

**AGENCY PROGRAM DESCRIPTIONS**

**Administration Program: Administration**

**Subprogram History**

The Administration Subprogram provides general administrative services, such as financial and human resource management, inventory and procurement support, accounting and financial auditing, information technology support, program auditing, and facility and multimedia support. The Subprogram also coordinates public outreach through media, legislative, and intergovernmental relations. Please see the Administration Program page for related history.

**Consequences of Not Funding This Subprogram**

Eliminating funding for this Subprogram would cause agency failure. Programs and subprograms would not have the necessary support to operate. This would include important functions such as bills would not be paid; information technology critical to agency operations would not be supported; required accounting, budgeting and auditing functions would not be performed; required human resource functions would not be performed, and public outreach would not exist. There would also be a loss of federal funding, as there would be no federal aid billing. This subprogram plays an important role in the development, support and delivery of the IKE program. As such, eliminating this subprogram would jeopardize program delivery.

**Statutory Basis**

Specific: KSA 75-5006, 75-3717, 68-2303 et seq., 68-2320 et seq., 68-2315; General: KSA 75-3739, 75-6401 through 75-6407, 75-3734, Title 23 Code of Federal Regulations; 23 USC 112.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	8

**Administration Program: Administration Program**

**Subprogram History**

In 1975, the Kansas Legislature established the Kansas Department of Transportation (KDOT) and transferred to it all the powers, duties, obligations, and functions of the preceding State Highway Commission. KSA 75-5015 authorizes the Secretary of Transportation to organize the Department in a manner considered most efficient and in accordance with other provisions of law. Prior to 2017, this program was previously referred to as Administration and Transportation Planning and included the subprograms known as Roads, Rail, and Water and Aviation Planning.

**Consequences of Not Funding This Subprogram**

N/A

**Statutory Basis**

N/A

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
N/A	No	N/A	N/A

**Administration Program: Office of Secretary**

**Subprogram History**

The Office of the Secretary Subprogram establishes the goals and policy direction for the agency. It is also responsible for legal affairs of the agency and assures compliance with Title IV of the Civil Rights Act of 1964 and federal laws pertaining to the Disadvantaged Business Enterprises Program. Please see the Administration Program page for related history.

**Consequences of Not Funding This Subprogram**

Eliminating funding would result in a loss of agency-wide direction and vision. Additionally, there would be no legal counsel on staff and no oversight to ensure the agency is managing its programs fairly and equitably. This subprogram plays an important role in the development, support, and delivery of the IKE program. As such, eliminating this subprogram would jeopardize program delivery.

**Statutory Basis**

Specific: KSA 75-5001 et seq., 75-5016, 68-2301 et seq.; General: Title 23 Code of Federal Regulations, Title 49 Code of Federal Regulations.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	9

**Administration Program: Operations Support**

**Subprogram History**

The Operations Support Subprogram provides support to personnel, equipment, facilities, and agency support required for effective and efficient completion of transportation programs. The Subprogram also includes KDOT's safety operations, which instills a culture of safety throughout the agency's workforce. The Subprogram provides administrative and management support for the Regular Maintenance, Communications System - On Budget, and Construction Inspection subprograms. Please see the Administration Program page for related history.

**Consequences of Not Funding This Subprogram**

Eliminating funding would result in reductions in agency support, including personnel, equipment and facilities. KDOT's ability to create safe work environments for its internal and external partners would be eliminated, as this subprogram includes KDOT safety operations. This subprogram plays an important role in the development, support and delivery of the IKE program. As such, eliminating this subprogram would jeopardize program delivery.

**Statutory Basis**

Specific: KSA 75-5001 et seq., 68-401, 68-404, 68-406, 68-407, 68-412.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	5

**Construction Program: Buildings**

**Subprogram History**

The Buildings Subprogram develops and maintains the Capital Improvement Building Program. It provides for the maintenance and preservation of existing facilities, allows for the modernization of existing facilities, and construction of new facilities to meet current needs and improve efficiency and effectiveness of operations. Please see the Construction Program page for related history.

**Consequences of Not Funding This Subprogram**

There would be no replacement of outdated or damaged buildings, no modernization of buildings to fit current equipment, and no ongoing maintenance for existing facilities. This would lead to inefficient and degraded road maintenance operations.

