

MINUTES

SPECIAL COMMITTEE ON TRANSPORTATION

November 16, 2009
Room 143-N—Statehouse

Members Present

Senator Dwayne Umbarger, Chairperson
Representative Gary Hayzlett, Vice-chairperson
Senator Anthony Hensley
Senator Kelly Kultala
Senator Steve Morris
Representative Paul Davis
Representative Margaret Long
Representative Julie Menghini
Representative Melvin Neufeld
Representative Shirley Palmer
Representative Virgil Peck
Representative Vern Swanson
Representative Ron Worley

Members Absent

Senator Les Donovan
Senator Bob Marshall
Senator John Vratil
Representative Phil Hermanson
Representative Richard Proehl

Staff Present

Jill Shelley, Kansas Legislative Research Department
Aaron Klaassen, Kansas Legislative Research Department
Bruce Kinzie, Office of the Revisor of Statutes
Cindy Shepard, Committee Secretary

Others Attending

See attached list.

The meeting was called to order by Chairperson Dwayne Umbarger at 9:17 a.m.

Alan Conroy, Director, Kansas Legislative Research Department (KLRD), briefed the Committee on the State General Fund revenue estimates for current Fiscal Year 2010 and the first official estimate for Fiscal Year 2011 (Attachment 1). He stated that there is clearly a challenge to keep the General Fund solvent in the current year under the continued economic uncertainty.

Chairperson Umbarger requested information on the financial impact on the state of the 1989 Comprehensive Highway Plan and 1999 Comprehensive Transportation Program (CTP), specifically, as to effects on jobs directly related to projects and to secondary jobs.

Kyle Schneweis, Chief, Office of Governmental Affairs, Kansas Department of Transportation (KDOT), presented an overview of KDOT's Pilot Project Selection Process (Attachment 2). He also provided a statewide map and listings of Kansas highways that are candidates for highway expansion/enhancement and modernization (Attachment 3).

Pat Hurley, Executive Director, Economic Lifelines, spoke in support of enacting a new, large, multi-year transportation program (Attachment 4). Economic Lifelines prepared and provided the Committee with a *Kansas Transportation Notebook* (Attachment 5) covering the following topics:

- Optimized Highway Performance;
- CTP Investments by County - Maps;
- CTP Impacts - County Profile Sheets;
- Economic Impact - CTP Projects and Representative Future Projects;
- Sample Transportation Projects - Immediate Benefits to Businesses;
- T-LINK Recommendations;
- KDOT Funding Resource Guide;
- Map of City/County Resolutions; and
- Economic Lifelines Membership Information.

Frank Moretti, Director of Policy and Research, TRIP, presented an overview (Attachment 6) of the findings of that organization's report, released in September 2009, on the condition and funding of Kansas' roads, highways, and bridges (Attachment 7).

Written testimony was received from Shelby Smith, Founder, Economic Lifelines, expressing support for protection of the state's investment in highways, a shift from "highway priorities" to a state economic development focus, and inclusion of passenger rail service in the new transportation plan (Attachment 8).

Joe Erskine, Deputy Secretary for Finance and Administration, KDOT, reviewed a *Funding Resource Guide* prepared by KDOT for the Special Committee on Transportation (Attachment 9). He stated that the guide covers different funding scenarios requested by the Committee at its September 29, 2009, meeting. KDOT used the most recent data available and presented information showing how much of the T-LINK recommendation for highway spending would be met under various funding scenarios. The scenarios used various levels of traditional funding sources such as motor fuel taxes and vehicle registration fees and incorporated some "mixed sources," such as removing the sales tax exemption on motor fuels. They varied by effective dates of the new funding, such as an increase in fuels tax. He stated that the scenarios assumed the current levels of federal funding would continue. Mr. Erskine provided information on transportation funding options, a proposed debt service-to-revenue cap, indexing motor fuel taxes to a measure of inflation

such as the Consumer Price Index, adding sales tax on motor fuels, and removing various sales tax exemptions. (This information was included in the *Resource Guide*.)

The Chairman announced that the subcommittee appointed at the September 29, 2009, meeting would meet in the afternoon to work on funding scenarios for the new transportation plan.

The meeting was adjourned at 12:00 noon.

Prepared by Cindy Shepard
Edited by Jill Shelley

Approved by the Committee on:

January 19, 2010

(Date)

Revenue Estimates 2010 Session of the Legislature

New State General Fund Revenue Estimates

The Consensus Revenue Estimating Group met on November 5, 2009 to revise the State General Fund estimate for the current fiscal year and make the first official estimate for FY 2011.

- FY 2010 revised **downward** by \$235 million or 4.2 percent. Of the decrease:
 - Individual income taxes revised downward \$195 million or 7.1 percent;
 - Retail sales taxes revised downward \$39 million or 2.3 percent.
- FY 2011 estimate is \$122 million or 2.3 percent **below** the revised FY 2010 estimate. However modest growth in some tax sources:
 - Individual income taxes are estimated to increase 2.0 percent;
 - Retail sales taxes are estimated to increase 3.0 percent;
 - Total taxes are estimated to increase 2.5 percent.
- Net transfers change from a positive \$33.7 million in FY 2010 to a negative \$223.7 million in FY 2011. Major transfers out in FY 2011 include:
 - \$70 million for the Biosciences Authority;
 - \$44 million for the local government property tax "slider;"
 - \$10.1 million for the Special City-County Highway Fund; and
 - \$34.7 million for repayments to the State Highway Fund, the Underground Petroleum Fund, and the Waste Tire Management Fund.
- Assuming **all** of the current or projected State General Fund obligations are met, the shortfall is:
 - FY 2010 - \$459 million or 7.9 percent of expenditures (this would be after the Governor's July reduction of generally a 2.0 percent across-the-board cut or a \$90 million reduction);
 - FY 2011 - \$264 million or 4.8 percent of expenditures.

Transportation Revenue Estimates

The Transportation Revenue estimating Group met on November 10, 2009 and revised the transportation related revenue estimates for FY 2010 and made the first official estimate for FY 2011.

- Quarter cent sales and compensating use tax to the State Highway Fund:
 - FY 2009 (actual) - \$268.7 million
 - FY 2010 - \$263.1 million (previous estimate - \$276.1 million)
 - FY 2011 - \$274.0 million.

- Registration Fees:
 - FY 2009 (actual) - \$162.7 million;
 - FY 2010 (revised) - \$164.5 million (previous estimate - \$163.0 million);
 - FY 2011 - \$168.0 million.

- Motor Fuel Taxes:
 - State Highway Fund and Special City and County Highway Fund:
 - FY 2009 (actual) - \$417.8 million;
 - FY 2010 - \$417.6 million (previous estimate - \$439.2 million);
 - FY 2011 - \$424.0 million.

 - Estimated gallons - Gasoline and gasohol:
 - FY 2009 (actual) - 1.274 billion gallons;
 - FY 2010 - 1.275 billion gallons(previous estimate - 1.295 billion gallons);
 - FY 2011 - 1.280 billion gallons.

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November 12, 2009

To: Governor Mark Parkinson and Legislative Budget Committee

From: Kansas Legislative Research Department
Kansas Division of the Budget

Re: State General Fund Receipts Estimates for FY 2010 and FY 2011

Estimates for the State General Fund (SGF) are developed using a consensus process that involves the Legislative Research Department, Division of the Budget, Department of Revenue, and three consulting economists from state universities. This estimate is the base from which the Governor and the Legislature build the annual budget. The Consensus Group met on November 5, 2009, and decreased the estimate for FY 2010 and developed the first estimate for FY 2011.

For FY 2010, the estimate was decreased by \$235.2 million, or 4.2 percent, below the previous estimate (made in April and subsequently adjusted for legislation enacted during the veto session). The revised estimate of \$5.301 billion represents 5.2 percent decrease below final FY 2009 receipts.

The initial estimate for FY 2011 is \$5.179 billion, which is \$122.2 million, or 2.3 percent, below the newly revised FY 2010 figure. One major reason for the reduction relates to a significant increase in net transfers out of the SGF in compliance with current statutory requirements for FY 2011. Other factors influencing the growth rate include legislation enacted in 2005-2007 that continues to reduce the amount of severance, estate, corporation franchise, and motor carrier property tax receipts deposited in the SGF; and a revenue-enhancement package enacted in 2009 that is expected to produce significantly less in FY 2011 receipts than in FY 2010.

Table 1 compares the new FY 2010 and FY 2011 estimates with actual receipts from FY 2009. Table 2 shows the changes in the FY 2010 estimates.

Economic Forecast for Kansas

While the recent announcement of growth during the third quarter of 2009 may have signaled the end of the national economic downturn, a good deal of uncertainty remains for the Kansas economy and is underlined by very little projected growth in income and the expectation that unemployment will continue to increase during 2010. A recent study by the Federal Reserve indicates that Kansas since at least 1956 has exited every recession later than the nation-as-a-whole. While some of the weak economic indicators have prompted concerns of a double-dip recession, the assumptions are that modest growth will continue in the national and state economies in 2010 and 2011. Current forecasts call for nominal Gross Domestic Product to grow by 2.5 percent in 2010 and 4.3 percent in 2011 (coming off a 1.0 percent decline in 2009); and nominal Kansas Gross State Product to grow by 2.6 percent in 2010 and 3.0 percent in 2011 (after a 1.3 percent decline in 2009). Significant concerns nevertheless remain for many of the state's key

sectors, including aviation manufacturing and agriculture. The Consensus estimates contained in this memo are therefore premised on a leveling off of the state's economy during the balance of FY 2010 and the resumption of slow growth in FY 2011.

Kansas Personal Income

Kansas Personal Income (KPI) in 2009 is expected to fall by 2.7 percent below the 2008 level. The forecast calls for KPI to grow by 0.7 percent in 2010 and 2.7 percent in 2011. Overall US Personal Income growth is not expected to differ significantly from the pattern in Kansas, with national estimates currently at negative 2.1 percent, 1.5 percent, and 3.8 percent for the same three years, respectively.

Employment

Data obtained from the Kansas Department of Labor verify that employment has weakened considerably since the fall of 2008. The most recent monthly data show that total Kansas non-farm employment from September 2008 to September 2009 had decreased by about 60,000 jobs, or 4.3 percent. All major sectors showed losses, led by manufacturing, which had 26,400 fewer jobs. The current average estimates used by the Department indicate that the overall Kansas unemployment rate, which was 4.4 percent in CY 2008, is expected to jump to 6.95 percent in CY 2009; 7.3 percent in CY 2010; and fall to 6.75 percent for 2011. This trend is similar to national unemployment forecasts which suggest that the national rate, which is expected to remain up to 2.0 percent higher than the Kansas rate, will continue to increase throughout much of 2010, reaching a high of 10.2 percent.

Agriculture

Although net farm income in 2008 was significantly higher than 2007, the outlook for 2009 is much more uncertain as a result of higher input prices, especially energy and fertilizer costs, and significantly lower commodity prices. The All Farm Products Index of Prices received by Kansas farmers was 117 in September, down from 160 a year earlier. Weather conditions have contributed to a delay of up to five weeks in the 2009 harvest. Although the combined total production of the four major grain crops is expected to be 9 percent above the 2008 level, the overall value of production for those crops is forecast to be down by 19 percent. Livestock prices also remain lower this fall than they were in 2008.

Oil and Gas

After historic levels of volatility in the price of oil over the last 15 months, the price thus far in FY 2010 has remained much higher than the price estimated in April. The average price per taxable barrel of Kansas crude in FY 2010 is now estimated to be \$70, significantly higher than the previous forecast of \$45. As always, significant political tensions in the Middle East and elsewhere provide a great deal of uncertainty about forecasting the price of this commodity. Gross oil production in Kansas, which had been declining steadily for more than a decade until FY 2000, has recently reversed that trend and been increasing slightly since FY 2005. The current forecast of 40 million barrels for FY 2010 represents a level not seen since FY 1997. Approximately half of all Kansas oil produced is not subject to severance taxation because of various exemptions in that law.

The price of natural gas is expected to average \$3.75 per mcf for FY 2010 before increasing to \$5.25 per mcf for FY 2011, based on an industry source's analysis of futures markets. Factors considered for these estimates included the relationship between crude oil and gas prices, the current relatively high storage levels for gas, overall weakness of the economy, and the impact of

enhanced production from shale formations elsewhere in the United States. Kansas natural gas production in FY 2009 of 376 million cubic feet represented a significant decrease from the modern era peak of 730 million cubic feet in FY 1996 (largely as a result of depletion of reserves in the Hugoton Field). Production is expected to continue to decrease to 360 million cubic feet for FY 2010; and 345 million cubic feet for FY 2011.

Inflation Rate

The Consumer Price Index for all Urban consumers (CPI-U) is expected to fall by 0.5 percent in 2009. Despite the continuation of aggressive monetary policy by the Federal Reserve, the latest forecast calls for inflation to remain at very moderate levels of 1.5 percent in 2010 and 1.7 percent in 2011.

Interest Rates

The Pooled Money Investment Board (PMIB) is authorized to make investments in US Treasury and Agency securities, highly rated commercial paper and corporate bonds, repurchase agreements and certificates of deposit in Kansas banks. Extremely low idle-fund balances require PMIB to maintain a highly liquid portfolio, which reduces the amount of return available to the pool. In FY 2009, the state earned 2.20 percent on its SGF portfolio (compared with a 4.26 percent rate in FY 2008). The average rates of return forecasted for FY 2010 and FY 2011 are 1.05 percent and 1.22 percent, respectively, and reflect the expected continuation of historically low interest rates.

Economic Forecasts

	<u>CY 09*</u>	<u>CY 10*</u>	<u>CY 11*</u>
KPI Growth	(2.7)%	0.7%	2.7%
Inflation (CPI-U)	(0.5)%	1.5%	1.7%

	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>
SGF Interest	2.20%	1.05%	1.22%
Oil and Gas			
Oil Prices per bbl	\$ 73.44	\$ 70.00	\$ 75.00
Gross Prod. (000)	39,731	40,000	40,000
Gas Price per mcf	\$ 6.64	\$ 3.75	\$ 5.25
Gas Tax Val. (000)	1,816,868	1,231,875	1,657,294

*Estimated

State General Fund Receipts Estimates

FY 2010. The revised estimate of SGF receipts for FY 2010 is \$5.301 billion, a decrease of \$235.2 million from the previous estimate. Receipts through October had been running \$109.9 million below that forecast. The revised estimate is approximately \$288.3 million, or 5.2 percent, below actual FY 2009 receipts.

Each individual SGF source was reevaluated independently and consideration was given to revised and updated economic forecasts, collection information from the Departments of Revenue and Insurance, and year-to-date receipts.

The estimate of total taxes was decreased by \$241.3 million, while the estimate of other revenue was increased by \$6.1 million. Total taxes in FY 2010 are now expected to be \$215.9 million below FY 2009 collections, which were \$499.1 million below the FY 2008 figure.

The estimate for individual income taxes was decreased by \$195.3 million. Deferred capital losses from the stock market upheavals in 2008 are expected to influence tax year 2009 receipts in addition to the historically weak employment and personal income indicators. Final FY 2009 receipts from this source were \$93.0 million below the final estimate for that year and would have been almost \$120 million below the estimate had the state not deferred payment of a number of refunds to the early part of FY 2010.

The combined forecast for sales and compensating use taxes was decreased by \$48.1 million. This result is attributable in part to new information about an additional \$28 million in refunds to one taxpayer beyond the level that had been assumed in the previous estimate. Consumer confidence and forecasts of weak holiday spending also influenced the revision.

The corporation income tax estimate was reduced by \$23.2 million as a result of weak estimated payments thus far and the assumption that refunds will again be close to \$100 million by the end of the fiscal year. Receipts from this source through October were \$8.2 million below the previous estimate.

Other reductions of note based on new information included \$4.0 million cuts to both the motor carrier property tax and interest estimates.

The overall severance tax estimate was increased by \$27.2 million, with \$22.7 million attributable to an increase in the oil estimate. As noted previously, the estimated price per barrel has been increased substantially since April. The forecast for net transfers to the SGF also was increased by \$10.1 million.

Details of the current year's revised estimate are reflected in Table 2.

FY 2011. SGF receipts are estimated to be \$5.179 billion in FY 2011, a figure that is 2.3 percent below the new FY 2010 forecast. This result is heavily influenced by an increase of more than \$255 million in net transfers from the SGF which will occur absent any change in current law. Total tax receipts are expected to grow by \$131.6 million, or 2.5 percent, to reflect the modest economic recovery. Other factors taken into account for FY 2011 include the continued phasing out of the estate and corporation franchise taxes; and the fact that a temporary revenue enhancement package enacted in 2009 is expected to produce nearly \$60 million less in FY 2011 receipts than it will in FY 2010.

Accuracy of Consensus Revenue Estimates

For 35 years, SGF revenue estimates for Kansas have been developed using the consensus revenue estimating process. Besides the three state agencies identified on the first page, the economists currently involved in the process are Joe Sicilian from the University of Kansas, Ed Olson from Kansas State University, and John Wong from Wichita State University. Each of the agencies and individuals involved in the process prepared independent estimates and met on November 5, 2009, to discuss estimates and come to a consensus for each fiscal year.

STATE GENERAL FUND ESTIMATES

Fiscal Year	Adjusted Original Estimate*	Adjusted Final Estimate**	Actual Receipts	Difference from Original Estimate*		Difference from Final Estimate**	
				Amount	Percent	Amount	Percent
1975	-	\$614.9	\$627.6	-	-	\$12.7	2.1%
1976	\$676.3	699.7	701.2	\$24.9	3.7%	1.4	0.2
1977	760.2	760.7	776.5	16.3	2.1	15.8	2.1
1978	830.1	861.2	854.6	24.5	3.0	(6.5)	(0.8)
1979	945.2	1,019.3	1,006.8	61.6	6.5	(12.5)	(1.2)
1980	1,019.3	1,095.9	1,097.8	78.5	7.7	1.9	0.2
1981	1,197.1	1,226.4	1,226.5	29.4	2.5	0.1	0.0
1982	1,351.3	1,320.0	1,273.0	(78.3)	(5.8)	(47.0)	(3.6)
1983	1,599.2	1,366.9	1,363.6	(235.6)	(14.7)	(3.2)	(0.2)
1984	1,596.7	1,539.0	1,546.9	(49.8)	(3.1)	7.9	0.5
1985	1,697.7	1,679.7	1,658.5	(39.2)	(2.3)	(21.3)	(1.3)
1986	1,731.2	1,666.4	1,641.4	(89.8)	(5.2)	(25.0)	(1.5)
1987	1,903.1	1,764.7	1,778.5	(124.6)	(6.5)	13.8	0.8
1988	1,960.0	2,031.5	2,113.1	153.1	7.8	81.6	4.0
1989	2,007.8	2,206.9	2,228.3	220.5	11.0	21.4	1.0
1990	2,241.2	2,283.3	2,300.5	59.3	2.6	17.2	0.8
1991	2,338.8	2,360.6	2,382.3	43.5	1.9	21.7	0.9
1992	2,478.7	2,454.5	2,465.8	(12.9)	(0.5)	11.3	0.5
1993	2,913.4	2,929.6	2,932.0	18.6	0.6	2.4	0.1
1994	3,040.1	3,126.8	3,175.7	135.6	4.5	48.9	1.6
1995	3,174.4	3,243.9	3,218.8	44.4	1.4	(25.1)	(0.8)
1996	3,428.0	3,409.2	3,448.3	20.3	0.6	39.0	1.1
1997	3,524.8	3,642.4	3,683.8	159.0	4.5	41.4	1.1
1998	3,714.4	3,971.0	4,023.7	309.3	8.3	52.7	1.3
1999	3,844.7	4,051.9	3,978.4	133.7	3.5	(73.4)	(1.8)
2000	4,204.1	4,161.0	4,203.1	(1.0)	0.0	42.1	1.0
2001	4,420.7	4,408.7	4,415.0	(5.7)	(0.1)	6.4	0.1
2002	4,674.5	4,320.6	4,108.9	(565.6)	(12.1)	(211.7)	(4.9)
2003	4,641.0	4,235.6	4,245.6	(395.4)	(9.3)	9.9	0.2
2004	4,605.5	4,450.5	4,518.7	(86.8)	(1.9)	68.2	1.5
2005	4,490.5	4,793.8	4,841.3	350.8	7.8	47.5	1.0
2006	4,834.0	5,308.7	5,394.4	560.4	11.6	85.7	1.6
2007	5,144.0	5,721.3	5,809.0	665.0	12.9	87.8	1.5
2008	5,700.4	5,736.3	5,694.9	(5.5)	(0.1)	(41.4)	(0.7)
2009	6,185.7	5,709.7	5,589.0	(596.7)	(9.6)	(120.7)	(2.1)

* The adjusted original estimate is the estimate made in November or December prior to the start of the next fiscal year in July and adjusted to account for legislation enacted, if any, which affected receipts to the SGF.

** The final estimate made in March, April, or June is the adjusted original estimate plus or minus changes subsequently made by the Consensus Estimating Group. It also includes the estimated impact of legislation on receipts.

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The table (above) presents estimates compared to actual receipts since FY 1975, the fiscal year for which the current process was initiated. First, the adjusted original estimate is compared to actual collections and then the final estimate is compared to actual receipts.

Concluding Comments

Consensus revenue estimates are based on current federal and state laws and their current interpretation. These estimates will be further adjusted in mid-April prior to the conclusion of the 2010 Legislative Session.

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Table 1
State General Fund Receipts
(Dollars in Thousands)

	Consensus Estimate November 5, 2009					
	FY 2009 (Actual)		FY 2010 (Revised)		FY 2011	
	Amount	Percent Change	Amount	Percent Change	Amount	Percent Change
Property Tax:						
Motor Carrier	\$ 29,257	0.8 %	\$ 24,000	(18.0) %	\$ 24,000	-- %
Income Taxes:						
Individual	\$ 2,682,000	(7.4) %	\$ 2,560,000	(4.5) %	\$ 2,610,000	2.0 %
Corporation	240,258	(44.4)	245,000	2.0	245,000	--
Financial Inst.	26,192	(21.0)	24,000	(8.4)	25,000	4.2
Total	\$ 2,948,450	(12.3) %	\$ 2,829,000	(4.1) %	\$ 2,880,000	1.8 %
Estate Tax	\$ 22,530	(49.1) %	\$ 14,500	(35.6) %	\$ 5,000	(65.5) %
Excise Taxes:						
Retail Sales	\$ 1,689,516	(1.3) %	\$ 1,660,500	(1.7) %	\$ 1,710,000	3.0 %
Compensating Use	235,026	(4.6)	222,000	(5.5)	250,000	12.6
Cigarette	107,216	(4.9)	102,000	(4.9)	100,000	(2.0)
Tobacco Products	5,728	3.2	6,000	4.7	6,200	3.3
Cereal Malt Bev.	2,089	(6.2)	2,200	5.3	2,200	--
Liquor Gallonage	18,215	3.6	18,500	1.6	19,100	3.2
Liquor Enforcement	53,794	7.6	57,000	6.0	59,000	3.5
Liquor Drink	9,141	2.7	9,500	3.9	9,700	2.1
Corp. Franchise	41,720	(10.6)	26,000	(37.7)	15,000	(42.3)
Severance	124,249	(16.1)	101,700	(18.1)	118,800	16.8
Gas	73,814	(19.3)	47,700	(35.4)	62,800	31.7
Oil	50,436	(11.0)	54,000	7.1	56,000	3.7
Total	\$ 2,286,693	(2.7) %	\$ 2,205,400	(3.6) %	\$ 2,290,000	3.8 %
Other Taxes:						
Insurance Prem.	119,590	1.7 %	\$ 117,500	(1.7) %	\$ 123,000	4.7 %
Miscellaneous	1,794	(65.7)	2,000	11.5	2,000	--
Total	\$ 121,384	(1.2) %	\$ 119,500	(1.6) %	\$ 125,000	4.6 %
Total Taxes	\$ 5,408,314	(8.4) %	\$ 5,192,400	(4.0) %	\$ 5,324,000	2.5 %
Other Revenues:						
Interest	\$ 64,199	(42.3) %	\$ 20,000	(68.8) %	\$ 22,000	10.0 %
Net Transfers	35,582	109.4	33,700	(5.3)	(223,700)	(763.8)
Agency Earnings	80,879	50.1	54,600	(32.5)	56,200	2.9
Total	\$ 180,660	185.0 %	\$ 108,300	(40.1) %	\$ (145,500)	(234.3) %
Total Receipts	\$ 5,588,974	(1.9) %	\$ 5,300,700	(5.2) %	\$ 5,178,500	(2.3) %

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Table 2
State General Fund Receipts
FY 2010 Revised
Comparison of November 2009 Estimate to June 2009 Estimate
(Dollars in Thousands)

	FY 2010 CRE Est. as Adj. for Legis.	FY 2010 CRE Estimate	Difference	
			Amount	Pct. Chg.
Property Tax:				
Motor Carrier	\$ 28,000	\$ 24,000	\$ (4,000)	(14.3) %
Income Taxes:				
Individual	\$ 2,755,335	\$ 2,560,000	\$ (195,335)	(7.1) %
Corporation	268,200	245,000	(23,200)	(8.7)
Financial Inst.	26,000	24,000	(2,000)	(7.7)
Total	\$ 3,049,535	\$ 2,829,000	\$ (220,535)	(7.2) %
Estate Tax	\$ 14,500	\$ 14,500	\$ --	-- %
Excise Taxes:				
Retail Sales	\$ 1,699,428	\$ 1,660,500	\$ (38,928)	(2.3) %
Compensating Use	231,200	222,000	(9,200)	(4.0)
Cigarette	102,000	102,000	--	--
Tobacco Product	5,800	6,000	200	3.4
Cereal Malt Beverage	2,200	2,200	--	--
Liquor Gallonage	18,500	18,500	--	--
Liquor Enforcement	57,000	57,000	--	--
Liquor Drink	9,700	9,500	(200)	(2.1)
Corporate Franchise	22,000	26,000	4,000	18.2
Severance	74,500	101,700	27,200	36.5
Gas	43,200	47,700	4,500	10.4
Oil	31,300	54,000	22,700	72.5
Total	\$ 2,222,328	\$ 2,205,400	\$ (16,928)	(0.8) %
Other Taxes:				
Insurance Premium	\$ 117,300	\$ 117,500	\$ 200	0.2 %
Miscellaneous	2,000	2,000	--	--
Total	\$ 119,300	\$ 119,500	\$ 200	0.2 %
Total Taxes	\$ 5,433,663	\$ 5,192,400	\$ (241,263)	(4.4) %
Other Revenues:				
Interest	\$ 24,000	\$ 20,000	\$ (4,000)	(16.7) %
Net Transfers	23,610	33,700	10,090	42.7
Agency Earnings	54,600	54,600	--	--
Total Other Revenue	\$ 102,210	\$ 108,300	\$ 6,090	6.0 %
Total Receipts	\$ 5,535,873	\$ 5,300,700	\$ (235,173)	(4.2) %

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STATUS OF THE STATE GENERAL FUND
FY 2009-FY 2011 Based on November 2009 Consensus Revenue Estimates
(In Millions)

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	<u>Actual FY 2009</u>	<u>Estimated FY 2010</u>	<u>Estimated FY 2011</u>
Revenue:			
Beginning Balance	\$ 526.6	\$ 51.2	\$ -
Receipts (Nov. 2009 Consensus Revenue Estimate)	5,589.0	5,300.7	5,178.5
Total Available	<u>\$ 6,115.6</u>	<u>\$ 5,351.9</u>	<u>\$ 5,178.5</u>
Expenditures:			
Delay FY 2009 School Aid Payments to FY 2010	6,064.4	5,612.9	5,354.8
State General Fund Amounts Shifted to FY 2010	-	73.0	(73.0)
Governor's July 2009 State General Fund Allotments (generally 2.0 percent)	-	35.0	(35.0)
		(90.1)	-
Additional Human Services Caseload Estimates	-	24.3	118.4
Additional School Finance Estimates	-	142.3	1.3
Additional Special Education Estimates	-	13.5	25.0
Additional Statutorily Required KPERS Increase	-	-	42.0
Previously Approved Undermarket Employee Salary Adjustments	-	-	8.5
Additional Adjustments to Achieve a Zero Ending Balance	-	<u>(459.0)</u>	<u>(263.5)</u>
Total Expenditures	<u>\$ 6,064.4</u>	<u>\$ 5,351.9</u>	<u>\$ 5,178.5</u>
Ending Balance	<u>\$ 51.2</u>	<u>\$ -</u>	<u>\$ -</u>
Ending Balance as a Percentage of Expenditures	0.8%	0.0%	0.0%
Receipts in Excess of Expenditures	\$ (475.4)	\$ (51.2)	\$ -
Across-the-Board Reduction Needed to Achieve a Zero Ending Balance		<u>7.9%</u>	<u>4.8%</u>
Two-Year Total Reduction Required to Achieve a Zero Ending Balance - \$722.5 million			

State General Fund Outlook
November Consensus Revenue Estimate
(Dollars in Millions)

	FY 2008 <u>Actual</u>	FY 2009 <u>Actual</u>	FY 2010 <u>Nov '09 CRE</u>
Beginning Balance	\$ 935.0	\$ 526.6	\$ 49.7
November 5, 2009 Updated Revenues	5,693.4	5,587.4	5,300.7
Governor's July Financial Plan	--	--	40.4
Total Available	\$ 6,628.4	\$ 6,114.0	\$ 5,390.8
Expenditures			
Approved Expenditures	\$ 6,101.8	\$ 6,137.4	\$ 5,634.9
School Payments Carried Over	--	\$ (73.0)	\$ 73.0
Governor's July Financial Plan	--	--	(90.6)
Address Judiciary Funding	--	--	8.0
Health/Human Svc Caseload Adj.	--	--	24.3
Total Expenditures	\$ 6,101.8	\$ 6,064.3	\$ 5,649.6
Ending Balance	\$ 526.6	\$ 49.7	\$ (258.8)
<i>As Percent of Expenditures</i>	8.6 %	0.8%	(4.6%)

1-12

KDOT's Pilot Project Selection Process

The T-LINK Task Force recommended a more strategic approach to highway project selection that built on KDOT's historically strong engineering based formulas by also considered regional priorities and economic impacts. To that end, KDOT has piloted an expanded selection process.

