></div>	<div></div>	9				
622p	US-83 Haskell County: Seward County Line to US-160/K-144	Passing Lanes	12	\$13 ^Y	<div></div>	<div></div>	<div></div>	<div></div>	32	<div></div>	<div></div>	18				
626	US-83 Scott County: Scott City North to K-4	Passing Lanes	8	\$7 ^Y	<div></div>	<div></div>	<div></div>	<div></div>	27	<div></div>	<div></div>	19				Scope and cost updated to reflect one set of passing lanes.
628	US-83 Scott County: Finney County Line to Scott City	Passing Lanes	14	\$7 ^Y	<div></div>	<div></div>	<div></div>	<div></div>	26	<div></div>	<div></div>	24				Scope and cost updated to reflect one set of passing lanes.
618	US-83 Finney County: Garden City to Scott County Line	Passing Lanes	14	\$13 ^Y	<div></div>	<div></div>	<div></div>	<div></div>	28	<div></div>	<div></div>	20				

*New project not presented in 2019. New projects came from statewide passing lane review or from KDOT District staff.

^YUpdated cost estimate

Projects presented in 2019; not scored this year	
US-50 Finney County: Kearny-Finney County Line to Holcomb – The 4-lane expressway option is included on the list above.	Passing lanes
US-54 Ford County: Clark/Ford Co Line to Ford/Kiowa Co Line –Passing Lanes sections (5 total) on either side of this project were selected. May be added again but would like to see the impacts of the other passing lanes projects on the corridor.	Passing lanes
US-54 Seward County: Shamrock NE to Seward/Meade Co Line - Passing lanes further to the east are in the IKE pipeline. The 4-lane expressway above option is included on the list above.	Passing lanes
US-83 Finney County: 3 miles North of Plymouth to Garden City - Passing lanes are being added in this area as part of Preservation.	Passing lanes
US-83 Seward County: 1 mile N of K-51, N to Seward/Haskell County Line - Passing lanes are being added directly south of this area as part of Preservation.	Passing lanes

2019 Projects Selected for the Development or Construction Pipeline	
US-50 Finney County: East of Garden City to Finney-Gray County Line	4-lane expressway
US-50 Ford County: East of Wright	Passing lanes
US-50 Ford County: East of Spearville	Passing lanes
US-50 Gray County: Finney County Line to Cimarron	4-lane expressway
US-54 Meade County: between Meade and Fowler	Passing lanes
US-54 Meade County: between the Seward-Meade county line and Plains	Passing lanes

Engineering Factor Weights		
	Urban	Rural
Current Congestion	20	15
Future Congestion	15	10
Truck Traffic	7.5	12.5
Safety	7.5	12.5
Total Points Possible	50	50

Economic Factors	
Gross Regional Product (GRP)* - The value of goods and services produced minus the cost of inputs. GRP impact is calculated based on travel time and reliability savings for business-related and freight travel as well as vehicle operations and maintenance cost changes from a project divided by cost.	
Traveler Benefit ** - The value of non-business benefits, including personal travel time and reliability benefits (e.g., for shopping, visiting family, doctor visits, etc.) and emissions reductions benefits divided by cost.	
*GRP impacts are calculated using county level economic data.	
**All travelers' time is valued equally regardless of where they live.	

System Compositions & Usage by Region						
	Northeast	North Central	Northwest	Southeast	South Central	Southwest
Current Population (2018)	48%	7%	3%	9%	28%	5%
Population Projection (2044)	55%	6%	2%	7%	26%	4%
State Highway Miles	19%	16%	16%	16%	19%	15%
Total Roadway Miles	16%	16%	17%	15%	23%	14%
Daily Vehicle Miles Traveled SHS	39%	11%	8%	12%	23%	6%
Daily Truck Miles Traveled on SHS	26%	15%	14%	13%	21%	11%
Daily Vehicle Miles Traveled All Roads	42%	10%	6%	10%	26%	6%

MODERNIZATION



Engineering Factors						Local Input	Other Factors		
FY-25 Cost \$M	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
\$35 ^Y	○	○	●	●	40				Re-surfacing added to project scope this year
\$24 ^Y	○	○	○	○	47		✓		

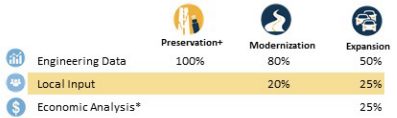
High scoring projects in these engineering categories are likely to have:

- **Geometrics/Safety** – Narrow shoulders, an intersection that needs improved or a curve that needs straightened.
- **Capacity** – Traffic congestion.
- **Pavement Structure** – subsurface pavement issue.
- **Pavement Surface** – Rough pavement surfaces.

Other factors in selection:

- **Route Continuity** – Complete or continue a corridor.
- **Previous Investment** – Preliminary engineering work already underway or another phase of the project constructed.

Selection Process by Highway Program



*Urban and Rural Projects evaluated separately







Same scoring process

1. Same project category types
2. Same factors and overall weights
3. Provide draft engineering and economic scores for discussion
4. Assess input to inform regional priority score

Scoring can use data to fairly compare projects because it's relative. It can't give us an exact answer or evaluate every project perfectly.

Our process reflects this and we rely on you to inform decisions.

Same project types, factors and overall weights

				
		Preservation +	Modernization	Expansion
		Overlays Reconstruction Bridge Repair Bridge Replacement	Striping Strategic Safety Improvements Technology	Add Shoulders Flatten Hills Straighten Curves Improve Intersections
				Add Lanes Add Interchanges Add Passing Lanes
	Engineering Data	100%	80%	50%
	Local Input		20%	25%
	Economic Analysis*			25%
	*Rural and Urban projects evaluated separately			



Modernization Scoring

Engineering Factors

- Geometrics/Safety
- Capacity
- Pavement Structure
- Pavement Surface

4 High need/score
2 Medium need/score
0 Low need/score
Represent a range
These are relative

Other Factors

- Route Continuity
- Previous Investment



Top
Engineering
Score

80



Local
Input

20

TBD



Final
Score



Expansion Scoring

Engineering Factors

- Current Congestion
- Future Congestion
- Truck Traffic
- Safety

Economic Factors

- Gross Regional Product/Cost
- Traveler Benefit/Cost

- 4 High need/score
2 Medium need/score
0 Low need/score
Represent a range
These are relative

Other Factors

- Route Continuity
- Previous Investment



Top
Engineering
Score

50



Top
Economic
Score

25



Local
Input

25

TBD



Final
Score

2021 Update: Modifications to scoring methodology

- Now consider both crash rate and crash frequency (previously just rate) on both highway corridors and interchanges for expansion projects
- Updated point thresholds for scoring current and future congestion as well as truck traffic for expansion projects, informed by 2019 input
- Updated economic scoring to better relate project benefits to project cost for expansion

2021 Updated Economic impact methodology

(urban and rural scored separate)

2019



2021



2021 project lists / scores updated based on:

- Updated data – 2019 traffic; 2017-19 crash; 2018 pavement condition
- Statewide passing lane analysis – field verification
- Better information on scopes and more refined cost estimates (e.g., US-50 in Ford County; US-83 in Scott County)
- Scoring methodology updates to reflect feedback
- New projects added to the list

[illegible]

4

Projects not scored in 2021 but can still discuss

2021 project lists

1. Projects from 2019 that are now in the pipeline

2019 Projects Selected for the Development or Construction Pipeline

US-50 Finney County: East of Garden City to Finney-Gray County Line	4-lane expressway
US-50 Ford County: East of Wright	Passing lanes
US-50 Ford County: East of Spearville	Passing lanes
US-50 Gray County: Finney County Line to Cimarron	4-lane expressway
US-54 Meade County: between Meade and Fowler	Passing lanes
US-54 Meade County: between the Seward-Meade county line and Plains	Passing lanes

2019 Projects Selected for the Development or Construction Pipeline

K-156 Hodgeman County: Jetmore to Hanston	Reconstruct
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District 6 2021 Project Scores - Expansion