**Statutory Basis**

Specific: KSA 75-5001 et seq., KSA 68-401, 68-404, 68-406; General: Kan. Const. Article II.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	15

**Construction Program: Construction Inspection**

**Subprogram History**

The Construction Inspection Subprogram develops the specific scope, schedule, and plans for construction and rehabilitation projects. It also provides project management, technical oversight, and coordination of all preconstruction activities for highway project development. Please see the Construction Program page for related history.

**Consequences of Not Funding This Subprogram**

Eliminating funding for this Subprogram would cause project delays, cost overruns, and substandard work output by contractors. This would affect the safety of the state's roads and bridges.

**Statutory Basis**

Specific: KSA 75-5006 et seq., 68-404, 68-407 et seq., 68-401.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	4

**Construction Program: Construction Program**

**Subprogram History**

KSA 68-404 et seq. authorize the Secretary of Transportation to investigate all highway conditions and expend funds from the State Highway Fund and other appropriate sources in order to maintain or improve the state highway system. KSA 68-407 gives the Secretary the authority to enter into all contracts necessary for construction, improvement, or maintenance of highways. Selection of qualified consultants and quality control of services are addressed in KSA 75-5801 et seq. KSA 68-412a authorizes acquisition of right-of-way when the land is required for operation of the Department or the improvement of the state transportation system. Authority for the Department to own, construct, or maintain buildings is found in the Kansas Constitution, Article II, and KSA 68-404, 68-413, and 68-416. Prior to T-WORKS, some of the work currently classified as Preservation in this program was considered Substantial Maintenance and included as part of the Maintenance Program.

**Consequences of Not Funding This Subprogram**

N/A

**Statutory Basis**

N/A

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
N/A	No	N/A	N/A

**Construction Program: Debt Service**

**Subprogram History**

The Debt Service Subprogram provides a portion of the necessary funding for the state's transportation programs. Please see the Construction Program page for related history.

**Consequences of Not Funding This Subprogram**

The State would default on bond payments, increasing future borrowing costs. The State would lose an important source of financing for its transportation programs, which would require reducing the scope of transportation programs or finding other means of funding.

**Statutory Basis**

General: KSA 68-2303 through 68-2319, 68-2320 et seq.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	1

**Construction Program: Design Right of Way**

**Subprogram History**

The Design/Right of Way Subprogram develops the specific scope, schedule, and plans for construction and rehabilitation projects. It also provides project management, technical oversight, and coordination of all preconstruction activities for highway project development. Please see the Construction Program page for related history.

**Consequences of Not Funding This Subprogram**

Construction and rehabilitation projects would not be built. This would affect the movement of goods and people throughout Kansas. There would also be a loss of federal funding. This subprogram plays an important role in the development, support and delivery of the IKE program. As such, eliminating this subprogram would jeopardize program delivery.

**Statutory Basis**

Specific: KSA 75-5006 et seq., 68-404, 68-407, 68-413 et seq.; General: KSA Chapter 26, 49 USC 24, Title 23 Code of Federal Regulations.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	6

**Construction Program: Expansion**

**Subprogram History**

Expansion projects are designed to improve safety, relieve congestion, improve access, and enhance economic development. Please see the Construction Program page for related history.

**Consequences of Not Funding This Subprogram**

Projects of this type would not be constructed. Potential loss of federal funding depending on the number of remaining qualifying projects in other categories.

**Statutory Basis**

Specific: KSA 75-5001 et seq., 68-404, 68-407 et seq., 68-401.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	14

**Construction Program: Local Construction**

**Subprogram History**

This Subprogram provides technical and administrative oversight of cities and counties in the utilization of state and federal dollars made available for the development and construction of transportation projects. Please see the Construction Program page for related history.

**Consequences of Not Funding This Subprogram**

Cities and Counties would lose funding. In addition, federal funding for the State could be jeopardized.

**Statutory Basis**

Specific: KSA 75-5006 et seq., 68-404 et seq., 68-407, 68-401.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	12

**Construction Program: Modernization**

**Subprogram History**

Modernization projects are designed to bring a roadway or intersection up to current design standards. Examples include rehab/replacement of pavement, eliminating steep hills or sharp curves. Modernization also includes associated bridge work, such as widening narrow bridges or replacing obsolete bridges. Please see the Construction Program page for related history.