The Three Criteria

- **Engineering Factors** such as pavement condition, roadway geometrics (shoulders/hills/curves), traffic and truck numbers, and accident statistics. These scores were developed by KDOT engineers.
- **Local Consultation** is intended to capture the priorities of a region. As KDOT has held local consultation meetings across the state, Kansans have come together to prioritize the needs in their individual regions. KDOT district staff assigned a score that represents both what they've heard at those meetings and their intimate knowledge of the system needs developed through years of working on the ground.
- **Economic Impact** measures the change in economic output that would stem from a transportation improvement. KDOT is using an economic model that is intended to objectively measure the increase in jobs, income, and regional GDP.

The Three Project Types

- **Preservation** – taking care of what we have. The bulk of this work includes pavement rehabilitation and reconstruction and bridge repairs and replacements.
- **Modernization** – improving the existing roadway. This includes things like adding shoulders, flattening hills, straightening curves, and improving intersections.
- **Expansion** – adding something new. This category includes adding lanes and interchanges

The Analysis varies by Project Type

The T-LINK Task Force has recognized that projects should be analyzed differently depending on what the project type is. The initial recommendation is that the criteria be weighted among the categories as follows:

	Engineering Factors	Local Consultation	Economic Impact
Preservation	100%	-	-
Modernization	80%	20%	-
Expansion	50%	25%	25%

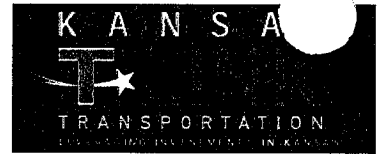
Accounting for Geography

Because projects in rural areas have differing impacts from those in urban areas, the projects were split into two categories. Projects in Douglas, Johnson, Sedgwick, Shawnee, and Wyandotte counties were analyzed in the urban category. Projects outside of those counties were analyzed in the rural category. This process is very similar to the methods used by KDOT in the past during the CHP and CTP.

The Results

The map that follows demonstrates which candidate projects KDOT analyzed and the results of the analysis which were presented at the 2009 local consultation meetings. The projects were selected based on both KDOT's needs analysis and the regional priorities identified in past local consultation meetings. The blue highlighted corridors were analyzed as modernization candidates, the green corridors are expansion candidates, and the yellow projects are passing lane candidates. **The projects that rose to the top of the selection process are highlighted in red.** These projects represent the top 10 modernization projects, the Top 20 urban expansion projects, and the top 30 rural expansion projects. The total estimated construction cost for these highlighted segments is \$5 billion in 2008 dollars. It should be noted that, absent a new funding program, KDOT does not have funds to construct these projects. It is expected that some of the project scores and ranking will be modified based on comments received from the 2009 local consultation meetings.

Special Committee on Transportation 2009
11/16/09
Attachment 2



23.2: K-96 from Sterling to Hutchinson

Description: Construct a new expressway to replace the existing 2-lane K-96 highway from Sterling to Hutchinson. The upgrade would consist of 13 miles of 4-lane expressway with partially controlled access. The improvements would increase the capacity of the corridor section and separate the two directions of traffic.

Project Classification: Rural

Project Construction Cost: \$65 million

TOTAL SCORE:	64.0 points out of possible 100 (Ranked 18 out of 121 projects)
Engineering:	17.0 points out of 50
Local Consult:	25.0 points out of 25
Economic Impact:	22.0 points out of 25

Engineering Score Justification:

The existing section of K-96 carries over 3,000 vehicles per day with about 450 trucks. The current and future volume to capacity ratios are low. The current accident rate is high and fatal accident rate is low.

Local Consult Score Justification:

Safety is the major concern for this section as there are no shoulders, steep side slopes, narrow RW, and narrow pavement. People avoid this road due to their uneasiness while traveling it and also due to local roads offering what is perceived to be a shorter or easier route than the highway route; this was brought up in county meetings by local residents who say there are so many alternate routes people use to avoid this section. The regional support has been substantial, including support from Barton County, Reno County, Rice County, Cities of Ellinwood, Lyons, Sterling, Hutchinson and Great Bend. The extenuating costs would be minimal, Sterling and Nickerson have supported a bypass.

Economic Impact Results & Justification:

Additional Jobs: 500 to 1000 permanent jobs expected by 2030

*Gross Regional Product plus
Traveler Benefit (GRP+B):* \$519 million added by 2030

Market Access:

Market area within a 40 minute drive time of the project is not expected to significantly increase as a direct result of this project.

Contingent Development:

Based on local development information, approximately 150 additional permanent jobs have been estimated in the area as a direct result of this project.

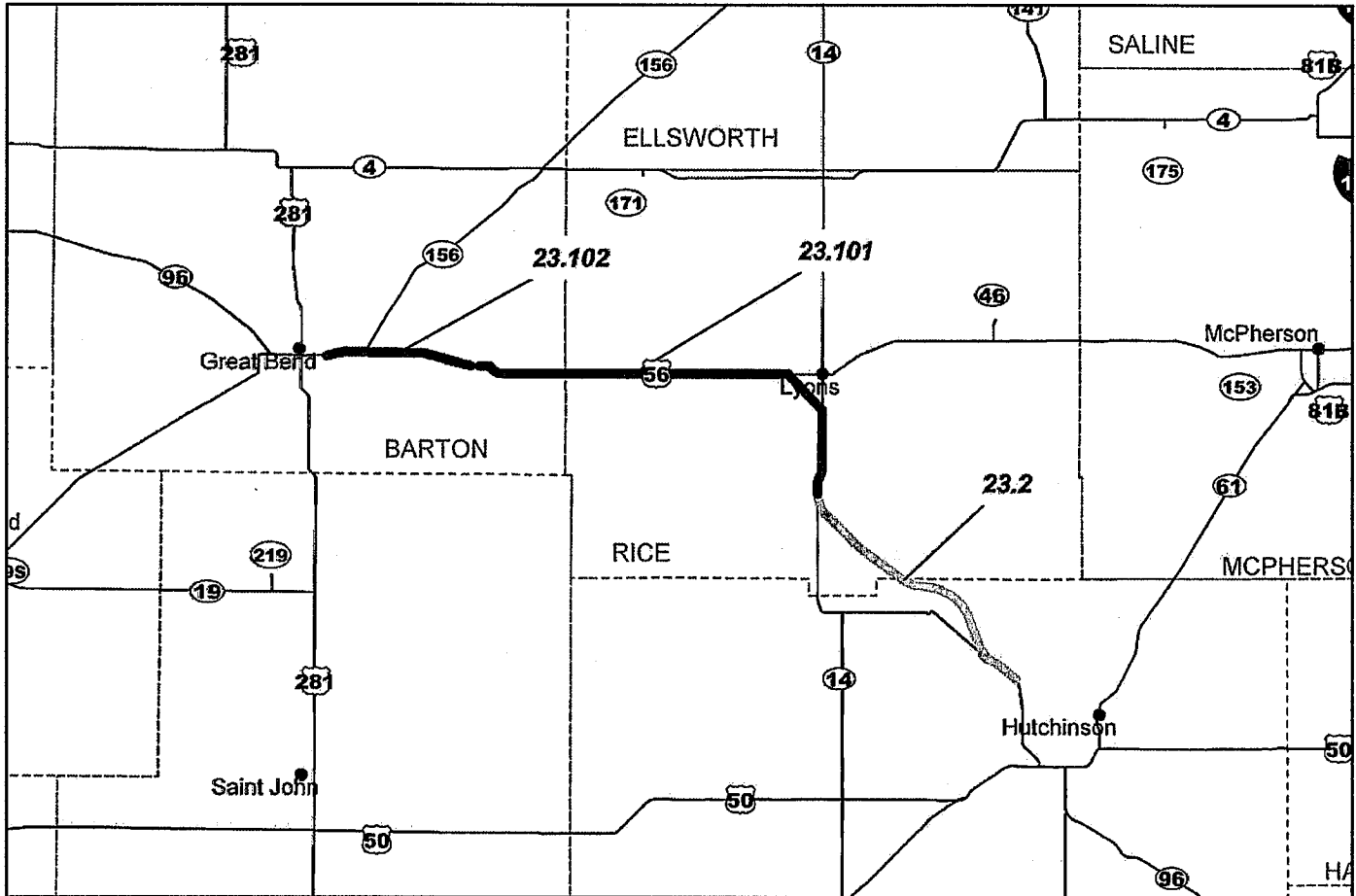
Travel Time:

Reduced passenger vehicle hours of travel by 8%, truck hours of travel by 11% in 2030 if the proposed project is constructed.

Congestion:

Due to low current and future traffic congestion, the impact of this project to congestion is minimal.

23.2: K-96 from Sterling to Hutchinson





48.4: US-59 from Nortonville to Atchison

Engineering Score Justification:

These sections of US-59 carry between 2,600 and 3,500 vehicles per day with over 600 trucks. The current and future volume to capacity ratios are low. The current accident rate is high and fatal accident rate is medium.

Local Consult Score Justification:

This route is seen by locals as being an important connecting route for commerce between US-36 and I-70 as well as providing connectivity between Atchison/St. Joseph and Topeka. Commercial traffic already uses this route as an alternative to going on I-29 through Kansas City, then west on the Turnpike. Improving this section provides an attractive route for trucks, which in turn promotes new industry as product to market time is important to businesses seeking potential new market regions.

Economic Impact Results & Justification:

Additional Jobs: 50 or less permanent jobs expected by 2030

Gross Regional Product plus

Traveler Benefit (GRP+B): \$17 million added by 2030

Market Access:

Market area within a 40 minute drive time of the project is not expected to significantly increase.

Contingent Development:

No significant contingent development is anticipated to occur along this corridor as a direct result of this project.

Travel Time:

Vehicle hours of travel are anticipated to be reduced by 7% by 2030 if the proposed project is constructed.

Congestion:

Due to low current and future traffic congestion, the impact of this project to congestion is minimal.

2-4

48.4: US-59 from Nortonville to Atchison

Description: Upgrade the existing 2-lane highway from Nortonville to Atchison along the US-59 corridor. The upgrade would consist of 15 miles of 4-lane expressway with partially controlled access. The improvements would increase the capacity of the corridor section and separate the two directions of traffic.

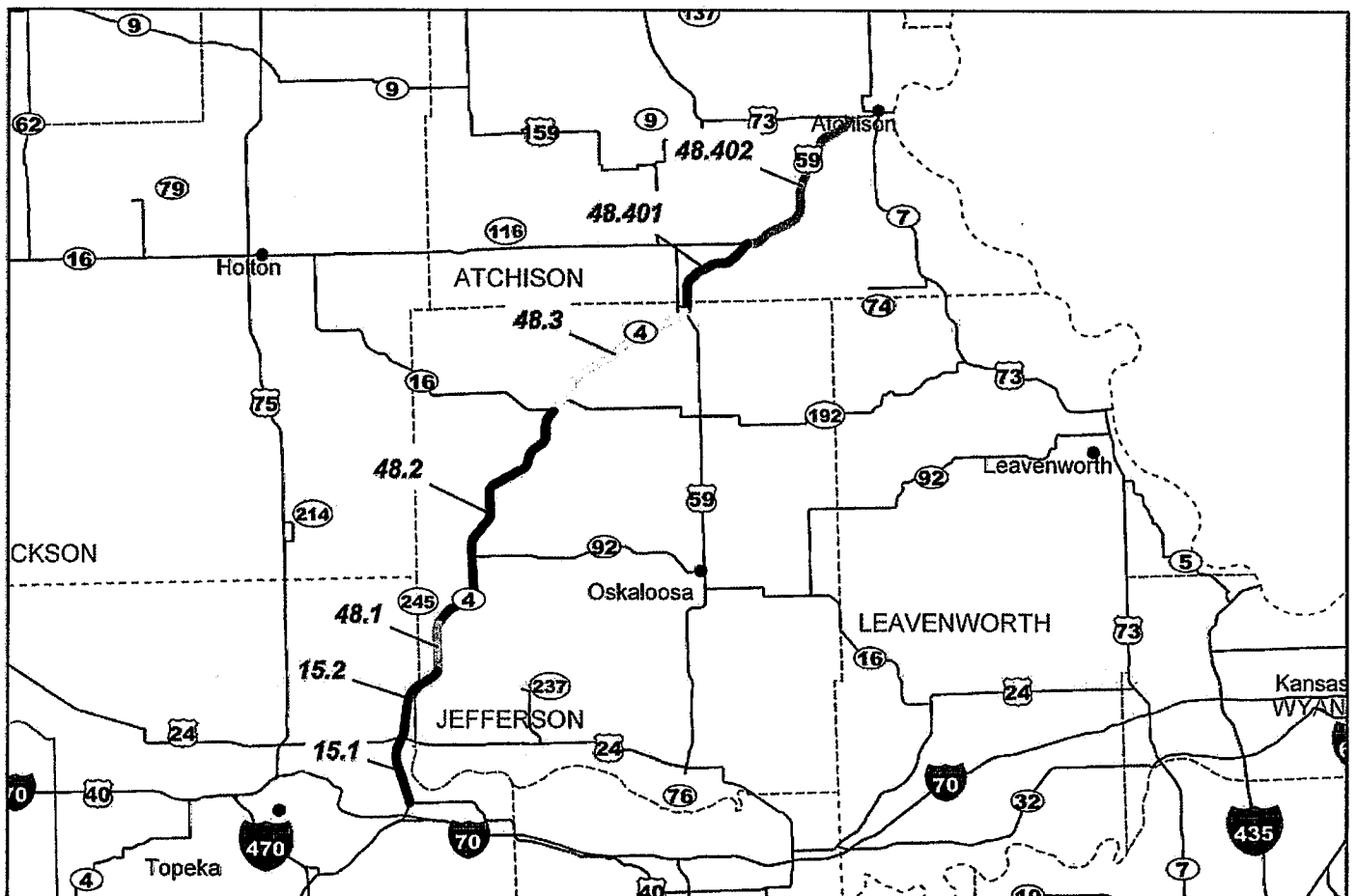
Project Classification: Rural

Project Construction Cost: \$85 million

<u>Seg. #</u>	<u>Location</u>	<u>Engineering Score (50)</u>	<u>Local Consult Score (25)</u>	<u>Econ. Impact Score (25)*</u>	<u>Project Total Score</u>	<u>Rank†</u>
48.401	Nortonville to Cummings	23.3	12.5	2.0	37.8	99
48.402	Cummings to Atchison	22.3	12.5	2.0	36.8	102

* Economic Impact Scores were evaluated for the whole project corridor, thus the values are the same for each corridor segment.

† Rank is out of a total of 121 Rural projects.





50.: K-7/I-70 Interchange

Description: Reconstruct and improve capacity of the existing interchange at I-70/K-7, also constructing the collector-distributor freeway system between Kansas Ave and 130th St including interchanges at these two, in Bonner Springs. The new interchange will better facilitate movement between I-70 and K-7 while maintaining access to local businesses.

Project Classification: Urban

Project Construction Cost: \$300 million

TOTAL SCORE:	88.5 points out of possible 100 (Ranked 1 out of 42 projects)
Engineering:	50.0 points out of 50
Local Consult:	22.5 points out of 25
Economic Impact:	16.0 points out of 25

Engineering Score Justification:

The Interchange analysis at I-70 (KTA) and K-7 assumes K-7 becomes a freeway, with improvements to Kansas Avenue and 130th. This interchange reconstruction project scores high based on a very high crash rate, a proposed reduction in conflict points along the immediate corridor, and potential relief of existing congestion, in particular at the existing ramp terminal.

Local Consult Score Justification:

The existing interchange is out of date does not address the needs of current highway users. There are numerous accidents at the interchange with corresponding delays to the public due to its current configuration. At peak periods, traffic backs up on I-70 and also backs up past the turn lanes into through lanes on K-7. Public meetings have shown considerable public support for an improvement in this facility, and the current proposed improvement concept has been accepted by the city of Bonner Springs. On the negative side, right of way will be expensive and the right of way acquired will leave less property available for existing and future businesses.

Economic Impact Results & Justification:

Additional Jobs: 2000 to 5000 permanent jobs expected by 2030

*Gross Regional Product plus
Traveler Benefit (GRP+B):* \$1505 million added by 2030

Market Access:

Market area within a 40 minute drive time of the project is not expected to significantly increase as a direct result of this project.

Contingent Development:

Based on local development information, an estimated 1,300 new retail jobs are expected as a result of anticipated development associated with the land directly served by the ramp terminals.

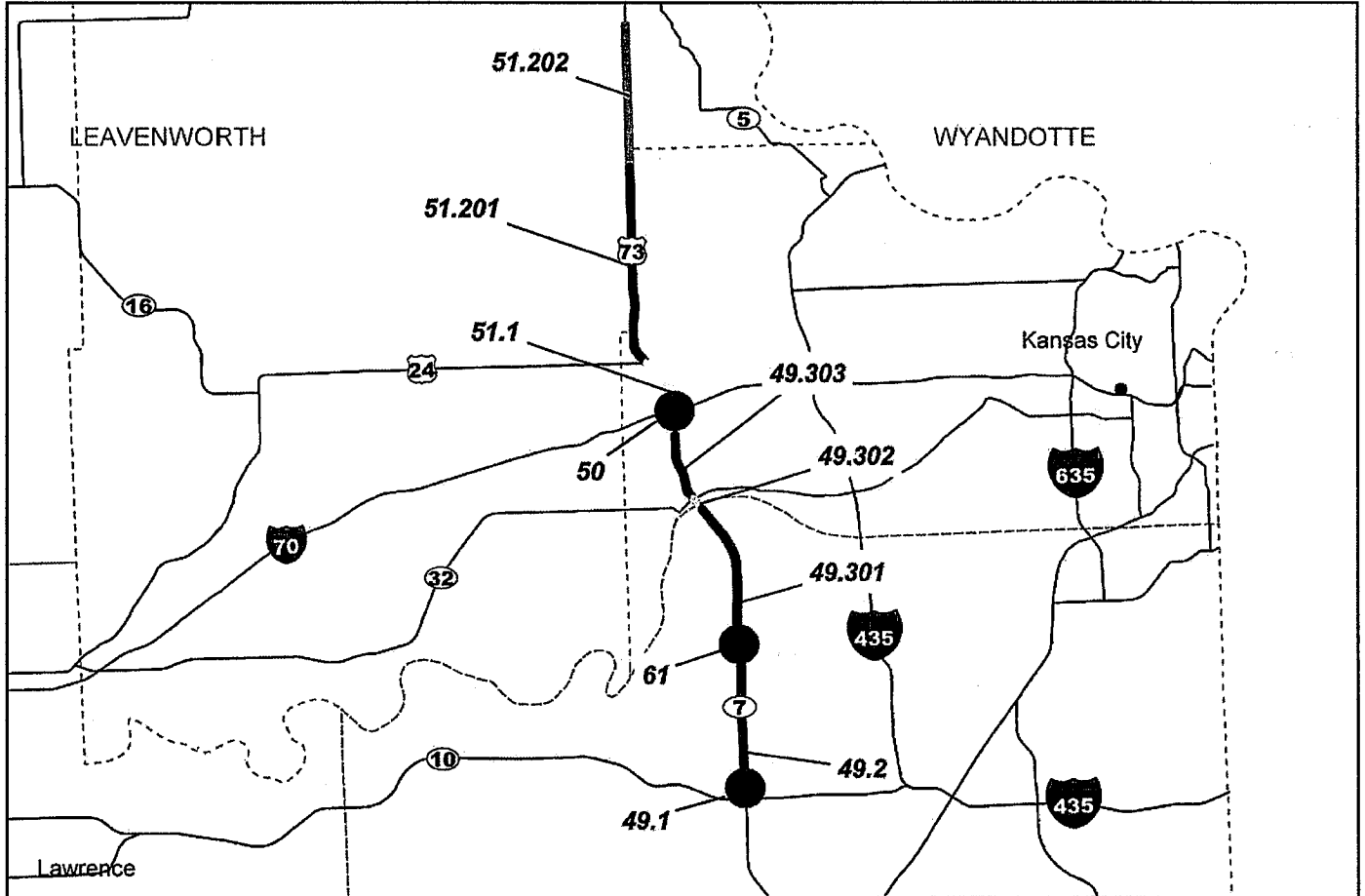
Travel Time:

Vehicle hours of travel are anticipated to be reduced by 82% in 2030 if the proposed project is constructed.

Congestion:

With the construction of this project, the very high fraction of traffic that is congested and congestion related travel time are both anticipated to be minimized.

50.: K-7/I-70 Interchange





16.4: K-7 from Harold Street to K-10

Description: Upgrade the existing 4-lane highway from 0.5 mi south of 127th/Harold Street to K-10 in Olathe. The upgrade would consist of 3.7 miles of 4-lane freeway with fully controlled access. The improvements would increase the capacity of the corridor section and control points of access to the roadway.

Project Classification: Urban

Project Construction Cost: \$79 million

TOTAL SCORE:	42.9 points out of possible 100 (Ranked 38 out of 42 projects)
Engineering:	23.9 points out of 50
Local Consult:	15.0 points out of 25
Economic Impact:	4.0 points out of 25

Engineering Score Justification:

This section of K-7 carries over 21,000 vehicles per day with over 2300 trucks. The current and future volume to capacity ratios are medium. The current accident rate is low and fatal accident rate is medium.

Local Consult Score Justification:

This is currently a four lane divided section with grade separation from Harold Street to K-10.

Economic Impact Results & Justification:

Additional Jobs: 50 or less permanent jobs expected by 2030

*Gross Regional Product plus
Traveler Benefit (GRP+B):* \$39 million added by 2030

Market Access:

Market area within a 40 minute drive time of the project is not expected to significantly increase as a direct result of this project.

Contingent Development:

No significant contingent development is anticipated to occur along this corridor as a direct result of this project.

Travel Time:

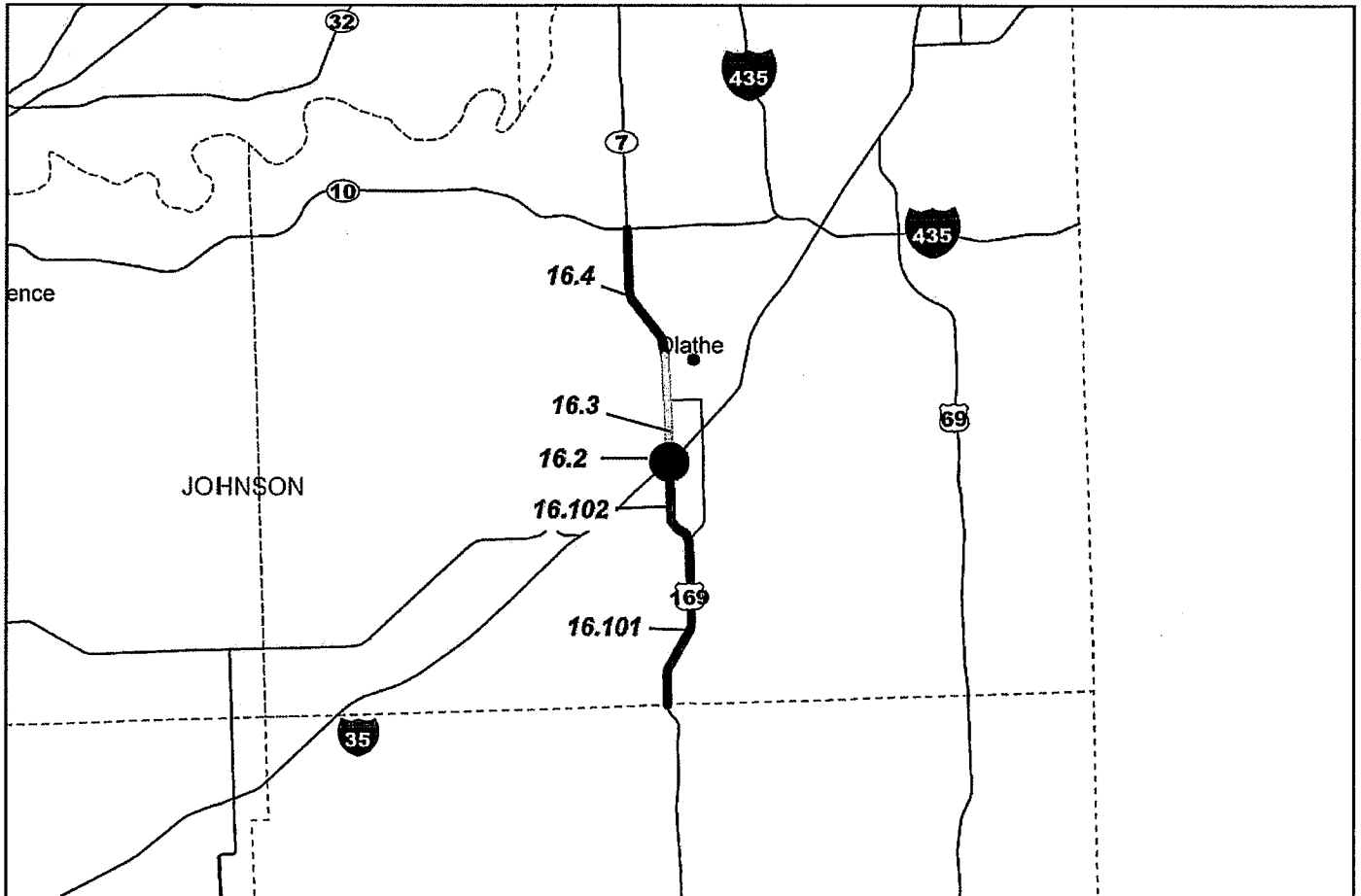
Vehicle hours of travel are anticipated to be reduced by 11% in 2030 if the proposed project is constructed.

Congestion:

The fraction of traffic that is congested is expected to be reduced by 75% and congestion related travel time is expected to be minimized.

