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KANSAS LTAP NEWSLETTER

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TITLE VI COMPLIANCE IS GETTING MORE SCRUTINY. WHAT DO YOU NEED TO DO?

By Lisa Harris-Frydman and Young In Chang , KS LTAP

This article will alert readers to a push at the national level to better ensure compliance with the federal non-discrimination requirements of Title VI, and will review the responsibilities of local public agencies (LPAs) in complying with Title VI in their operations.

WHAT IS TITLE VI?

Title VI addresses discrimination against several populations of persons, named in Title VI of the Civil Rights Act of 1964 (23 CFR 200.9) and subsequent presidential orders under its umbrella. Title VI requires that no person in the United States, shall, on the grounds of race, color or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Presidential Executive Order 12898 addresses environmental justice in minority and low-income populations. Presidential Executive Order 13166 addresses services to those individuals with limited English proficiency. The rights of women and persons who are elderly and disabled are protected under related statutes. These all fall under the umbrella of Title VI (Coast Transit Authority, 2022).

FHWA IS DOING MORE TITLE VI REVIEWS

Eric Deitcher, Civil Rights and Right of Way Program Manager with the Kansas Division of the Federal Highway Administration (FHWA), told us that FHWA headquarters tasked its divisions with conducting Title VI reviews in federal FY 22. These reviews focused on Title VI related data collected at State DOTs – with the goal of assuring all relevant data on persons affected by DOT

operations was indeed being collected.

For this review, called Equity One, each FHWA division was directed to choose an area of state-system operations on which to focus. Deitcher chose right-of-way (ROW) acquisition. After a review of KDOT's practices, two actions were recommended as a result of findings 1) Collect data in a systematic way (Deitcher developed a brief data-collection survey for this purpose,

adapted from one from NE DOT); and 2) Collect this data for all property acquisitions. (KDOT was collecting data just for relocations, not for other projects.)

Deitcher said that KDOT has an excellent Civil Rights and right of way program; "They just needed a few tweaks with their right of

way program; "They just needed a few tweaks with their right of way statistical/demographic data collection from their clients on tracts acquired for their projects. We had no pushback from KDOT whatsoever on this,"

Local agencies have not been included in Equity One reviews. However, with greater emphasis on Title VI at FHWA, it might be something coming down the road, Deitcher said. Given this, we thought it would be good to provide a refresher to LTAP readers on local agency responsibilities for compliance.

LOCAL RESPONSIBILITIES FOR TITLE VI COMPLIANCE

First, let's look at what activities fall under Title VI. According to Deitcher, Title VI applies to discrimination throughout all activities of an agency -- if any program of that agency receives federal funds of any kind.



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For instance, if a local public agency (LPA) receives federal assistance, all of the programs of the agency must also be in compliance with Title VI. Deitcher uses an analogy of blue dye to illustrate how this works: If one drop of blue dye goes into a bucket of water, the whole bucketful turns blue. Similarly, if an agency receives any federal funds for any of their programs, then all of their programs are required to follow Title VI.

Complying with Title VI involves designating someone in the local government to be responsible for compiling and updating information on protected populations, compiling data for specific activities and projects, preparing reports, and handling complaints and audits. This person might be centrally located in your government, as other departments may also receive federal funds and be subject to the same provisions. KDOT has a helpful online resource titled “Everything You Wanted to Know About Title VI Discrimination: A Handbook for Local Governments And Consultants,” that outlines these responsibilities.

Page 6 of that resource states:

IV. NON DISCRIMINATION REQUIREMENTS FOR LOCAL GOVERNMENTS AND AGENCIES

Cities, counties and other local government entities come under Title VI Requirements when they accept federal-aid funds to improve roads, bridges or other public works. Title VI/Non Discrimination then applies to all operations of the government entity. The following steps should be taken to ensure compliance with Non Discrimination:

- 1. Appoint someone in a position of authority to be responsible for Non Discrimination activities, instruction, complaints and reports,*
- 2. Compile and utilize a resource directory of minority and women owned businesses that supply goods and services,*
- 3. Have written procedures in place to review Non Discrimination compliance and to handle complaints,*
- 4. Conduct a study within the local jurisdiction to determine the total population, female heads of households, disabled, low income, elderly and the ethnic make-up in different areas,*
- 5. Compile a comprehensive list of all community organizations and community and religious leaders,*

- 6. Have written procedures in place to ensure non-discriminatory techniques are used in conducting environmental impact studies,*
- 7. Have written procedures in place to ensure equality in relocation, condemnation, replacement housing,*
- 8. Have written procedures in place to ensure equal opportunity in the hiring of minority and women appraisers,*
- 9. Have written procedures in place to document bid lettings and awards to ensure equal opportunity for minority and women owned businesses, and*
- 10. Ensure the inclusion of Title VI/Non Discrimination references in all government agreements and contracts.*

Contractors that work on projects that use federal funds also need to comply with Title VI. KDOT’s guide outlines those requirements as well.