**Consequences of Not Funding This Subprogram**

Projects of this type would not be constructed. Potential loss of federal funding depending on the number of remaining qualifying projects in other categories.

**Statutory Basis**

Specific: KSA 75-5006 et seq., 68-404, 68-407 et seq., 68-401.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	10

**Construction Program: Preservation**

**Subprogram History**

This Subprogram preserves the public investment in the State transportation system by maintaining the components, as near as possible, in their as-built condition. Please see the Construction Program page for related history.

**Consequences of Not Funding This Subprogram**

The system without ongoing preservation efforts will deteriorate at an ever increasing rate until it must be replaced at a greater cost than preserving what currently exists. Potential loss of federal funding depending on the number of remaining qualifying projects in other categories.

**Statutory Basis**

Specific: KSA 75-5006 et seq., 68-404, 68-407 et seq., 68-401.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	3

**Local Support Program: Local Projects**

**Subprogram History**

The Local Projects Subprogram assists cities and counties in the utilization of state and federal transportation dollars that are made available to them. It also administers the Federal Funds Exchange Program, the National Bridge Inspection Program, the Cost-Share Program and the Kansas Local Bridge Improvement Program. Please see the Local Support program page for related history.

**Consequences of Not Funding This Subprogram**

KDOT would no longer have the means to address community transportation needs and emerging opportunities through partnerships that provide input, collaboration and funding. KDOT would no longer be able to assist local communities in maximizing financial aid. Eliminating funding for this subprogram would result in the loss of federal funds. This subprogram plays an important role in the development, support and delivery of the IKE program. As such, eliminating this subprogram would jeopardize program delivery.

**Statutory Basis**

Specific: KSA 68-169, 68-412, 68-2301 et seq.; General: Title 23 Code of Federal Regulations.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	11

**Local Support Program: Local Support Program**

**Subprogram History**

KSA 68-402b authorizes counties, cities, and other local governments to enter into contracts with the Secretary of Transportation for federal funds and establishes the procedures for their distribution. Distribution of the Special City and County Highway Fund and the County Equalization and Adjustment Fund is provided in KSA 79-3425 and 79-3425(c), respectively. Local Support used to include Traffic Safety, Public Transportation Assistance, and Categorical Aid subprograms in addition to the subprograms included in this section. Traffic Safety and Public Transportation Assistance became part of the Transportation Planning and Modal Support Program. The Categorical Aid subprogram was abolished.

**Consequences of Not Funding This Subprogram**

N/A

**Statutory Basis**

N/A

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
N/A	No	N/A	N/A

**Local Support Program: Special City & County Highway Aid**

**Subprogram History**

This subprogram contains expenditures from the Special City and County Highway Fund and County Equalization Adjustment Fund. Distribution of funding is administered by the State Treasurer's Office. Please see the Local Support program page for related history.

**Consequences of Not Funding This Subprogram**

Cities and counties would lose state transportation funding, affecting both local and state economies.

**Statutory Basis**

Specific: KSA 79-3425, 79-3425c, 68-2301 et seq.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	21

**Maintenance Program: Communication System**

**Subprogram History**

The Subprogram is responsible for repairing and servicing radio equipment at the tower sites strategically located across the state. Please see the Maintenance Program page for related history.

**Consequences of Not Funding This Subprogram**

Eliminating funding for this subprogram would cause communication failures between state and local partners, including public safety entities. There would be no maintenance of the system, which would cause it to deteriorate and be more costly to repair.

**Statutory Basis**

General: KSA 75-5073 through 75-5076.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	7

**Maintenance Program: Maintenance Program**

**Subprogram History**

KSA 68-407 empowers the Secretary of Transportation to perform all work or to contract for the construction, improvement, or maintenance of the state highway system. KSA 68- 406a and 68-412 provide for the designation and improvement of city connecting links. KSA 68-416 requires the Secretary to apportion annually and distribute quarterly to cities \$5,000 per lane-mile per year for the maintenance of city connecting links. KSA 68-416a provides for the designation of responsibilities for maintenance of city connecting links. KSA 8-1559 assigns authority to the Secretary of Transportation to set speed limits. KSA 68-404 and 68-415 provide for the Secretary to control entrances on state highways, and KSA 8-1911 provides authority to the Secretary to issue oversize or overweight permits to commercial motor carriers.