2-8

16.4: K-7 from Harold Street to K-10



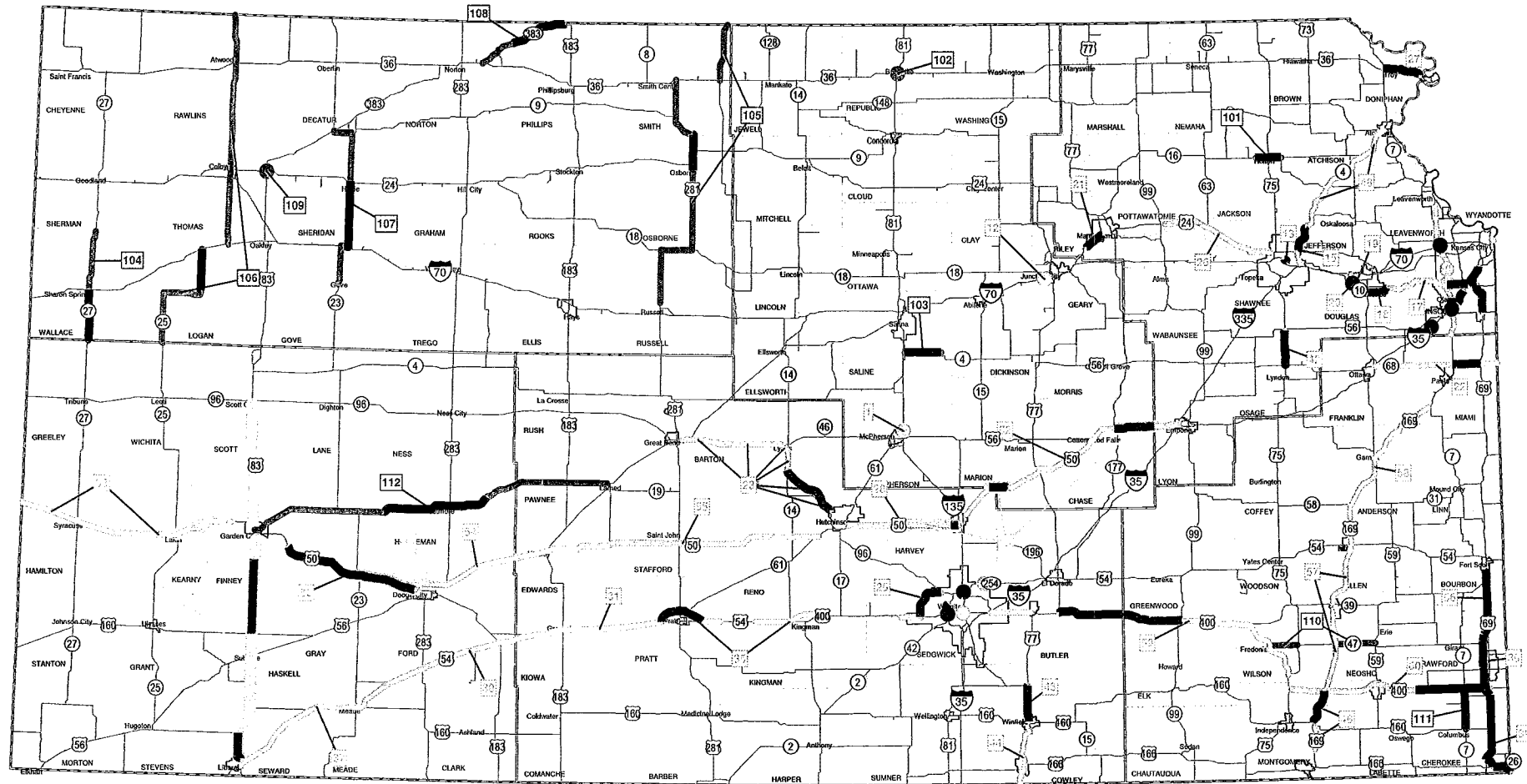
EXAMPLE
October 1, 2009

Kansas Highway Expansion & Enhancement, and Modernization Candidates

Please post comments or questions
projects at the Kansas Transportation



Special Committee on
 Transportation 2009
 11/16/09
 Attachment 3



- | | | | | | |
|--|-------------------------------|--|--|--|-----------------------------------|
| | Upper Tier Project | | Expansion & Enhancement Road Project | | Modernization Road Project |
| | Passing Lane Projects | | Expansion Interchange Project | | Modernization Interchange Project |
| | Project Number - Passing Lane | | Project Number - Expansion & Enhancement | | Project Number - Modernization |

PREPARED BY THE
 KANSAS DEPARTMENT OF TRANSPORTATION
 Bureau of Transportation Planning
 Candidate.GWS October 1, 2009
 Data Source: Bureau of Program & Project Mgmt

**MODERNIZATION
Project Candidates**

October 1, 2009

B-2

Row	Project Number	District	County	Route	Location	Length (miles)	Scope	2008 Construction Cost (\$ Million)	Local Consult Score (20%)	Engineering Score (80%)	TOTAL SCORE
1	104.1	3	Wallace	K-27	GL-WA County Line N to Sharon Springs	14	reconstruct	21	20	80	100
2	101	1	Jackson	K-16	K-16/116 Jct. to 3 miles west of Holton	6	reconstruct	12	10	80	90
3	105.4	3	Osborne	US-281	Osborne to Portis	9	reconstruct	13	6	78	84
4	107.2	3	Gove-Sheridan	K-23	Grainfield to Hoxie	18	reconstruct	22	12	70	82
5	111	4	CK-CR	K-7	Columbus to Cherokee (US-400)	12	reconstruct	26	12	60	72
6	108.2	3	Phillips	K-383	NT-PL Co Line NE to US-183	15	reconstruct	22	12	59	71
7	103	2	Salline	K-4	Old US-81 to Gypsum	10	reconstruct	22	12	59	71
8	112.5	6	Hodgeman	K-156	Jetmore to Hanston	11	reconstruct	11	20	50	70
9	112.4	6	Hodgeman	K-156	Finney-Hodgeman Co L to Jetmore	17	reconstruct	17	16	52	68
10	106.2	3	Logan	K-25	Russell Springs to W Jct US-40	11	reconstruct	17	6	60	66
							Upper Tier Const Cost	\$183			
11	109	3	Thomas	US-83	Jct US-83 & US-24		realign US-83 & impr inters'n	3	10	54	64
12	104.2	3	Wallace	K-27	Sharon Springs N to WA-SH County Line	16	reconstruct	24	16	48	64
13	106.5	3	Thomas	K-25	Colby to Thomas-Rawlins Co L	12	reconstruct	18	14	50	64
14	108.1	3	Norton	K-383	US-36 NE to NT-PL Co Line	11	reconstruct	16	14	50	64
15	106.4	3	Thomas	K-25	Logan-Thomas Co L to Colby	15	reconstruct	23	10	52	62
16	112.6	6	Hodgeman	K-156	Hanston to Hodgeman-Pawnee Co L	11	reconstruct	11	14	48	62
17	112.8	5	Pawnee	K-156	US-183 to Larned	11	reconstruct	11	16	44	60
18	105.5	3	Smith	US-281	Portis to Smith Center	17	reconstruct	27	6	53	59
19	106.3	3	Logan	K-25	W Jct US-40 to Logan-Thomas Co L	9	reconstruct	13	10	49	59
20	112.3	6	Finney	K-156	W Jct K-23 to Finney-Hodgeman Co L	13	reconstruct	13	14	45	59
21	112.7	5	Pawnee	K-156	Hodgeman-Pawnee Co L to US-183	14	reconstruct	14	14	42	56
22	105.1	3	Russell	US-281	Russell to W Jct K-18	15	reconstruct	24	14	42	56
23	107.3	3	Sheridan	K-23	Hoxie to US-83	18	reconstruct	22	8	46	54
							Middle Tier Const Cost	\$219			
24	106.1	3	Logan	K-25	Wichita-Logan Co L to Russell Springs	24	reconstruct	36	6	45	51
25	102	2	Republic	US-36	Jct US-36 & US-81		impr intrchnng, const rest stop	10	6	44	50
26	105.2	3	Russell	US-281	W Jct K-18 to Luray	8	reconstruct	12	6	44	50
27	106.6	3	Rawlins	K-25	Thomas-Rawlins Co L to Atwood	16	reconstruct	24	10	40	50
28	112.1	6	Finney	K-156	Garden City to RS 250	12	reconstruct	12	10	40	50
29	105.3	3	Russell-Osborne	US-281	Luray to Osborne	22	reconstruct	35	12	38	50
30	107.1	3	Gove	K-23	Gove to Grainfield	10	reconstruct	12	8	39	47
31	110.2	4	Neosho	K-47	US-169 to US-59	11	reconstruct	27	12	33	45
32	105.6	3	Smith	US-281	US-36 to Nebraska	15	reconstruct	24	8	35	43
33	112.2	6	Finney	K-156	RS 250 to W Jct K-23	11	reconstruct	11	10	33	43
34	110.1	4	Wilson	K-47	US-400 to US-75	10	reconstruct	25	12	22	34
35	106.7	3	Rawlins	K-25	Atwood to Nebraska	13	reconstruct	19	8	21	29
							Lower Tier Const Cost	\$247			
							Total of All Projects	\$649			

**URBAN
Expansion and Enhancement
Project Candidates**

October 1, 2009

3-3

Row	Project Number	County	Route	Location	Length (miles)	Scope	2008 Construction Cost (\$ Million)	Local Consult Score (25%)	Economic Analysis Score (25%)	Engineering Score (50%)	TOTAL SCORE
1	50	WY	K-7	K-7/I-70 Interchange	1.3	reconstruct interchange	300	22.5	16.0	50.0	88.5
2	11	JO	I-435	US-69 to Quivira	1.0	reconstruct-capacity improvements	23	15.0	22.0	49.6	86.6
3	41	JO	US-69	119th St to I-435	6.0	capacity improvements	250	25.0	10.0	49.8	84.8
4	9	JO	I-435	I-35 to I-435/K-10	1.0	reconstruct-capacity improvements	600	20.0	12.0	50.0	82.0
5	18	DG	K-10	US-59 to K-10 (SLT)	7.0	new 4-lane	150	20.0	20.0	41.6	81.6
6	4.2	JO	I-35	US-69 NE to 67th St	2.0	reconstruct-capacity improvements	50	15.0	18.0	48.3	81.3
7	2	SG	I-235	Kellogg Interchange *		reconstruct interchange	200	25.0	10.0	42.9	77.9
8	4.1	JO	I-35	I-35/I-435/K-10 NE to US-69	3.0	reconstruct-capacity improvements	90	15.0	14.0	48.3	77.3
9	13	SN	I-70	Polk Quincy Viaduct *		reconstruct	116	22.5	14.0	35.9	72.4
10	6	JO	I-35	Old US-56 to 119th St	3.6	reconstruct-capacity improvements	83	12.5	12.0	47.9	72.4
11	5	JO	I-35	Gardner Interchange		new interchange	20	17.5	25.0	29.9	72.4
12	17.2	JO	K-10	K-7 to I-435 (Incl K-10/K-7 Interchange)	4.0	upgrade to 8-lanes	192	15.0	12.0	42.8	69.8
13	40	JO	US-69	167th St to 119th St	6.0	capacity improvements	142	17.5	10.0	41.2	68.7
14	16.3	JO	K-7	I-35 to 0.5 mi south of 127th St	3.5	4-lane freeway	124	17.5	4.0	46.3	67.8
15	25.2	SG	K-254	Northwest Bypass in Wichita	10.0	4-lane freeway	300	17.5	22.0	28.0	67.5
16	8	SG	I-235	I-235/I-135/K-254 Interchange		reconstruct interchange	200	22.5	6.0	35.0	63.5
17	20	DG	K-10	Lawrence Interchange at 15th St		new interchange	10	20.0	25.0	18.3	63.3
18	16.2	JO	K-7	I-35/K-7 Interchange		new interchange	111	17.5	14.0	31.5	63.0
19	3	SG	I-235	US-54 to Zoo	3.0	reconstruct-capacity improvements	150	25.0	1.0	36.9	62.9
20	7	SG	I-235	Broadway to I-135/K-254	2.0	reconstruct-capacity improvements	100	22.5	1.0	39.2	62.7
						Upper Tier Const Total	\$3,211				
21	25.1	SG	US-54	Goddard Freeway	5.0	4-lane freeway	100	17.5	16.0	28.0	61.5
22	38	SG	US-54	Interchange at Washington Street		interchange expansion	50	20.0	12.0	28.8	60.8
23	16.102	JO	K-7	175th St to I-35	2.8	4-lane freeway	68	17.5	6.0	36.6	60.1
24	49.1	JO	K-7	K-10/K-7 Interchange		reconstruct interchange	150	15.0	10.0	34.7	59.7
25	51.1	WY	K-7	130th St to US-24/40	0.8	4-lane freeway	16	17.5	8.0	33.6	59.1
26	51.201	WY-LV	K-7	US-24/40 to 0.5 mile north of Fairmont	5.5	4-lane freeway	138	20.0	2.0	36.1	58.1
27	19	DG	K-10	I-70 to US-59 (existing west SLT)	9.3	add 2-lanes	40	12.5	6.0	36.0	54.5
28	15.1	SN	K-4	US-40 to US-24(freeway)	4.0	4-lane freeway	65	15.0	2.0	37.3	54.3
29	17.102	JO	K-10	DG-JO Co L to K-7	12.0	upgrade to 6-lanes	149	17.5	10.0	25.2	52.7
30	49.301	JO	K-7	79th St to Kansas River Br (excl 55th St IC)	5.4	4-lane freeway	117	15.0	4.0	33.4	52.4
31	47.001	SG	US-400	E City Limit Wichita to W City Limit Andover	5.0	convert to freeway	50	22.5*	4.0	24.2	50.7
32	14	WY	I-70	InterCity Viaduct *		rehab/replace sections	100	15.0	1.0	33.7	49.7
33	61	JO	K-7	K-7/75th Street Interchange		new interchange	25	15.0	12.0	21.1	48.1
34	17.101	DG	K-10	Lawrence to DG-JO Co L	7.0	upgrade to 6-lanes	112	15.0	10.0	22.5	47.5
35	47.002	BU	US-400	WCL Andover to Augusta (freeway)	9.0	convert to freeway	90	22.5	4.0	19.5	46.0
36	16.101	MI-JO	K-7	223rd St to 183th St	5.2	4-lane freeway	142	12.5	6.0	27.5	46.0
37	49.303	WY	K-7	Kansas River Bridge to Kansas Avenue	2.1	4-lane freeway	61	15.0	4.0	25.6	44.6
38	16.4	JO	K-7	0.5 mile south of 127th to K-10	3.7	4-lane freeway	79	15.0	4.0	23.9	42.9
39	49.302	WY	K-7	Kansas River Bridge		4-lane freeway	11	12.5	4.0	25.6	42.1
40	49.2	JO	K-7	K-10 to 79th St	3.1	4-lane freeway	93	15.0	2.0	23.6	40.6
41	24	SG	K-254	Interchange at Greenwich or Webb		new interchange	12	12.5	1.0	25.0	38.5
42	51.202	LV	K-7	0.5 mile north of Fairmont to Mary St	3.3	4-lane freeway	56	12.5	2.0	21.3	35.8
						Lower Tier Const Total	\$1,724				
						* Condition of the roadway or bridge may impact future score					
						Total of ALL Projects	\$4,935				

RURAL
Expansion and Enhancement
Project Candidates

October 1, 2009

Row	Project Number	County	Route	Location	Length (miles)	Scope	2008 Construction Cost (\$ Million)	Local Consult Score (25%)	Economic Analysis Score (25%)	Engineering Score (50%)	TOTAL SCORE
1	36	CK-CR	US-69	Pittsburg Bypass	19.0	4-lane freeway	190	25.0	22.0	37.3	84.3
2	15.2	SN-JF	K-4	US-24 to 54th St (new alignment - freeway)	3.0	4-lane freeway	60	20.0	14.0	50.0	84.0
3	53.005	FO	US-50	Gray-Ford Co Line to Dodge City	8.0	4-lane expressway	27	25.0	20.0	30.2	75.2
4	53.004	GY	US-50	Cimarron to Gray-Ford Co Line *	7.0	4-lane expressway	23	25.0	20.0	29.4	74.4
5	21.002	RL	K-18	1 mi E. of scenic Dr to K-113/Sath Child *	1.4	4-lane freeway	20	25.0	14.0	33.2	72.2
6	56	CR-BB	US-69	Pittsburg Bypass to Fort Scott	17.0	4-lane freeway	68	20.0	14.0	37.2	71.2
7	22.2	MI	K-68	US-169 to Louisburg	8.0	4-lane expressway	32	20.0	2.0	48.7	70.7
8	45.201	HS	US-83	US-160K-144 to Haskell-Finney Co L	12.0	passing lanes	18	25.0	14.0	30.2	69.2
9	42	OS	US-75	Lyndon to Carbondale *	13.0	4-lane freeway	67	15.0	10.0	43.9	68.9
10	59.002	GW	US-400	Butler-Greenwood Co Line to Severy	17.0	4-lane expressway	50	15.0	4.0	49.3	68.3
11	53.003	GY	US-50	Ingalis to Cimarron (FY 10 proj) to add passing lanes	6.0	4-lane expressway	20	20.0	20.0	27.0	67.0
12	39	CK	US-68	Oklahoma (I-44) to Pittsburg Bypass	28.0	4-lane freeway	360	20.0	16.0	30.7	66.7
13	48.1	JF	K-4	54th St (end of Oakland Expressway) to Meriden	4.0	4-lane expressway	20	20.0	2.0	44.4	66.4
14	29.3	CS	US-50	Strong City to Chase-Lyon Co Line	9.5	passing lanes	13	20.0	1.0	44.2	66.2
15	29.2	MN	US-50	Harvey-Marion Co Line to Peabody	2.0	passing lanes	3	20.0	8.0	36.8	64.8
16	45.101	SW	US-83	NGL Liberal to K-51	7.6	passing lanes	11	17.5	10.0	36.7	64.2
17	23.2	RN-RC	K-96	Hutchinson to Starling	13.0	4-lane expressway	65	25.0	23.0	17.0	64.0
18	27	DP	US-36	Troy to Wathena *	6.0	4-lane expressway	30	15.0	16.0	32.3	63.3
19	59.001	BU	US-400	E Jct US-77 to Butler-Greenwood Co Line	17.0	4-lane expressway	50	15.0	4.0	43.7	62.7
20	52.202	CS	US-50	Lyon-Chase Co Line to Strong City	10.0	4-lane expressway	38	17.5	2.0	43.1	62.6
21	28.001	HV	US-50	Newton to 2-lane/4-lane (incl Anderson Interchange)	2.0	4-lane freeway	29	22.5	2.0	38.0	62.5
22	53.002	GY	US-50	Finney-Gray Co L to Ingalis (FY10 proj) to add passing lanes	13.0	4-lane expressway	43	17.5	20.0	24.8	62.3
23	21.001	RL	K-18	Wildcat Creek Rd to 1 mi E. of scenic Dr.	4.0	4-lane freeway	57	25.0	14.0	23.3	62.3
24	60.202	KT	US-400	K-12 to K-10	3.0	4-lane expressway	17	20.0	10.0	31.8	61.8
25	45.202	FI	US-83	Haskell-Finney Co Line to 3 mi N of Plymouth	8.0	passing lanes	13	20.0	14.0	27.6	61.6
26	53.001	FI	US-50	E of Garden City to Finney-Gray Co Line	4.0	4-lane expressway	13	15.0	20.0	26.3	61.3
27	60.201	CK	US-400	Labette-Cherokee Co Line to K-7 (Columbus)	14.0	4-lane expressway	42	20.0	10.0	30.3	60.3
28	35.001	PR	US-54	4 miles E of Cullison to 3 miles E of Pratt (Pratt Bypass)	10.0	4-lane freeway	107	17.5	2.0	40.3	59.8
29	43	CL	US-77	Winfield to K-15	10.0	4-lane	35	15.0	18.0	26.3	59.3
30	46.002	MG	US-169	N Jct US-160 to US-400	9.0	4-lane expressway	42	10.0	16.0	32.7	58.7
				Upper Tier Const Cost			\$1,566				
31	52.105	HV	US-50	Chase-Harvey Co Line to Newton	13.0	4-lane expressway	49	20.0	2.0	36.6	58.6
32	1	MP	I-135	McPherson Interchange	10	new interchange	10	20.0	2.0	13.3	58.3
33	35.004	KM	US-54	1 mi W of K-14 to 3 mi E of Kingman (Kingman Bypass)	11.0	4-lane freeway	84	17.5	2.0	36.8	56.3
34	59.003	GW	US-400	Severy to Greenwood-Wilson Co Line	14.0	4-lane expressway	42	15.0	4.0	36.7	56.7
35	32.202	FI	US-50	Kearney-Finney Co Line to Holcomb	6.0	4-lane expressway	20	15.0	2.0	36.5	55.5
36	52.201	LY	US-50	Emporia to Lyon-Chase Co Line	8.0	4-lane expressway	23	17.5	2.0	35.6	55.6
37	28.005	SN	US-24	US-24 to Green Rd	3.4	4-lane expressway	34	20.0	2.0	32.8	54.8
38	45.103	HS	US-83	3 miles N of Plymouth to S of Garden City	8.4	passing lanes	13	17.5	18.0	28.7	54.7
39	60.203	LB	US-400	US-69 (Parsons) to Labette-Cherokee Co Line	11.0	4-lane expressway	33	20.0	2.0	32.5	54.5
40	62.104	MN	US-50	Peabody to Marion-Harvey Co Line	4.0	4-lane expressway	15	15.0	2.0	36.8	53.8
41	28.002	HV	US-50	Newton 2-lane/4-lane division to Halstead	7.0	4-lane expressway	26	17.5	2.0	34.1	53.6
42	59.005	WL	US-400	K-47 to Neodesha	11.0	4-lane expressway	33	15.0	4.0	33.7	52.7
43	28.003	HV	US-50	Halstead to Harvey-Reno Co Line	11.0	4-lane expressway	41	17.5	2.0	33.1	52.6
44	23.102	BT	K-96	Ellinwood to Great Bend *	10.0	4-lane expressway	50	17.5	4.0	30.8	52.3
45	59.004	RN	US-169	Anderson-Franklin Co L to existing 4-lane S of Osawatimie	8.0	4-lane expressway	30	15.0	2.0	36.8	52.3
46	52.203	CS	US-50	Strong City to K-150	8.0	4-lane expressway	30	15.0	2.0	35.0	52.0
47	28.005	RN	US-50	Yoder/Airport Rd to K-61 (freeway)	3.0	4-lane freeway	51	22.5	2.0	27.5	52.0
48	22.3	MI	K-68	Louisburg to Missouri	5.0	4-lane expressway	20	25.0	4.0	22.7	51.7
49	45.301	FI	US-83	Garden City to Finney-Scott Co Line	14.0	passing lanes	29	17.5	10.0	24.0	51.5
50	31.004	KW	US-54	Haviland to Kiowa-Pratt Co Line	5.0	4-lane expressway	25	20.0	1.0	30.4	51.4
51	26.004	SN	US-24	Silver Lake to Topeka *	7.0	4-lane expressway	60	17.5	2.0	31.8	51.3
52	45.205	RC	US-83	Finney-Scott Co Line to Scott City	24.0	4-lane expressway	44	15.0	10.0	23.1	51.1
53	31.003	KW	US-54	E of Greensburg to Haviland	9.0	4-lane expressway	45	20.0	1.0	28.9	50.9
54	37.001	SW	US-54	Liberal to Shamrock	12.0	4-lane expressway	60	22.5	1.0	27.0	50.5
55	46.001	MG	US-169	N of Coffeyville to S Jct US-160	9.0	4-lane expressway	42	12.5	10.0	21.7	50.2
56	37.002	SW	US-54	Shamrock to Seward-Meade Co Line	12.0	4-lane expressway	60	20.0	1.0	28.1	50.1
57	53.002	PR	US-54	3 miles E of Pratt to 1 mile E of Cairo *	6.0	4-lane expressway	35	20.0	2.0	28.0	50.0
58	31.005	PR	US-54	Kiowa-Pratt Co Line to 4 miles E of Cullison	10.0	4-lane expressway	30	20.0	1.0	29.9	49.9
59	36.003	KM	US-54	4 mi E of Cunningham to 1 mi W of K-14 (Byron Walker)	8.0	4-lane expressway	50	20.0	2.0	28.7	49.8
60	28.004	RN	US-50	Harvey-Reno Co Line to Yoder/Airport Rd (Hutchinson)	9.0	4-lane expressway	34	17.5	2.0	30.0	49.5
61	52.103	MN	US-50	US-77 (Florence) to Peabody	11.0	4-lane expressway	41	15.0	2.0	32.3	49.3
				2nd Tier Const Cost			\$1,166				
62	31.001	KW	US-54	E of Mullinville to W of Greensburg	8.0	4-lane expressway	40	20.0	1.0	28.0	49.0
63	45.102	SW	US-83	K-61 to Seward-Haskell Co Line	6.0	passing lanes	24	12.5	10.0	26.2	48.7
64	33	BT	US-50	Haskell to Finney Co Line	9.5	passing lanes	14	15.0	1.0	25.1	48.6
65	12	GE	I-70	Junction City Interchange at Taylor Rd	8	new interchange	8	20.0	16.0	12.0	48.0
66	45.103	HS	US-83	Seward-Haskell Co Line to US-160/K-144 *	12.0	passing lanes	18	15.0	10.0	22.5	47.5
67	59.004	WL	US-400	Greenwood-Wilson Co Line to K-47	12.0	4-lane expressway	35	15.0	4.0	28.0	47.0
68	48.2	JF	K-4	Meriden to Valley Falls	11.0	4-lane expressway	60	15.0	1.0	30.8	46.8
69	37.003	ME	US-54	Seward-Meade Co Line to US-160	30	4-lane expressway	30	17.5	1.0	27.2	46.4
70	57.102	NO	US-169	Thayer to S of Chanute	12.0	4-lane expressway	56	12.5	4.0	29.3	45.8
71	22.102	MI	K-68	Franklin-Miami Co Line to US-169	13.0	4-lane expressway	52	15.0	1.0	29.3	45.3
72	57.101	MG-LB-NO	US-169	US-400 to Thayer	10.0	4-lane expressway	47	12.5	4.0	28.4	44.9
73	26.002	PT-SN	US-24	St Marys to Rossville *	7.0	4-lane expressway	35	12.5	2.0	30.4	44.9
74	30.004	FO	US-54	Bucklin to Ford-Kiowa Co Line	5.0	4-lane expressway	25	20.0	1.0	23.8	44.6
75	29.1	HV	US-50	Burton to Newton	17.2	passing lanes	26	7.5	2.0	34.8	44.3
76	54.002	FO	US-50	Dodge City to Spearville	10.0	4-lane expressway	33	12.5	4.0	27.7	44.2
77	52.101	CS	US-50	K-150 to Chase-Marion Co Line	12.0	4-lane expressway	45	15.0	2.0	26.4	43.4
78	59.002	AN	US-169	Allen-Anderson Co Line to K-31	13.0	4-lane expressway	60	15.0	1.0	27.2	43.2
79	28.004	SN	US-54	Kiowa-Pratt Co Line to Silver Lake *	6.0	4-lane expressway	28	17.5	2.0	23.6	43.1
80	60.101	MG	US-400	US-75 to US-169	10.0	4-lane expressway	30	15.0	2.0	25.3	42.3
81	60.102	MG-LB	US-400	US-169 to US-69 (Parsons)	17.0	4-lane expressway	50	15.0	2.0	25.3	42.3
82	37.004	ME	US-54	US-160 to Meade	6.0	4-lane expressway	80	12.5	1.0	28.7	42.2
83	52.102	MN	US-50	Chase-Marion Co Line to US-77 (Florence)	16.0	4-lane expressway	23	17.5	2.0	22.7	42.2
84	57.202	AL	US-169	Neosho-Allen Co Line to Humboldt	6.0	4-lane expressway	37	12.5	2.0	27.6	42.1
85	54.004	ED	US-50	Ford-Edwards Co Line to Kinsley	8.0	4-lane expressway	27	12.5	4.0	24.8	41.3
86	57.003	AN	US-169	Humboldt to Silver Lake	7.0	4-lane expressway	38	10.0	2.0	29.3	41.3
87	54.003	FO	US-50	Spearville to Ford-Edwards Co Line	10.0	4-lane expressway	33	12.5	4.0	25.0	41.0
88	26.001	PT	US-24	Wamego to St Marys	11.0	4-lane expressway	50	12.5	2.0	26.5	41.0
89	44	CL	US-77	Oklahoma to Winfield	15.0	Upgrade exist. 4-Lanes	25	20.0	2.0	18.9	40.9
90	54.001	FO	US-50	Dodge City	6.0	4-lane expressway	27	12.5	4.0	24.2	40.7
91	34.1	GY	US-50	Cimarron to Gray-Ford Co Line *	6.9	passing lanes	15	10.0	1.0	28.4	40.4
				3rd Tier Const Cost			\$1,063				
92	23.101	RC-BT	K-96	Starling to Ellinwood	20.0	4-lane expressway	100	15.0	4.0	21.0	40.0
93	34.2	FO	US-50	Gray-Ford Co Line to Dodge City	18.4	passing lanes	28	10.0	1.0	28.8	39.8
94	31.002	KW	US-54	Greensburg (freeway)	3.0	4-lane freeway	50	17.5	1.0	21.3	39.8
95	32.201	KE	US-50	Lakin to Kearney-Finney Co Line	13.0	4-lane expressway	43	12.5	2.0	24.7	39.2
96	58.004	AN	US-169	Garnett to Anderson-Franklin Co Line	6.0	4-lane expressway	37	15.0	1.0	22.8	38.9
97	30.005	KW	US-54	Ford-Kiowa Co Line to E of Mullinville	8.0	4-lane expressway	50	15.0	1.0	22.8	38.8
98	95.006	RN	US-50	Stafford-Reno Co Line to Plevna	3.0	4-lane expressway	30	12.5	2.0	24.0	38.5
99	48.401	AT	K-4	Nortonville to Cumings *	6.0	4-lane expressway	35	12.5	2.0	23.3	37.8
100	60.001	CA	US-54	Meade-Clarke Co Line to Clark-Ford Co Line	13.0	4-lane expressway	65	12.5	1.0	23.5	37.0
101	55.007	RN	US-50	Plevna to K-14	2.0	4-lane expressway	27	12.5	2.0	22.7	36.9
102	46.402	AT	K-4	Cummings to Atchison *	9.0	4-lane expressway	50	12.5	2.0	22.3	36.8
103	57.201	NO	US-169	Chanute to Neosho-Allen Co Line	9.0	4-lane expressway	19	12.5	2.0	22.3	36.8
104	22.101	FR	K-68	Ottawa to Franklin-Miami Co Line	8.0	4-lane expressway	38	10.0	1.0	24.6	35.6
105	37.005	ME	US-54	Fowler to Meade-Clark Co Line	7.0	4-lane expressway	35	12.5	1.0	21.9	35.4
106	37.005	ME	US-54	Meade to Fowler	13.0	4-lane expressway	65	12.5	1.0		

Additional Candidates under Consideration

11/13/2009

3-5

These projects have been added to the candidate list following the 2009 round of Local Consultation. Analysis is underway, but not completed at this time.

Row	County	Route	Location	Length (miles)	Scope	Urban/ Rural	2008 Construction Cost (\$ millions)
1	HV	US-50	Anderson Road IC	x	New Interchange	Rural	29
2	RN	US-50	Yoder Road IC	x	New Interchange	Rural	15
3	SC	US-83	Scott City NCL to K-4	8	Passing lanes	Rural	12
4	WY	US-69	Southbound US-69 Bridge over MO River	0.5	Reconstruct/replace	Urban	60
5	GE	US-77	I-70 north to north of Rucker Road (includes IC @K-18)	3.75	4-lane freeway	Rural	35
6	SG	I-235	Zoo/13th Street Interchange (Floodway Crossing)	x	New Interchange	Urban	50
8	SG	US-54/400	KTA East Wichita Interchange to K-96	3	Freeway	Urban	200
9	SG	US-54/400	111th Street W to 151th Street W (ICs @ 119th & 135th)	5	Freeway	Urban	150
10	MG	US-75	OK-KS St Line to US-166	5	4-lane expressway	Rural	25
11	MG	US-75	US-166 to US-160	16	4-lane expressway	Rural	80
12	MG	US-75	US-160 to N of Independence (RS-5034)	7	4-lane expressway	Rural	35
13	MG	US-75	N of Independence (RS-5034) to US-400	5	4-lane expressway	Rural	25
15	LV	K-92	Centennial Bridge (US-73 to KS/MO St Ln)	x	Add twin bridge	Urban	60
16	BU	K-254	IC at K-254 and River Valley Road	x	New Interchange	Rural	10
18	CL	K-15	US-77/K-15 to Udall (K-55)	6	4-lane expressway	Rural	30
19	CL-SU	K-15	Udall (K-55) to Mulvane	8	4-lane expressway	Rural	40
20	JA-BR	US-75	Holton to K-20	14	4-lane expressway	Rural	70
21	BR	US-75	K-20 to US-36	12	4-lane expressway	Rural	60
22	BR	US-75	US-36 to Sabetha (K-246)	6	Add 2-lanes	Rural	12
23	BR-NM	US-75	Sabetha (K-246) to KS-NB St Line	6	4-lane expressway	Rural	30
24	WY	I-35	IC Lamar	x	New interchange	Rural	25
25	WY	K-5	New alignment from K7/McIntire Rd E to Wolcott Interchange	x	Realignment	Urban	15
26	CL	new	SW bypass in Ark City	2	New 2-lane	Rural	40
27	JO	US-56	New highway alignment of US-56 along existing 199th street	3	Realignment	Urban	20
28	BB	US-69	Fort Scott Bypass	9	4-lane Freeway	Rural	90
29	CL	US-77	Winfield Bypass (west)	8	4-lane freeway	Rural	80
30	MG	US-169	Raised RR crossing in Coffeyville	1	RR Overpass	Rural	25
31		US-169	Welda to East of Garnett	9	reconstruct	Rural	13
32		K-148	1 mi N of K-9/148 E Jct, N to RS 1418	3.5	reconstruct/widen/overpass	Rural	6
33		K-148	From K-148/234 Jct at Hanover, N to NE State Line	7.5	reconstruct/widen	Rural	11
34		US-77	S. US-56/77 Jct to I-70/US-77 Jct	26	reconstruct	Rural	29
35		K-31	Osage City to US-75	7	reconstruct	Rural	10
36		US-177	Council Grove to I-70	27	reconstruct	Rural	41
37		K-20	US-75 to Holton	10	reconstruct	Rural	15



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Mr. Chairman and members of the Committee:

I am Pat Hurley, the Executive Director of Economic Lifelines. Economic Lifelines is the largest on-going statewide coalition of organizations and entities interested in a single issue – transportation.