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

Project Information				Engineering Factors					Economic Factors			Local Input	Other Factors			
Map ID	Project Description	Scope	Miles	FF-25 Cost (\$M)	Current Congestion (20 yrs)	Future Congestion (35 yrs)	Truck Traffic (7.5 yrs)	Safety (7.5 yrs)	Engineer Score (50 pts)	GPSP / Cost	Traveler Benefit** / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
E11	US-50 Kearny County: Lakinto Finney County Line	Passing Lanes	9.5	\$13*	●	●	○	○	23	●	●	19				
E15	US-50 Finney County: Kearny County Line to Holcomb	4-lane expressway	6	\$50	○	○	○	○	21	○	○	12		✓		
E20	US-50 Ford County: Dodge City to US-283	4-lane expressway	2.4	\$10*	●	●	○	○	45	○	○	13				Scope and cost updated to include a new intersection
E13	US-54 Seward County: 0.5 miles Northwest of KS 1087 Jct, Northeast to Meade County Line	4-lane expressway	8.2	\$44*	●	●	○	○	44	○	○	10		✓	✓	
E25	US-54 Meade County: Seward County Line to Clark County Line*	4-lane expressway	34	\$251	○	○	○	○	33	○	○	8				
E24	US-54 Clark County: Meade County Line to Ford County Line*	4-lane expressway	9.5	\$50	○	○	○	○	31	○	○	9				
E80	US-54 Seward County: US-83 to Tudor Rd*	4-lane expressway	3.0	\$12	○	○	○	○	21	○	○	13				
E81	US-83 Seward County: Liberal to Haskell County Line*	4-lane expressway	27	\$143	○	○	○	○	36	○	○	8				
E22	US-83 Haskell County: Seward County Line to US-160/N-344*	4-lane expressway	12	\$64	○	○	○	○	32	○	○	9				
E22b	US-83 Haskell County: Seward County Line to US-160/N-344	Passing Lanes	12	\$13*	○	○	○	○	32	○	○	18				
E26	US-83 Scott County: Scott City North to K-4	Passing Lanes	8	\$7*	○	○	○	○	27	○	○	19				Scope and cost updated to reflect one set of passing lanes
E28	US-83 Scott County: Finney County Line to Scott City	Passing Lanes	14	\$7*	○	○	○	○	26	○	○	24				Scope and cost updated to reflect one set of passing lanes
E18	US-83 Finney County: Garden City to Scott County Line	Passing Lanes	14	\$13*	○	○	○	○	28	○	○	20				

*New project not presented in 2019. New projects came from statewide passing lane review or from KDOT District staff.

Projects presented in 2019; not scored this year

Project Description	Scope	Miles	FF-25 Cost (\$M)	Current Congestion (20 yrs)	Future Congestion (35 yrs)	Truck Traffic (7.5 yrs)	Safety (7.5 yrs)	Engineer Score (50 pts)	GPSP / Cost	Traveler Benefit / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
US-50 Finney County: Kearny-Finney County Line to Holcomb - The 4-lane expressway option is included on the list above.	Passing Lanes	9.5	\$13*	●	●	○	○	23	●	●	19				
US-54 Ford County: Clark/Ford Co Line to Ford/Kearney Co Line - Passing lanes sections (3 total) on either side of this project were selected. May be added again but would like to see the impacts of the other passing lanes projects on the corridor.	Passing Lanes	3.0	\$12	○	○	○	○	21	○	○	13				
US-50 Ford County: East of Wright	Passing Lanes	6	\$50	○	○	○	○	21	○	○	12				
US-50 Ford County: East of Spearville	Passing Lanes	2.4	\$10*	●	●	○	○	45	○	○	13				Scope and cost updated to include a new intersection
US-54 Seward County: Shamrock NE to Seward/Meade Co Line - Passing lanes further to the east are in the FF pipeline. The 4-lane expressway above option is included on the list above.	4-lane expressway	8.2	\$44*	●	●	○	○	44	○	○	10		✓	✓	
US-54 Meade County: Seward County Line to Clark County Line*	4-lane expressway	34	\$251	○	○	○	○	33	○	○	8				
US-54 Clark County: Meade County Line to Ford County Line*	4-lane expressway	9.5	\$50	○	○	○	○	31	○	○	9				
US-54 Seward County: US-83 to Tudor Rd*	4-lane expressway	3.0	\$12	○	○	○	○	21	○	○	13				
US-83 Seward County: Liberal to Haskell County Line*	4-lane expressway	27	\$143	○	○	○	○	36	○	○	8				Scope and cost updated to reflect one set of passing lanes.
US-83 Haskell County: Seward County Line to US-160/N-344*	4-lane expressway	12	\$64	○	○	○	○	32	○	○	9				Scope and cost updated to reflect one set of passing lanes.
US-83 Haskell County: Seward County Line to US-160/N-344	Passing Lanes	12	\$13*	○	○	○	○	32	○	○	18				
US-83 Scott County: Scott City North to K-4	Passing Lanes	8	\$7*	○	○	○	○	27	○	○	19				
US-83 Scott County: Finney County Line to Scott City	Passing Lanes	14	\$7*	○	○	○	○	26	○	○	24				
US-83 Finney County: Garden City to Scott County Line	Passing Lanes	14	\$13*	○	○	○	○	28	○	○	20				

District 6 2021 Project Scores - Modernization

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

Project Information					Engineering Factors						Local Input	Other Factors	
Map ID	Project Description	Scope	Miles	FF-25 Cost (\$M)	Geometric/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
E52	K-156 Finney County: US 50 at Garden City to Hodgeman County Line	Construct Shoulders and re-surface	35	\$35*	○	○	○	○	40				Re-surfacing added to project scope this year.
E51	K-156 Hodgeman County: Finney County Line to 4 mi west of Jetmore & Hanston to Pawnee County Line	Construct Shoulders	39	\$24*	○	○	○	○	47		✓		

2019 Projects Selected for the Development or Construction Pipeline

Project Description	Scope	Miles	FF-25 Cost (\$M)	Current Congestion (20 yrs)	Future Congestion (35 yrs)	Truck Traffic (7.5 yrs)	Safety (7.5 yrs)	Engineer Score (50 pts)	GPSP / Cost	Traveler Benefit / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
Hodgeman County: Jetmore to Hanston	Reconstruct	39	\$24*	○	○	○	○	47							

System Composition & Usage by Region					
	Northwest	North Central	Northwest	South Central	Southwest
Current Population (2018)	48%	7%	3%	9%	28%
Population Projection (2044)	55%	6%	2%	7%	26%
State Highway Miles	19%	16%	16%	16%	13%
Total Roadway Miles	16%	16%	17%	17%	14%
Daily Vehicle Miles Traveled (SHT)	39%	13%	8%	12%	6%
Daily Truck Miles Traveled on SHT	26%	15%	14%	13%	11%
Daily Vehicle Miles Traveled All Roads	42%	10%	6%	10%	6%

Selection Process by Highway Program			
Engineering Data	100%	80%	50%
Economic Analysis	20%	25%	25%