**Consequences of Not Funding This Subprogram**

N/A

**Statutory Basis**

N/A

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
N/A	No	N/A	N/A

**Maintenance Program: Regular Maintenance**

**Subprogram History**

This subprogram preserves and repairs the state roadway system. System elements include travelway surfaces, shoulders, roadsides, drainage facilities, bridges, signs and pavement markings. Maintenance activities are undertaken to offset the effects of deterioration, damage, and vandalism. Traffic services such as lighting and signal operation, snow and ice removal, and operation of roadside rest areas are also provided. Please see the Maintenance Program page for related history.

**Consequences of Not Funding This Subprogram**

Eliminating funding for this subprogram would result in failure of the roadway system. This would slow or prevent the movement of people and goods throughout Kansas, which would damage the state's economy and reduce the quality of life for citizens. Eliminating funding for this subprogram would also increase long term costs. Poorly maintained roads cost more to rehabilitate and repair compared to well maintained roadways.

**Statutory Basis**

Specific: KSA 75-5001 et seq., 68-401 et seq.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	2

**Transportation Planning & Modal Support Program: Aviation**

**Subprogram History**

The Aviation Subprogram provides funding and technical assistance to local airports; drives economic development and enhances critical services in Kansas through infrastructure improvement; and serves as the state aviation expert, innovator, and resource for the Kansas aviation community. Please see the Transportation, Planning and Modal Support Program page for related history.

**Consequences of Not Funding This Subprogram**

There would be no statewide coordination of growing aviation capacity and capabilities, including unmanned arial vehicle (UAV) development. There would be a loss of federal and state funding for local airports. Eliminating funding for this Subprogram would affect an important segment of the Kansas economy by reducing access to jobs, services and products of existing and emerging economic and social centers.

**Statutory Basis**

Specific: KSA 68-21314b, 68-5010, 75-5011, 75-5061, 75-5048.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	17

**Transportation Planning & Modal Support Program: Innovative Technologies**

**Subprogram History**

The Innovation Technologies Subprogram provides financial assistance to partners for innovative technology projects that improve safety, leverage State funds to increase total technology investment, and help both rural and urban areas of the State improve the transportation system. It also provides funding for the Broadband Acceleration Grant Program and assistance to the Kansas Office of Broadband Development for the purpose of deploying broadband to underserved areas of the State.

**Consequences of Not Funding This Subprogram**

Advances in transportation would be curtailed, including advances that promote safety, improve access or mobility, or implement new transportation technology. The expansion of broadband in Kansas would be greatly diminished.

**Statutory Basis**

KSA 68-2314c, KSA 75-5094.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	20

**Transportation Planning & Modal Support Program: Kansas Infrastructure Hub**

**Subprogram History**

The Kansas Infrastructure Hub Program and Subprogram captures all expenditures directly related to the award of American Rescue Plan Act funding by the Strengthening People and Revitalizing Kansas Executive Committee and State Finance Council. In January 2023, KDOT was awarded \$3.0 million on behalf of the Kansas Infrastructure Hub to provide technical assistance to local governments to help them pursue competitive grant opportunities available in the Bipartisan Infrastructure Law (BIL). BIL includes funding for not only transportation, but for water infrastructure, energy, resilience, broadband, and cybersecurity. The Kansas Infrastructure Hub will help local governments obtain funding for all these infrastructure sectors. Through the enactment of 2023 SB 25, the Legislature appropriated \$200.0 million from the Build Kansas Matching Grant Fund through FY 2027 in the State Treasurer's budget to help communities meet match requirements.

**Consequences of Not Funding This Subprogram**

Eliminating this Program/Subprogram would eliminate federal funding received under the American Rescue Plan Act.

**Statutory Basis**

2023 SB 25, HR 1319, American Rescue Plan Act of 2021.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	N/A	22

**Transportation Planning & Modal Support Program: Rail & Freight**

**Subprogram History**

The Rail and Freight Subprogram collects and analyzes multimodal freight transportation data to make programming recommendations for projects that improve freight flows and create economic development opportunities. In addition, funding is provided for infrastructure improvements to the state rail system. Please see the Transportation, Planning and Modal Support Program page for related history.

**Consequences of Not Funding This Subprogram**

KDOT would no longer be able to optimize the movement of goods and access to markets, which would affect an important segment of the Kansas economy. There would be a lack of data to make informed decisions on freight system improvements. Additionally, there would be a loss of federal rail and freight funding.