Economic Lifelines was incorporated in the mid-eighties when Kansas roads and infrastructure was in as bad condition as some of our surrounding states are today, Missouri in particular. Economic Lifelines was created to provide the grassroots and community support to persuade the legislature to address the problem in a long term and significant manner.

As such Economic Lifelines was instrumental in supplying the community and organizational support across the state to aid in the enactment of both the 1989 and 1999 transportation programs. Economic Lifelines has always worked closely through the years with KDOT and continues to do so as evidenced most recently by our Boards unanimous endorsement of the work and recommendations of the T-Links Committee.

Today our membership ranges from every transportation industry group – contractors, equipment suppliers, engineers, Labor, aggregate, concrete, and asphalt producers, AAA Kansas, and motor carriers. Our membership also includes the state chamber and a number of local chambers of commerce and economic development groups , as well as regional and geographic organizations. In addition the Kansas Associations of Counties, Airports, Public Transit groups , and short line railroads and the League of Kansas Municipalities are important members.

As such we are able to have ongoing communications with not just the heads of these organizations but with their individual members through our website, www.economiclifelines.com and the CAPWIZ tool built into it which enables us to communicate with several thousand individuals from these organizations and through which they can communicate with their legislators.

Now I will spend a little time walking you through the various documents which we have provided to the committee today.

In conclusion Economic Lifelines wants to acknowledge the importance of the charge which has been given to this committee and to help provide the rationale by which we think you can meet that charge and justify doing so.

Economic Lifelines recognizes the tremendous fiscal crisis confronting the state of Kansas at this time and the difficult decisions the Governor and the legislature have already had to make and will continue to have to make in the coming months and through the next legislative session. The state is facing unprecedented fiscal deficits, record high unemployment rates, and the state economy continues its downward spiral.

So what is the answer and how does it relate to the charge given this committee.

Special Committee on
Transportation 2009
11/16/09
Attachment 4

We believe the answer is that the state needs to enact a major economic development and jobs program. And we believe that the state has a proven model for such a program in both the 1989 and 1999 transportation programs.

You have the empirical data from the studies conducted by the university and private economists that conclusively demonstrates that each of those programs produced well over 100,000 jobs, provided an economic impact of \$3 for every \$1 spent, generated upwards of \$1.5 billion in wages, and produced millions of dollars in income and sales taxes going into the state general fund to finance other state programs as well as having significant long term economic benefits in the communities receiving the projects.

National recognition of the immediate positive economic impact the 1989 program had on the Kansas economy was provided in an article published in US News & World Report. That article stated in pertinent part :

"Kansas' 4% unemployment rate is the fourth lowest in the Nation and is due primarily to the State's \$2.6 billion highway program.

Anyone who doubts that infrastructure spending can jump start an economy should visit the Jayhawk State. It was passed in 1989, a year before America skidded into recession.

As the nation slid into recession during the second half of 1990, highway money began to course through the Kansas economy.

In what economists call the multiplier effect, as the highway money worked its way through the Kansas economic bloodstream, personal income climbed at more than twice the national average.

But fiscal stimulus isn't the only lesson from Topeka. In a time of tax revolts and deficit deadlock, Kansas lawmakers figured out how to finance a massive public works program and the voters accepted it."

During each of the two decades in which these programs were in effect, they constituted the largest single economic development/jobs programs in the state. No other single program produced more jobs, created a greater positive impact on the Kansas economy, generated more new state revenue, nor had a more significant impact on local communities.

So Economic Lifelines believes the state is currently faced with two choices in dealing with this unprecedented fiscal crisis.

The first choice is to continue to suffer through the agonizing process of cutting more and more funding for state programs – and then do nothing else but wait for the economy to finally recover on its own.

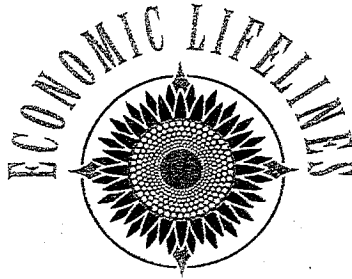
The second choice is to again revert to the model that has proven so successful over the past twenty years in immediately improving and growing the state's economy - by enacting a new large multi-year transportation program to allow the state's economy and its citizens to begin immediately to accrue its benefits.

Economic Lifelines believes the second choice is clearly the far better and much less painful path for this committee and the legislature to follow to positively impact the state's economy.

If you choose this path, Economic Lifelines and its thousands of supporters will support your choice 100%.

4-2





Dear Transportation Stakeholder:

Transportation is clearly the backbone of our Kansas economy. Our highways move \$160 billion worth of freight and carry travelers 30 billion miles each year. Good roads are vital for farmers and ranchers to move products and livestock to market. Our airports transport busy executives and are vital to attracting large corporations to the area as well as saving lives in life flights to medical care. Buses are vital for our workforce and our elderly – and as fuel becomes more expensive, this infrastructure will become even more important. Bottom line: Transportation moves our economy.

Economic Lifelines is a grassroots coalition which seeks to better link transportation investments with the Kansas economy. We urge you and your organization to get involved and support a new transportation plan for the State of Kansas. (See Tab 8 for information about Economic Lifelines).

As the debate begins about a new transportation program for Kansas, we've prepared this Kansas Transportation Notebook for your use. Review these sections and see what we've accomplished together:

- **Highways are Safer and in Good Condition Performance** – Through 20 years of investments, Kansas roads are now safer and our highways are at the performance level that is most cost effective to maintain. KDOT's pavement models indicate the condition will drop an average of 3% per year into the foreseeable future without a new transportation funding program. It's also important to note if KDOT's budget is reduced, as it was in the 2009, the condition of the state's highways will drop even faster. See Tab 1 for the *pavement performance chart*.
- **Infrastructure Investment in Every County** – Every mile of every highway received some maintenance action during the Comprehensive Transportation Program, or CTP. More than 190 miles of new lanes were added to the system to better connect businesses to customers and employees. Ridership on buses increased by 6 million over 10 years and more than 40 runways were improved. More than 1,050 miles of short line rail were upgraded. *Maps* that show how much was invested in each county in terms of highways and modes are provided behind Tab 2. A *county profile sheet* for each county that clearly delineates spending for state highways, local roads and other modes is provided behind Tab 3.

- **Immediate Job Creation /Outstanding Long-Term Economic Impact** – Through the life of the CTP, more than 115,000 jobs were created or sustained. But transportation investments do much more – they create access for businesses to grow and prosper. See Tab 4 for a *fact sheet* that demonstrates how 5 transportation projects costing \$231 million helped produce 50,000 jobs and \$6.1 billion in economic impact over 20 years. Realizing the impact that transportation can have on the Kansas economy, T-LINK (the task force created to examine a new transportation program for the state) has recommended that economic impact analysis be conducted on future expansion projects. *Case studies* illustrating the economic impacts associated with four potential projects are included in this tab, along with a *statewide map of representative future projects* that have been evaluated using engineering, economic impact analysis and regional priorities.
- **Big Impacts on Small Business** – A sample of highway projects from across the state show the reach of transportation projects. More than 2,400 checks were written to Kansas businesses – most of which are small businesses – to deliver transportation projects. See Tab 5 for a *representative list of businesses* that were impacted by the CTP.

These facts show how transportation delivers results for Kansas. Given the economic conditions our state faces, now is the time to implement programs that have a proven record of bolstering the economy. Looking forward, it's important to realize:

- **The work is not done – and shouldn't be.** Without increasing funds for preservation, erosion will set in shortly and destroy our 20 year investment. Kansas communities need an economic development boost in the form of better access and increased funding is needed for local roads.
- **Jobs – both new and existing – are critical for economic recovery.**
- **More than \$30 billion worth of needs have been identified around the State.** While there can be a debate about what is a "want" versus a "need," there is no doubt that transportation projects provide short term and long term benefits. The T-LINK Taskforce has reviewed these needs carefully and has made a recommendation for enhanced investment levels that address the most critical needs. See the *T-LINK fact sheet and Executive Summary* behind Tab 6, which outlines their recommendations for policies and financing tools. A *funding resource guide* is provided in Tab 7, which outlines funding gaps and funding options. It's currently estimated that the gap between T-LINK recommended funding levels and current KDOT revenues is \$550 million annually. This is a significant gap considering a penny of motor fuels tax generates approximately \$17 million annually. However, there is widespread support for a new transportation funding program with more than 200 local governments across Kansas having passed resolutions in support of a new program. See Tab 8 for a *map and list of cities and counties which have passed those resolutions*.

Given our economy and the political calendar of election cycles, we've targeted the 2010 Legislative Session to pass a new funding program. Join with us to keep transportation delivering for Kansas.

Sincerely,

Mary Turkington
Co-Chair, Economic Lifelines

Fred Berry
Co-Chair, Economic Lifelines

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Tab 6 - T-Link Recommendations

Tab 7 – KDOT Funding Resource Guide

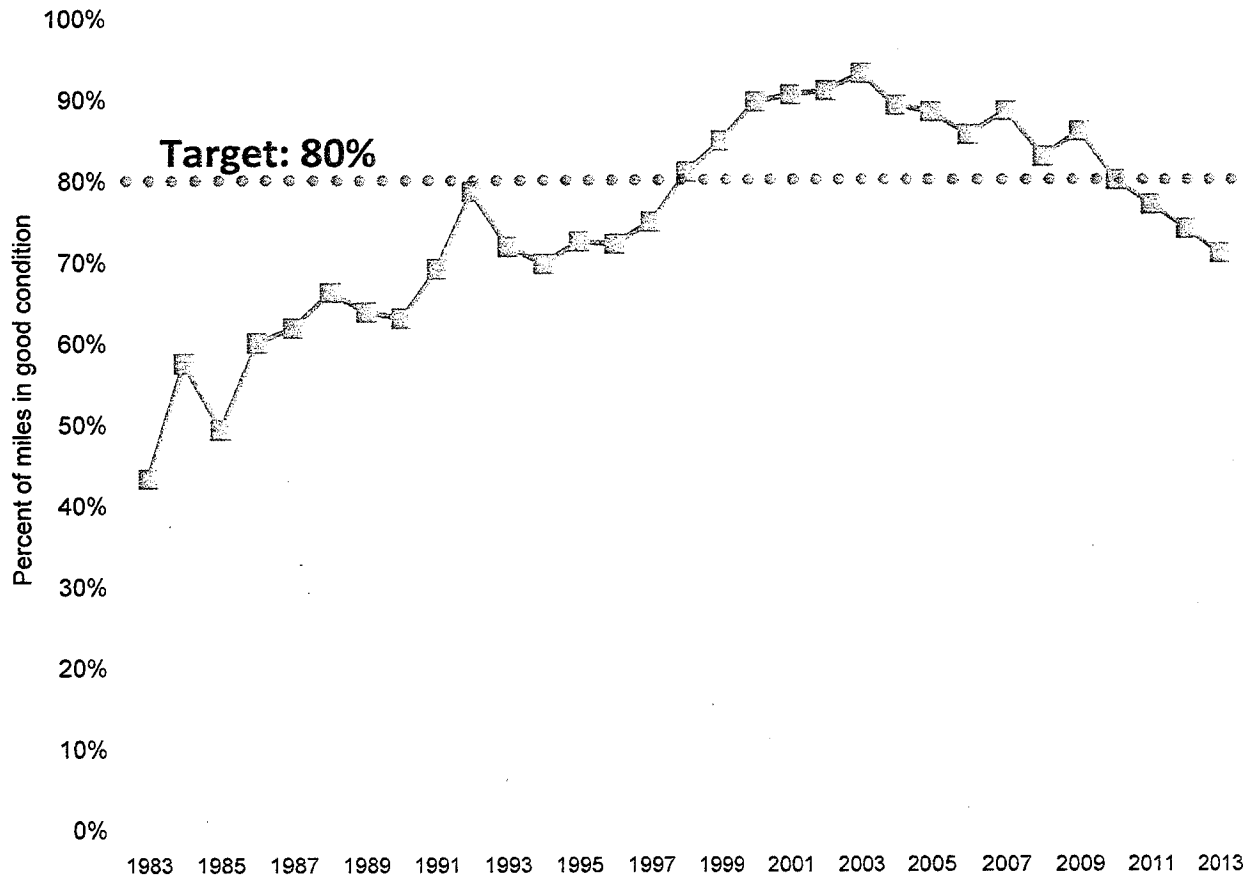
Tab 8 - Map of City/County Resolutions

Tab 9 - Economic Lifelines Membership Info

Tab 1

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Pavement Performance Chart

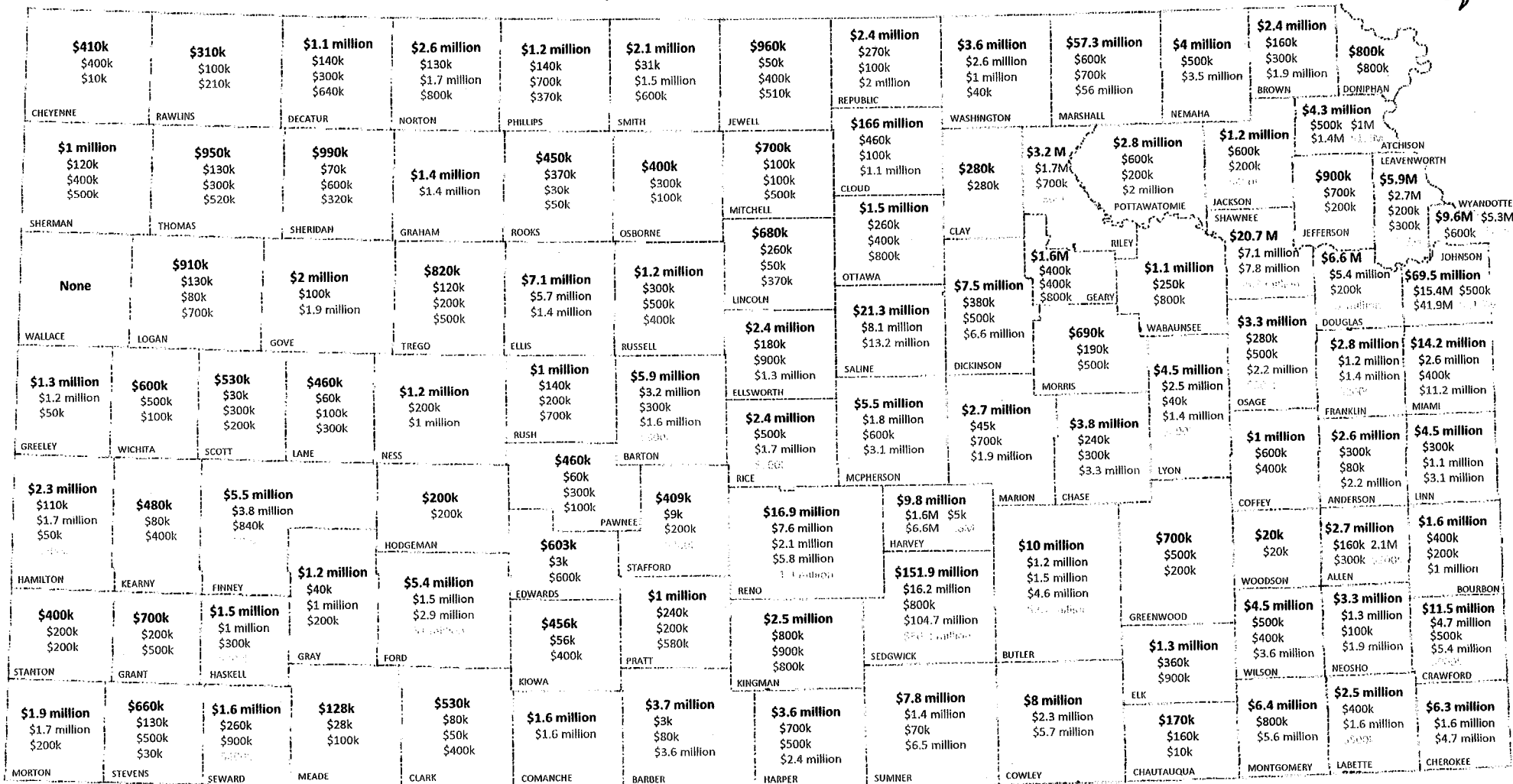


Pavement conditions on Kansas highways currently meet KDOT's targets for pavement condition, a target that was set using both an engineering cost analysis and extensive surveys to determine the expectations of the traveling public. Without a new funded transportation program, KDOT will not have enough funding to maintain this target level. KDOT pavement models indicate the condition will drop an average of 3% per year into the foreseeable future without a new program. It's also important to note that KDOT's current revenue estimates could be susceptible to legislative cuts, as it was in the 2009. If cuts are made to current revenue estimates, the condition of the state's highways will drop even faster.

Tab 2

8-5

Transportation Spending on Alternate Modes: Public Transit, Aviation, Rail, and Bike/Pedestrian Totals for the Comprehensive Transportation Program (CTP), 2000-2009



What do the colors mean?
Each color represents the spending in a different modal category

Total Modal Spending – \$601 million – Combined spending on public transit, aviation, rail, and bike/pedestrian

Public Transit – \$126 million – Capital improvements like buses and vans, and operating expenses (State and Federal funds)

Aviation – \$43 million – Airport improvements, mostly to runway pavement (State funds and Local Match)

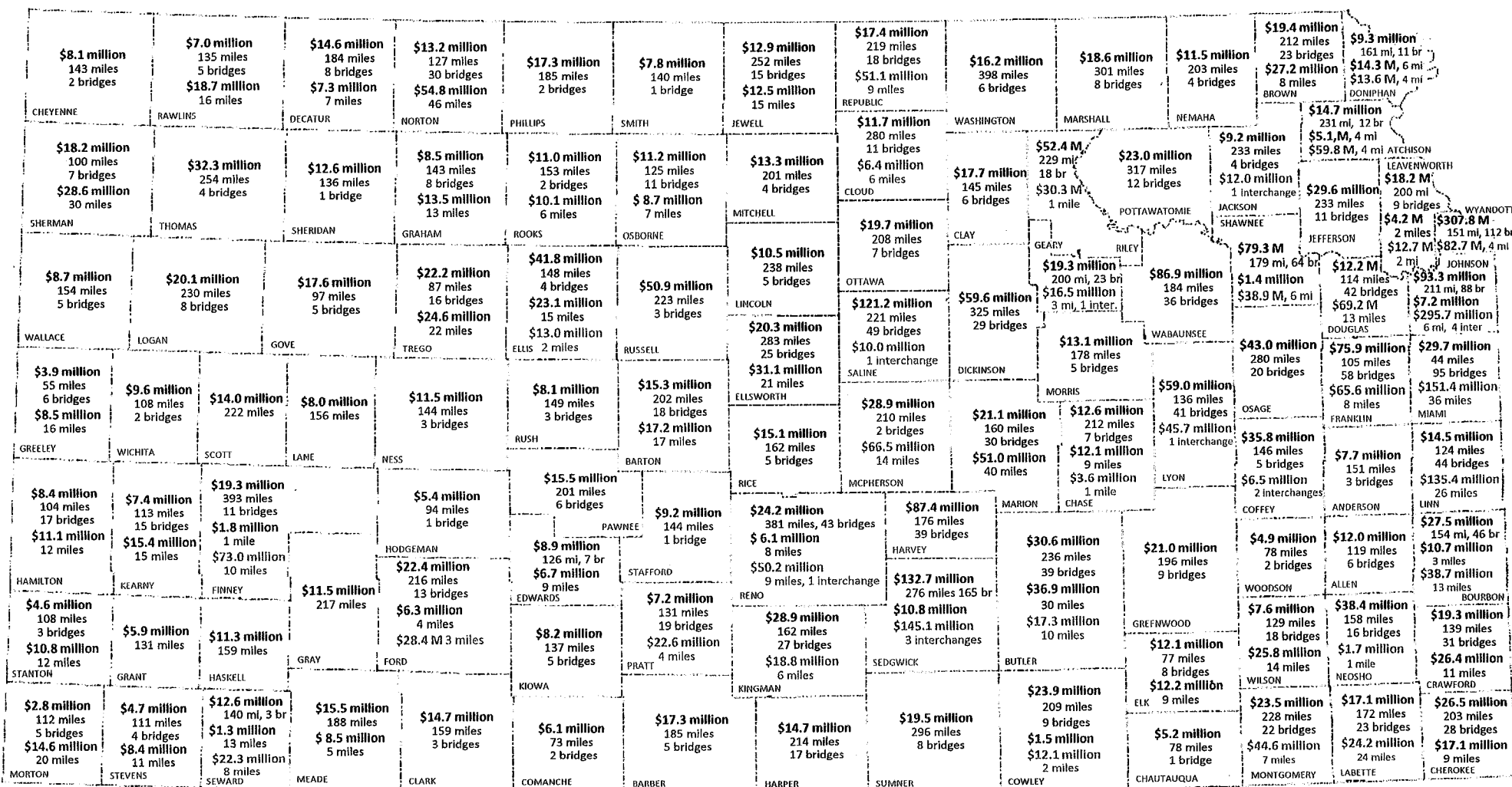
Rail – \$364 million – Crossing improvements like crossing gates and overpasses. Also includes loans and grants to improve short-line railroads

Bike and Pedestrian – \$68 million – Trails and path and bicycle paths

6-5

State Highway Spending and Results

Totals for the Comprehensive Transportation Program (CTP), 2000-2009



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Total Transportation Spending

Totals for the Comprehensive Transportation Program (CTP), 2000-2009

\$12.9 million \$8.1 million \$4.4 million \$410k	\$31.9 million \$25.7 million \$5.9 million \$310k	\$28.1 million \$21.9 million \$5.1 million \$1.1 million	\$79.0 million \$68.0 million \$8.4 million \$2.6 million	\$26.7 million \$17.3 million \$7.8 million \$8.2 million \$1.2 million	\$17.1 million \$7.8 million \$7.2 million \$2.1 million	\$31.8 million \$25.4 million \$5.4 million \$1.0 million	\$76.9 million \$68.9 million \$5.6 million \$2.4 million	\$29.6 million \$16.2 million \$9.8 million \$3.6 million	\$93.1 million \$19.1 million \$16.7 million \$57.3 million	\$26.5 million \$12.8 million \$9.7 million \$4.0 million	\$61.9 million \$46.6 million \$12.9 million \$2.4 million	\$44.5 million \$37.2 million \$6.5 million \$1.0 million
CHEYENNE	RAWLINS	DECATUR	NORTON	PHILLIPS	SMITH	JEWELL	REPUBLIC	WASHINGTON	MARSHALL	NEMAHA	BROWN	DONIPHAN
\$62.4 million \$47.4 million \$14.0 million \$1.0 million	\$45.4 million \$33.6 million \$10.8 million \$1.0 million	\$19.7 million \$12.6 million \$6.1 million \$1.0 million	\$27.4 million \$22.0 million \$4.0 million \$1.4 million	\$29.4 million \$21.1 million \$7.8 million \$450k	\$29.5 million \$19.9 million \$9.2 million \$400k	\$22.8 million \$13.3 million \$8.8 million \$1.0 million	\$32.0 million \$18.2 million \$12.2 million \$1.7 million	\$31.1 M \$17.7 million \$13.1 million \$280k	\$129 M \$82.7 M \$43.2 M \$3.2 million	\$42.9 million \$23.3 million \$16.8 million \$2.8 million	\$35.1 million \$21.6 million \$12.3 million \$1.2 million	\$107 million \$79.6 million \$22.6 million \$4.3 million
SHERMAN	THOMAS	SHERIDAN	GRAHAM	ROOKS	OSBORNE	MITCHELL	CLOUD	WASHINGTON	MARSHALL	NEMAHA	BROWN	DONIPHAN
\$11.4 million \$8.7 million \$2.7 million	\$24.9 million \$20.1 million \$3.9 million \$1.0 million	\$24.5 million \$17.7 million \$4.8 million \$2.0 million	\$56.4 million \$47.4 million \$8.2 million \$1.0 million	\$122 million \$77.9 million \$36.6 million \$7.1 million	\$62.4 million \$51.7 million \$9.5 million \$1.2 million	\$17.0 million \$10.5 million \$5.8 million \$1.0 million	\$28.6 million \$20.1 million \$7.0 million \$1.5 million	\$200 million \$131 million \$47.5 million \$21.3 million	\$85.6 million \$60.4 million \$17.7 million \$7.5 million	\$94.9 million \$87.5 million \$6.4 million \$1.1 million	\$306 million \$120 million \$166 million \$20.7 million	\$44.5 million \$29.6 million \$14.0 million \$1.0 million
WALLACE	LOGAN	GOVE	TREGO	ELLIS	RUSSELL	LINCOLN	CLAY	OTTAWA	DICKINSON	WABAUNSEE	JEFFERSON	ATCHISON
\$16.9 million \$12.4 million \$3.2 million \$1.3 million	\$13.6 million \$9.6 million \$3.4 million \$1.0 million	\$23.4 million \$14.0 million \$8.8 million \$1.0 million	\$13.4 million \$8.0 million \$4.9 million \$460k	\$17.7 million \$11.5 million \$5.0 million \$1.2 million	\$16.0 million \$8.1 million \$6.9 million \$1.0 million	\$74.4 million \$32.5 million \$36.0 million \$5.9 million	\$28.6 million \$20.1 million \$7.0 million \$1.5 million	\$132 million \$95.9 million \$30.1 million \$5.5 million	\$90.0 million \$72.1 million \$15.3 million \$2.6 million	\$22.0 million \$13.1 million \$8.2 million \$1.0 million	\$146 million \$105 million \$36.8 million \$4.5 million	\$165 million \$142 million \$20.6 million \$2.8 million
GREELEY	WICHITA	SCOTT	LANE	NESS	RUSH	ELLSWORTH	CLAY	SALINE	DICKINSON	MORRIS	OSAGE	FRANKLIN
\$25.4 million \$19.5 million \$3.7 million \$2.3 million	\$29.0 million \$22.8 million \$5.7 million \$480k	\$137 million \$94.1 million \$37.0 million \$5.5 million	\$9.9 million \$5.4 million \$4.2 million \$200k	\$24.2 million \$15.5 million \$8.2 million \$460k	\$15.4 million \$9.3 million \$5.7 million \$409k	\$30.2 million \$15.1 million \$12.7 million \$2.4 million	\$17.0 million \$10.5 million \$5.8 million \$1.0 million	\$126 million \$88.0 million \$28.5 million \$9.8 million	\$151.2 million \$84.8 million \$56.4 million \$10.0 million	\$38.9 million \$28.3 million \$6.8 million \$3.8 million	\$53.3 million \$42.3 million \$10.0 million \$1.0 million	\$21.7 million \$11.4 million \$11.4 million \$2.6 million
HAMILTON	KEARNY	FINNEY	HODGEMAN	PAWNEE	STAFFORD	BARBOR	MITCHELL	MCPHERSON	MARION	CHASE	COFFEY	ANDERSON
\$18.6 million \$15.4 million \$2.8 million \$400k	\$19.8 million \$5.9 million \$13.2 million \$1.0 million	\$19.5 million \$11.3 million \$6.7 million \$1.5 million	\$22.5 million \$11.5 million \$9.7 million \$1.2 million	\$103 million \$57.1 million \$40.0 million \$5.4 million	\$45.4 million \$29.8 million \$14.6 million \$1.0 million	\$61.8 million \$47.7 million \$11.6 million \$2.5 million	\$17.0 million \$10.5 million \$5.8 million \$1.0 million	\$885 million \$289 million \$445 million \$152 million	\$151.2 million \$84.8 million \$56.4 million \$10.0 million	\$33.5 million \$21.9 million \$10.9 million \$1.0 million	\$10.6 million \$5.4 million \$5.2 million \$20k	\$32.7 million \$13.0 million \$16.8 million \$2.9 million
STANTON	GRANT	HASKELL	GRAY	FORD	EDWARDS	PRATT	MITCHELL	RENO	SEDGWICK	BUTLER	GREENWOOD	WOODSON
\$25.2 million \$17.4 million \$5.9 million \$1.9 million	\$20.9 million \$13.1 million \$7.1 million \$1.0 million	\$66.6 million \$36.4 million \$28.6 million \$1.6 million	\$30.4 million \$24.0 million \$6.3 million \$128k	\$19.4 million \$14.8 million \$4.1 million \$1.0 million	\$10.5 million \$6.1 million \$2.8 million \$1.6 million	\$32.4 million \$17.3 million \$11.4 million \$3.7 million	\$29.9 million \$14.7 million \$11.6 million \$3.6 million	\$47.7 million \$19.7 million \$20.0 million \$8.0 million	\$80.1 million \$37.5 million \$34.6 million \$8.0 million	\$29.4 million \$24.3 million \$3.8 million \$1.3 million	\$47.6 million \$33.4 million \$9.7 million \$4.5 million	\$61.4 million \$40.2 million \$17.9 million \$3.3 million
MORTON	STEVENS	SEWARD	MEADE	CLARK	COMANCHE	BARBER	HARPER	SUMNER	COWLEY	CHAUTAUQUA	MONTGOMERY	LABETTE
\$25.2 million \$17.4 million \$5.9 million \$1.9 million	\$20.9 million \$13.1 million \$7.1 million \$1.0 million	\$66.6 million \$36.4 million \$28.6 million \$1.6 million	\$30.4 million \$24.0 million \$6.3 million \$128k	\$19.4 million \$14.8 million \$4.1 million \$1.0 million	\$10.5 million \$6.1 million \$2.8 million \$1.6 million	\$32.4 million \$17.3 million \$11.4 million \$3.7 million	\$29.9 million \$14.7 million \$11.6 million \$3.6 million	\$47.7 million \$19.7 million \$20.0 million \$8.0 million	\$80.1 million \$37.5 million \$34.6 million \$8.0 million	\$12.4 million \$5.2 million \$7.1 million \$170k	\$110 million \$68.6 million \$35.0 million \$6.4 million	\$65.3 million \$41.4 million \$21.4 million \$2.5 million
WYANDOTTE	JOHNSON	DOUGLAS	FRANKLIN	MIAMI	LEAVENWORTH	WYANDOTTE	JOHNSON	DOUGLAS	FRANKLIN	MIAMI	LEAVENWORTH	WYANDOTTE

What do the colors mean?