2. & 3. Previous and New Projects for Discussion Today

District 6 2021 Project Scores - Expansion

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-25 Cost \$M	Current Congestion (20 pts)	Future Congestion (15 pts)	Truck Traffic (7.5 pts)	Safety (7.5 pts)	Engineer Score (50 pts)	GRP* / Cost	Traveler Benefit** / Cost	Economic Score (25 pts)	Local Input (25 pts)	Route Continuity	Previous Investment	Notes
611	US-50 Kearny County: Lakin to Finney County Line	Passing Lanes	9.5	\$13*	<div></div>	<div></div>	<div></div>	<div></div>	23	<div></div>	<div></div>	19				
615	US-50 Finney County: Kearny County Line to Holcomb	4-lane expressway	6	\$30	<div></div>	<div></div>	<div></div>	<div></div>	21	<div></div>	<div></div>	12		✓		
618	US-50 Ford County: Dodge City to US-283	4-lane expressway	2.4	\$10*	<div></div>	<div></div>	<div></div>	<div></div>	45	<div></div>	<div></div>	13				Scope and cost updated to include a new intersection
613	US-54 Seward County: 0.5 miles Northeast of RS 1987 Jct. Northeast to Meade County Line	4-lane expressway	8.2	\$44*	<div></div>	<div></div>	<div></div>	<div></div>	44	<div></div>	<div></div>	10		✓	✓	
623	US-54 Meade County: Seward County Line to Clark County Line†	4-lane expressway	34	\$231	<div></div>	<div></div>	<div></div>	<div></div>	33	<div></div>	<div></div>	8				
614	US-54 Clark County: Meade County Line to Ford County Line†	4-lane expressway	9.5	\$50	<div></div>	<div></div>	<div></div>	<div></div>	31	<div></div>	<div></div>	9				
686	US-54 Seward County: US-83 to Tucker Rd†	4-lane expressway	3.0	\$12	<div></div>	<div></div>	<div></div>	<div></div>	21	<div></div>	<div></div>	13				
688	US-83 Seward County: Liberal to Haskell County Line†	4-lane expressway	27	\$143	<div></div>	<div></div>	<div></div>	<div></div>	36	<div></div>	<div></div>	8				
612	US-83 Haskell County: Seward County Line to US-160/K-144†	4-lane expressway	12	\$64	<div></div>	<div></div>	<div></div>	<div></div>	32	<div></div>	<div></div>	9				
622p	US-83 Haskell County: Seward County Line to US-160/K-144	Passing Lanes	12	\$13*	<div></div>	<div></div>	<div></div>	<div></div>	32	<div></div>	<div></div>	18				
626	US-83 Scott County: Scott City North to K-4	Passing Lanes	8	\$7*	<div></div>	<div></div>	<div></div>	<div></div>	27	<div></div>	<div></div>	19				
628	US-83 Scott County: Finney County Line to Scott City	Passing Lanes	14	\$7*	<div></div>	<div></div>	<div></div>	<div></div>	26	<div></div>	<div></div>	24				Map ID
618	US-83 Finney County: Garden City to Scott City Line	Passing Lanes	14	\$13*	<div></div>	<div></div>	<div></div>	<div></div>	28	<div></div>	<div></div>	20				652 K-156 Finney County

*New project not presented in 2019. New projects came from statewide passing lane review.
†Updated cost estimate

Projects presented in 2019; not scored this year	
US-50 Finney County: Kearny-Finney County Line to Holcomb – The 4-lane expressway option is included on the list above.	Passing lanes
US-54 Ford County: Clark/Ford Co Line to Ford/Kiowa Co Line – Passing Lanes sections (5 total) on either side of this project were selected. May be added again but would like to see the impacts of the other passing lanes projects on the corridor.	Passing lanes
US-54 Seward County: Shamrock NE to Seward/Meade Co Line – Passing lanes further to the east are in the I&E pipeline. The 4-lane expressway above option is included on the list above.	Passing lanes
US-83 Finney County: 3 miles North of Plymouth to Garden City – Passing lanes are being added in this area as part of Preservation.	Passing lanes
US-83 Seward County: 1 mile N of K-51, N to Seward/Haskell County Line – Passing lanes are being added directly south of this area as part of Preservations.	Passing lanes

2019 Projects Selected for the Development or Construction Pipeline	
US-50 Finney County: East of Garden City to Finney-Gray County Line	4-lane expressway
US-50 Ford County: East of Wright	Passing lanes
US-50 Ford County: East of Spearville	Passing lanes
US-50 Gray County: Finney County Line to Cimarron	4-lane expressway
US-54 Meade County: between Meade and Fowler	Passing lanes
US-54 Meade County: between the Seward-Meade county line and Plains	Passing lanes

Engineering Factor Weights		
	Urban	Rural
Current Congestion	20	15
Future Congestion	15	10
Truck Traffic	7.5	12.5
Safety	7.5	12.5
Total Points Possible	50	50

Gross Regional Product produced minus the on travel time and re freight travel as well changes from a project

Traveler Benefit ** - personal travel time visiting family, doctor divided by cost.

*GRP impacts are calculated
**All travelers' time

District 6 2021 Project Scores - Modernization

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

MODERNIZATION



Project Information				Engineering Factors				Local Input			Other Factors		
Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Geometrics/ Safety	Capacity	Pavement Structure	Pavement Surface	Engineer Score (80 pts)	Local Input (20 pts)	Route Continuity	Previous Investment	Notes
652	K-156 Finney County: US-50 at Garden City to Hodgeman County Line	Construct Shoulders and re-surface	35	\$35*	○	○	●	●	40				Re-surfacing added to project scope this year.
	K-156 Hodgeman County: Finney County Line to 4 mi west of Jetmore & Hanston	Construct Shoulders	39	\$24*	○	○	○	○	47		✓		

*Updated cost estimate

2019 Projects Selected for the Development or Construction Pipeline

K-156 Hodgeman County: Jetmore to Hanston	Reconstruct
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High scoring projects in these engineering categories are likely to have:

- **Geometrics/Safety** – Narrow shoulders, an intersection that needs improved or a curve that needs straightened.
- **Capacity** – Traffic congestion.
- **Pavement Structure** – subsurface pavement issue.
- **Pavement Surface** – Rough pavement surfaces.

Other factors in selection:

- **Route Continuity** – Complete or continue a corridor.
- **Previous Investment** – Preliminary engineering work already underway or another phase of the project constructed.

**New projects, not shown in 2019, are shown with a † and in italics*

System Compositions & Usage by Region						
	Northeast	North Central	Northwest	Southeast	South Central	Southwest
Current Population (2018)	48%	7%	3%	9%	28%	5%
Population Projection (2044)	55%	6%	2%	7%	26%	4%
State Highway Miles	19%	16%	16%	16%	19%	15%
Total Roadway Miles	16%	16%	17%	15%	23%	14%
Daily Vehicle Miles Traveled SHS	39%	11%	8%	12%	25%	6%
Daily Truck Miles Traveled on SHS	26%	15%	14%	13%	21%	11%
Daily Vehicle Miles Traveled All Roads	42%	10%	6%	10%	26%	6%

Selection Process by Highway Program				
	Preservation**	Modernization	Expansion	
Engineering Data	100%	80%	50%	
Local Input	20%	25%	25%	
Economic Analysis*			25%	

*Urban and Rural Projects evaluated separately

4. Projects from 2019 Not Scored This Year – Discussion?

Projects presented in 2019; not scored this year

US-50 Finney County: Kearny-Finney County Line to Holcomb –
The 4-lane expressway option is included on the list above.

Passing
lanes

US-54 Ford County: Clark/Ford Co Line to Ford/Kiowa Co Line –
Passing Lanes sections (5 total) on either side of this project were
selected. May be added again but would like to see the impacts
of the other passing lanes projects on the corridor.

Passing
lanes

US-54 Seward County: Shamrock NE to Seward/Meade Co Line -
Passing lanes further to the east are in the IKE pipeline. The 4-
lane expressway above option is included on the list above.

Passing
lanes

US-83 Finney County: 3 miles North of Plymell to Garden City -
Passing lanes are being added in this area as part of
Preservation+.

Passing
lanes

US-83 Seward County: 1 mile N of K-51, N to Seward/Haskell
County Line - Passing lanes are being added directly south of this
area as part of Preservation+.