**Statutory Basis**

Specific: KSA 75-5040, 68-2314b, 75-5048.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	16

**Transportation Planning & Modal Support Program: Traffic Safety**

**Subprogram History**

The Traffic Safety Subprogram manages safety programs designed to reduce crashes and serious injuries and fatalities in motor vehicle crashes. Priority areas include increasing seat belt usage, reducing impaired driving, reducing distracted driving, reducing motorcycle fatalities, and improving traffic safety data sharing. Please see the Transportation, Planning and Modal Support Program page for related history.

**Consequences of Not Funding This Subprogram**

Eliminating funding would increase the potential for a higher number of crashes, injuries and fatalities in Kansas. KDOT would no longer have the means to use education, enforcement, and engineering to reduce the severity of crashes and reduce the number of travel-related deaths toward zero. Not funding this Subprogram would also result in the loss of federal funds. This subprogram plays an important role in the development, support and delivery of the IKE program. As such, eliminating this subprogram would jeopardize program delivery.

**Statutory Basis**

Specific: Federal Highway Safety Act of 1996, 23 USC Chapter 4.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	13

**Transportation Planning & Modal Support Program: Transit**

**Subprogram History**

The Transit Subprogram administers state and federal public transit programs to help meet the needs of elderly persons, persons with disabilities, and the general public. Please see the Transportation, Planning and Modal Support Program page for related history.

**Consequences of Not Funding This Subprogram**

Eliminating funding would reduce public transit services provided across the state. This would reduce access to jobs, services and products in existing and emerging economic and social centers. There would also be a loss of federal transit funding.

**Statutory Basis**

Specific: KSA 75-5032 through 75-5038, 75-5051 through 75-5058, 68-2314b, 49 USC 5311(f).

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	18

**Transportation Planning & Modal Support Program: Transportation Planning**

**Subprogram History**

The Transportation Planning Subprogram is responsible for collecting, analyzing, modeling and forecasting information for the statewide transportation system. Major areas of responsibility include traffic counting and classification, geometric data, advanced analytics, cartography and geographic information systems. Other important areas include long range planning, metropolitan planning, access management, statewide systems evaluation, public transportation, pedestrian and bicycle transportation, and developing and coordinating state policy on freight and rail transportation issues. The Subprogram also develops, designs, selects, and manages projects and ensures the state is meeting federal requirements. Please see the Transportation, Planning and Modal Support Program page for related history.

**Consequences of Not Funding This Subprogram**

KDOT would no longer be able to acquire and analyze the information needed to develop long-range transportation programs that are consistent with the needs of the public. Eliminating funding would also result in the loss of federal funds.

**Statutory Basis**

Specific: KSA 75-5009, 68-2301 et seq.; General: Title 23 Code of Federal Regulations.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	N/A	19

**Transportation Planning & Modal Support Program: Transportation Planning & Modal Support Program**

**Subprogram History**

This program was created in 2017 and includes subprograms from what was previously known as Administration and Transportation Planning Program and Local Support Program. The Transportation Planning Subprogram was previously a large portion of the Roads, Rail, and Water Subprogram found in the Administration and Transportation Planning Program. Traffic Safety and Transit were previously part of the Local Support Program. The Rail and Freight Subprogram was created from parts previously known as the Roads, Rail, and Water Subprogram; Public Transportation Assistance Subprogram; and the Categorical Aid Subprogram. Aviation includes the subprogram previously referred to as Aviation Planning, which was part of the program previously known as Administration and Transportation Planning, and it includes state and federal aid previously found in the Categorical Aid program. KSA 75-5025 et seq. authorize the Secretary to accept and utilize federal funds for railroad revitalization. KSA 75-5033 makes provision for public transportation for the elderly, the disabled, and the general public. KSA 75-5061 authorizes general aviation funding.