Each color represents the spending and results in a different highway category

Total Spending – \$8.4 billion – Total transportation spending

State Highways – \$5 billion – Spending on the state highway system (Interstate, "US", and "K" routes)

Local Roads – \$2.8 billion – Spending on city streets and county roads

Modes – \$600 million – Spending on other public transit, aviation, railroads, and bike/pedestrian

Tab 3

District One

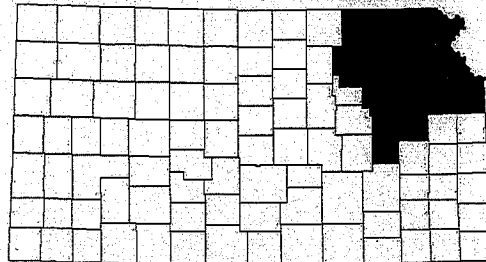
Northeast Kansas

CTP 1999-2009
 KANSAS COMPREHENSIVE TRANSPORTATION PROGRAM
 Planned. Executed. Delivered.

AT A GLANCE

Total CTP Investment: \$2.96 billion
 Highway Miles of Work: 3,635 miles
 Bridges Repaired/Replaced: 515

Every dollar invested in the CTP generated \$3 in economic growth for Kansas



WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$887.4 Million \$403.4 Million \$484 Million	3,509 Miles of Highway, 358 Bridges 66 Miles of Highway, 157 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$63.5 Million	20 Miles of Highway, Signals, Access Control, Guard Fence Upgrade, Lighting and Intersection Improvements
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$659.2 Million	40 Miles of Highway; 7 Interchanges; Closed Loop Traffic Signal System with Camera Monitoring; Dynamic Message Signs, Radar and Ramp Metering Signal Systems
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$1.15 Billion \$540 Million \$600.1 Million \$8.8 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$15.3 Million State: \$29.8 Million	37.9 Million Rides
Aviation — Runway pavement repair, instrument approaches	\$3.4 million	Improvements at 9 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$121 Million	117 Crossings and Separations; 15 Miles of Track Improvements
Bicycle/Pedestrian — Bike and pedestrian trails	\$28.4 Million	44 Miles

Counties in District One:

Atchison, Brown, Doniphan, Douglas, Jackson, Jefferson, Johnson, Leavenworth, Lyon, Marshall, Nemaha, Osage, Pottawatomie, Riley, Shawnee, Wabaunsee, Wyandotte.

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Atchison County



AT A GLANCE

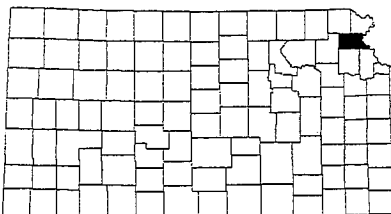
Total CTP Investment: \$106.5 million
 Highway Miles of Work: 239 miles
 Bridges Repaired/Replaced: 12

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The new Amelia Earhart Bridge replacement project, when completed in 2011, will pave a prosperous future path providing economic opportunities and greatly improved driver safety on US-59, while serving as a gateway entrance to Atchison and Kansas for local, regional and national travelers."

Kansas Representative Jerry Henry

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$14.7 Million \$12.7 Million \$2 Million	231 Miles of Highway, 9 Bridges 3 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$5.1 Million	4 Miles of Highway
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$59.8 Million	4 Miles of Highway, Amelia Earhart Bridge Approach
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$22.6 Million \$13.3 Million \$8.7 Million \$600 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$300 Thousand State: \$200 Thousand	203,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$1 Million	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.4 Million	6 Crossings and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$1.4 Million	2 Miles



County Profile:

Residents:	16,481	Total Bridges:	35
Pop. Growth (since 2000):	-1.7%	Miles Driven (daily):	368,736
Residents 65 yrs.+:	16%	Growth, Miles Driven:	23.9%
Total Roadway Miles:	923	(1996-2007)	

5-12

Brown County



AT A GLANCE

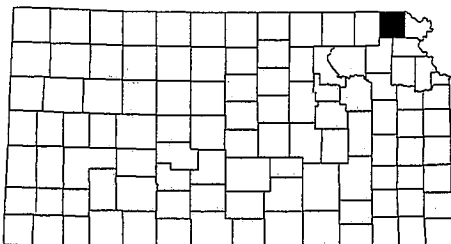
Total CTP Investment: \$61.9 million
 Highway Miles of Work: 220 miles
 Bridges Repaired/Replaced: 23

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"This project gave us a quality artery to transport goods and services throughout Brown County and did it safely. It gave a huge boost to Sabetha and Brown County's economy. More jobs were created and more cars pass through Brown County, helping all of our businesses."

Warren Ploeger, Brown County Commissioner, on the U.S. 75 project north of Sabetha

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$19.4 Million \$11.9 Million \$7.5 Million	200 Miles of Highway, 11 Bridges 12 Miles of Highway, 12 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$27.2 Million	8 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$12.9 Million \$5.3 Million \$7.3 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$60 Thousand	123,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$300 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.9 Million	11 Crossings and Separations



County Profile:

Residents:	10,009	Total Bridges:	42
Pop. Growth (since 2000):	-6.7%	Miles Driven (daily):	379,486
Residents 65 yrs. +:	18%	Growth, Miles Driven:	24.1%
Total Roadway Miles:	1,227	(1996-2007)	

5-14

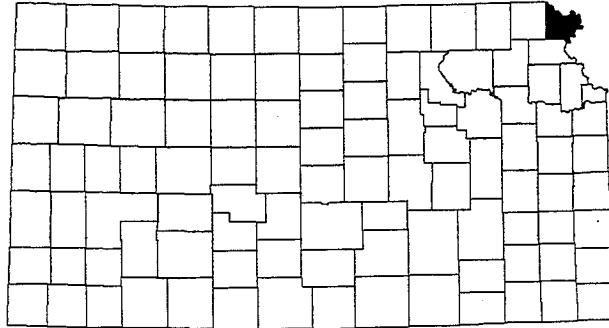
Doniphan County



AT A GLANCE

Total CTP Investment: \$44.5 million
 Highway Miles of Work: 171 miles
 Bridges Repaired/Replaced: 11

Every dollar invested in the CTP generated \$3 in economic growth for Kansas



WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$9.3 Million \$8.3 Million \$1 Million	161 Miles of Highway, 7 Bridges 4 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$14.3 Million	6 Miles of Highway
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$13.6 Million	4 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$6.5 Million \$1.3 Million \$5.2 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$500 Thousand State: \$300 Thousand	326,000 Rides

County Profile:

Residents:	7,753	Total Bridges:	29
Pop. Growth (since 2000):	-6.0%	Miles Driven (daily):	240,935
Residents 65 yrs.+:	16%	Growth, Miles Driven:	24.0%
Total Roadway Miles:	719	(1996-2007)	

5-15

Douglas County



"The U.S. 59 and 31st Street intersection improvement project was so important to Douglas County and Lawrence economic development. The improvements to the intersection have led to hundreds of jobs and this area becoming a huge asset to the Lawrence community. The area used to be a trailer park and vacant lots, and now it is the hub of Lawrence. It allowed us to add turning lanes so that people can go about their business safely and efficiently."

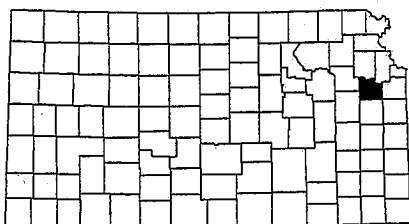
Chuck Soules, Director of Public Works,
City of Lawrence

AT A GLANCE

Total CTP Investment: \$165.3 million
 Highway Miles of Work: 127 miles
 Bridges Repaired/Replaced: 42

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$12.2 Million \$11.5 Million \$700 Thousand	114 Miles of Highway, 14 Bridges 28 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$69.2 Million	13 Miles of Highway, Closed Loop Traffic Signal with Camera Monitoring
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$76.8 Million \$28.2 Million \$47.2 Million \$1.4 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$3 Million State: \$2.4 Million	3.5 Million Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$200 Thousand	1 Crossing and Separation
Bicycle/Pedestrian — Bike and pedestrian trails	\$1 Million	1 Mile



County Profile:

Residents:	114,748	Total Bridges:	49
Pop. Growth (since 2000):	14.8%	Miles Driven (daily):	2,605,180
Residents 65 yrs. +:	9%	Growth, Miles Driven:	31.8%
Total Roadway Miles:	1,390	(1996-2007)	

5-16

Jackson County



"The new 150th Road and US-75 diamond interchange significantly improved safety at what had been previously an at-grade intersection that had been plagued by crashes. This new interchange benefits local economic development by the improved access for casino visitors on the west side and to our residents who utilize businesses and services on both sides of US-75."

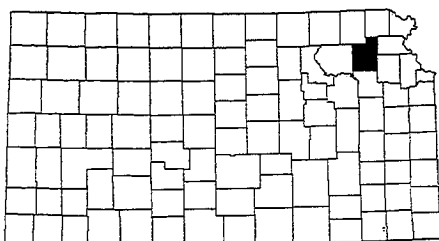
Tim Ramirez, Director of Public Works,
Prairie Band Potawatomi Nation Tribal Council

AT A GLANCE

Total CTP Investment: \$35.1 million
Highway Miles of Work: 233 miles
Bridges Repaired/Replaced: 4

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$9.2 Million \$7.9 Million \$1.3 Million	233 Miles of Highway, 2 Bridges 2 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$12 Million	1 Interchange
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$12.3 Million \$4.6 Million \$7.6 Million \$90 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$500 Thousand State: \$100 Thousand	108,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$200 Thousand	1 Crossing and Separation
Bicycle/Pedestrian — Bike and pedestrian trails	\$400 Thousand	2 Miles



County Profile:

Residents:	13,240	Total Bridges:	20
Pop. Growth (since 2000):	4.6%	Miles Driven (daily):	471,978
Residents 65 yrs. +:	15%	Growth, Miles Driven:	24.1%
Total Roadway Miles:	1,241	(1996-2007)	

5-17

Jefferson County



"The Delaware River bridge replacement project was part of a K-4 study done a long time ago. The bridge was dilapidated and had to be replaced for safety issues. The bridge is now much safer for all the traffic on K-4."

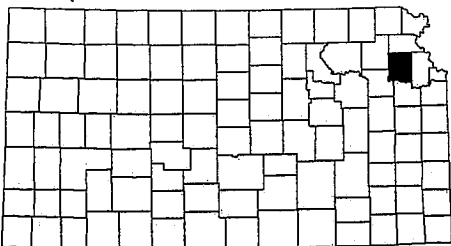
Bret Frakes,
Former Valley Falls City
Administrator

AT A GLANCE

Total CTP Investment: \$44.5 million
 Highway Miles of Work: 233 miles
 Bridges Repaired/Replaced: 11

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$29.6 Million \$19.2 Million \$10.4 Million	233 Miles of Highway, 8 Bridges 3 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$14 Million \$4.1 Million \$9.9 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$500 Thousand State: \$200 Thousand	79,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$200 Thousand	1 Crossing and Separation



County Profile:

Residents:	18,421	Total Bridges:	41
Pop. Growth (since 2000):	0%	Miles Driven (daily):	553,097
Residents 65 yrs. +:	15%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,165	(1996-2007)	

Johnson County



AT A GLANCE

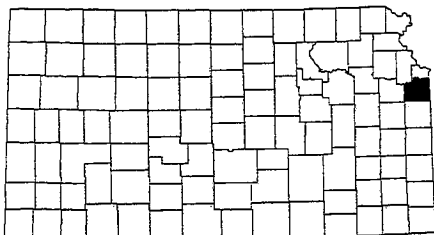
Total CTP Investment: \$967.1 million
 Highway Miles of Work: 217 miles
 Bridges Repaired/Replaced: 88

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The I-35/US-69/87th Street interchange had major positive impacts on multiple fronts. Jobs were created, the economy was stimulated, traffic flow was improved and the modifications to that crucial stretch of roadway will ensure that the economic development potential of that area will be maximized for years to come."

Blake Schreck, Lenexa
 Chamber of Commerce President

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$93.3 Million \$92.6 Million \$700 Thousand	211 Miles of Highway, 87 Bridges 1 Bridge
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$7.2 Million	Signals and Access Control
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$295.7 Million	6 Improvement Miles, 4 Interchanges; Dynamic Message Signs, Cameras, Radar and Ramp Metering Signal Systems
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$501.4 Million \$252.3 Million \$247.9 Million \$1.2 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.4 Million State: \$14 Million	4.7 Million Rides
Aviation — Runway pavement repair, instrument approaches	\$500 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$41.9 Million	18 Crossings and Separations; 15 Miles of Track Improved
Bicycle/Pedestrian — Bike and pedestrian trails	\$11.7 Million	24 Miles



County Profile:			
Residents:	534,093	Total Bridges:	235
Pop. Growth (since 2000):	18.3%	Miles Driven (daily):	12,760,291
Residents 65 yrs.+:	10%	Growth, Miles Driven:	24.9%
Total Roadway Miles:	3,103	(1996-2007)	

519

Leavenworth County



ATA GLANCE

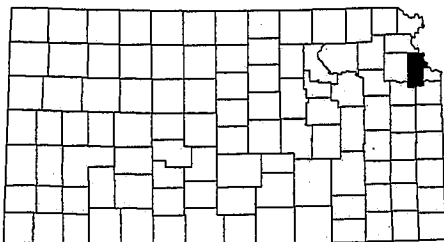
Total CTP Investment: \$98 million
(excluding transit)
Highway Miles of Work: 204 miles
Bridges Repaired/Replaced: 9

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"Lansing's K-7/Main Street project helped prepare the city for its future in terms of transportation and economic development. With traffic counts along Main Street expected to double to more than 40,000 vehicles per day in the next 20 years, improving and expanding the 3.2-mile route within city limits was critical to keep traffic flowing along our main north/south corridor."

Kenneth Barnard; Mayor, City of Lansing

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$18.2 Million \$15.1 Million \$3.1 Million	200 Miles of Highway, 7 Bridges 2 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$4.2 Million	2 Improvement Miles
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$10.7 Million	2 Improvement Miles
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$59 Million \$30 Million \$28.7 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.9 Million State: \$800 Thousand	507,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$200 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$300 Thousand	2 Crossings and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$2.7 Million	2 Miles



County Profile:

Residents:	74,276	Total Bridges:	30
Pop. Growth (since 2000):	8.1%	Miles Driven (daily):	1,711,537
Residents 65 yrs.+:	10%	Growth, Miles Driven:	26.7%
Total Roadway Miles:	1,168	(1996-2007)	

5-20

Lyon County



"The pavement reconstruction on I-35 in Lyon County greatly improved safety, it made the road so much smoother and safer. I was impressed with how much better it was. It even improved the visibility on I-35."

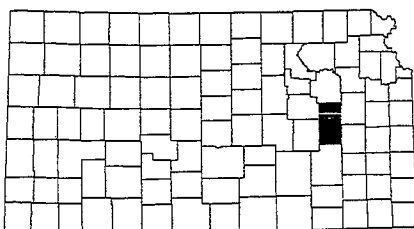
Matt Zimmerman,
Emporia City Manager

AT A GLANCE

Total CTP Investment: \$146.1 million
Highway Miles of Work: 136 miles
Bridges Repaired/Replaced: 41

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$59 Million \$7.8 Million \$51.2 Million	126 Miles of Highway, 29 Bridges 10 Miles of Highway, 12 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$45.7 Million	1 Interchange
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$36.8 Million \$18.2 Million \$18 Million \$600 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.8 Million State: \$700 Thousand	790,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$40 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.4 Million	9 Crossings and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$600 Thousand	1 Mile



County Profile:

Residents:	35,562	Total Bridges:	65
Pop. Growth (since 2000):	-1.0%	Miles Driven (daily):	1,120,266
Residents 65 yrs. +:	13%	Growth, Miles Driven:	23.7%
Total Roadway Miles:	1,695	(1996-2007)	

5-21

Marshall County



"The Marysville Grade Separation Project was a wonderful asset for our community, by providing drivers with a safer, convenient and time-saving commute. Drivers no longer have to sit and wait for lengthy train crossings as they now utilize a very attractive bridge crossing."

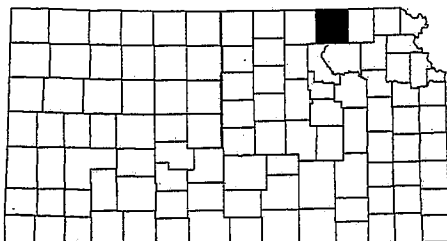
Tom Holle, Chairman,
Marshall County Commissioners

AT A GLANCE

Total CTP Investment: \$93.1 million
Highway Miles of Work: 301 miles
Bridges Repaired/Replaced: 8

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$18.6 Million \$14 Million \$4.6 Million	301 Miles of Highway, 2 Bridges 6 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$16.7 Million \$9 Million \$7.6 Million \$90 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$400 Thousand State: \$200 Thousand	91,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$700 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$56 Million	14 Crossings and Separations



County Profile:

Residents:	10,178	Total Bridges:	44
Pop. Growth (since 2000):	-7.2%	Miles Driven (daily):	342,575
Residents 65 yrs. +:	21%	Growth, Miles Driven:	24.1%
Total Roadway Miles:	1,711	(1996-2007)	

5-22

Nemaha County



AT A GLANCE

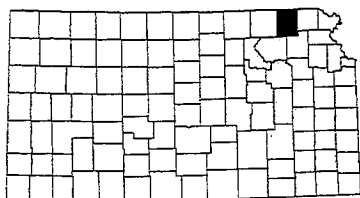
Total CTP Investment: \$26.5 million
 Highway Miles of Work: 203 miles
 Bridges Repaired/Replaced: 4

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The K-9 bridge replacement project benefits Nemaha County drivers with a much safer and improved bridge. The new bridge now accommodates larger agricultural equipment side-by-side with motorists who travel daily on K-9 across the bridge."

Tim Burdick,
Nemaha County Commissioner

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$11.5 Million \$9.1 Million \$2.4 Million	203 Miles of Highway, 1 Bridge 3 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$1.3 Million	Guard Fence Upgrades
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$9.7 Million \$3.3 Million \$6.4 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$400 Thousand State: \$100 Thousand	160,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$3.5 Million	19 Crossings and Separations



County Profile:

Residents:	10,112	Total Bridges:	28
Pop. Growth (since 2000):	-5.6%	Miles Driven (daily):	253,080
Residents 65 yrs. +:	21%	Growth, Miles Driven: (1996-2007)	24.2%
Total Roadway Miles:	1,442		

Osage County



"The US-75 overlay had a huge impact on the traffic coming off of US-56 and into Topeka. It made the commute from all around the area in to Topeka much more efficient."

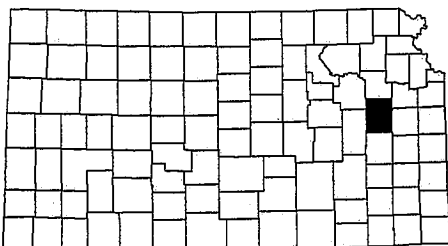
Glenn Tyson,
Road & Bridge Supervisor,
Osage County

AT A GLANCE

Total CTP Investment: \$61.3 million
Highway Miles of Work: 280 miles
Bridges Repaired/Replaced: 20

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$43 Million \$17.7 Million \$25.3 Million	274 Miles of Highway, 17 Bridges 6 Miles of Highway, 3 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$15 Million \$5 Million \$9.8 Million \$200 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$80 Thousand	671,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$500 Thousand	Improvements at 2 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$2.2 Million	11 Crossing and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$300 Thousand	1 Mile



County Profile:

Residents:	16,327	Total Bridges:	71
Pop. Growth (since 2000):	-2.3%	Miles Driven (daily):	687,949
Residents 65 yrs +:	16%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,451	(1996-2007)	

5-24

Pottawatomie County



"The Vermillion River bridge widening project has provided better safety for vehicles, including large farm implements, to travel safely across the new wider bridge deck, along with the other improvements made to an adjacent arterial intersection. With the increased traffic from the expansion of the U.S. 24 corridor from two to four lanes, the bridge is now able to safely carry more traffic, which has helped generate economic development opportunities in Pottawatomie County."

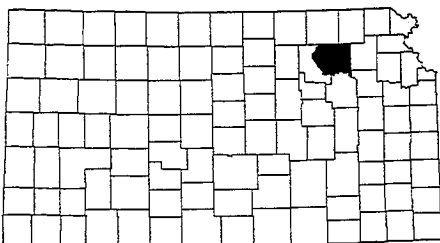
Leu Lowrey,
Pottawatomie County Public Works Director

AT A GLANCE

Total CTP Investment: \$42.9 million
 Highway Miles of Work: 317 miles
 Bridges Repaired/Replaced: 12

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$23 Million \$18.1 Million \$4.9 Million	317 Miles of Highway, 6 Bridges 6 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$16.8 Million \$5.5 Million \$11.1 Million \$200 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$500 Thousand State: \$100 Thousand	630,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$200 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$2 Million	11 Crossings and Separations



County Profile:

Residents:	19,695	Total Bridges:	38
Pop. Growth (since 2000):	8.2%	Miles Driven (daily):	598,831
Residents 65 yrs.+:	12%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,396	(1996-2007)	

5-25

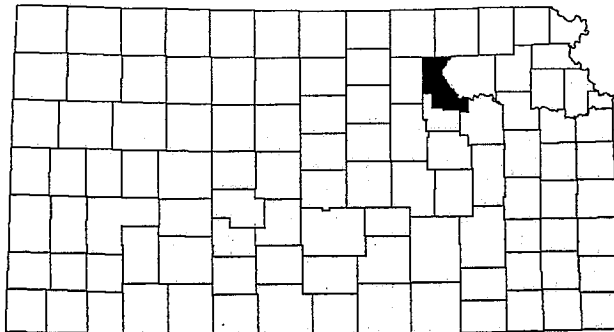
Riley County



AT A GLANCE

Total CTP Investment: \$129.1 million
 Highway Miles of Work: 230 miles
 Bridges Repaired/Replaced: 18

Every dollar invested in the CTP generated \$3 in economic growth for Kansas



WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$52.4 Million \$24 Million \$28.4 Million	223 Miles of Highway, 11 Bridges 6 Miles of Highway, 7 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$30.3 Million	1 Mile of Highway, 1 Interchange
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$43.2 Million \$15.9 Million \$27 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.4 Million State: \$300 Thousand	223,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$700 Thousand	4 Crossings and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$800 Thousand	2 Miles

County Profile:

Residents:	71,069	Total Bridges:	42
Pop. Growth (since 2000):	12.9%	Miles Driven (daily):	1,239,012
Residents 65 yrs.+:	8%	Growth, Miles Driven:	23.7%
Total Roadway Miles:	1,141	(1996-2007)	

5-26

Shawnee County



"This US-75 project created a new logistics corridor for south Topeka and Shawnee County. This new corridor offers excellent economic development opportunities for both Topeka and Shawnee County to attract new business and industry to the area. One such example was the announcement of a new \$1.3-million Target Distribution Center in 2002 that located off this logistics corridor, bringing approximately 500 new jobs to our community."

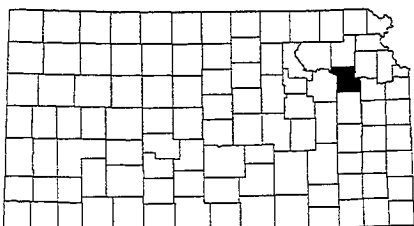
Doug Kinsinger, President/CEO, Topeka Chamber of Commerce

AT A GLANCE

Total CTP Investment: \$306.7 million
 Highway Miles of Work: 185 miles
 Bridges Repaired/Replaced: 64

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$79.3 Million \$26.9 Million \$52.4 Million	173 Miles of Highway, 47 Bridges 6 Miles of Highway, 17 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$1.4 Million	Signals, Lighting and Intersection Improvements
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$38.9 Million	6 Miles of Highway, 6 Dynamic Message Signs, 3 Cameras and Local Camera Project
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$166.4 Million \$91.2 Million \$75 Million \$200 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.7 Million State: \$5.4 Million	13 Million Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$7.8 Million	4 Crossings and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$5.8 Million	7 Miles



County Profile:

Residents:	174,709	Total Bridges:	161
Pop. Growth (since 2000):	2.8%	Miles Driven (daily):	4,320,933
Residents 65 yrs. +:	14%	Growth, Miles Driven:	23.0%
Total Roadway Miles:	1,973	(1996-2007)	

Wabaunsee County



"The K-99 Chicken Creek bridge was deteriorating, badly in need of replacement, and located on a heavily travelled rural highway. The new K-99 bridge continues to provide drivers with many safety enhancements, including a much wider roadway surface that replaced a very narrow driving surface on the older existing bridge."

Ervan D. Stuewe,

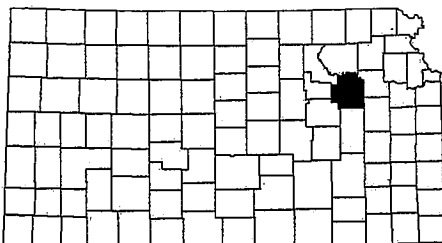
Wabaunsee County Commissioner

AT A GLANCE

Total CTP Investment: \$94.9 million
 Highway Miles of Work: 184 miles
 Bridges Repaired/Replaced: 36

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$86.9 Million \$7.6 Million \$79.3 Million	166 Miles of Highway, 17 Bridges 18 Miles of Highway, 19 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$6.4 Million \$2.3 Million \$4 Million \$50 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$50 Thousand	41,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$800 Thousand	3 Crossings and Separations



County Profile:

Residents:	6,922	Total Bridges:	65
Pop. Growth (since 2000):	0.5%	Miles Driven (daily):	598,773
Residents 65 yrs.+:	16%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,045	(1996-2007)	

5-28

Wyandotte County



AT A GLANCE

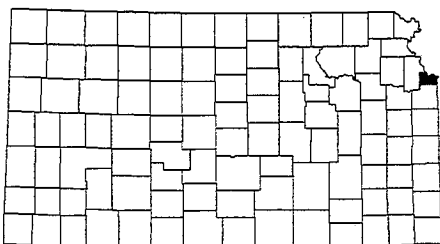
Total CTP Investment: \$533.6 million
 Highway Miles of Work: 155 miles
 Bridges Repaired/Replaced: 112

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The U.S. 24/40 reconstruction means a great deal to the western part of Wyandotte County. It's an area of significant growth and it's a critical link between I-435 and K-7. We are very pleased with the level of service that can be expected from this facility."

Fred Backus, P.E.; County Engineer, Unified Government of Wyandotte County

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$307.8 Million \$99 Million \$209 Million	143 Miles of Highway, 83 Bridges 8 Miles of Highway, 29 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$1 Million	Signals and Access Control
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$82.7 Million	4 Improvement Miles; Dynamic Message Signs, Cameras, Radar and Ramp Metering Signal Systems
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$132.5 Million \$50.5 Million \$78.7 Million \$3.3 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$500 Thousand State: \$4.8 Million	12.8 Million Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$600 Thousand	2 Crossing and Separation
Bicycle/Pedestrian — Bike and pedestrian trails	\$3.7 Million	2 Miles



County Profile:

Residents:	154,287	Total Bridges:	226
Pop. Growth (since 2000):	-2.3%	Miles Driven (daily):	4,819,532
Residents 65 yrs. +:	10%	Growth, Miles Driven:	24.7%
Total Roadway Miles:	1,088	(1996-2007)	

5-29

District Two

(North Central Kansas)

CTP 1999-2009
 KANSAS COMPREHENSIVE TRANSPORTATION PROGRAM
 Planned: Executed: Delivered.

AT A GLANCE

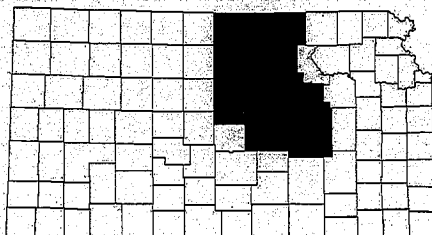
Total CTP Investment: \$965.8 million
 Highway Miles of Work: 3,848 miles
 Bridges Repaired/Replaced: 242

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The pulse of the community depends on agriculture, so we have a lot of truck traffic that comes through town because of the nearby elevators and mills. They move a lot of grain. Then that grain is taken out on rails. So getting assistance on K-15 in Abilene through the KLINK program allows us to focus on other streets."