Passing
lanes

District 6 2021 Project Scores - Expansion

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

Project Information					Engineering Factors								Economic Factors		Local Input	Other Factors	
Map ID	Project Description	Scope	Miles	PR-25 Cost (\$M)	Current Congestion (20 yrs)	Future Congestion (25 yrs)	Truck Traffic (7.5 yrs)	Safety (7.5 yrs)	Engineer Score (20 yrs)	CRP* / Cost	Traveler Benefit** / Cost	Economic Score (25 yrs)	Local Input (25 yrs)	Route Continuity	Previous Investment	Notes	
E11	US-50 Kearny County: Lakinto Finney County Line	Passing Lanes	9.5	\$13*	●	●	○	○	23	●	●	19					
E15	US-50 Finney County: Kearny County Line to Holcomb	4-lane expressway	6	\$50	○	○	○	○	21	○	○	12		✓			
E20	US-50 Ford County: Dodge City to US-283	4-lane expressway	2.4	\$10*	●	●	○	○	45	○	○	13				Scope and cost updated to include a new intersection	
E13	US-54 Seward County: 0.5 miles Northeast of KS 1987 Jct, Northeast to Meade County Line	4-lane expressway	8.2	\$44*	●	●	○	○	44	○	○	10		✓	✓		
E23	US-54 Meade County: Seward County Line to Clark County Line*	4-lane expressway	34	\$231	○	○	○	○	33	○	○	8					
E24	US-54 Clark County: Meade County Line to Ford County Line*	4-lane expressway	9.5	\$50	○	○	○	○	31	○	○	9					
E80	US-54 Seward County: US-83 to Tudor Rd*	4-lane expressway	3.0	\$12	○	○	○	○	21	○	○	13					
E81	US-83 Seward County: Liberal to Haskell County Line*	4-lane expressway	27	\$143	○	○	○	○	36	○	○	8					
E22	US-83 Haskell County: Seward County Line to US-160/W-144*	4-lane expressway	12	\$64	○	○	○	○	32	○	○	9					
E22b	US-83 Haskell County: Seward County Line to US-160/W-144	Passing Lanes	12	\$13*	○	○	○	○	32	○	○	18					
E26	US-83 Scott County: Scott City North to K-4	Passing Lanes	8	\$7*	○	○	○	○	27	○	○	19				Scope and cost updated to reflect one set of passing lanes.	
E28	US-83 Scott County: Finney County Line to Scott City	Passing Lanes	14	\$7*	○	○	○	○	26	○	○	24				Scope and cost updated to reflect one set of passing lanes.	
E18	US-83 Finney County: Garden City to Scott County Line	Passing Lanes	14	\$13*	○	○	○	○	28	○	○	20					

*New project not presented in 2019. New projects came from statewide passing lane review or from KDOT District staff.

*Updated cost estimate

2019 Projects Presented in 2019; not scored this year										2019 Projects Selected for the Development or Construction Pipeline				Engineering Factor Weights			Economic Factors		Notes
Map ID	Project Description	Scope	Miles	PR-25 Cost (\$M)	Current Congestion (20 yrs)	Future Congestion (25 yrs)	Truck Traffic (7.5 yrs)	Safety (7.5 yrs)	Engineer Score (20 yrs)	CRP / Cost	Traveler Benefit / Cost	Economic Score (25 yrs)	Local Input (25 yrs)	Route Continuity					
E11	US-50 Kearny County: Lakinto Finney County Line	Passing Lanes	9.5	\$13*	●	●	○	○	23	●	●	19							
E15	US-50 Finney County: Kearny County Line to Holcomb	4-lane expressway	6	\$50	○	○	○	○	21	○	○	12		✓					
E20	US-50 Ford County: Dodge City to US-283	4-lane expressway	2.4	\$10*	●	●	○	○	45	○	○	13			Scope and cost updated to include a new intersection				
E13	US-54 Seward County: 0.5 miles Northeast of KS 2087 Jct, Northeast to Meade County Line	4-lane expressway	8.2	\$44*	●	●	○	○	44	○	○	10		✓	✓				
E23	US-54 Meade County: Seward County Line to Clark County Line*	4-lane expressway	34	\$231	○	○	○	○	33	○	○	8							
E24	US-54 Clark County: Meade County Line to Ford County Line*	4-lane expressway	9.5	\$50	○	○	○	○	31	○	○	9							
E80	US-54 Seward County: US-83 to Tudor Rd*	4-lane expressway	3.0	\$12	○	○	○	○	21	○	○	13							
E81	US-83 Seward County: Liberal to Haskell County Line*	4-lane expressway	27	\$143	○	○	○	○	36	○	○	8							
E22	US-83 Haskell County: Seward County Line to US-160/W-144*	4-lane expressway	12	\$64	○	○	○	○	32	○	○	9							
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E26	US-83 Scott County: Scott City North to K-4	Passing Lanes	8	\$7*	○	○	○	○	27	○	○	19			Scope and cost updated to reflect one set of passing lanes.				
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*Updated cost estimate

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E15	US-50 Finney County: Kearny County Line to Holcomb	4-lane expressway	6	\$50	○	○	○	○	21	○	○	12		✓					
E20	US-50 Ford County: Dodge City to US-283	4-lane expressway	2.4	\$10*	●	●	○	○	45	○	○	13				Scope and cost updated to include a new intersection			
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E80	US-54 Seward County: US-83 to Tudor Rd*	4-lane expressway	3.0	\$12	○	○	○	○	21	○	○	13							
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2021 Update Summary: District 6 List

- 7 projects moved to the development or construction pipelines
- 5 new projects added from priority formula or district feedback
- 5 projects not scored this year
- 4 projects refined/changed scope –
- 9 projects with updated cost estimate

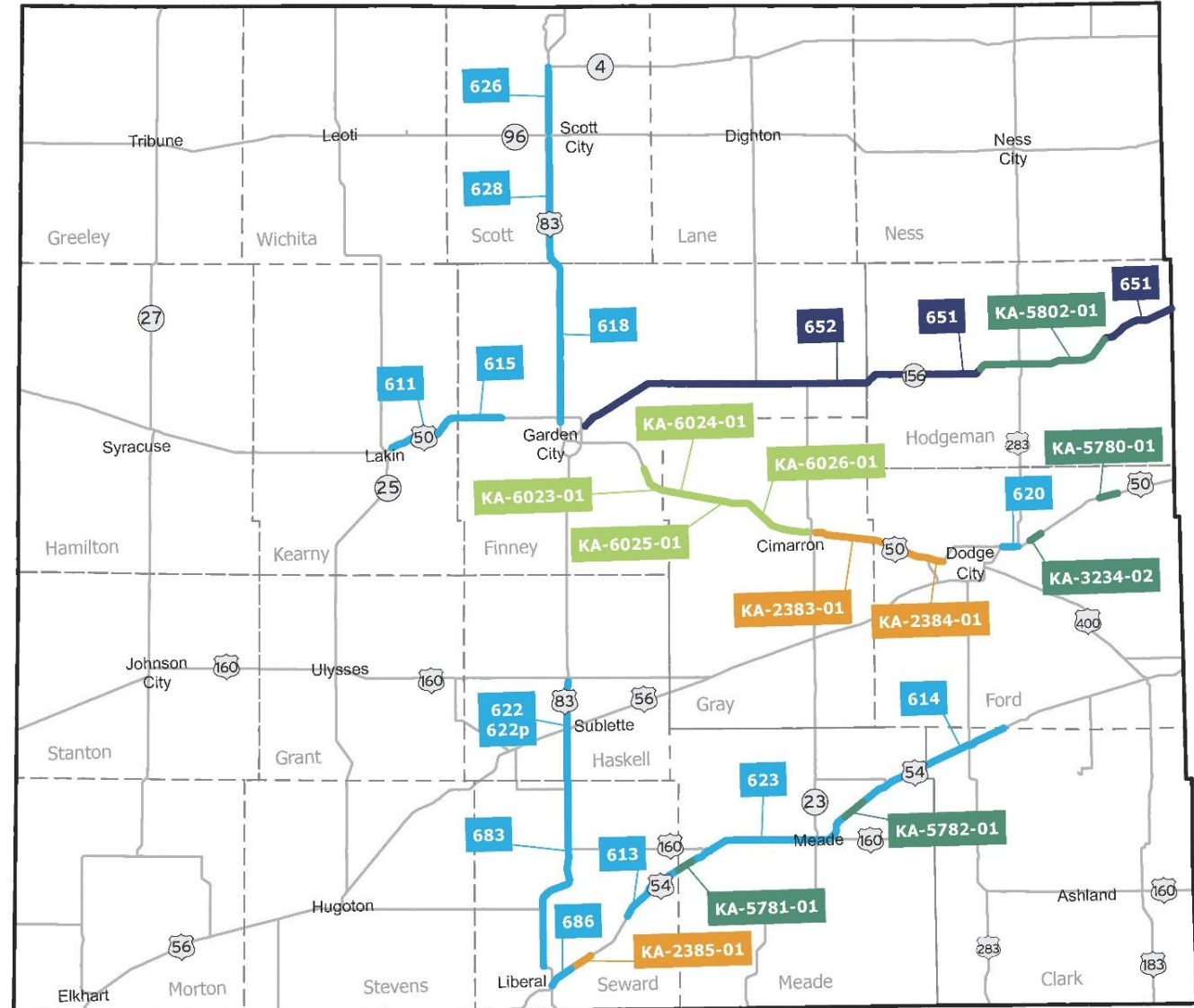
Because no formula or score is perfect,

Scoring ≠ Programming

**Selecting projects is like
building a team**

Today's Project Discussion

- What's new or changed in your region? Consider survey results, new projects added to the list or scopes that were changed.
- What are your project priorities for the development pipeline?
 - High
 - Medium