**Consequences of Not Funding This Subprogram**

N/A

**Statutory Basis**

N/A

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
N/A	No	N/A	N/A

**Subprograms Without Narrative Data**

**AGENCY PERFORMANCE MEASURES**

			<b>2022 Actuals</b>	<b>2023 Actuals</b>	<b>2024 Actuals</b>	<b>2025 Actuals</b>	<b>2026 Estimate</b>	<b>2027 Estimate</b>
<b>Administration Program: Administration</b>								
Goal	Type	Measure						
Provide the direction, planning, coordination, communication, and administrative support that foster an integrated, multimodal transportation system to meet the needs of Kansas.	Outcome	Average number of days to fill a position	122	144	172	102	80	60
		Average percentage total agency positions vacant	12.00%	8.00%	3.00%	4.20%	4.00%	3.50%
		Percent of CITO projects on time and on budget	100.00%	60.00%	88.00%	100.00%	100.00%	100.00%
		Percent of IT trouble tickets resolved within 3 days	95.00%	97.00%	79.00%	96.10%	90.00%	90.00%
		Percentage of agency staff turnover	19.00%	20.00%	18.00%	15.50%	13.50%	12.00%

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
Provide the direction, planning, coordination, communication, and administrative support that foster an integrated, multimodal transportation system to meet the needs of Kansas.	Output	Number of IT trouble tickets reported	8,888	8,653	12,884	14,229	10,000	15,000

**Administration Program: Office of Secretary**

Goal	Type	Measure						
		Pavement Condition of KDOT maintained highways using the federal method: Percent of Interstate in good condition.	58.00%	59.00%	61.00%	62.00%	62.00%	62.00%
		Pavement Condition of KDOT maintained highways using the federal method: Percent of Interstate in poor condition.	0.40%	0.20%	0.20%	0.30%	0.20%	0.30%
		Pavement Condition of KDOT maintained highways using the federal method: Percent of Non-Interstate in good condition.	59.00%	58.00%	62.00%	68.00%	66.00%	66.00%
		Pavement Condition of KDOT maintained highways using the federal method: Percent of Non-Interstate in poor condition.	1.10%	1.20%	1.00%	0.90%	0.90%	0.90%
Provide the direction, planning, coordination, communication, and administrative support that foster an integrated, multimodal transportation system to meet the needs of Kansas.	Outcome	National Highway System (NHS) truck travel time Reliability Index	1.13	1.15	1.16	1.23	1.18	1.17
		Percent of bridges, by deck area, on the State Highway System in good condition	71.00%	70.00%	70.00%	70.30%	68.00%	70.00%
		Percent of bridges, by deck area, on the State Highway System in poor condition	2.00%	3.00%	2.00%	2.60%	1.40%	2.00%

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
<b>Administration Program: Operations Support</b>								
Goal	Type	Measure						
Provide the direction, planning, coordination, communication, and administrative support that foster an integrated, multimodal transportation system to meet the needs of Kansas.	Outcome	Rate of recordable incidents	1.63	1.43	1.17	0.94	0.84	0.76
<b>Construction Program: Construction Inspection</b>								
Goal	Type	Measure						
		Pavement Condition of KDOT maintained highways using the federal method: Percent of Interstate in good condition.	58.00%	59.00%	61.00%	62.00%	62.00%	62.00%
		Pavement Condition of KDOT maintained highways using the federal method: Percent of Interstate in poor condition.	0.40%	0.20%	0.20%	0.30%	0.20%	0.30%
		Pavement Condition of KDOT maintained highways using the federal method: Percent of Non-Interstate in good condition.	59.00%	58.00%	62.00%	68.00%	66.00%	66.00%
		Pavement Condition of KDOT maintained highways using the federal method: Percent of Non-Interstate in poor condition.	1.10%	1.20%	1.00%	0.90%	0.90%	0.90%
Develop and construct projects that continue to provide a quality state highway network that effectively meets the needs of the traveling public.	Outcome	Benefit/Cost ratio of K-TRAN research funding (5-Year moving average)	4 to 1	10 to 1	5 to 1	4.3 to 1	4 to 1	4 to 1
		Number of let Expansion/Enhancement projects	6	11	8	5	5	7