Abilene Public Works Director Lon Schrader

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$415.5 Million \$243.6 Million \$171.9 Million	3,696 Miles of Highway, 157 Bridges 34 Miles of Highway, 85 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$108.4 Million	85 Miles of Highway
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$155.4 Million	33 Miles of Highway, 2 Interchanges, 11 Dynamic Message Signs, 5 Cameras
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$229.4 Million \$93.9 Million \$132.5 Million \$3 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$11.4 Million State: \$4.2 Million	3 Million Rides
Aviation — Runway pavement repair, instrument approaches	\$5.6 Million	Improvements at 16 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$36 Million	111 Crossings and Separations, 136 Miles of Track Improved



Counties in District Two:

Chase, Clay, Cloud, Dickinson,
 Ellsworth, Geary, Jewell, Lincoln,
 Marion, McPherson, Mitchell, Morris,
 Ottawa, Republic, Saline, Washington.

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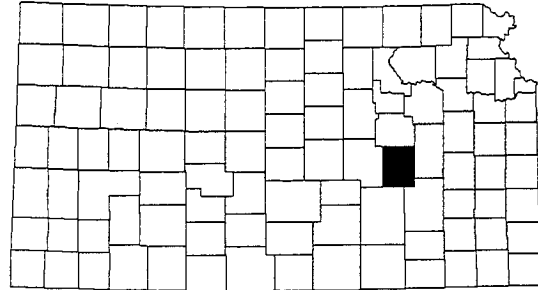
Chase County



AT A GLANCE

Total CTP Investment: \$38.9 million
 Highway Miles of Work: 222 miles
 Bridges Repaired/Replaced: 7

Every dollar invested in the CTP generated \$3 in economic growth for Kansas



WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$ 12.6 Million \$12.6 Million	212 Miles of Highway, 7 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$12.1 Million	9 Miles of Highway
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$3.6 Million	1 Mile of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$6.8 Million \$3.9 Million \$2.9 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$40 Thousand	63,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$300 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$3.3 Million	15 Crossings and Separations

County Profile:

Residents:	2,804	Total Bridges:	35
Pop. Growth (since 2000):	-7.5%	Miles Driven (daily):	438,921
Residents 65 yrs.+:	17%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	647	(1996-2007)	

Clay County



"We are very pleased with the new bridge on Highway 24 west of Clay Center. The old bridge was so narrow that it was sometimes dangerous for large vehicles to meet each other on the surface. The new bridge is wide and modern and not only safer, but gives a very nice impression to people entering our city from that direction. We are very glad we were able to have the bridge replaced under the last Comprehensive Transportation Plan."

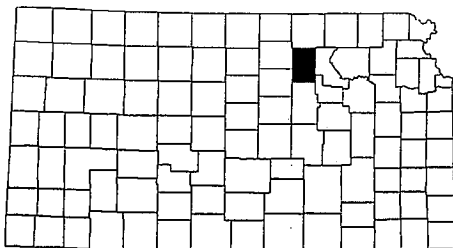
Sharon Brown, Mayor, Clay Center

AT A GLANCE

Total CTP Investment: \$31.1 million
 Highway Miles of Work: 145 miles
 Bridges Repaired/Replaced: 6

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$17.7 Million \$11.6 Million \$6.1 Million	145 Miles of Highway, 4 Bridges 2 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$13.1 Million \$7 Million \$5.8 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$80 Thousand	44,000 Rides



County Profile:

Residents: 8,859 Total Bridges: 28
 Pop. Growth (since 2000): 0.4% Miles Driven (daily): 224,112
 Residents 65 yrs.+: 19% Growth, Miles Driven: 24.0%
 Total Roadway Miles: 1,227 (1996-2007)

Cloud County



"The upgrade of US-81 in Cloud County to a 4-lane expressway is continually proving to be a very positive enhancement to the rural economy of Cloud County. We are convinced that the 81 Expressway is a key reason traffic counts are increasing, sales tax collections are up and retail trade pull factors are stronger. We are annually closing on new business deals and now experiencing economic development prospects regularly calling us about locating in Cloud County."

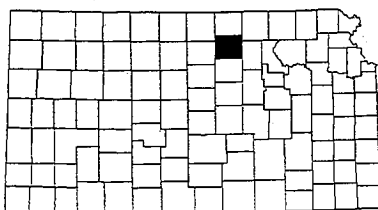
Kirk Lowell, Executive Director, CloudCorp

AT A GLANCE

Total CTP Investment: \$32 million
 Highway Miles of Work: 286 miles
 Bridges Repaired/Replaced: 11

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$11.7 Million \$11.7 Million	280 Miles of Highway, 11 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$6.4 million	6 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$12.2 Million \$4.4 Million \$7.3 Million \$500 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$400 Thousand State: \$60 Thousand	155,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$100 Thousand	Improvement at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.1 Million	7 Crossings and Separations; 7 Miles of Track Improvement



County Profile:

Residents: 9,453 Total Bridges: 54
 Pop. Growth (since 2000): -7.9% Miles Driven (daily): 329,224
 Residents 65 yrs.+ : 22.9% Growth, Miles Driven: 24%
 Total Roadway Miles: 1,377 (1996-2007)

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ickinson County



AT A GLANCE

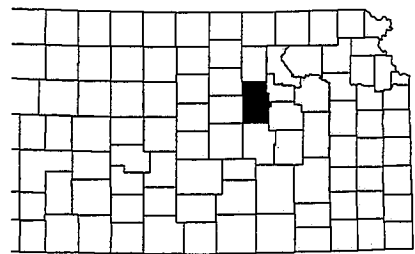
CTP Investment: \$85.6 million
 Highway Miles of Work: 325 miles
 Bridges Repaired/Replaced: 29

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"If you're going to have community development, you've got to have an airport that brings in air traffic. A lot of corporate airplanes come in here with people who support the different businesses in town. The improvements to the airport extended the life of the runway surface and improved the overall appearance."

Abilene Municipal Airport Manager Jim Curtis

PROJECT TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.	\$59.6 Million \$18.2 Million \$41.4 Million	316 Miles of Highway, 15 Bridges 9 Miles of Highway, 14 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$17.7 Million \$6.2 Million \$11 Million \$500 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$300 Thousand State: \$80 Thousand	158,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$500 Thousand	Improvements at 2 Airports
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$6.6 Million	19 Crossings and Separations Improved



County Profile:

Residents:	19,328	Total Bridges:	79
Pop. Growth (since 2000):	-0.1%	Miles Driven (daily):	741,990
Residents 65 yrs. +:	18%	Growth, Miles Driven:	24.0%
Total Roadway Miles	1,764	(1996-2007)	

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Ellsworth County



AT A GLANCE

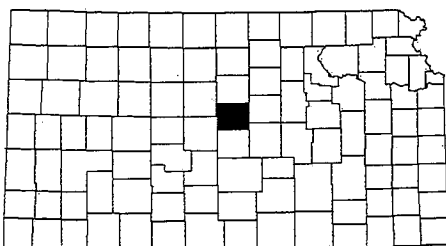
Total CTP Investment: \$63.9 million
 Highway Miles of Work: 304 miles
 Bridges Repaired/Replaced: 25

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The Comprehensive Transportation Program has had a significant economic impact on the Ellsworth area, especially the K-156 extension south. With four major highways (K-156, K-140, K-14 and I-70), Ellsworth is a hub that services several local industries. The continued maintenance of these corridors is critical, not only to the Ellsworth area, but to the state of Kansas."

Ellsworth-Kanopolis
 Chamber Director Nick Slechta

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$20.3 Million \$18.2 Million \$2.1 Million	283 Miles of Highway, 18 bridges 7 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$31.1 Million	21 Improvement Miles
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$9.6 Million \$4.5 Million \$5 Million \$60 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$80 Thousand	45,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$900 thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.3 million	8 Crossings and Separations Improved



County Profile:

Residents:	6,250	Total Bridges:	55
Pop. Growth (since 2000):	-4.2%	Miles Driven (daily):	461,482
Residents 65 yrs.+:	18.8%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,202	(1996-2007)	

Geary County



"The US-40B project provided drivers with an excellent ride and improved safety. It also was a boon to economic development. The area along this route has been one of rapid development in the years following this project. Having this access to our community improved has been a point of pride for the community as we welcome those coming to Junction City."

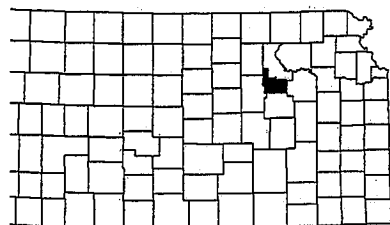
Mike Guinn,

Assistant City Manager, Junction City

AT A GLANCE

CTP Investment: \$64 million
 Day Miles of Work: 203 miles
 Miles Repaired/Replaced: 23
 For every dollar invested in the CTP generated \$3 in economic growth for Kansas

MARK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$19.3 Million \$13.4 Million \$5.9 Million	200 Miles of Highway, 16 Bridges 7 Bridges
Highway Expansion & Enhancement — Adding something new <i>Examples: adding additional lanes, passing lanes, interchanges</i>	\$16.5 Million	3 Miles of Highway, 1 Interchange; 3 Dynamic Message Signs, 2 Cameras
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$26.6 Million \$13.5 Million \$12.8 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$300 Thousand State: \$100 Thousand	157,000 Rides
Airport — Runway pavement repair, instrument approaches	\$400 Thousand	Improvements at 1 Airport
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$800 Thousand	4 Crossings and Separations



County Profile:

Residents:	31,171	Total Bridges:	61
Pop. Growth (since 2000):	11.9%	Miles Driven (daily):	956,829
Residents 65 yrs.+:	10%	Growth, Miles Driven:	23.8%
Total Roadway Miles:	784	(1996-2007)	

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Jewell County



AT A GLANCE

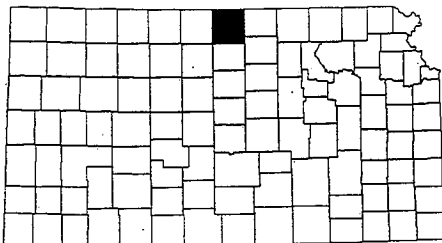
Total CTP Investment: \$31.8 million
 Highway Miles of Work: 267 miles
 Bridges Repaired/Replaced: 15

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

*"The overlay really improved the ride.
 The rumble strips on the center line
 are good. They really work."*

Jewell County Commissioner
 Dwight Frost

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$12.9 Million \$11.5 Million \$1.4 Million	252 Miles of Highway, 12 Bridges 3 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$12.5 Million	15 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$5.4 Million \$1.6 Million \$3.8 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$20 Thousand State: \$30 Thousand	8,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$400 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$500 Thousand	2 Crossings and Separations, 32 Miles of Track Improvements



County Profile:

Residents:	3,142	Total Bridges:	32
Pop. Growth (since 2000):	-17.1%	Miles Driven (daily):	126,366
Residents 65 yrs.+:	27%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,664	(1996-2007)	

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Lincoln County



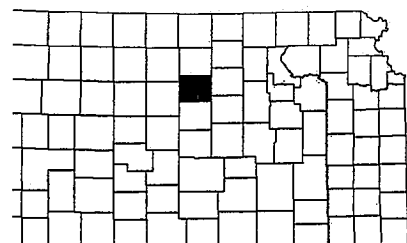
"A lot of people use that road bringing their goods to town. The work done gave a smooth ride for locals traveling K-18. I think it's a good idea for KDOT to partner with the railroads on improving these crossings."

Larry Meitler, Lincoln County Roads Supervisor, on the railroad crossing and K-18 overlay

AT A GLANCE

Total CTP Investment: \$17 million
 Highway Miles of Work: 238 miles
 Bridges Repaired/Replaced: 5
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$10.5 Million \$8.5 Million \$2 Million	238 Miles of Highway, 3 Bridges 2 Bridges
Local Roads • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments	\$5.8 Million \$2.7 Million \$3.1 Million	
Public Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$60 Thousand	17,000 Rides
Airport — Runway pavement repair, instrument approaches	\$50 Thousand	Improvements at 1 Airport
• Rail Crossings & Separations • Track Miles Improved	\$400 Thousand	2 Crossings and Separations, 17 Miles of Track Improvements



County Profile:			
Residents:	3,261	Total Bridges:	35
Pop. Growth (since 2000):	-8.9%	Miles Driven (daily):	200,796
Residents 65 yrs.+:	21%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,165	(1996-2007)	

5-38

Marion County

"The new K-150 highway has been a boon for Marion County for at least two reasons. First, it's a much safer road for citizens to travel, given the reduction of the steep hills toward the east end and the addition of wide shoulders. The old road had no shoulders to speak off. The new sight lines are so good that the road does not even require a "no passing" zone -- which is amazing.

Second, its new construction makes it more inviting for traffic to take it from U.S. 50 to U.S. 56, which passes both Marion and Hillsboro on the way to McPherson or Interstate 135. Additional traffic means additional patronage of businesses located along U.S. 56."

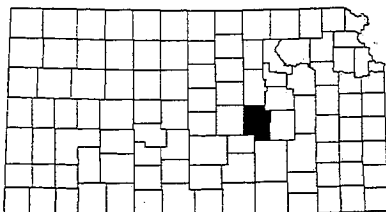
Hillsboro Free Press Editor Don Ratzlaff

AT A GLANCE

Total CTP Investment: \$90 million
 Highway Miles of Work: 200 miles
 Bridges Repaired/Replaced: 30

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$21.1 Million \$19.3 Million \$1.8 Million	160 Miles of Highway, 9 Bridges 21 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$51 Million	40 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$15.3 Million \$6 Million \$9.2 Million \$100 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$40 Thousand State: \$5 Thousand	82,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$700 Thousand	Improvements at 2 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.9 Million	11 Crossing and Separations



County Profile:

Residents:	12,100	Total Bridges:	44
Pop. Growth (since 2000):	9.4%	Miles Driven (daily):	423,437
Residents 65 yrs.+:	22%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,867	(1996-2007)	

McPherson County



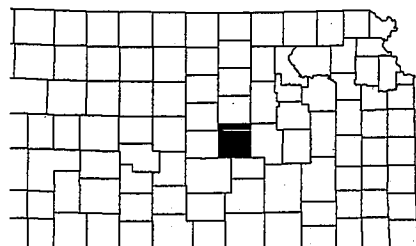
"The City has benefitted from the reconstruction of Kansas Avenue (U.S. 56) in many ways. The streets are either new or greatly improved from the original pavements. The sidewalks have been improved and ADA ramps added throughout the corridor. The traffic signal at Kansas & Main was upgraded to provide mast arms and other traffic safety improvements. We appreciate the state partnering with us on this project."

Douglas Whitacre,
McPherson Director of Public Works

AT A GLANCE

Total CTP Investment: \$131.5 million
Highway Miles of Work: 224 miles
Structures Repaired/Replaced: 2
Every dollar invested in the CTP generated \$3 in economic growth for Kansas

PROJECT TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$28.9 Million \$28.9 Million	210 Miles of Highway, 2 Bridges
Highway Expansion & Enhancement — Adding something new <i>Examples: adding additional lanes, passing lanes, interchanges</i>	\$66.5 Million	14 Miles Expanded
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$30.1 Million \$12.6 Million \$16.8 Million \$700 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.4 Million State: \$400 Thousand	581,000 Rides
Airport — Runway pavement repair, instrument approaches	\$600 Thousand	Improvements at 2 Airports
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$3.1 Million	10 Crossings and Separations; 23 Miles of Track Improvement



County Profile:

Residents:	29,044	Total Bridges:	92
Pop. Growth (since 2000):	-1.7%	Miles Driven (daily):	1,077,297
Residents 65 yrs.+:	17.7%	Growth, Miles Driven:	24%
Total Roadway Miles:	1,852	(1996-2007)	

5-40

Mitchell County



AT A GLANCE

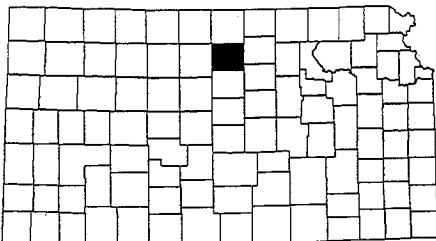
Total CTP Investment: \$22.8 million
 Highway Miles of Work: 201 miles
 Bridges Repaired/Replaced: 4

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"Widening and paving that street is a great benefit to the community. Before this project, the old road was so rough the city office building would shake when heavy trucks would bounce by. The new traffic markings add to the safety of driving this route."

Fred Sibley, Foreman, Transportation Department, City of Beloit

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$13.3 Million \$9.7 Million \$3.6 Million	201 Miles of Highway, 1 Bridge 3 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$8.8 Million \$2.9 Million \$5.7 Million \$200 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$50 Thousand State: \$50 Thousand	12,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$100 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$500 Thousand	7 Crossings and Separations



County Profile:

Residents:	6,292	Total Bridges:	34
Pop. Growth (since 2000):	-9.2%	Miles Driven (daily):	186,656
Residents 65 yrs.+:	21%	Growth, Miles Driven: (1996-2007)	24.0%
Total Roadway Miles:	1,314		

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Morris County



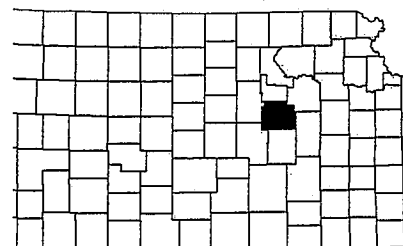
"The road has provided access to the south part of Hillsboro from the west, which alleviated prior traffic congestion and has provided more access to businesses, which in turn has helped stimulate economic growth in our community."

Larry Paine,
Hillsboro City Administrator,
on the RS 1618 resurfacing

AT A GLANCE

Total CTP Investment: \$22 million
Highway Miles of Work: 178 miles
Bridges Repaired/Replaced: 5
Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$13.1 Million \$11.7 Million \$1.4 Million	178 Miles of Highway, 3 Bridges 2 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$8.2 Million \$3.6 Million \$4.4 Million \$200 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$90 Thousand	52,000 Rides
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$500 Thousand	2 Crossings and Separations



County Profile:

Residents:	6,037	Total Bridges:	26
Pop. Growth (since 2000):	-1.1%	Miles Driven (daily):	177,155
Residents 65 yrs. +:	22%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,142	(1996-2007)	

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Ottawa County



AT A GLANCE

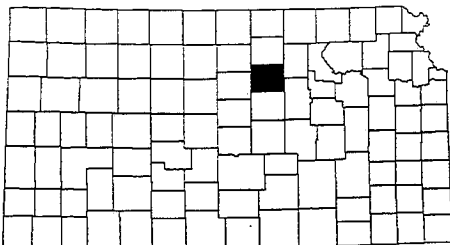
Total CTP Investment: \$28.6 million
 Highway Miles of Work: 208 miles
 Bridges Repaired/Replaced: 7

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"It allows the road to handle more traffic and provides a good alternative route to towns in the area."

Under Sheriff Russell Thorton speaking on the Ottawa County K-104 project

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$19.7 Million \$19.5 Million \$200 Thousand	208 Miles of Highway, 6 Bridges 1 Bridge
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$7 Million \$1.8 Million \$5.1 Million \$90 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$60 Thousand	55,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$400 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$800 Thousand	5 Crossings and Separations



County Profile:

Residents:	6,026	Total Bridges:	44
Pop. Growth (since 2000):	-2.2%	Miles Driven (daily):	283,561
Residents 65 yrs.+:	18%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,222	(1996-2007)	

5-43

Republic County



"The new US-36 Republican River bridge will serve us for a long time. Meeting cars on the old bridge was something to avoid because it was so narrow. The new bridge is wider and safer. Farmers can safely get their large implements across on the new bridge."

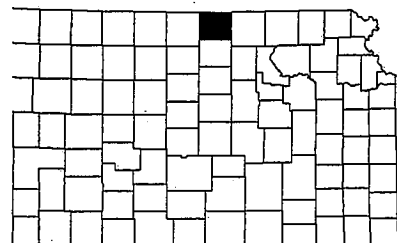
Charlie Joy,

Republic County Director of Roads

AT A GLANCE

Total CTP Investment: \$76.9 million
 Highway Miles of Work: 228 miles
 Bridges Repaired/Replaced: 18
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$17.4 Million \$9.4 Million \$8 Million	219 Miles of Highway, 9 Bridges 9 Bridges
Highway Expansion & Enhancement — Adding something new <i>Examples: adding additional lanes, passing lanes, interchanges</i>	\$51.1 Million	9 Miles of Highway
Local Roads • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments	\$5.6 Million \$600 Thousand \$5 Million	
Transit — Bus and van purchases; technology upgrades	Federal: \$200 Thousand State: \$70 Thousand	28,000 Rides
Airport — Runway pavement repair, instrument approaches	\$100 Thousand	Improvements at 1 Airport
• Rail Crossings & Separations • Track Miles Improved	\$2 Million	6 Crossings and Separations, 39 Miles of Track Improvements



County Profile:

Residents:	4,812	Total Bridges:	39
Pop. Growth (since 2000):	-17.5%	Miles Driven (daily):	239,666
Residents 65 yrs.+:	27%	Growth, Miles Driven:	24.1%
Total Roadway Miles:	1,436	(1996-2007)	

5-44

Saline County



AT A GLANCE

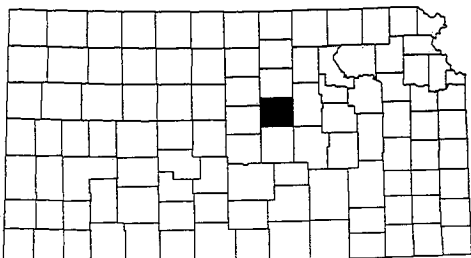
Total CTP Investment: \$200.2 million
 Highway Miles of Work: 221 miles
 Bridges Repaired/Replaced: 49

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"I can sum up the importance of projects like the I-135/Water Well Road interchange in one word – jobs. The project allowed Salina Vortex to expand their operations here in Kansas and they and the U.S. National Guard Bureau have better access to the Interstate system because of it. Without all modes of transportation, our economy doesn't function."

Tim Rogers, Salina Airport Authority

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$121.2 Million \$23.8 Million \$97.4 Million	196 Miles of Highway, 41 Bridges 25 Miles of Highway, 8 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$10 Million	One Interchange; 8 Dynamic Message Signs, 3 Cameras
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$47.5 Million \$18.1 Million \$29.4 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$5.7 Million State: \$2.4 Million	1,316,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$13.2 Million	12 Crossing and Separations, 18 Miles of Track Improved

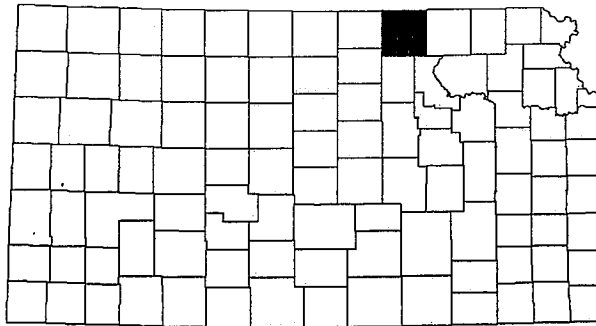


County Profile:

Residents:	54,657	Total Bridges:	122
Pop. Growth (since 2000):	2%	Miles Driven (daily):	1,756,090
Residents 65 yrs.+:	15.2%	Growth, Miles Driven:	23.4%
Total Roadway Miles:	1,476	(1996-2007)	

5-45

Washington County



AT A GLANCE

Total CTP Investment: \$29.6 million
 Highway Miles of Work: 398 miles
 Bridges Repaired/Replaced: 6
Every dollar invested in the CTP generated \$3 in economic growth for Kansas

RK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$16.2 Million \$15.6 Million \$600 Thousand	398 Miles of Highway, 5 Bridges 1 Bridge
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$9.8 Million \$4.5 Million \$5.2 Million \$60 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$2 Million State: \$600 Thousand	244,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$1 Million	Improvements at 1 Airport
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$40 Thousand	1 Crossing and Separation

County Profile:

Residents:	5,791	Total Bridges:	35
Pop. Growth (since 2000):	-10.7%	Miles Driven (daily):	215,871
Residents 65 yrs.+:	24%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,724	(1996-2007)	

5-46

District Three

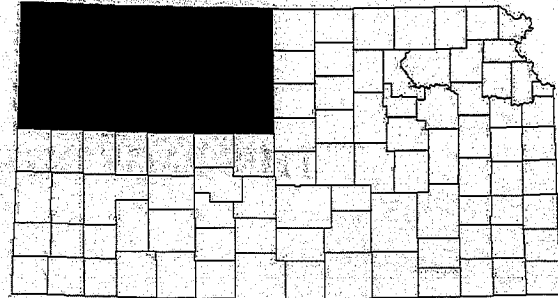
Northwest Kansas

CTP 1999-2009
 KANSAS COMPREHENSIVE TRANSPORTATION PROGRAM
 Planned. Executed. Delivered.

AT A GLANCE

Total CTP Investment: \$710.8 million
 Highway Miles of Work: 2,928 miles
 Bridges Repaired/Replaced: 122

Every dollar invested in the CTP generated \$3 in economic growth for Kansas



WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$323.1 Million \$ 286.7 Million \$36.4 Million	2,761 Miles of Highway, 78 Bridges 3 Miles of Highway, 44 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$190.1 Million	162 Miles of Highway, Signals and Access Control
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$15.7 Million	2 Miles of Highway, Dynamic Message Signs, Camera, and Local Projects
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$156.8 Million \$72.3 Million \$82.9 Million \$1.6 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$5.7 Million State: \$1.8 Million	1.9 Million Rides
Aviation — Runway pavement repair, instrument approaches	\$8.5 Million	Improvements at 16 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$9 Million	49 Crossings and Separations, 228 Miles of Track Improvements

Counties in District Three:

Cheyenne, Decatur, Ellis, Gove, Graham, Logan, Norton, Osborne, Phillips, Rawlins, Rooks, Russell, Sheridan, Sherman, Smith, Thomas, Trego, Wallace.

5-47

Cheyenne County



"K-161 was already being closed because of the Big Creek bridge work and we had one intersection that was blind when entering the highway. So we did a joint effort with the state in which we did all the dirt work to improve visibility and they came back and did all the asphalt work. It's great now – you're able to see so much further to enter the highway. I'd like to see more of these projects done."

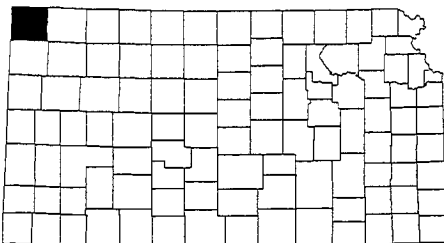
County Road and Bridge Supervisor
Dave Flemming

AT A GLANCE

Total CTP Investment: \$12.9 million
Highway Miles of Work: 143 miles
Bridges Repaired/Replaced: 2

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$8.1 Million \$7.4 Million \$700 Thousand	143 Miles of Highway, 1 Bridge 1 Bridge
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$4.4 Million \$1.3 Million \$3.1 Million	
Aviation — Runway pavement repair, instrument approaches	\$400 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$10 Thousand	1 Crossing and Separation



County Profile:

Residents:	2,742	Total Bridges:	11
Pop. Growth (since 2000):	-13.4%	Miles Driven (daily):	112,383
Residents 65 yrs.+:	26%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,264	(1996-2007)	

5-18

Decatur County



"Prior to the start of the 2006 K-383 reconstruction project from Jennings to the county line, a public informational meeting was held at the Jennings Community Building. City officials, business owners, and area residents welcomed the opportunity to ask questions and gain information. During the project, Kristen Brands, Eric Oeschlager, and Venture Corporation's managers communicated frequently and worked cooperatively with Jennings City officials. As a result of the open communication and accommodating attitudes, the inconvenience of street closures, construction equipment, and pilot cars was minor. Additionally, the City of Jennings has benefited from the improved concrete curb and gutter inlets and the resurfaced entrance to each city street."

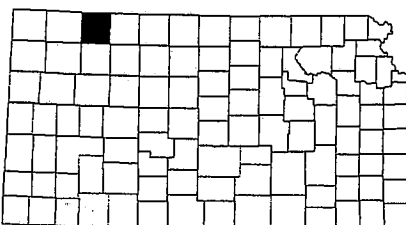
Sue Long, Clerk, City of Jennings

AT A GLANCE

Total CTP Investment:	\$28.1 million
Highway Miles of Work:	191 miles
Bridges Repaired/Replaced:	8

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$14.6 Million \$14.6 Million	184 Miles of Highway, 8 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$7.3 Million	7 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$5.1 Million \$1.6 Million \$3.5 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$40 Thousand	36,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$300 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$600 Thousand	1 Crossing and Separation, 46 Miles of Track Improvements



County Profile:

Residents:	2,912	Total Bridges:	24
Pop. Growth (since 2000):	-16.1%	Miles Driven (daily):	130,156
Residents 65 yrs.+:	27%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,301	(1996-2007)	

5-119

Ellis County



"Thanks to the Comprehensive Transportation Program, the City of Hays was able to reconstruct a segment of U.S. 183 (Vine Street) from 27th Street to just south of I-70 in 2001-2002. This project improved the highest traffic volume street in Hays. Thanks to the CTP dollars, this portion of U.S. 183 that carries over 20,000 vehicles per day is now improved well into the future and functions much better and provides a safer driving environment."