Breakout Group Time

- **Automatically transferred to virtual breakout groups**
- **30 minutes for discussion**

Break Time

We'll start again at XX:XX

All new programs were underway in 2020



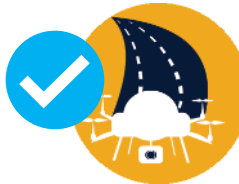
PRESERVATION +
\$17 Million



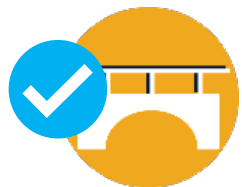
BROADBAND
\$5 Million



COST SHARE
38 Projects | \$21.7 Million



INNOVATION TECH
5 Projects | \$1.3 Million



LOCAL BRIDGE
30 counties/ cities | \$5.1 Million



DRIVER'S ED
Nearly 1000 students enrolled



SHORT-LINE RAIL
13 Projects | \$5 Million

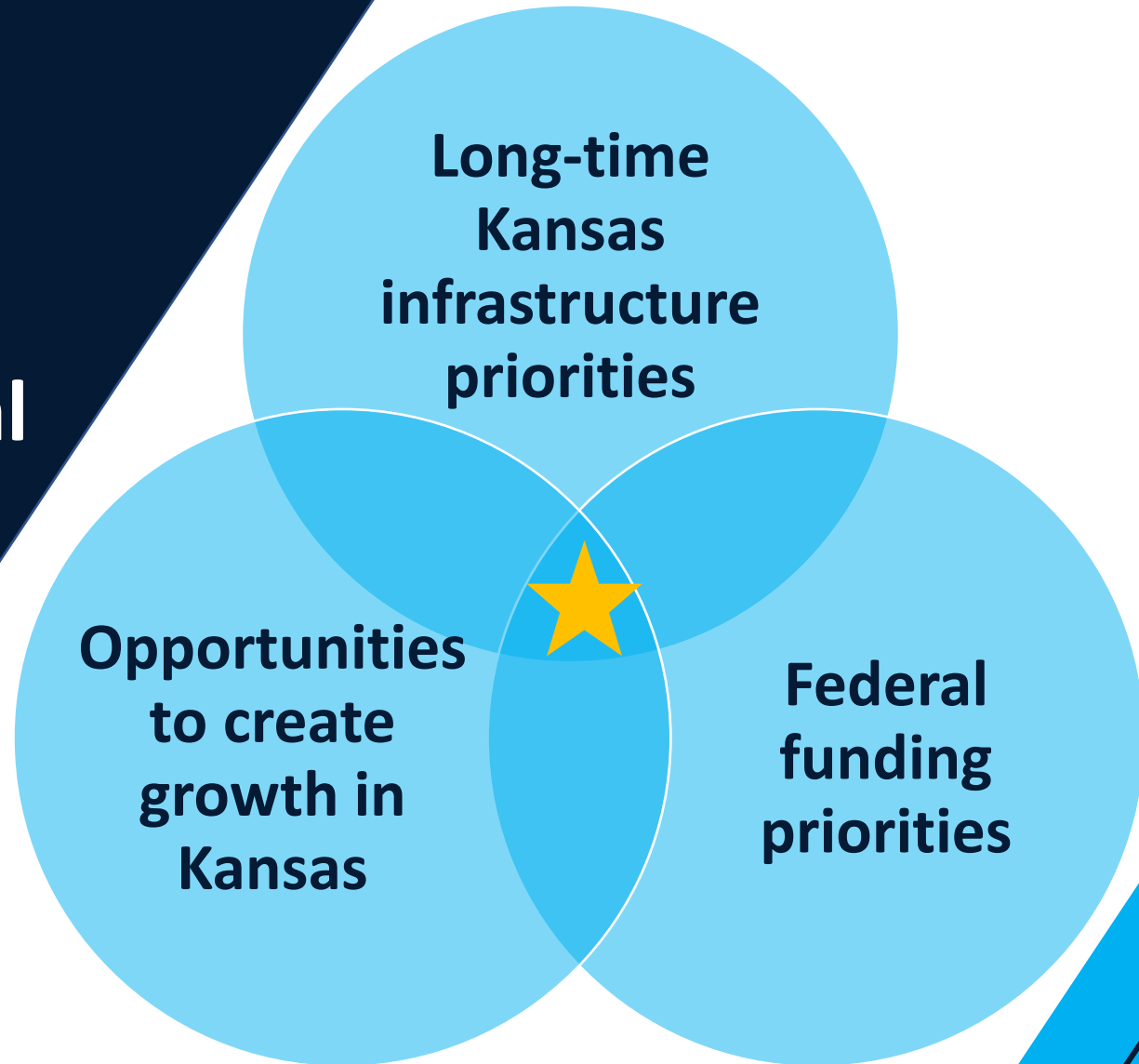


STRATEGIC SAFETY IMPROVEMENTS
1st project to construction in 2020

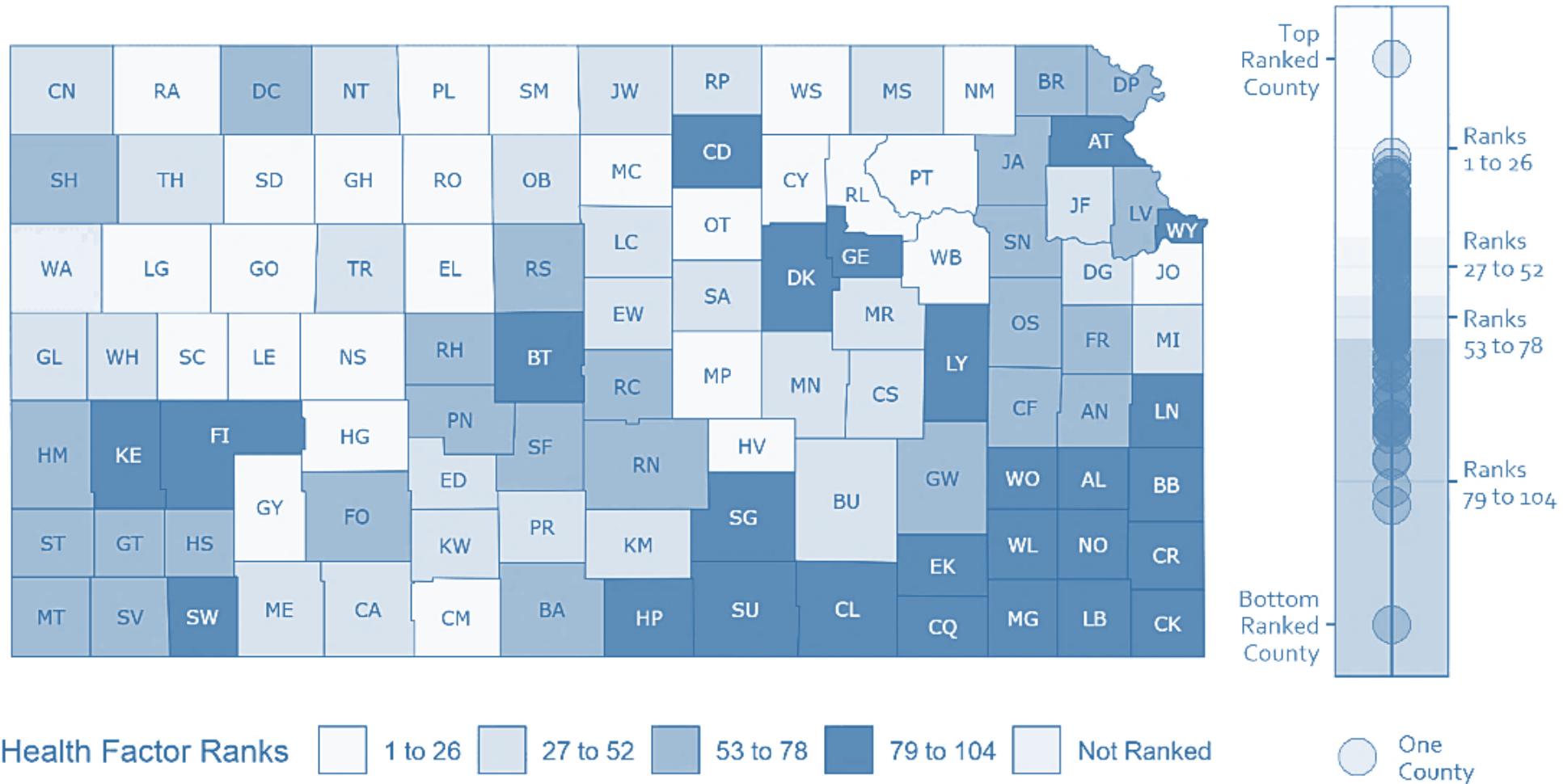


Problem solving ideal

- ★ Find the “sweet” spots to deliver improvements and long-term economic opportunities

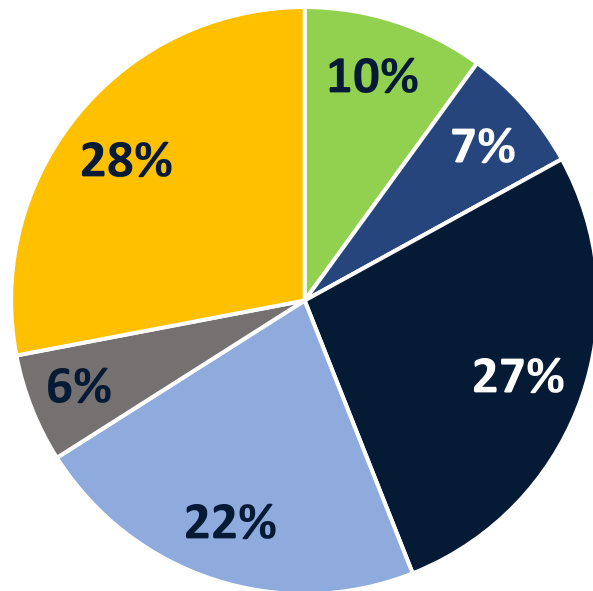


Health rankings show need for Expanded view of equity



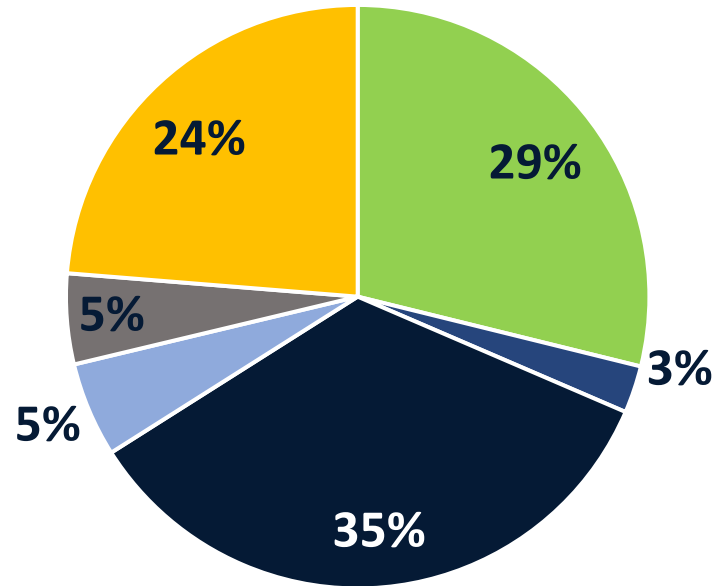
Greenhouse Gas Emissions by Economic Sector