Good record-keeping is key. Deitcher said keeping the required data will help your agency if anyone files a discrimination claim. “I always say, ‘If it’s not documented, it did not happen,’” he said. “Have the data to back up your actions, so you can prove you are not discriminating.”

WHERE DOES TITLE VI NOT APPLY?

There are certain areas in which Title VI typically does not apply. Title VI does not typically apply to employment matters, unless the recipient received federal assistance specifically for the purpose of providing employment. Title VI also does not apply to activities of federal agencies, themselves, because the law only applies to “recipients” (“What Is Title VI?,” n.d.).

WHO ASCERTAINS COMPLIANCE FOR LOCAL GOVERNMENTS?

Compliance with Title VI is on the honor system, until there is a complaint or audit/review. The local government compliance officer is required to prepare an assurance (document) for each project for which it uses federal funds. As a part of the contract the local government submits its assurances that the project will

be conducted in such a way to comply with Title VI, both in terms of operations and documentation. This documentation could come into play if a person files a discrimination complaint.

KDOT conducts Title VI reviews on LPAs on a five-year cycle for First Class Cities over 10,000 population or counties over 20,000 population.

WHAT HAPPENS IF A LOCAL AGENCY IS NOT COMPLIANT?

If a local agency is not compliant with Title VI, federal funds can be withheld if an assurance is not properly prepared or if the relevant data is not maintained. Federal funds can be taken back if the local agency does not abide by the conditions of the assurance. Deitcher said, "In Kansas, we have never had to take money back, but if the LPA was found to be in noncompliance and unwilling to correct those deficiencies, they would be jeopardizing their agency receiving future federal funds."

HOW TO RESPOND TO A CLAIM OF DISCRIMINATION

If the local government receives a claim of discrimination, the local government would investigate the claim using the data they have collected and ascertain if persons protected under Title VI were intentionally or unintentionally impacted or retaliated against. The local government would then document a decision about whether discrimination occurred. If the complainant disagrees with the decision, they could ask for another decision from KDOT's Office of Civil Rights, which would supersede the local decision if they differed.

Deitcher provided this ROW-related hypothetical example: A landowner filed a complaint that she was discriminated against in land acquisition for a road project. In this case, twenty tracts of land in X County were acquired for the project, nine of which were acquired by condemnation rather than negotiation. Five of the condemned tracts were owned by persons protected under Title VI, including the complainant, and four of the condemned tracts were owned by persons not protected under Title VI. This would not be considered discrimination, according to Deitcher since both protected and non-protected persons were similarly impacted.

CONCLUSION

A successful Title VI program gives the public the assurance that agency services and resources will be allocated fairly, and that any negative transportation impacts will be shared in a way that does not discriminate.

To address any claims of discrimination in how you do business, have the data to back up your actions. Make sure you know who your city or county's Title VI compliance officer is, and that they are collecting the data they need to show your jurisdiction is not discriminating in how it does business—including data from your department. If you don't know who is your compliance officer, try asking your Human Resources department or Administrator's office.

For more information, consult the resources below or contact KDOT's Office of Civil Rights Compliance at KDOT.CivilRights@ks.gov or visit <https://www.ksdot.org/divadmin/civilrights/>.

Helpful Resources

Basic information from FHWA on Title VI:

<https://www.fhwa.dot.gov/civilrights/programs/docs/Title%20VI%20Basics.pdf>

https://www.fhwa.dot.gov/civilrights/programs/title_vi/

<https://www.fhwa.dot.gov/federalaidessentials/companionresources/92civilrights.pdf>

KDOT handbook for local governments and consultants on Title VI:

<https://www.ksdot.org/Assets/wwwksdotorg/bureaus/offChiefCoun/Documents/Title%20VI%20Local%20Governments%20and%20Consultants%20Handbook.pdf>

KDOT Title VI Implementation Plan:

https://www.ksdot.org/Assets/wwwksdotorg/bureaus/offChiefCoun/CivilRights/pdf/FHWA_Title_VI_Implementation_Plan.pdf