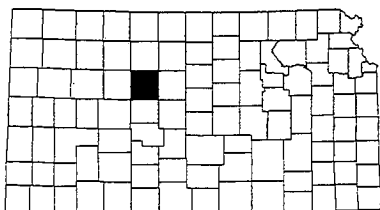
AT A GLANCE

Total CTP Investment: \$121.6 million
 Highway Miles of Work: 165 miles
 Bridges Repaired/Replaced: 4

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

Brenda G. Herrman,
 Director of Public Works/Airport Manager, City of Hays

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$41.8 Million \$41.8 Million	148 Miles of Highway, 4 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$23.1 Million	15 Miles of Highway, Signals and Access Control
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$13 Million	2 Miles of Highway, 2 Dynamic Message Signs, 1 Camera and 2 Local Projects
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$36.6 Million \$20.5 Million \$15.7 Million \$400 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$4.4 Million State: \$1.3 Million	1.4 Million Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.4 Million	8 Crossings and Separations



County Profile:

Residents:	27,801	Total Bridges:	57
Pop. Growth (since 2000):	1.1%	Miles Driven (daily):	951,589
Residents 65 yrs.+:	15%	Growth, Miles Driven: (1996-2007)	23.8%
Total Roadway Miles:	1,538		

Gove County



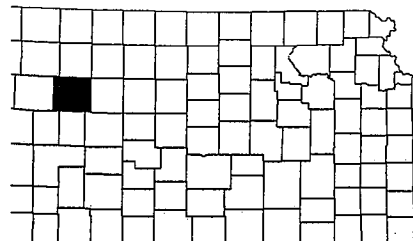
"The new K-23 bridge south of Gove was definitely a big improvement for us. I would say that the corridor has seen an increase in truck traffic since the bridge was improved, so they are able to haul loads in a safer manner. And though often times they pick up the pace, sometimes those trucks stop and eat at the local café."

Former Gove City Councilman
Frank Powers

AT A GLANCE

Total CTP Investment: \$24.5 million
 Highway Miles of Work: 97 miles
 Bridges Repaired/Replaced: 5
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

MARK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$17.6 Million \$15.9 Million \$1.7 Million	97 Miles of Highway, 3 Bridges 2 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$4.8 Million \$1.8 Million \$3 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$50 Thousand State: \$50 Thousand	11,000 Rides
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.9 Million	11 Crossing and Separations



County Profile:

Residents:	2,548	Total Bridges:	32
Pop. Growth (since 2000):	-16.9%	Miles Driven (daily):	401,138
Residents 65 yrs.+:	27%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,215	(1996-2007)	

5-51

Graham County



"I have traveled between my two optometric practices in Hill City and Norton twice a week since 1996, so I drove the old Highway 283 for several years. The lanes were narrow and there was no paved shoulder. This meant in windy, snowy conditions it was difficult to maintain lane position. Now, the wider lanes and paved shoulders on US-283 are a real blessing in bad weather or when another driver decides to pass at the wrong time. I have seen a time or two when the new highway prevented an accident by allowing three vehicles abreast. Wow! That gave me real peace of mind. This has been a much needed improvement and a wise expenditure of taxpayer dollars."

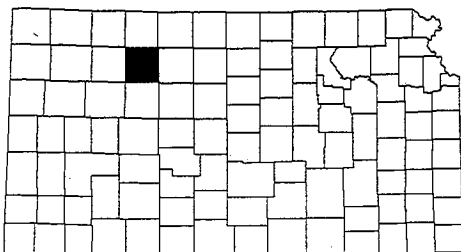
Karen S. Aldridge, O.D., Prairie Wind Eyecare

AT A GLANCE

Total CTP Investment: \$27.4 million
 Highway Miles of Work: 156 miles
 Bridges Repaired/Replaced: 8

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$8.5 Million \$7.9 Million \$600 Thousand	143 Miles of Highway, 3 Bridges 5 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$13.5 Million	13 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$4 Million \$900 Thousand \$3.1 Million	
Aviation — Runway pavement repair, instrument approaches	\$1.4 Million	Improvements at 1 Airport



County Profile:

Residents:	2,592	Total Bridges:	37
Pop. Growth (since 2000):	-12%	Miles Driven (daily):	110,648
Residents 65 yrs. +:	29%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,256	(1996-2007)	

Logan County



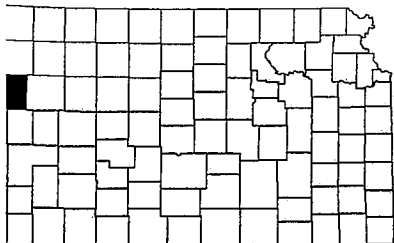
AT A GLANCE

Total CTP Investment: \$24.9 million
 Highway Miles of Work: 230 miles
 Bridges Repaired/Replaced: 8
Every dollar invested in the CTP generated \$3 in economic growth for Kansas.

"The US-40 intersection is certainly an attractive one for the city of Oakley. Since the project, some investors and I have just completed a new 62-bed Sleep Inn – which will hopefully have an impact on the local economy."

Gary Johnson, owner of Mittens Truck Stop in Oakley

MARK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement; pavement marking, signing, etc.</i>	\$20.1 Million \$10.9 Million \$9.2 Million	227 Miles of Highway, 8 Bridges 3 Miles of Highway,
Local Roads • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments	\$3.9 Million \$900 Thousand \$3 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$30 Thousand	51,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$80 Thousand	Improvements at 1 Airport
• Rail Crossings & Separations • Track Miles Improved	\$700 Thousand	6 Crossings and Separations



County Profile:

Residents:	2,593	Total Bridges:	23
Pop. Growth (since 2000):	-14.9%	Miles Driven (daily):	140,205
Residents 65 yrs.+:	22%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	977	(1996-2007)	

5-53

Norton County



"The viaduct has had an excellent impact on our folks coming into town from the east. I don't think we have had any serious accidents since the overpass was widened. Engineers improved the drainage issues, eliminated the blind spots; and the new turnoff onto Eagles road is such a significant improvement. The 90 degree turning angle onto the Eagles roadway really forces people to slow down and make that turn safely. All in all, it was a very good project for Norton County."

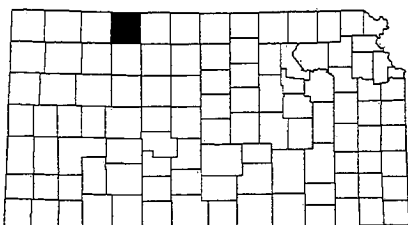
Rob Lawson, Norton City Administrator,
on the US-36 overpass

AT A GLANCE

Total CTP Investment: \$79 million
 Highway Miles of Work: 173 miles
 Bridges Repaired/Replaced: 30

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$13.2 Million \$4.5 Million \$8.7 Million	127 Miles of Highway, 11 Bridges 19 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$54.8 Million	46 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$8.4 Million \$2.5 Million \$5.9 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$30 Thousand	33,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$1.7 Million	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$800 Thousand	4 Crossings and Separations, 30 Miles of Track Improvements



County Profile:

Residents:	5,370	Total Bridges:	59
Pop. Growth (since 2000):	-9.8%	Miles Driven (daily):	186,101
Residents 65 yrs.+:	17%	Growth, Miles Driven: (1996-2007)	24.0%
Total Roadway Miles:	1,400		

5-54

Osborne County



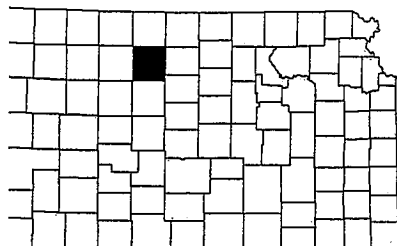
"The Geometric Improvement projects we completed in 2005 on US-281 from Jefferson to Madison Streets were so critical to us. The city helped fund one of three projects, and they took care of updating one city block downtown. The road's surface area was greatly improved as we removed the brick, added concrete, and installed storm and sewer systems. It improved the overall aesthetics, for sure. The G.I. program is one that we have really used and is so beneficial to communities, and I hope to see the program funded again."

Bob Gorsuch, Osborne Public Works Director

AT A GLANCE

Total CTP Investment: \$29.5 million
Total Highway Miles of Work: 132 miles
Total Bridges Repaired/Replaced: 11
Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$11.2 Million \$9.1 Million \$2.1 Million	125 Miles of Highway, 9 Bridges 2 Bridges
Highway Modernization — Safety and shoulder improvements <i>Examples: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$8.7 Million	7 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$9.2 Million \$5.3 Million \$3.8 Million \$100 Thousand	
Airport — Runway pavement repair, instrument approaches	\$300 Thousand	Improvements at 1 Airport
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$100 Thousand	2 Crossings and Separations



County Profile:

Residents:	3,804	Total Bridges:	47
Pop. Growth (since 2000):	-14.6%	Miles Driven (daily):	116,764
Residents 65 yrs. +:	25%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,451	(1996-2007)	

5-55

Phillips County



AT A GLANCE

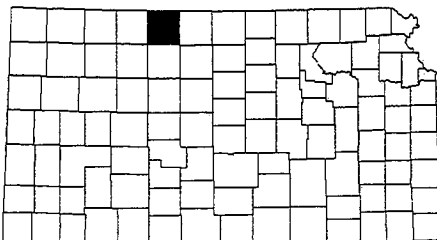
Total CTP Investment: \$26.7 million
 Highway Miles of Work: 185 miles
 Bridges Repaired/Replaced: 2

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The bridge replacement was critical for K-383 as this corridor carries so much heavy truck traffic – including major pieces of farm machinery. Those bridges were very narrow before, so the bridge replacement was a major improvement for the bridge system in northwest Kansas."

Terry Nelson, Nelson Farms, Inc. , on four K-383 bridge replacement projects

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$17.3 Million \$14.6 Million \$2.7 Million	185 Miles of Highway, 1 Bridge 1 Bridge
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$8.2 Million \$3.1 Million \$5 Million \$100 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$40 Thousand	19,000
Aviation — Runway pavement repair, instrument approaches	\$700 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$400 Thousand	2 Crossings and Separations, 32 Miles of Track Improvements



County Profile:

Residents: 5,339 Total Bridges: 43
 Pop. Growth (since 2000): -11% Miles Driven (daily): 201,820
 Residents 65 yrs.+ : 23% Growth, Miles Driven: 24.1%
 Total Roadway Miles: 1,524 (1996-2007)

5-56

Rawlins County



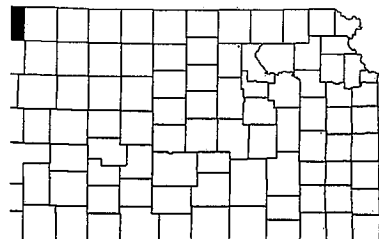
"The overall project was just awesome. We were able to get it done without closing properties or businesses whose livelihoods depended upon travelers having access to their storefronts. KDOT's supervisors on the job and the crew itself were great to work with."

Betty Mickey, Mayor of Atwood,
on the Geometric Improvement
project in Atwood

AT A GLANCE

Total CTP Investment: \$31.9 million
 Highway Miles of Work: 151 miles
 Bridges Repaired/Replaced: 5
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$7 Million \$7 Million	135 Miles of Highway, 5 Bridges
Highway Modernization — Safety and shoulder improvements <i>Examples: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$18.7 Million	16 Miles of Highway
Local Roads • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments	\$5.9 Million \$2.9 Million \$3 Million	
Airport — Runway pavement repair, instrument approaches	\$100 Thousand	Improvements at 1 Airport
• Rail Crossings & Separations • Track Miles Improved	\$200 Thousand	1 Crossing and Separation, 24 Miles of Track Improvements



County Profile:

Residents: 2,503 Total Bridges: 18
 Pop. Growth (since 2000): -15.6% Miles Driven (daily): 103,234
 Residents 65 yrs.+: 27% Growth, Miles Driven: 24.2%
 Total Roadway Miles: 1,316 (1996-2007)

5-57

Rooks County



"Overall the project was a good one for Rooks County. The highways continue to become busier all the time. We have a lot of folks who live in Plainville, but work in Hays and how KDOT did this project by not detouring the traffic really allowed our folks to go to and from their jobs. I feel like this highway enhancement helped bring people to our community."

Roger Hrabe,

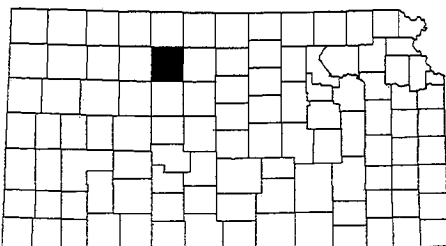
Rooks County Economic Development Director,
on the US-183 reconstruction south of Plainville

AT A GLANCE

Total CTP Investment: \$29.4 million
 Highway Miles of Work: 159 miles
 Bridges Repaired/Replaced: 2

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$11 Million \$11 Million	153 Miles of Highway, 2 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$10.1 Million	6 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$7.8 Million \$4.2 Million \$3.6 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$300 Thousand State: \$70 Thousand	27,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$30 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$50 Thousand	1 Crossing and Separation



County Profile:

Residents:	5,136	Total Bridges:	36
Pop. Growth (since 2000):	-9.7%	Miles Driven (daily):	195,555
Residents 65 yrs.+:	21%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,476	(1996-2007)	

Russell County

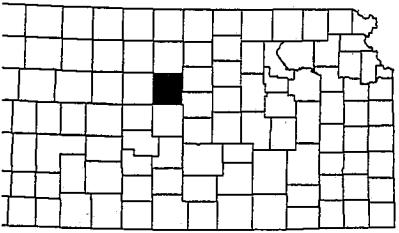


"Without the CTP the City of Russell would not have been able to complete the West Wichita Avenue project. After years of heavy oil field equipment traffic this street along with curb and gutters was in poor condition. After completion of this project the City of Russell now has a portion of this street up to modern standards that will last for a long time. Programs like the CTP are vital to small communities to update and maintain their streets and highways."

Arlyn Unrein,
Public Works Director, City of Russell

AT A GLANCE
 Total CTP Investment: \$62.4 million
 Highway Miles of Work: 223 miles
 Bridges Repaired/Replaced: 3
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

PROJECT TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$50.9 Million \$48 Million \$2.9 Million	223 Miles of Highway, 2 Bridges 1 Bridge
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$9.5 Million \$3.5 Million \$5.7 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$100 Thousand	128,000 Rides
Airport — Runway pavement repair, instrument approaches	\$500 Thousand	Improvements at 2 Airports
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$400 Thousand	2 Crossings and Separations



County Profile:

Residents:	6,641	Total Bridges:	57
Pop. Growth (since 2000):	-9.9%	Miles Driven (daily):	508,245
Residents 65 yrs. +:	23%	Growth, Miles Driven:	23.9%
Total Roadway Miles:	1,472	(1996-2007)	

5-59

Sheridan County



"The cement section of that highway was 65 years old – and it was starting to fall apart and essentially needed to be replaced. KDOT did an excellent with this project. I still hear from our people talk about the Main Street project - and how great it looks. The business people didn't complain about the multiple closures. I think once people realized it was going to enhance downtown, they didn't mind the temporary inconvenience."

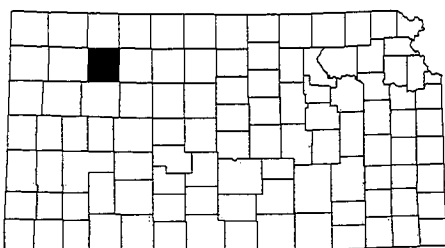
Fred Washburn, Hoxie City Superintendent,
on the K-23 Geometric Improvement project

AT A GLANCE

Total CTP Investment: \$19.7 million
Highway Miles of Work: 136 miles
Bridges Repaired/Replaced: 1

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$12.6 Million \$11.1 Million \$1.5 Million	136 Miles of Highway 1 Bridge
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$6.1 Million \$2.8 Million \$3.3 Million \$40 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$60 Thousand State: \$10 Thousand	11,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$600 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$300 Thousand	1 Crossing and Separation, 12 Miles of Track Improvements



County Profile:

Residents:	2,510	Total Bridges:	18
Pop. Growth (since 2000):	-10.8%	Miles Driven (daily):	126,306
Residents 65 yrs. +:	23%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,362	(1996-2007)	

Sherman County



Improving all aspects of K-27 in Sherman County was very important. Widening both the intersections and roadway allows for semi-trucks to safely make their turns on and off the roadway. Widening the segment south of Goodland was tremendously helpful because this corridor handles a great number of semi-trucks and we always need wider roads. I drive that corridor a lot and it is a beautiful project. The new bridge was desperately needed over the Smokey."

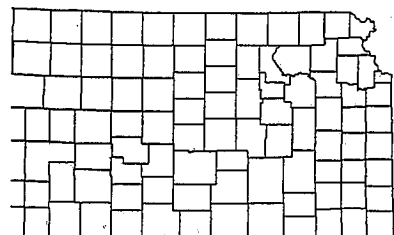
John Golden, Goodland Civic Leader

AT A GLANCE

Total CTP Investment: \$62.4 million
 Highway Miles of Work: 130 miles
 Bridges Repaired/Replaced: 7

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$18.2 Million \$15.2 Million \$3 Million	100 Miles of Highway, 4 Bridges 3 Bridges
Highway Modernization — Safety and shoulder improvements <i>Examples: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$28.6 Million	30 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$14 Million \$9.2 Million \$4.8 Million	
Public Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$20 Thousand	67,000 Rides
Airport — Runway pavement repair, instrument approaches	\$400 Thousand	Improvements at 1 Airport
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$500 Thousand	2 Crossings and Separations, 20 Miles of Track Improvements



County Profile:

Residents:	6,013	Total Bridges:	44
Pop. Growth (since 2000):	-11.1%	Miles Driven (daily):	433,757
Residents 65 yrs. +:	20%	Growth, Miles Driven:	23.8%
Total Roadway Miles:	1,336	(1996-2007)	

5-61

Smith County



"The Smith Center Municipal Airport was awarded a KDOT grant along with other federal funds and matching funds that enabled the city to construct a longer, wider runway that can accommodate larger aircraft that many corporations and medical aircraft need. Without these funds the city would have never been able to renovate our airport so we can possibly attract new businesses that use larger aircraft to commute or make it safe in most weather conditions for medical evacuation using larger fixed-wing airplanes. We anticipate this improvement will make it easier for existing business to grow and will make another attraction for new business to choose Smith Center."

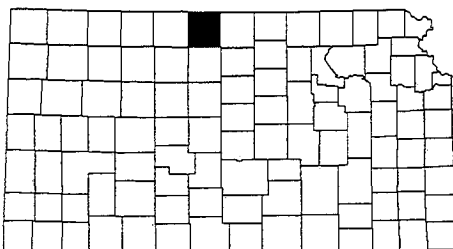
Lynn Zierlein, City Councilman

AT A GLANCE

Total CTP Investment: \$17.1 million
 Highway Miles of Work: 140 miles
 Bridges Repaired/Replaced: 1

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$7.8 Million \$7.8 Million	140 Miles of Highway, 1 Bridge
Local Roads • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities	\$7.2 Million \$2.1 Million \$5 Million \$90 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$30 Thousand State: \$1 Thousand	6,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$1.5 Million	Improvements at 1 Airport
Rail • Rail Crossings & Separations • Track Miles Improved	\$600 Thousand	3 Crossings and Separations, 32 Miles of Track Improvements



County Profile:

Residents:	3,901	Total Bridges:	42
Pop. Growth (since 2000):	-14%	Miles Driven (daily):	147,000
Residents 65 yrs.+:	29%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,573	(1996-2007)	

Thomas County



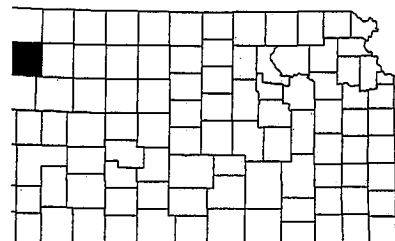
"I think that project was extremely import to the city of Colby and Thomas County. The improvements enabled the farmers to safely transport their equipment. Before, the viaduct was not wide enough for more than one major piece of equipment. The improvements now allow our pedestrians to safely cross from the north residential area into the city."

Carolyn Armstrong, City Administrator, City of Colby, on the rebuilding of the K-25/US-24 intersection and viaduct replacement

ATA GLANCE

CTP Investment: \$45.4 million
 Way Miles of Work: 254 miles
 Bridges Repaired/Replaced: 4
 Every dollar invested in the CTP generated

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$32.3 Million \$31.4 Million \$900 Thousand	254 Miles of Highway, 3 Bridges 1 Bridge
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$10.8 Million \$3.8 Million \$6.4 Million \$600 Thousand	
Public Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$30 Thousand	100,000 Rides
Airport — Runway pavement repair, instrument approaches	\$300 Thousand	Improvements at 1 Airport
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$500 Thousand	1 Crossing and Separation, 32 Miles of Track Improvements



County Profile:

Residents:	7,277	Total Bridges:	47
Pop. Growth (since 2000):	-11.0%	Miles Driven (daily):	571,306
Residents 65 yrs.+:	15%	Growth, Miles Driven: (1996-2007)	23.9%
Total Roadway Miles:	1,656		

5-63

Trego County



"This project greatly enhanced our community because it widened the corridor to three lanes. That turning lane is a big improvement. It also dressed up the corridor as the city later added lighting to that area. Specifically, the Veterans' Cemetery greatly benefitted from the project – as it is located near that portion of the highway."

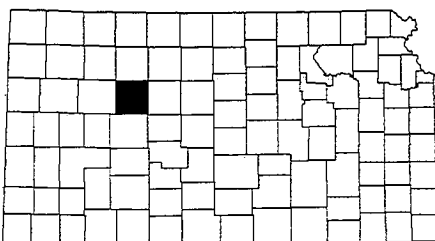
Hardy Howard, WaKeeney City Administrator, on the Geometric Improvement project on 13th Street (US-283) from the railroad tracks to I-70

AT A GLANCE

Total CTP Investment: \$56.4 million
Highway Miles of Work: 109 miles
Bridges Repaired/Replaced: 16

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$22.2 Million \$21.3 Million \$900 Thousand	87 Miles of Highway, 9 Bridges 7 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$24.6 Million	22 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$8.2 Million \$5.1 Million \$3.1 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$70 Thousand State: \$50 Thousand	55,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$200 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$500 Thousand	3 Crossings and Separations



County Profile:

Residents:	2,822	Total Bridges:	46
Pop. Growth (since 2000):	-13.2%	Miles Driven (daily):	388,515
Residents 65 yrs.+:	22%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,261	(1996-2007)	

564

Wallace County



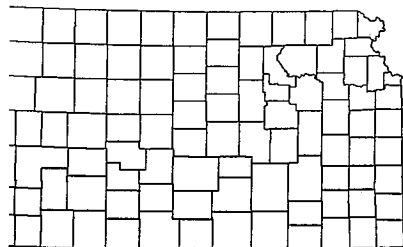
"This is a bridge that has always attracted kids, and before the replacement, cement was literally falling off the bridge. When KDOT replaced the bridge, you added a pedestrian path along the east side of the bridge – so kids and adults alike can safely walk down there. You also replaced the guardrails. I know the project was expensive, but it has had a huge impact in terms of safety for our town."

Bruce Buck, Wallace County Commissioner, on the K-27 bridge replacement south of Sharon Springs

AT A GLANCE

Total CTP Investment: \$11.4 million
 Highway Miles of Work: 154 miles
 Bridges Repaired/Replaced: 5
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Roadway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$8.7 Million \$7.2 Million \$1.5 Million	154 Miles of Highway, 4 Bridges 1 Bridge
Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$2.7 Million \$800 Thousand \$1.9 Million	



County Profile:

Residents:	1,404	Total Bridges:	16
Pop. Growth (since 2000):	-19.7%	Miles Driven (daily):	76,026
Residents 65 yrs. +:	20%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	712	(1996-2007)	

5-65

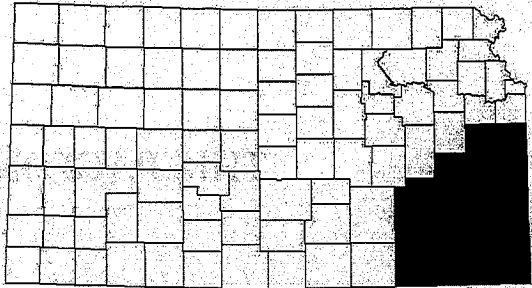
District Four Southeast Kansas



AT A GLANCE

Total CTP Investment: \$1.29 billion
 Highway Miles of Work: 2,463 miles
 Bridges Repaired/Replaced: 415

Every dollar invested in the CTP generated \$3 in economic growth for Kansas



WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$378.7 Million \$188.4 Million \$190.3 Million	2,261 Miles of Highway, 227 Bridges 40 Miles of Highway, 188 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$95.4 Million	47 Miles of Highway, Lighting, Guard Fence Upgrades, Signals, Roadway Improvements
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$468.1 Million	115 Miles of Highway, 2 Interchanges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$281 Million \$114.2 Million \$162.1 Million \$4.8 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$12 Million State: \$3.5 Million	5 Million Rides
Aviation — Runway pavement repair, instrument approaches	\$5.9 Million	Improvements at 15 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$42.9 Million	148 Crossings and Separations, 293 Miles of Track Improved
Bicycle/Pedestrian — Bike and pedestrian trails	\$1.9 Million	9 Miles

Counties in District Four:
 Allen, Anderson, Bourbon, Chautauqua,
 Cherokee, Coffey, Crawford, Elk, Franklin,
 Greenwood, Labette, Linn, Miami,
 Montgomery, Neosho, Wilson, Woodson.

Allen County



AT A GLANCE

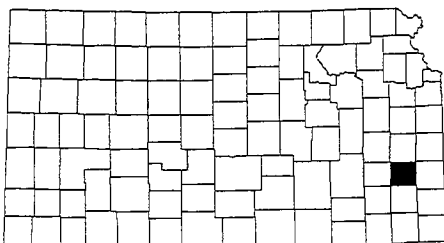
Total CTP Investment: \$32.7 million
 Highway Miles of Work: 119 miles
 Bridges Repaired/Replaced: 6

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The widening of the airport runway helped bring in larger business chartered airplanes, that purchase fuel from us as well as contribute to our business locally."

Mitch Garner,
Allen County Airport Manager

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$12 Million \$11.8 Million \$200 Thousand	119 Miles of Highway, 5 Bridges 1 Bridge
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$1 Million	Lighting and Guard Fence Upgrades
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$16.8 Million \$7.6 Million \$8.9 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$90 Thousand State: \$70 Thousand	95,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$2.1 Million	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$300 Thousand	1 Crossing and Separation, 6 Miles of Improvements
Bicycle/Pedestrian — Bike and pedestrian trails	\$300 Thousand	1 Mile



County Profile:

Residents:	13,319	Total Bridges:	43
Pop. Growth (since 2000):	-7.4%	Miles Driven (daily):	382,754
Residents 65 yrs.+:	18%	Growth, Miles Driven: (1996-2007)	24.1%
Total Roadway Miles:	1,098		

Anderson County



"The roundabout and lane expansion on Highway 169 has provided much needed safety and congestion relief due to increased truck traffic. The ethanol plant near the site could not have been built without the additional highway work. This has put Garnett on the map and provided much needed jobs."

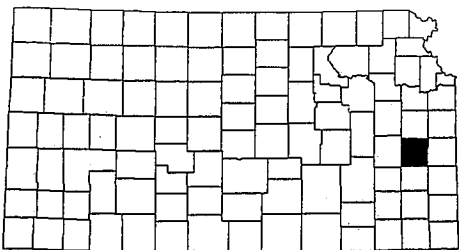
Dennis Arnold, Garnett
Economic Development Director

AT A GLANCE

Total CTP Investment: \$21.7 million
 Highway Miles of Work: 151 miles
 Bridges Repaired/Replaced: 3

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$7.7 Million \$6.2 Million \$1.5 Million	151 Miles of Highway, 1 Bridge 2 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$11.4 Million \$5.9 Million \$5.5 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$100 Thousand	584,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$80 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$2.2 Million	11 Crossings and Separations



County Profile:

Residents:	7,984	Total Bridges:	26
Pop. Growth (since 2000):	-1.6%	Miles Driven (daily):	309,724
Residents 65 yrs. +:	18%	Growth, Miles Driven:	24.1%
Total Roadway Miles:	1,129	(1996-2007)	

5-68

Bourbon County



AT A GLANCE

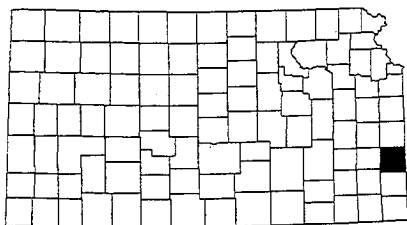
Total CTP Investment: \$92.2 million
 Highway Miles of Work: 170 miles
 Bridges Repaired/Replaced: 46

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"For economic development, site selectors for businesses have a priority on where you can get small jets into and that's one reason it's important for our airport to have that ability. The cooperation of KDOT has been so helpful."

Fort Scott Economic Development Director
Dale Bunn

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$27.5 Million \$11.6 Million \$15.9 Million	152 Miles of Highway, 34 Bridges 2 Miles of Highway, 12 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$10.7 Million	3 Miles of Highway; Signals, Lighting and Guard Fence Upgrades
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$38.7 Million	13 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$13.7 Million \$5.2 Million \$8.4 Million \$70 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$300 Thousand State: \$100 Thousand	116,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$200 Thousand	1 Airport Improved
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1 Million	6 Crossings and Separations



County Profile:

Residents:	14,581	Total Bridges:	70
Pop. Growth (since 2000):	-3.4%	Miles Driven (daily):	401,744
Residents 65 yrs.+:	17%	Growth, Miles Driven:	24.0%
Total Roadway Miles:	1,241	(1996-2007)	

5-69

Chautauqua County



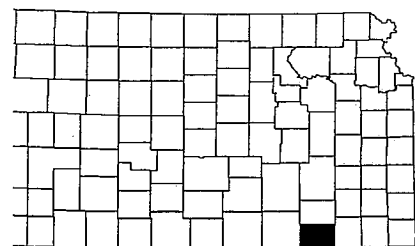
"We really appreciate the improvements to our Sedan City Airport. Without them, people would have to land at Independence, which is further away. The improvement helps get people to their destinations much quicker."