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
Develop and construct projects that continue to provide a quality state highway network that effectively meets the needs of the traveling public.	Outcome	Number of let Modernization projects Including safety related projects	21	19	10	18	16	7
		Number of let Preservation projects not including safety related projects	272	208	183	200	225	225
<b>Construction Program: Design Right of Way</b>								
Goal	Type	Measure						
Develop and construct projects that continue to provide a quality state highway network that effectively meets the needs of the traveling public.	Outcome	Percent of bridges, by deck area, on the state highway system in good condition	71.00%	70.00%	70.00%	70.30%	68.00%	70.00%
		Percent of bridges, by deck area, on the state highway system in poor condition	2.00%	3.00%	2.00%	2.60%	1.40%	2.00%
<b>Construction Program: Local Construction</b>								
Goal	Type	Measure						
Assist in providing safe, efficient, and reliable local transportation systems.	Outcome	Number of locally owned bridges classified as being in poor condition	1,222	1,226	1,228	1,216	1,220	1,215
<b>Construction Program: Preservation</b>								
Goal	Type	Measure						
Preserve the State Highway System as-built or in an improved condition providing safe and reliable highway facilities.	Outcome	Number of miles resurfaced	1,821	1,388	1,684		1,600	1,600
		Number of set-aside bridges and culverts repaired and repainted	42	43	71	53	50	50
		Percent of State Highway System miles resurfaced	19.00%	15.00%	18.00%		17.00%	17.00%
<b>Local Support Program: Local Projects</b>								
Goal	Type	Measure						
Assist in providing safe, efficient, and reliable local transportation systems.	Outcome	Employment opportunities developed through the Economic Development Program	7,751	7,041	700	705	1,500	800
		Percent of investment awarded through the Economic Development Program	100.00%	100.00%	80.00%	32.00%	100.00%	100.00%

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
Assist in providing safe, efficient, and reliable local transportation systems.	Outcome	Percentage of programmed local road and street projects that are let in the programmed year	69.00%	82.00%	75.00%	66.00%	80.00%	75.00%
		Total number of dollars (millions) awarded to local Public Government authorities	\$118.70	\$217.00	\$153.00	\$189.00	\$160.00	\$170.00
		Total number of projects awarded to local public government authorities	141	164	137	167	145	151
<b>Maintenance Program: Communication System</b>								
Goal	Type	Measure						
Maintain an interoperable statewide 800MHz radio system to allow local units of government and other potential users onto the system.	Outcome	Percent of calls completed on first attempt	100.00%	99.00%	99.00%	99.90%	99.90%	99.90%
<b>Maintenance Program: Regular Maintenance</b>								
Goal	Type	Measure						
Preserve the State Highway System as-built or in an improved condition providing safe and reliable highway facilities.	Outcome	Expenditure per lane mile for maintenance expenditures (state-owned/state-controlled highways)	\$4,300.00	\$4,700.00	\$5,400.00	\$5,592.00	\$5,000.00	\$5,500.00
		Percent of equipment exceeding minimum usage or age in years for replacement consideration	45.00%	43.00%	41.00%	39.00%	39.00%	39.00%
		Percent of shoulder miles on State Highway System worked on by maintenance crews	26.00%	35.00%	38.00%	29.00%	35.00%	35.00%
		Total level of service (traffic guidance, drainage, shoulders, roadside, and travelway)	89.50	90.00	91.20	0.92	0.89	0.89

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
<b>Transportation Planning &amp; Modal Support Program: Aviation</b>								
Goal	Type	Measure						
Provide planning, coordination, and assistance to ensure a safe, efficient, and reliable multimodal transportation network on and off the State Highway System.	Outcome	Percent of Kansas Aviation Airport Improvement Program dollars funded of total dollars requested	10.00%	9.00%	22.00%	17.00%	35.00%	35.00%
	Output	Number of public use airports inspected	43	44	44	44	46	50
<b>Transportation Planning &amp; Modal Support Program: Rail &amp; Freight</b>								
Goal	Type	Measure						
Provide planning, coordination, and assistance to ensure a safe, efficient, and reliable multimodal transportation network on and off the State Highway System.	Outcome	National Highway System Truck Travel Time Reliability Index	1.13	1.15	1.16	1.23	1.18	1.17
		Percent mileage of rail that is 286k pound capable	58.00%	57.00%	59.00%	59.00%	59.00%	60.00%
<b>Transportation Planning &amp; Modal Support Program: Traffic Safety</b>								
Goal	Type	Measure						
Provide planning, coordination, and assistance to ensure a safe, efficient, and reliable multimodal transportation network on and off the State Highway System.		Suspected serious injury rate per hundred million vehicle miles traveled on all rural roads in Kansas	5.56	5.89	5.94	6.49	5.40	6.27
		Suspected serious injury rate per hundred million vehicle miles traveled on all urban roads in Kansas	5.58	5.79	6.15	5.28	6.36	5.67
	Outcome	Fatality rate per hundred million vehicle miles traveled on all public roads in Kansas	1.34	1.31	1.22	1.07	1.25	1.23
		Fatality rate per hundred million vehicle miles traveled on all rural roads in Kansas	1.67	1.61	1.60	1.33	1.60	1.59