Mid America Regional Council (MARC) Title VI Program Manual:

https://www.marc.org/sites/default/files/2022_04/Title_VI_Program_Manual.pdf

Douglas County, Kansas, Title VI Plan:

https://www.douglascountyks.org/sites/default/files/media/depts/human_resources/pdf/title_vi_plan.pdf

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Coast Transit Authority. (2022, June 23). Title VI. <https://coasttransit.com/title-vi/>

What is Title VI? (n.d.). In [fhwa.dot.org](https://www.fhwa.dot.org/civilrights/programs/docs/Title%20VI%20Basics.pdf). Federal Highway Administration. Retrieved December 8, 2022, from <https://www.fhwa.dot.org/civilrights/programs/docs/Title%20VI%20Basics.pdf>

CRASH INVESTIGATION PHOTOGRAPHY (POST INCIDENT REVIEW AND RESPONSE)

By Mark Borst, P.E., Traffic Engineer
Sedgwick County, Kansas, Public Works

We all experience crashes on our street, road and highway systems. But how many of us take the time to review these incidents and document the more serious ones?

Our local law enforcement agencies work the crashes, and they look for “citable” offenses by one or more drivers. They do not look at liability issues in most cases, and the liability issues are what cost us substantial dollars to defend or pay out. Having a visual record of the crash scene immediately after the incident while involved vehicles are still at the scene is vital.

In 1986 I started work at Sedgwick County Public Works. I was thrown into the middle of five tort claims from incidents that occurred in 1982. We only had the crash reports with which to work. This left our legal counsel with little to use in our defense.

The Problem – road users are involved in incidents, and they, or their legal counsel, look for others to blame. They will claim that we, the public agency, did not fulfill our obligation to the users to provide a “safe” operating environment. “Safe” is a nebulous term. What does it mean? In many instances, the most “unsafe” part of the operating environment is the actual road user!

Vicky Johnson, former chief legal counsel for KDOT, used to say that, “We do not “insure”, “ensure” or “assure” the safety of anyone on our transportation systems. These words are used in abundance in numerous documents that we all use. Unfortunately, we can’t do any of them. Our only obligation is to provide a reasonable infrastructure for the use of the traveling public.



Sedgwick County's crash photography program was suggested by outside legal counsel in 1986 as a way to retain a memory of crash scenes and to be better able to defend ourselves against false claims. This program is one of several things an agency can do to document what is, or was, present at the time of an incident. These things include documenting the scene of the incident (photography), documenting existing traffic control and roadway conditions and characteristics, keeping construction plans up to date with any in-construction modifications, and drafting guidelines for standard operations. The guidelines is “a whole ‘nother topic!”

Keep in mind that the tort claims provisions in Kansas allow for a 2-year filing period. The trial, if it gets that far will be much later, maybe two years later. Therefore, the need to preserve information, and memory, is paramount. Sign or pavement marking inventories only tell a small part of what is needed. Images, photos, will help show what actually existed at the time of the incident.

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Determine what crashes are most likely to produce a tort claim. We rolled the dice on crashes triaged as code Red, Blue and Black, i.e., serious injury, no vitals at the scene, and fatality, respectively. Have your legal counsel direct you to obtain photos and other scene related information, and it may be deemed as “work product”, which is not discoverable, and, therefore, not open to the Kansas Open Records Act unless you make the information available.

SCEMS TRIAGE COLOR CODES



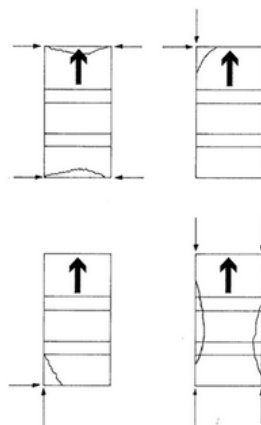
Injury severity triage codes and colors.

Photos needed fall into four categories: vehicles, road or street, traffic control devices and photos of anything else deemed relevant. Coordinate with local law enforcement and your 911 call center. Good working relationships with both of them will go a long way to making your program successful. We are at the bottom of the call list for a crash, as we are NOT emergency responders. We are notified once all other necessary responders have been notified.