United States

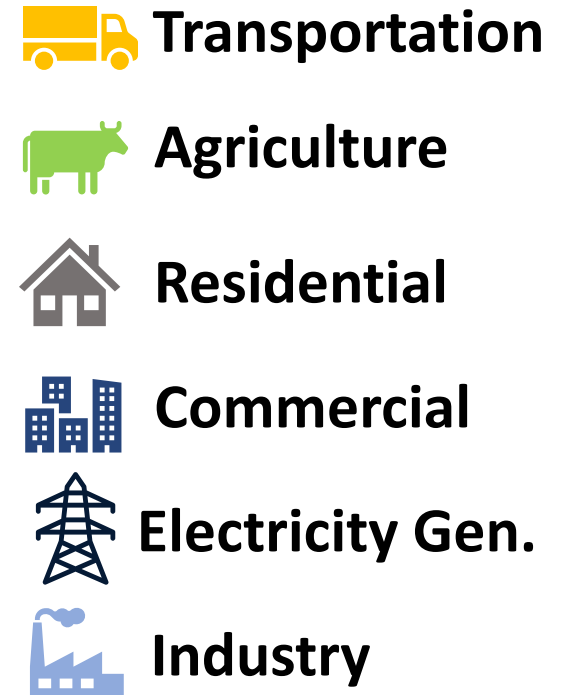


Source: EPA, 2018

Kansas



Source: World Resources Institute, 2014





HEARTLAND OPPORTUNITIES, MARKETS & ENVIRONMENT

Pilot Project



Private Industry response



Forbes WHEELS

GM Plans To Phase Out Gas And Diesel Cars By 2035



Jerry Hirsch
Contributor

Published: Jan 28, 2021

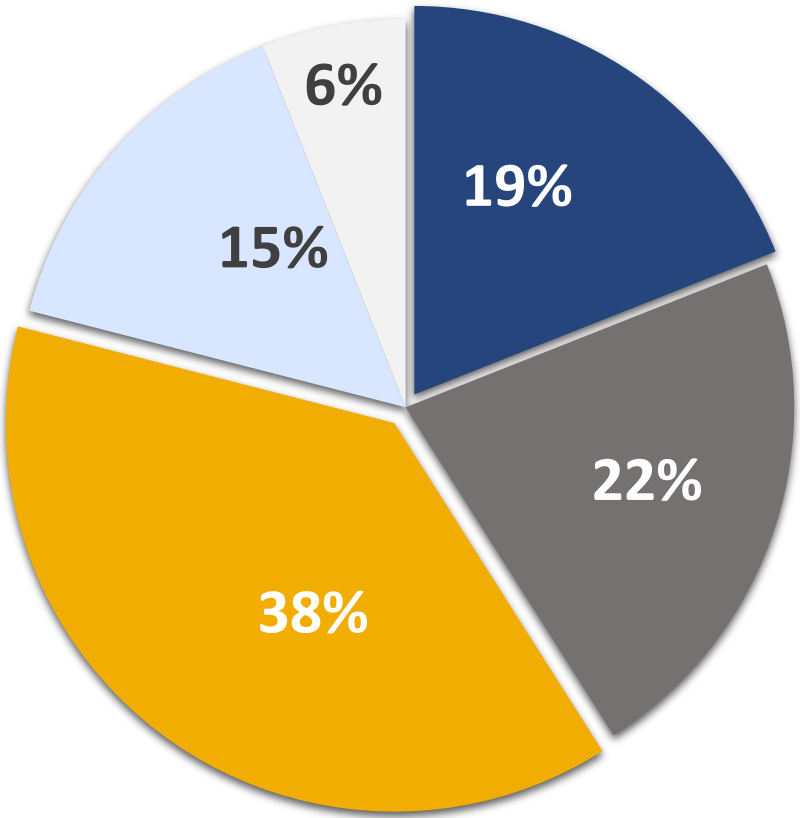
Challenge

New vehicles
emerge
and revenues
decline

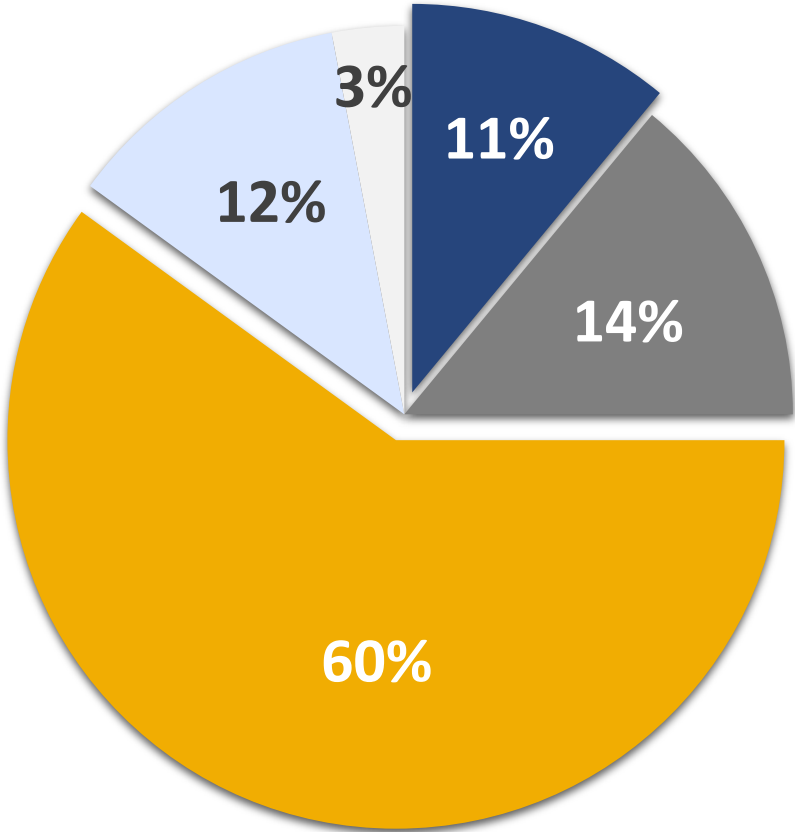


Transportation Funding is changing

Revenue Mix in **FY2021**



Revenue Projection for **FY2045**



State Motor Fuel Taxes

Federal Fuel Taxes & Fees

State Sales Tax

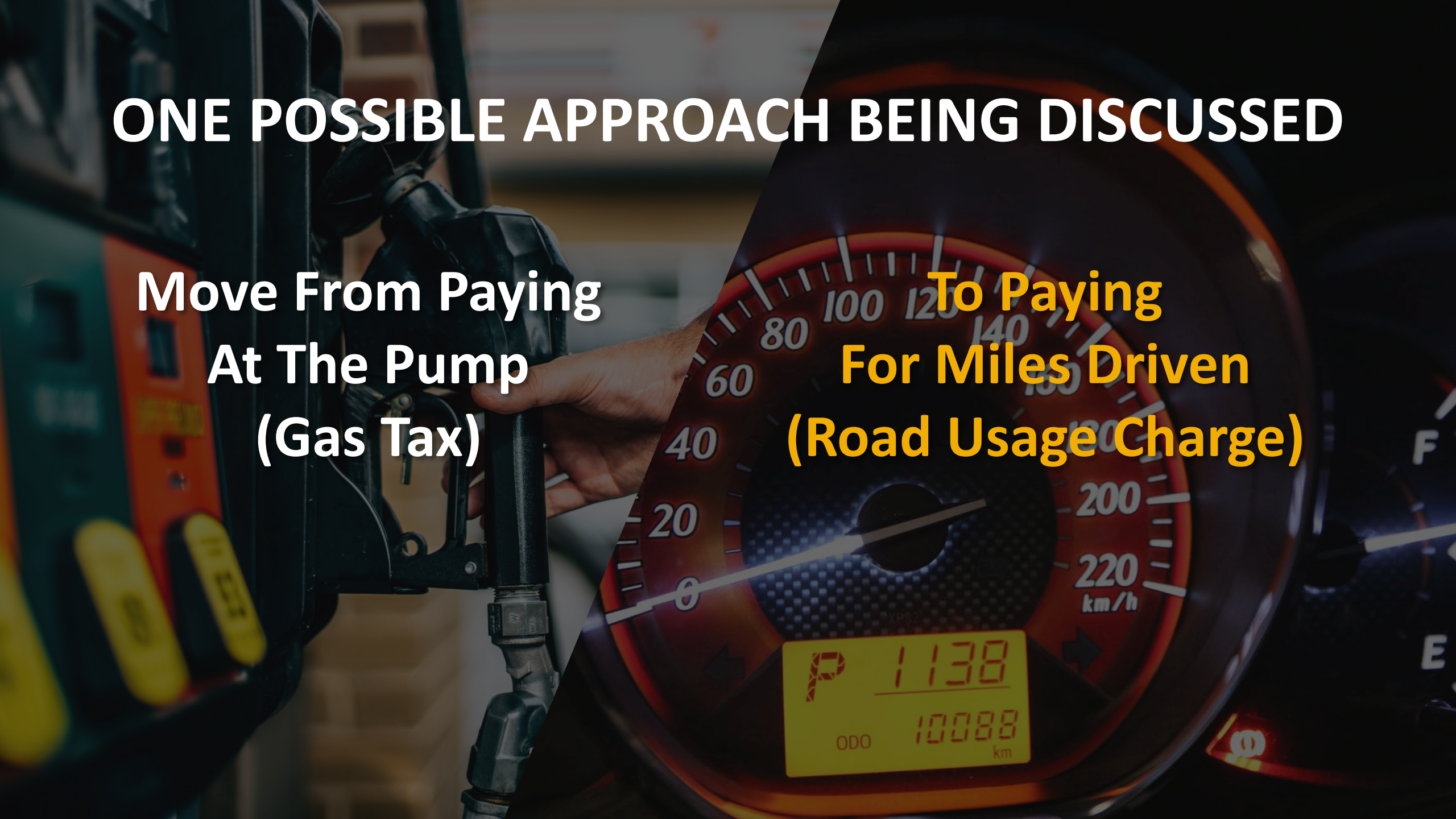
State Driver & Vehicle Fees

Local Construction

ONE POSSIBLE APPROACH BEING DISCUSSED

Move From Paying
At The Pump
(Gas Tax)

To Paying
For Miles Driven
(Road Usage Charge)



▶ Adding a Midwest perspective



Rural Communities



**Agriculture
Industry**



Commercial Trucking

Midwest Road Use Charge Study



Outreach

Focus on Rural Communities,
Agricultural & Freight Industries

- Community outreach & education starts early in the process
- Hands-on workshops & industry conversations



Phase 1

September 2021 – March 2022



Design #1

Volunteer-driven Research

- Explore options to report miles driven with resident volunteers
- Summarize research findings
- Recruit volunteers for pilot



Phase 2

March 2022 – March 2023



Test

Demonstration Pilots