			<b>2022 Actuals</b>	<b>2023 Actuals</b>	<b>2024 Actuals</b>	<b>2025 Actuals</b>	<b>2026 Estimate</b>	<b>2027 Estimate</b>
Provide planning, coordination, and assistance to ensure a safe, efficient, and reliable multimodal transportation network on and off the State Highway System.	Outcome	Fatality rate per hundred million vehicle miles traveled on all urban roads in Kansas	1.02	0.98	0.86	0.83	0.94	0.91
		Number of Kansas alcohol-related crashes	2,161	2,167	2,202	2,123	2,165	2,170
		Number of suspected serious injuries	1,766	1,827	1,927	1,854	1,875	1,885
		Number of traffic fatalities	409	424	387	339	390	390
		Percent of all fatalities not wearing seat belts	54.00%	56.00%	51.00%	47.00%	53.00%	51.00%
		Percent of fatal crashes that are alcohol related	21.00%	23.00%	17.00%	24.00%	20.00%	20.00%
		Percent of Kansas drivers and passengers using safety belts	86.00%	87.00%	85.00%	86.00%	88.00%	88.00%
		Suspected serious injury rate per hundred million vehicle miles traveled on all public roads in Kansas	5.57	5.84	6.06	5.85	6.20	5.95

**Transportation Planning & Modal Support Program: Transit**

<b>Goal</b>	<b>Type</b>	<b>Measure</b>						
Provide planning, coordination, and assistance to ensure a safe, efficient, and reliable multimodal transportation network on and off the State Highway System.	Outcome	Annual ridership for rural public transit operators in Kansas	1,804,527	1,940,982	2,061,001	2,112,843	2,241,080	2,345,577
		Annual ridership for urban public transit operators in Kansas	4,835,681	6,034,838	6,687,303	6,487,720	7,413,531	7,974,389
		Percent of counties with transit services available	86.00%	88.00%	89.00%	88.00%	90.00%	91.00%

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
<b>Transportation Planning &amp; Modal Support Program: Transportation Planning</b>								
Goal	Type	Measure						
Provide planning, coordination, and assistance to ensure a safe, efficient, and reliable multimodal transportation network on and off the State Highway System.	Outcome	Average clearance time (in minutes) to clear travel lanes of incidents: Kansas City Metro	38	35	34	38	36	36
		Average clearance time (in minutes) to clear travel lanes of incidents: Wichita	33	34	36	40	36	36
		Percent of federal obligation limitation used per federal fiscal year	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
		Percent of projects let within 120 days of the originally scheduled letting date	86.00%	88.00%	89.00%	83.00%	86.00%	86.00%
		Percentage of highway construction projects completed early or on-time	83.00%	84.00%	70.00%	80.00%	90.00%	90.00%
		Percentage of highway construction projects completed over (+) or under (-) total highway	2.00%	6.00%	6.00%	1.00%	1.00%	1.00%
		Work programmed for expansion/enhancement construction: Bridges and culverts interstate capacity improvement	9	20	0	2	0	4
		Work programmed for expansion/enhancement construction: Interstate Capacity Improvement Miles	0	6	0	2	0	4
		Work programmed for modernization construction: Bridges and culverts	9	4	7	31	28	33
		Work programmed for modernization construction: Miles	66	57	40	88	32	63
Work programmed for modernization construction: Miles (CMN/EMR/IRP/SIR/RIP/1RR)	1,821	1,796	1,683	1,717	1,600	1,600		

			<b>2022 Actuals</b>	<b>2023 Actuals</b>	<b>2024 Actuals</b>	<b>2025 Actuals</b>	<b>2026 Estimate</b>	<b>2027 Estimate</b>
Provide planning, coordination, and assistance to ensure a safe, efficient, and reliable multimodal transportation network on and off the State Highway System.	Outcome	Work programmed for modernization construction: Total bridges and culverts	111	80	113	97	80	90

**Footnotes**