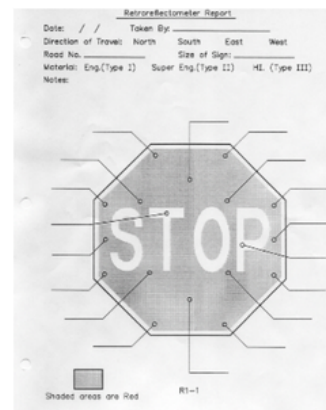
To get started with creating a program you will need willing investigators (photographers) and a good digital camera with flash. Other equipment such as a monopod/tripod and split level can come later. Retroreflectometers for both signs and pavement markings are also recommended. These “guns” collect data that cannot be collected with any other devices. They will be the most expensive investment to fully execute this program. The cost will be well worth the investment as the devices can be used for routine traffic control device management as part of an effective and efficient inventory.

Photos to obtain include vehicle edge shots, approach

shots (shoot at driver eye height), vehicle paths and panoramas showing vehicle approaches. Other photos can be taken as needed. These might include more specific shots of the vehicles, roadway damage, and traffic control devices.



Vehicle Edge Shots



Sheet Showing Retro Readings



Three Photos to Create a Panorama



Photos of Vehicle Paths



Sign face and back to show installation information



Shots of electronic devices showing both on and off



Roadway Damage

Other functions to perform might include retroflectometer readings for nighttime incidents. These would include both signs AND markings. Have maintenance personnel come out immediately if high impact signs are damaged/destroyed, or if road surfaces need attention. On occasion, next day panoramas may be good if they can better show sight lines than can nighttime shots.

Once all information has been documented, preserving the documents is next. Download and print images. Create a photo log of the photos explaining what each photo is showing. Request a copy of the crash report from your local law enforcement agency. File your photo images and supporting documents in a notebook or other accessible filing system. Keeping an annual or multi-year notebook/filing system of crash files is an easy way to quickly find your information. Other documents to include in a file would be the retroflectometer readings and any notes taken during the time at the scene.

Labor costs can be a factor in a program such as this as many of the call-outs are after regular working hours. We pay a minimum of two hours for any call-out. This is often at overtime rates. While this can add up if a particular

year has a number of crashes, we have experienced a reduction in call-outs over the years. We used to fill a 3" 3-ring binder every year when we started. It now takes about 4 years to fill that same binder. We attribute this to two things. Emergency responders slightly modified what it took to be a code red crash, and we have continued to maintain our county highway system in an effective manner. Much of our capital outlay for roads is now put into preventative maintenance. We have also improved the sign sheeting and supports and our pavement markings over the years, so we believe we provide a more conspicuous inventory of traffic control devices.

Some ask if this program shows deficiencies in the County's efforts to provide a reasonable transportation system. The short answer is yes, it can. However, finding these deficiencies allows the County to correct them to further minimize the potential for future conflict and incidents. We believe it is better to find and correct than to stay the course and chance more opportunities for claims.

In review, Sedgwick County seldom receives a tort claim due to a crash or similar incident. We average no more than one claim a year compared to the five significant ones in 1982. This can be attributed to the fact that we have not hid our program. Attorneys looking to make a quick settlement for a client know they cannot pull a fast one on the County, and we reap the benefits of not having to disprove these bogus claims. While the cost of the program exists, it is a small fraction of what one claim would cost. In short, Sedgwick County believes we cannot afford to NOT have this program.

A presentation of this specific program was given at the MINK conference in September, 2021. The Nebraska LTAP videoed the presentation, and it is available for viewing at

https://www.ltap.unl.edu/neltap/2021_MINK.asp



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[HTTPS://KUTC.KU.EDU/BUILD-BETTER-MOUSETRAP](https://kutc.ku.edu/build-better-mousetrap)



CONCRETE PAVEMENT PRESERVATION/RESTORATION

By Mark Shelton, MO/KS ACPA

Approximately 30 years ago the conversation and practice of pavement maintenance began moving from a worst first philosophy to a preservation philosophy. The difference being rather than letting pavements deteriorate to poor condition then applying a major rehabilitation/reconstruction treatment, pavement treatments are applied while the pavement is still in good to fair condition. Pavement preservation can be thought of as applying the right treatment to the right pavement at the right time. The goal being extending the service life of a pavement for as long as possible by using treatments that correct, slow and or stop the pavement deterioration process.

Preservation treatments can include slab stabilization, diamond grinding, full depth and partial depth pavement repairs, dowel bar retrofit and cross stitching, retrofitted edge drains and in some cases thin, 4-to-6-inch thick, concrete overlays.