- Test ways to report miles driven with Kansas volunteers
- Partner with Minnesota DOT to expand the study reach



Phase 3


March 2023 – March 2024

**Final report anticipated October 2024*



**How to
participate**

**Contact:
Joel Skelley
KDOT, Director of Policy
785.296.3585
Joel.Skelley@ks.gov**



More at: www.ksdot.org

CHARGE UP KANSAS

**Volkswagen
Settlement
Project**

**\$2 Million in funds available
Seeking utility, vendor, municipal partners
RFI out NOW**





OCTOBER

15
2021

KANSAS STATE
UNIVERSITY

MANHATTAN, KS

- ▶ Sponsored by KDOT, KS Department of Agriculture and 10 MAASTO states
- ▶ Intersection of transportation, agriculture and technology
- ▶ Public and private sector leaders
- ▶ Drive down the cost of transporting agriculture products, expand economic opportunities, diversify crops and improve soil health

ksdotike.org/homefield

TURNER DIAGONAL



Top-12 Finalist
in AASHTO's 2021

**America's Transportation
Awards**



**VOTE
EVERY
24 HOURS!**

**YOUR
VOTES CAN
TAKE US TO THE TOP!**

Go to ksdot.org to VOTE!

- Project delivered 20 months faster than traditional delivery methods, getting the economy moving faster by creating nearly 2,000 jobs at the Turner Logistics Park.
- More than 300 acres of land opened for economic development.
- **Pride in Partnerships!** Public funds from the UG, KDOT and a USDOT Build grant leveraged private-sector funds from NorthPoint Development. KTA donated right of way.