Two primary benefits of implementing concrete pavement preservation strategies are customer satisfaction and costs. Agencies are judged by the traveling public based on their driving experience. Pavement smoothness, traffic delays and safety of drivers and workers during construction operations are significant factors. Preventive treatments deal with these judgment criteria. The treatments are applied at a point on the deterioration curve prior to the pavement reaching poor or rough condition and the strategies minimize traffic disruptions providing less conflict between workers and travelers. Cost benefits are realized from applying lower cost treatments at the right time allowing an agency to treat more miles of pavement extending the service life of the entire roadway system. This equates to lower overall costs to the agency, extending taxpayers' dollars. An additional benefit is sustainability. By extending the useful life of concrete pavements with preservation strategies the agencies use fewer material resources, and smoother pavements enhance fuel economy resulting in fewer emissions. In other words,

preservation treatments leave a much smaller environmental footprint.

The success of any endeavor requires a plan. The success of a pavement preservation plan begins with gathering data to put together an overall transportation asset management plan. Data begins with in place pavement characteristics. When was it placed, what materials were used, what is the pavement structure, what are the traffic volumes and anticipated future traffic growth? Answers to these questions will guide selecting the proper preservation treatment or if a preservation treatment is applicable. In addition, pavement conditions must be known. There are a variety of measurement tools available. The agency should use the tool that they can practically afford and that provides the level of detail needed to make sound decisions regarding pavement treatments. At a minimum information is needed regarding smoothness, such as IRI, are concrete slabs moving and are there voids under slabs, how many concrete slabs are cracked, how many corner cracks are present, is the pavement faulted and how much? Finally, are there materials related to distresses such as alkali-silica reaction or D-cracking? All this information provides the baseline for selecting the right treatment for the right pavement at the right time. Finally, agencies must recognize pavement condition is a point in time measurement. To fully benefit from an asset management plan and a preservation treatment plan, ongoing condition surveys, ideally annually, must be conducted. Then the agency can determine how a specific treatment has improved pavement condition, how long treatments last, and allows deterioration curves to be established to better schedule and fund future preservation or rehabilitation treatments.

In future articles we will discuss details of the various specific preservation treatments.

For more information contact:

Mark Shelton

Field engineer

MO/KS Chapter ACPA

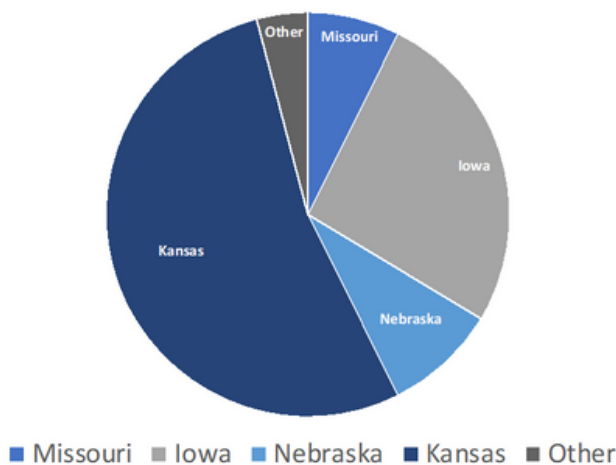
mark@moksacpa.com

WHAT WE LEARNED AT MINK 2022: DISCRETIONARY FUNDING THROUGH BIL

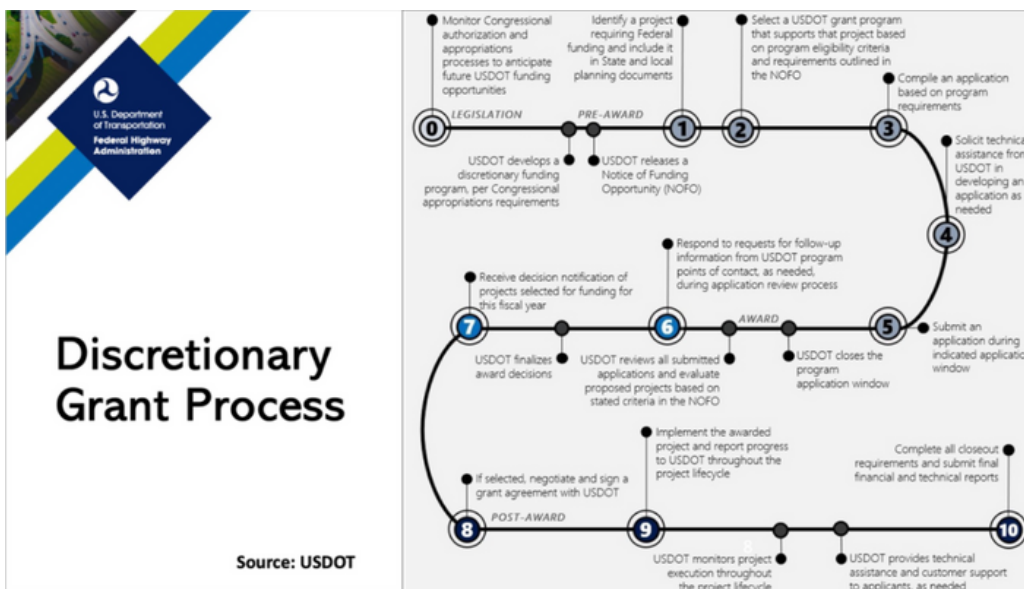
By Lindsay Francis, KS LTAP

This year's post-COVID MINK local roads meeting took place on September 28th and 29th in St. Joseph, Missouri and was one of the most attended meetings we have seen. Among the 122 attendees, there was representation from all four "MINK" states with Kansas comprising over half of those present! The agenda covered timely and practical topics on maintenance, innovative ideas, safety, procurement and, of course, funding. (Save the date for MINK 2023 which is scheduled to take place in St. Joseph, Missouri on September 13 -14, 2023!)

MINK 2022 Attendees



Tamiko Burnell and Allison Rogers of the U.S. Department of Transportation Federal Highway Administration Office of Operations provided the keynote presentation, entitled Beyond Federal Aid: Federal Discretionary Grants. They shared information about federal discretionary grants, highlighting the available opportunities, expectations of grant recipients and shared several resources for those interested in pursuing grant applications. They walked participants through the discretionary grant process, provided tips on understanding the notice of funding opportunity (NOFO) and covered eligible uses of available funding through the RAISE, INFRA, MEGA and RURAL grant programs. If you missed it, you can view the presentation slides [here](#).



Kansas LTAP wants you to know that we are dedicated to learning about the discretionary funding opportunities that are being made available through BIL so that we may be able to better serve you. Currently, we are exploring potential partnerships to deliver grant application assistance that minimizes duplication and maximizes the varying efforts being made across the state to inform, prepare, and equip you for the federal grant application process.

Here are some resources that are being offered by some of our partners that we trust will get you pointed in the right direction:

[Kansas Infrastructure Hub Resource Page](#)

Search for grants, get grant writing tips & visit the grant learning center at [Grants.gov](#)

[USDOT Maximizing Award Success: Navigating Grant Program Applications](#)

National League of Cities Grant Application Bootcamp (deadline to register 12/16)

[Learn More & Register](#)

NJLTAP Grant Writing How to Get Started (Webinar)
December 15, 2022 | 10:30 am 12:00 pm

[Learn More & Register](#)

REVIEW OF SAFE SYSTEM APPROACH

By Lindsay Francis, KS LTAP

Globally, injuries sustained in traffic crashes are estimated to be the eighth leading cause of death for all age groups and the leading cause of death for children and young people aged 5–29 (CDC, 2020). In the US, injuries sustained in traffic crashes are a leading cause of death for people aged 1–54 (CDC, 2020). In Kansas, there were 425 deaths resulting from road traffic crashes last year.

It is unrealistic to think that all the traffic crashes which led to this loss of life could have been prevented, however, a new approach in addressing roadway safety begs to ask if the injuries that led to loss of life could have been prevented.

Traditionally, roadway safety practices have focused on modifying human behavior and preventing all crashes. The SAFE SYSTEM approach to addressing roadway safety, focuses on reducing human error and accommodating human injury tolerance. This approach accepts the fact that even the best drivers, riders and walkers sometime make mistakes or decisions that can lead to a crash occurring.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES	
Traditional	Safe System
Prevent crashes	Prevent deaths and serious injuries
Improve human behavior	Design for human mistakes/limitations
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

Early adopters of the SAFE SYSTEM concept, like the Netherlands in 1992 and Sweden in 1995, have seen at least a 50-percent reduction in fatalities between 1994 and 2015 (FHWA, 2022). These approaches were grounded on the precedent that “human life and health are paramount and take priority over mobility and other objectives of the road traffic system” (Swedish Traffic Safety Council for Active and Sustainable Mobility, 2017) signifying a fundamental shift in the way transportation professionals across the world thought about traffic crashes, injuries, and fatalities. You may have seen or heard of safety campaigns like KDOT’s “Drive to Zero”, this is a SAFE SYSTEM application to eliminate fatalities & serious injury crashes in Kansas.

The SAFE SYSTEM approach is based on a set of six principles that apply to all traffic crash situations: Deaths and serious injuries are unacceptable, Humans make mistakes, Humans are vulnerable, Responsibility is shared, Safety is proactive, and Redundancy is crucial.

The five elements of the approach promote a holistic, long term and comprehensive way to approach to safety across the entire transportation system by creating a “safety net” that reinforces a need to create safer roads, safer speeds, safer vehicles, safer users and effective post-crash care.



Source: FHWA

So what can you do to show your commitment to advancing roadway safety?

Every city and town across Kansas is impacted by traffic crashes. No one person or group can reach the goal of eliminating traffic fatalities and serious injuries single handedly. Making safety a priority should be evident in the work that we do each day and implementing the Safe System approach is our shared responsibility. We all

have a role that requires a shift in how we use, think about and prioritize investments when it comes to our transportation system. Visit <https://highways.dot.gov/safety/zero-deaths> to learn more.

Visit <https://www.nlc.org/initiative/safety-first-challenge-for-safer-streets/> to join NLC’s Safety First Challenge for Safer Streets.

KDOT’S BUREAU OF LOCAL PLANNING NEW ONLINE TOOL IMPROVES PLANNING FOR LOCALS

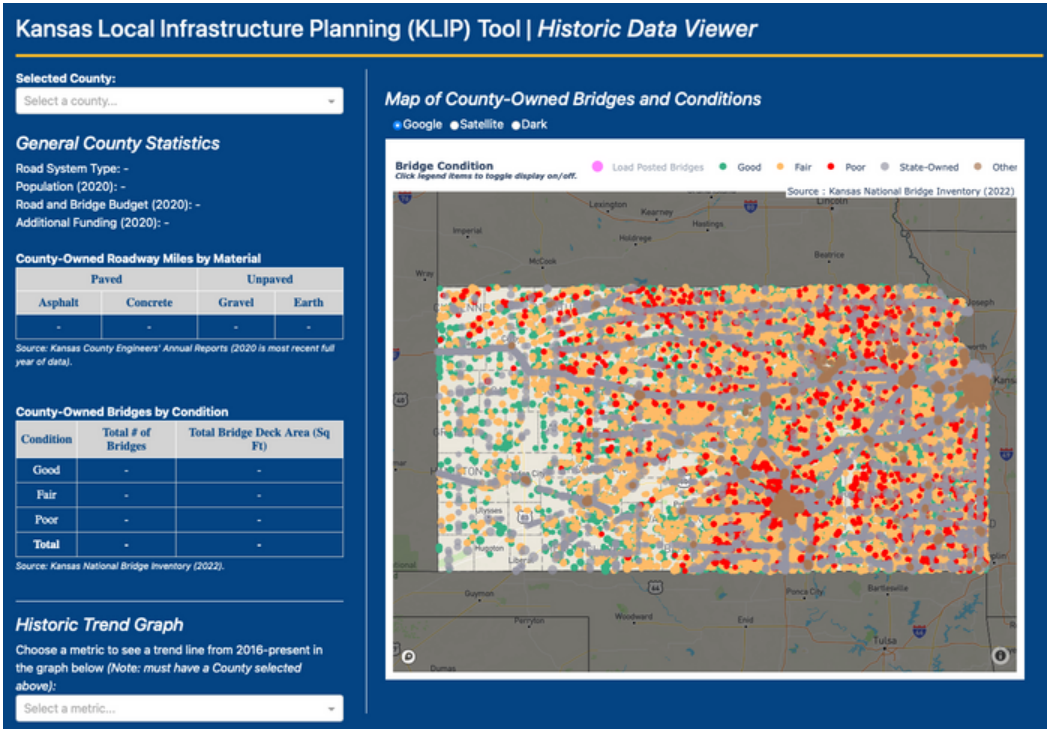
By Lindsay Francis, KS LTAP

At this year’s 47th Annual Kansas Association of Counties (KAC) Conference, KDOT’s Secretary of Transportation announced the release of an online interactive tool to enable Kansas counties to analyze county owned roads and bridges and help determine priorities to meet the future needs of local road systems.