Small Group Discussions – Results

Presented 10/5 during Zoom meeting

EXPANSION



Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (50 pts)	Economic Score (25 pts)
611	US-50 Kearny County: Lakin to Finney County Line	Passing Lanes	9.5	\$13 ^v	23	19
615	US-50 Finney County: Kearny County Line to Holcomb	4-lane expressway	6	\$30	21	12
620	US-50 Ford County: Dodge City to US-283	4-lane expressway	2.4	\$10 ^v	45	13
613	US-54 Seward County: 0.5 miles Northeast of RS 1987 Jct, Northeast to Meade County Line	4-lane expressway	8.2	\$44 ^v	44	10
623	US-54 Meade County: Seward County Line to Clark County Line [†]	4-lane expressway	34	\$231	33	8
614	US-54 Clark County: Meade County Line to Ford County Line [†]	4-lane expressway	9.5	\$50	31	9
686	US-54 Seward County: US-83 to Tucker Rd [†]	4-lane expressway	3.0	\$12	21	13
683	US-83 Seward County: Liberal to Haskell County Line [†]	4-lane expressway	27	\$143	36	8
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628	US-83 Scott County: Finney County Line to Scott City	Passing Lanes	14	\$7 ^v	26	24
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US-54 Seward County: Shamrock NE to Seward/Meade Co Line - Passing lanes further to the east are in the IKE pipeline. The 4-lane expressway above option is included on the list above.						Passing lanes
US-83 Finney County: 3 miles North of Plymell to Garden City - Passing lanes are being added in this area as part of Preservation+.						Passing lanes
US-83 Seward County: 1 mile N of K-51, N to Seward/Haskell County Line - Passing lanes are being added directly south of this area as part of Preservation+.						Passing lanes

Small Group Discussions – Results

Updated 10/5 with one group's additional input received after the report out.

EXPANSION

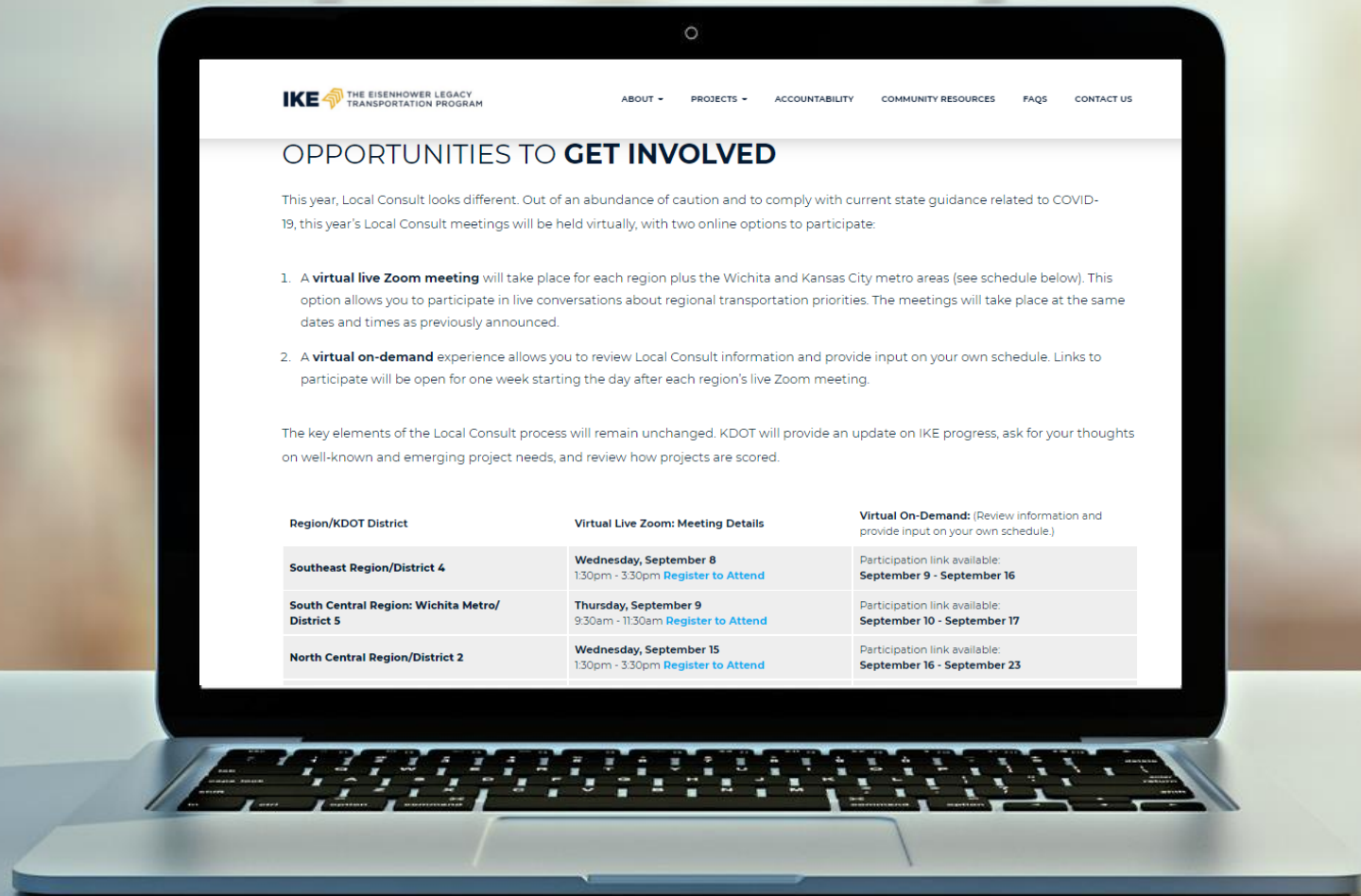


Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (50 pts)	Economic Score (25 pts)
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US-83 Seward County: 1 mile N of K-51, N to Seward/Haskell County Line - Passing lanes are being added directly south of this area as part of Preservation+.						Passing lanes

Map ID	Project Description	Scope	Miles	FY-25 Cost \$M	Engineer Score (80 pts)
652	K-156 Finney County: US-50 at Garden City to Hodgeman County Line	Construct Shoulders and re-surface	35	\$35 ^v	40
651	K-156 Hodgeman County: Finney County Line to 4 mi west of Jetmore & Hanston to Pawnee County Line	Construct Shoulders	39	\$24 ^v	47

ON DEMAND LOCAL CONSULT:

ksdotike.org/projects/local-consult-process



OPPORTUNITIES TO GET INVOLVED

This year, Local Consult looks different. Out of an abundance of caution and to comply with current state guidance related to COVID-19, this year's Local Consult meetings will be held virtually, with two online options to participate:

1. A **virtual live Zoom meeting** will take place for each region plus the Wichita and Kansas City metro areas (see schedule below). This option allows you to participate in live conversations about regional transportation priorities. The meetings will take place at the same dates and times as previously announced.
2. A **virtual on-demand** experience allows you to review Local Consult information and provide input on your own schedule. Links to participate will be open for one week starting the day after each region's live Zoom meeting.

The key elements of the Local Consult process will remain unchanged. KDOT will provide an update on IKE progress, ask for your thoughts on well-known and emerging project needs, and review how projects are scored.

Region/KDOT District	Virtual Live Zoom: Meeting Details	Virtual On-Demand: (Review information and provide input on your own schedule.)
Southeast Region/District 4	Wednesday, September 8 1:30pm - 3:30pm Register to Attend	Participation link available: September 9 - September 16
South Central Region: Wichita Metro/ District 5	Thursday, September 9 9:30am - 11:30am Register to Attend	Participation link available: September 10 - September 17
North Central Region/District 2	Wednesday, September 15 1:30pm - 3:30pm Register to Attend	Participation link available: September 16 - September 23



REMINDER

**TAKE THE POST MEETING
👍 SURVEY**

THANK YOU!



Development Pipeline announcement later in 2021



**YOU SPEAK
KDOT LISTENS
TOGETHER, WE WORK**

www.ksdotike.org