Referred to as “KLIP,” the Kansas Local Infrastructure Planning Tool leverages counties’ existing road and bridge data and provides insights on local infrastructure conditions through an

interactive viewer. County officials will be better able to prioritize and plan investments, including for critical connections among agricultural, rural and urban communities across Kansas.

The KLIP Tool was developed in cooperation with the Kansas Association of Counties (KAC) and the Kansas County Highway Association (KCHA) to provide a planning tool to assist in identifying funding gaps and needs into the future. The tool provides a color-coded map of all bridges in the county, as well as a historic look at what has been spent on a county-by-county basis for



road and bridge maintenance and construction based on several factors, such as number of bridges, miles of roadway, or per capita. Using this information, the user can use the planning side of the tool to project future funding needs based on user inputs of costs for various activities, Mill Levy increases, and inflation rates for both future costs and assessed values, or possible changes to the size of the transportation system in that county.

The KLIP Tool is located at <https://klip.ksdot.gov/>. The link for the user manual is located on the front page of the planning tool.

KANSAS LTAP 2023 TRAINING CHANGES

By Megan Hazelwood, KS LTAP

Kansas LTAP is celebrating a successful 2022 training year! We want to thank every single person who attended one of our classes and a huge thank you to all of our instructors and host venues. We could not offer these vital services to the state of Kansas without you all. We are busy putting the final touches on our 2023 training schedule. In the meantime, we wanted to announce some changes that will be taking place next year.

In 2023, our registration rates will raise from \$75 to \$80 per person. Lunch is still included at this price. To offset the increase in registration, we will be offering one free registration to our host venues next year. If you are interested in hosting a Kansas LTAP training next year, please contact Megan Hazelwood at mhazelwood@ku.edu.

We will continue to offer on-demand classes in 2023. An on-demand class is where our instructor comes to you for a training. New for 2023, we will now require at least 15 participants in order to offer on-demand class. If you have any questions regarding on-demand classes or any concerns regarding the 15-person minimum, please reach out to Megan Hazelwood at mhazelwood@ku.edu. Kansas LTAP is always happy to help you advertise your on-demand class in order to reach that 15-person minimum.

Look for the Kansas LTAP 2023 training schedule to be released in January. If you have any questions regarding next year's schedule and/or the changes we will be implementing, please email kutc_training@ku.edu. We look forward to serving you all in the new year!

DIRECTOR'S MESSAGE

By Lindsay Francis, KS LTAP

So, are we still in the pandemic? It seems like COVID-19 lost its "pandemic" status sometime in 2022, right? This past year, we were able to see one another's mostly unmasked faces at several first in-person events since COVID, including Kansas LTAP events. We also joined "Zoom" calls to bridge physical distances, facilitate meetings and share ideas. We continued to provide access to Kansas LTAP training courses and technical resources in the pandemic-driven format of flexible, online learning. There are plans to continue and expand these offerings in 2023 and beyond. 2022 felt like the best of both pre and post COVID worlds.

Whether we are still technically in the pandemic or not, I think we can all acknowledge that we have come a long way from the first stages of it in 2020. We have all faced and fought to overcome unprecedented challenges over these last two years. The essential and citizen-reliant role of our local public works agencies was highlighted during the pandemic, and necessity became the mother of invention as we were forced to reimagine how to best serve our communities. This year, the Bipartisan Infrastructure Law (BIL) signified a transformative and historic investment in America's transportation network. BIL includes billions of dollars in competitive funding, across dozens of new and existing federal programs, available to local municipalities. As local public works agencies begin to reinvest in their communities post-pandemic, Kansas LTAP along with others are dedicated to ensuring you are kept informed, engaged, and supported.

“Thank you for all that you have done and continue to do for your communities and Kansas. You have all made the most of available resources and have provided quality service by continuing to adapt and embrace the changes each year brings.”

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As we wrap up 2022 and prepare for 2023, I want to thank you for all that you have done and continue to do for your communities and Kansas. You have all made the most of available resources and have provided quality service by continuing to adapt and embrace the changes each year brings. Kansas LTAP is proud to support you and we are excited to see what new opportunities 2023 will bring!

SHARE!

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KANSAS LTAP NEWSLETTER

The Kansas Local Technical Assistance Program (LTAP) is an educational, technology transfer and service program of the Kansas University Transportation Center (KUTC). Its purpose is to provide information to local government highway departments and their personnel and contractors by translating into understandable terms the latest technologies in the areas of roads, highways and bridges.

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