Gordon Willhite, Sedan City Treasurer

AT A GLANCE

Total CTP Investment: \$12.4 million
 Highway Miles of Work: 78 miles
 Bridges Repaired/Replaced: 1
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.	\$5.2 Million \$5.2 Million	78 Miles of Highway, 1 Bridge
Local Roads • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities	\$7 Million \$4 Million \$3 Million \$50 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$60 Thousand	17,000 Rides
Airport — Runway pavement repair, instrument approaches	\$10 Thousand	Improvements at 1 Airport



County Profile:

Residents:	3,768	Total Bridges:	22
Pop. Growth (since 2000):	-13.6%	Miles Driven (daily):	110,879
Residents 65 yrs.+:	24%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	750	(1996-2007)	

5-70

Cherokee County



"Companies rely on good transportation. We have a heavy commercial industrial base that requires good roadways as well as our farm to market community. Cherokee County is the number one soybean county in the state, so our farmers rely on semi trucks to get their product from the farm to the local elevators and other shipping points."

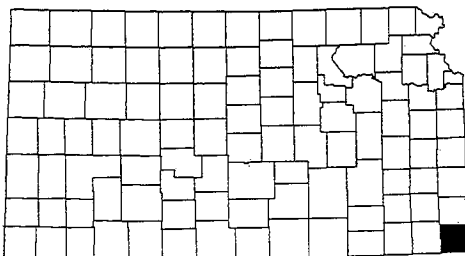
Jim Dahmen,
General Manager, Columbus Telephone

AT A GLANCE

Total CTP Investment: \$67.9 million
 Highway Miles of Work: 212 miles
 Bridges Repaired/Replaced: 28

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$26.5 Million \$15.1 Million \$11.4 Million	203 Miles of Highway, 14 Bridges 14 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$17.1 Million	9 Miles of Highway; Signals and Roadway Improvements
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$18 Million \$5.4 Million \$12.6 Million \$30 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.3 Million State: \$300 Thousand	632,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$4.7 Million	21 Crossings and Separations; 64 Miles of Track Improvements



County Profile:

Residents:	21,082	Total Bridges:	65
Pop. Growth (since 2000):	-6.7%	Miles Driven (daily):	781,927
Residents 65 yrs.+:	15%	Growth, Miles Driven:	24.0%
Total Roadway Miles:	1,318	(1996-2007)	

Coffey County



"Replacement of the Neosho River bridge has opened up US-75 to a lot more truck traffic, which increased business at Beto Junction Truck Stop (I-35/US-75) and has increased fuel tax revenue for our community."

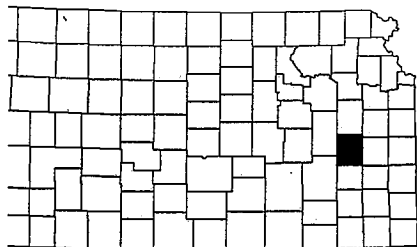
Jon Hotaling,
Coffey County Economic
Development Director

AT A GLANCE

Total CTP Investment: \$53.3 million
Highway Miles of Work: 146 miles
Bridges Repaired/Replaced: 5

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$35.8 Million \$29.5 Million \$6.3 Million	144 Miles of Highway, 5 Bridges 2 Miles of Highway,
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$6.5 Million	2 Interchanges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$10 Million \$3.7 Million \$6.3 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$500 Thousand State: \$100 Thousand	94,000 Rides
Airport — Runway pavement repair, instrument approaches	\$400 Thousand	Improvements at 1 Airport



County Profile:

Residents:	8,409	Total Bridges:	40
Pop. Growth (since 2000):	-5.1%	Miles Driven (daily):	451,421
Residents 65 yrs. +:	16%	Growth, Miles Driven:	24.1%
Total Roadway Miles:	1,245	(1996-2007)	

5-72

Crawford County



AT A GLANCE

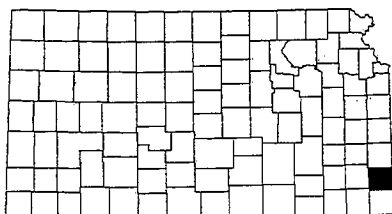
Total CTP Investment: \$91.6 million
 Highway Miles of Work: 150 miles
 Bridges Repaired/Replaced: 31

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"When you have improvements like on K-7 and K-126, it's so much safer for the community and people visiting. You've got to have that good highway infrastructure leading from community to community because we're all in this together. Let's face it, we're not going to have the traffic counts, but safety is just as important to us just as is the potential for economic growth."

Girard Mayor Maurice Hartley

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$19.3 Million \$8.9 Million \$10.4 Million	134 Miles of Highway, 8 Bridges 5 Miles of Highway, 23 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$26.4 Million	11 Miles of Highway; Signals and Guard Fence Upgrades
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$34.4 Million \$13.7 Million \$19.6 Million \$1.1 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$3.7 Million State: \$1 Million	795,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$500 Thousand	1 Airport Improved
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$5.4 Million	17 Crossings and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$900 Thousand	3 Miles



County Profile:

Residents:	38,868	Total Bridges:	52
Pop. Growth (since 2000):	1.6%	Miles Driven (daily):	836,751
Residents 65 yrs. +:	14%	Growth, Miles Driven:	23.9%
Total Roadway Miles:	1,430	(1996-2007)	

Elk County



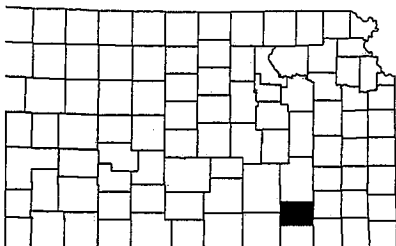
"We believe we now can safely transport our children to and from school, that we can deliver our crops and livestock to market, our families to and from work, our sick to the hospital, and bring guests and visitors to our county. We hope this highway will enable others to come live here."

Liz Hendricks, Elk County Commission, on the K-99 reconstruction north of Howard

AT A GLANCE

Total CTP Investment: \$29.4 million
 Highway Miles of Work: 86 miles
 Bridges Repaired/Replaced: 8
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

MARK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$12.1 Million \$4 Million \$8.1 Million	77 Miles of Highway, 8 Bridges
Highway Modernization — Safety and shoulder improvements <i>Examples: adding or widening shoulders, intersection improvements, increasing sight distances</i>	\$12.2 Million	9 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$3.8 Million \$1.2 Million \$2.6 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$300 Thousand State: \$60 Thousand	23,000 Rides
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$900 Thousand	3 Crossing and Separations, 31 Miles of Track Improvements



County Profile:

Residents:	3,407	Total Bridges:	23
Pop. Growth (since 2000):	-6.5%	Miles Driven (daily):	78,516
Residents 65 yrs. +:	24%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	801	(1996-2007)	

5-74

Franklin County



"A new comprehensive highway plan needs to be developed and funded if we are to save the investment we have made in our present highway network. Smooth surfaces, safe shoulders and a good maintenance budget are noticed and appreciated by the traveling public. Good highways are the primary requisite when recruiting companies to invest in and bring their businesses and employees to our state to live, work and play. A state that maintains its streets and road investments is a state that uses its tax dollars wisely. I hope we do that."

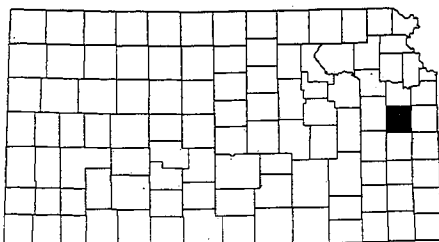
Tom Weigand, President/CEO, Ottawa Area Chamber of Commerce

AT A GLANCE

Total CTP Investment: \$164.9 million
 Highway Miles of Work: 113 miles
 Bridges Repaired/Replaced: 58

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$75.9 Million \$9.8 Million \$66.1 Million	88 Miles of Highway, 29 Bridges 17 Miles of Highway, 29 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$65.6 Million	8 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$20.6 Million \$6.8 Million \$13.2 Million \$600 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1 Million State: \$200 Thousand	637,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.4 Million	7 Crossings and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$200 Thousand	1 Mile



County Profile:

Residents:	26,562	Total Bridges:	72
Pop. Growth (since 2000):	7.2%	Miles Driven (daily):	1,031,230
Residents 65 yrs.+:	13%	Growth, Miles Driven:	24.0%
Total Roadway Miles:	1,225	(1996-2007)	

5-75

Greenwood County



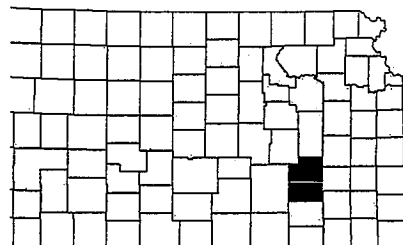
"Replacing the US-54 Verdigris River Bridge allowed the traffic flow to not be impeded by the high water events from the backup of the lake at Toronto. This allowed traffic to pass through Greenwood County instead of diverting around. As traffic flows through a county there is always the potential of dollars being spent within the county. We all need that economic impact."

Linda Snyder, Greenwood County Commission

AT A GLANCE

Total CTP Investment: \$33.5 million
 Highway Miles of Work: 197 miles
 Bridges Repaired/Replaced: 9
Every dollar invested in the CTP generated \$3 in economic growth for Kansas

MARK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$21 Million \$8.6 Million \$12.4 Million	196 Miles of Highway, 2 Bridges 7 Bridges
Highway Modernization — Safety and shoulder improvements <i>Examples: adding or widening shoulders, intersection improvements, increasing sight distances</i>	\$900 Thousand	1 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$10.9 Million \$4.6 Million \$6.2 Million \$100 Thousand	
Public Transit — Bus and van purchases, technology upgrades	Federal: \$400 Thousand State: \$100 Thousand	227,000 Rides
Airport — Runway pavement repair, instrument approaches	\$200 Thousand	Improvements at 1 Airport



County Profile:

Residents:	6,861	Total Bridges:	44
Pop. Growth (since 2000):	-10.6%	Miles Driven (daily):	335,233
Residents 65 yrs.+:	12%	Growth, Miles Driven: (1996-2007)	24.1%
Total Roadway Miles:	1,496		

5-76

Labette County



AT A GLANCE

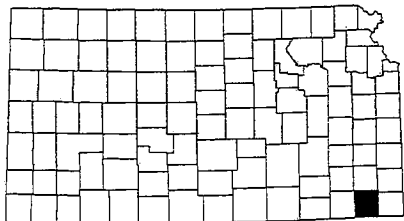
Total CTP Investment: \$65.3 million
 Highway Miles of Work: 196 miles
 Bridges Repaired/Replaced: 23

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The U.S. 400 Bypass greatly enhanced the City of Parsons' ability to attract businesses and market property bringing more than 1,425 jobs and \$42 million in annual added income to the area. Commercial traffic on U.S. 400 has more than quadrupled since July 2004. Five years after the opening of the bypass, the economic impact of U.S. 400 is still showing growth. Transportation improvements such as this, will continue to draw businesses and boost the region's economy."

Carolyn Kennett, Parsons Economic Development

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$17.1 Million \$11.8 Million \$5.3 Million	172 Miles of Highway, 8 Bridges 15 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$24.2 Million	24 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$21.4 Million \$8 Million \$12.7 Million \$700 Thousand	
Aviation — Runway pavement repair, instrument approaches	\$400 Thousand	Improvements at 2 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.6 Million	6 Crossing and Separations, 27 Miles of Track Improved
Bicycle/Pedestrian — Bike and pedestrian trails	\$500 Thousand	4 Miles



County Profile:

Residents:	21,871	Total Bridges:	55
Pop. Growth (since 2000):	-4.2%	Miles Driven (daily):	569,918
Residents 65 yrs.+:	16%	Growth, Miles Driven: (1996-2007)	24.0%
Total Roadway Miles:	1,397		

5-77

Linn County



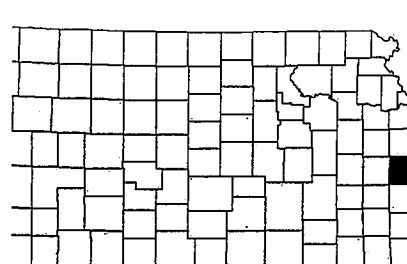
"A four-lane divided highway is definitely safer than a two-lane highway because it eliminates the severity of accidents. Our citizens in Linn County rely heavily on our good, safe highways."

Linn County Traffic Safety Coordinator
Larry Robinson on the US-69 expansion through Linn County

AT A GLANCE

Total CTP Investment: \$160.8 million
 Highway Miles of Work: 150 miles
 Bridges Repaired/Replaced: 44
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

MARK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$14.5 Million \$8.7 Million \$5.8 Million	124 Miles of Highway, 15 Bridges 29 Bridges
Highway Expansion & Enhancement — Adding something new <i>Examples: adding additional lanes, passing lanes, interchanges</i>	\$135.4 Million	26 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$6.4 Million \$60 Thousand \$6.3 Million	
Public Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$100 Thousand	33,000 Rides
Airport — Runway pavement repair, instrument approaches	\$1.1 Million	Improvements at 1 Airport
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$3.1 Million	16 Crossings and Separations



County Profile:			
Residents:	9,616	Total Bridges:	50
Pop. Growth (since 2000):	0.5%	Miles Driven (daily):	325,737
Residents 65 yrs. +:	19%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,189	(1996-2007)	

5-78

Miami County



"Just prior to the expansion of U.S. 169, we had 30 fatalities on this highway and a tremendous amount of traffic on a two-lane road. Since the project has been completed, you just don't hear about fatalities on that road anymore. The traffic flows free and the safety of the road is significantly improved."

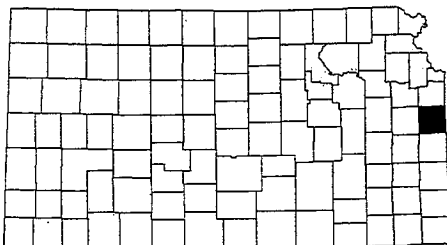
Penny Evans, Miami County Engineer

AT A GLANCE

Total CTP Investment: \$234.3 million
(excluding transit)
Highway Miles of Work: 80 miles
Bridges Repaired/Replaced: 95

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$29.7 Million \$15.1 Million \$14.6 Million	37 Miles of Highway, 67 Bridges 7 Miles of Highway, 28 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$151.4 Million	36 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$38.8 Million \$22.2 Million \$16.6 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.9 Million State: \$700 Thousand	1.1 Million Rides
Aviation — Runway pavement repair, instrument approaches	\$400 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$11.2 Million	21 Crossings and Separations



County Profile:

Residents:	30,989	Total Bridges:	91
Pop. Growth (since 2000):	9.3%	Miles Driven (daily):	1,190,515
Residents 65 yrs.+:	12%	Growth, Miles Driven:	27.0%
Total Roadway Miles:	1,283	(1996-2007)	

5-79

Montgomery County



is project will greatly enhance our ability economically for industrial development. The intent of the project, through KDOT's design, to move the highway 800 feet west in our industrial park area. In doing so, it created a block of land between the old and new highway is prime industrial real estate development. And because this is a limited access highway and we have grade separation at the new highway interchange, safety will be greatly increased."

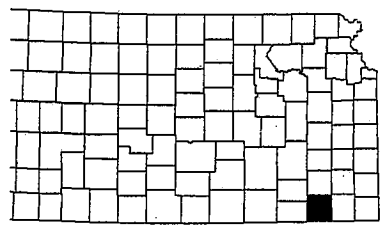
AT A GLANCE

Total CTP Investment: \$110 million
 Highway Miles of Work: 235 miles
 Bridges Repaired/Replaced: 22

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

Scott Massman, Superintendent of Engineering,
 Coffeyville, on the US-169 expansion at Coffeyville Industrial Park

PROJECT TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$23.5 Million \$14.8 Million \$8.7 Million	227 Miles of Highway, 9 Bridges 1 Mile of Highway, 13 Bridges
Highway Expansion & Enhancement — Adding something new <i>Examples: adding additional lanes, passing lanes, interchanges</i>	\$44.6 Million	7 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$35 Million \$13.9 Million \$19.8 Million \$1.3 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$600 Thousand State: \$200 Thousand	114,000 Rides
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$5.6 Million	15 Crossings and Separations; 21 Miles of Track Improvements



County Profile:

Residents:	34,395	Total Bridges:	64
Pop. Growth (since 2000):	-5.1%	Miles Driven (daily):	969,994
Residents 65 yrs.+:	18%	Growth, Miles Driven: (1996-2007)	23.9%
Total Roadway Miles:	1,474		

5-80

Neosho County



AT A GLANCE

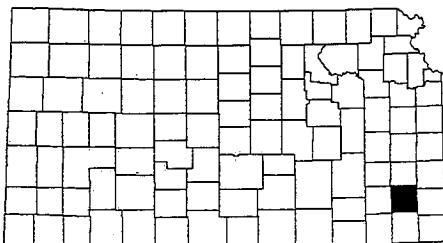
Total CTP Investment: \$61.4 million
 Highway Miles of Work: 159 miles
 Bridges Repaired/Replaced: 16

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"Chanute is pleased with the new K-39 overpass that was completed recently. This new construction has provided a safer route through our community as well as a more aesthetically pleasing thoroughfare."

Jane Brophy, Executive Director,
 Chanute Area Chamber of
 Commerce & Office of Tourism

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$38.4 Million \$14.8 Million \$23.6 Million	152 Miles of Highway, 9 Bridges 6 Miles of Highway, 7 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$1.7 Million	1 Mile of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$17.9 Million \$7.3 Million \$10.4 Million \$200 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1 Million State: \$300 Thousand	457,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$100 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.9 Million	8 Crossings and Separations, 21 Miles of Track Improvements



County Profile:

Residents:	16,223	Total Bridges:	66
Pop. Growth (since 2000):	-4.5%	Miles Driven (daily):	519,124
Residents 65 yrs. +:	17%	Growth, Miles Driven: (1996-2007)	24.0%
Total Roadway Miles:	1,205		

Wilson County



"I feel that the US-75 realignment project was a necessary safety accomplishment not only for relocating the highway off of the Wilson State Fishing Lake dam, but most importantly for the widening of the lanes and shoulders adjacent to the Altoona-Midway High School."

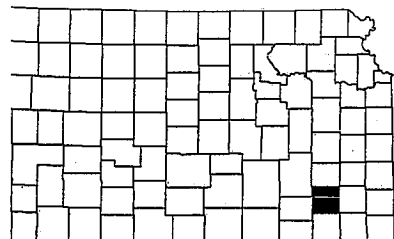
Kris Marple, Wilson County Coordinator

AT A GLANCE

Total CTP Investment: \$47.6 million
 Highway Miles of Work: 143 miles
 Bridges Repaired/Replaced: 18

Every dollar invested in the CTP generated \$3 in economic growth for Kansas.

WORK TYPE	INVESTMENT	RESULT
Roadway Preservation & Repair — Taking care of what we have. • Rehabilitation <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$7.6 Million \$7.6 Million	129 Miles of Highway, 18 Bridges
Roadway Modernization — Safety and shoulder improvements <i>Examples: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$25.8 Million	14 Miles of Highway, Lighting, Guard Fence Upgrades and Roadway Improvements
Roads • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments	\$9.7 Million \$2.9 Million \$6.8 Million	
Public Transit — Bus and van purchases, technology upgrades	Federal: \$400 Thousand State: \$100 Thousand	44,000 Rides
Airports — Runway pavement repair, instrument approaches	\$400 Thousand	Improvements at 2 Airports
Rail Crossings & Separations Track Miles Improved	\$3.6 Million	16 Crossings and Separations, 23 Miles of Track Improvements



County Profile:

Residents:	9,698	Total Bridges:	36
Pop. Growth (since 2000):	-6.1%	Miles Driven (daily):	343,263
Residents 65 yrs.+:	20%	Growth, Miles Driven:	24.0%
Total Roadway Miles:	1,097	(1996-2007)	

5-82

Woodson County



"Improvements to the U.S. 54/U.S. 75 intersection helped tremendously. It was narrow with very poor visibility before the improvement was made, causing numerous vehicular accidents and a congestion problem with traffic flow when oversized loads attempted to make turns. The intersection is a wonderful improvement."

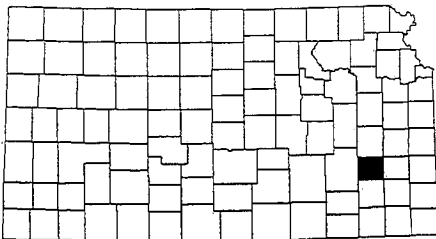
Lyle D. Kee, Chief of Police,
Yates Center Police Department

AT A GLANCE

Total CTP Investment: \$10.6 million
 Highway Miles of Work: 78 miles
 Bridges Repaired/Replaced: 2

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$4.9 Million \$4.9 Million	78 Miles of Highway, 2 Bridges
Local Roads <ul style="list-style-type: none"> Local Partnership Projects—improvement to local streets Special City County Highway Fund—State funds passed directly to local governments City Connecting Links—State funds for highways that pass through cities 	\$5.2 Million \$1.7 Million \$3.2 Million \$300 Thousand	
Aviation — Runway pavement repair, instrument approaches	\$20 Thousand	Improvements at 1 Airport



County Profile:

Residents:	3,285	Total Bridges:	21
Pop. Growth (since 2000):	-13.3%	Miles Driven (daily):	142,804
Residents 65 yrs.+:	24%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	842	(1996-2007)	

District Five

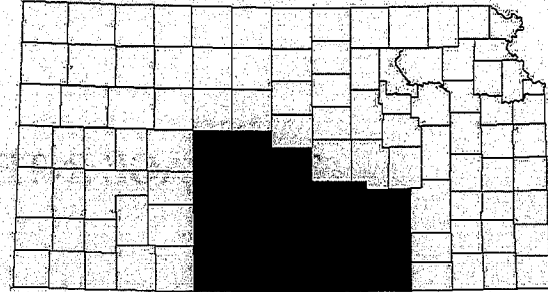
South Central Kansas

CTP 1999-2009
 KANSAS COMPREHENSIVE TRANSPORTATION PROGRAM
 Planned. Executed. Delivered.

AT A GLANCE

Total CTP Investment: \$1.83 billion
 Highway Miles of Work: 3,555 miles
 Bridges Repaired/Replaced: 418

Every dollar invested in the CTP generated \$3 in economic growth for Kansas



WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$472.8 Million \$311.5 Million \$161.3 Million	3,431 Miles of Highway, 285 Bridges 29 Miles of Highway, 133 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$79.5 Million	64 Miles of Highway, Signals, Lighting, Roadway Improvements, and Access Control
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$266.6 Million	31 Miles of Highway, 5 Interchanges, Traffic Management Center, Dynamic Message Signs and Cameras
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$779.3 Million \$344.3 Million \$426.9 Millions \$8 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$19.7 Million State: \$16.3 Million	32.5 Million Rides
Aviation — Runway pavement repair, instrument approaches	\$9.2 Million	Improvements at 20 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$145.9 Million	212 Crossings and Separations, 250 Miles of Track Improvements
Bicycle/Pedestrian — Bike and pedestrian trails	\$37.1 Million	60 Miles

Counties in District Five:

Barber, Barton, Butler, Comanche, Cowley, Edwards, Harper, Harvey, Kingman, Kiowa, Pawnee, Pratt, Reno, Rice, Rush, Sedgwick, Stafford, Sumner.

5-84

Barber County



"The Sun City Road project benefitted Barber County by removing heavy truck traffic from a 20-mile stretch of blacktop road that was not designed to handle the amount of truck traffic that was traveling the road and shifted the truck traffic to a 5.5-mile stretch that was built to handle the traffic. By having this type of program (CTP), it made it possible for the county to build this road."

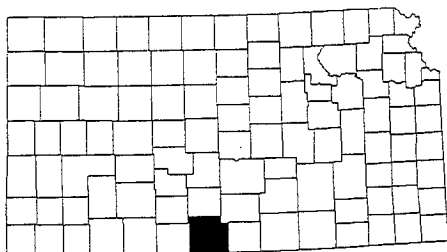
Steve Collier,
Road Supervisor Barber County

AT A GLANCE

Total CTP Investment: \$32.4 million
 Highway Miles of Work: 185 miles
 Bridges Repaired/Replaced: 5

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$17.3 Million \$14.2 Million \$3.1 Million	185 Miles of Highway, 4 Bridges 1 Bridge
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$11.4 Million \$7.3 Million \$4.1 Million	
Transit — Bus and van purchases, technology upgrades	State: \$3 Thousand	22,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$80 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$3.6 Million	11 Crossings and Separations, 23 Miles of Track Improvements



County Profile:

Residents:	4,674	Total Bridges:	40
Pop. Growth (since 2000):	-11.9%	Miles Driven (daily):	169,577
Residents 65 yrs.+:	20%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,055	(1996-2007)	

Barton County



AT A GLANCE

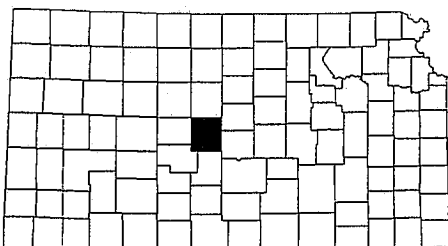
Total CTP Investment: \$74.4 million
 Highway Miles of Work: 219 miles
 Bridges Repaired/Replaced: 18

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The widened shoulders on K-156 are a safety item that was a definite improvement for motorists. It's also good for the overall economy – the better the road, the more trucks can travel."

Clark Rusco, Barton County Engineer

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$15.3 Million \$12.6 Million \$2.7 Million	202 Miles of Highway, 14 Bridges 4 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$17.2 Million	17 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$36 Million \$17.7 Million \$17.5 Million \$800 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$2.4 Million State: \$800 Thousand	724,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$300 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.6 Million	6 Crossings and Separations, 21 Miles of Track Improvements
Bicycle/Pedestrian — Bike and pedestrian trails	\$800 Thousand	6 Miles



County Profile:			
Residents:	27,703	Total Bridges:	74
Pop. Growth (since 2000):	-1.8%	Miles Driven (daily):	730,604
Residents 65 yrs.+:	18%	Growth, Miles Driven: (1996-2007)	23.9%
Total Roadway Miles:	1,880		

5-86

Butler County



"The US-77 reconstruction project between Douglass and Augusta was an example of an investment in improving highway safety and serviceability. The project replaced bridge structures and a pavement structure that were beyond a serviceable age and resulted in the construction of new highway with greater passing sight distances, wider shoulders and open clear zones to improve public safety."

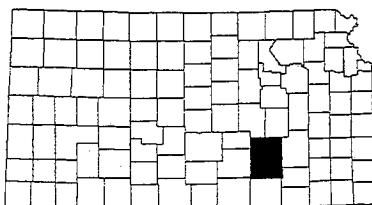
Darryl Lutz, Director of Public Works/Butler County Engineer

AT A GLANCE

Total CTP Investment: \$151.2 million
 Highway Miles of Work: 276 miles
 Bridges Repaired/Replaced: 39

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$30.6 Million \$29.3 Million \$1.3 Million	236 Miles of Highway, 22 Bridges 17 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$36.9 Million	30 Miles of Highway, Signals and Lighting
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$17.3 Million	10 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$56.4 Million \$26.5 Million \$29 Million \$900 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$900 Thousand State: \$300 Thousand	172,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$1.5 Million	Improvements at 3 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$4.6 Million	22 Crossings and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$2.7 Million	8 Miles



County Profile:

Residents:	63,562	Total Bridges:	90
Pop. Growth (since 2000):	6.9%	Miles Driven (daily):	2,092,884
Residents 65 yrs.+:	13%	Growth, Miles Driven:	25.5%
Total Roadway Miles:	2,590	(1996-2007)	

5-87

Comanche County



"The bridge replacements and highway widening on US-160 east of Protection has provided a safer roadway that allows wide loads to safely travel this route. Before this project was completed, drivers had to pull over to allow farm equipment and other wide loads to pass across these bridges and the roadway between them. Now there is the width to accommodate these oversized vehicles that commonly use the roads in Comanche County."

Steve Herd,

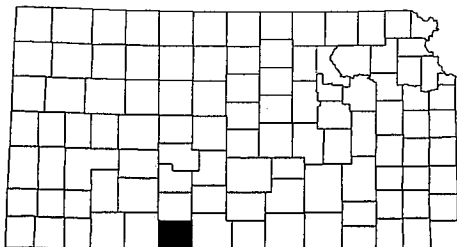
Comanche County Road Supervisor

AT A GLANCE

Total CTP Investment: \$10.5 million
Highway Miles of Work: 73 miles
Bridges Repaired/Replaced: 2

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$6.1 Million \$1.8 Million \$4.3 Million	73 Miles of Highway, 2 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$2.8 Million \$700 Thousand \$2 Million \$70 Thousand	
Aviation — Runway pavement repair, instrument approaches	\$1.6 Million	Improvements at 1 Airport



County Profile:

Residents:	1,950	Total Bridges:	16
Pop. Growth (since 2000):	-0.9%	Miles Driven (daily):	71,345
Residents 65 yrs. +:	25%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	702	(1996-2007)	

5-88

Cowley County



AT A GLANCE

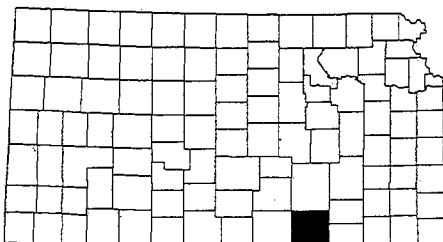
Total CTP Investment: \$80.1 million
 Highway Miles of Work: 211 miles
 Bridges Repaired/Replaced: 9

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"Completion of the Southeast Bypass in Arkansas City has accomplished two very important things for our community, first it has moved the bulk of our truck traffic out of our downtown area which has greatly improved safety and second it has spurred economic development for our industrial base by making it easier to move materials in and around the area."

Steven W. Archer, City Manager

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$23.9 Million \$11.1 Million \$12.8 Million	200 Miles of Highway, 6 Bridges 9 Miles of Highway, 3 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$1.5 Million	Signals and Roadway Improvements
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$12.1 Million	2 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$34.6 Million \$14 Million \$19.6 Million \$1 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.7 Million State: \$600 Thousand	794,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$5.7 Million	25 Crossings and Separations, 49 Miles of Improvements



County Profile:

Residents:	34,065	Total Bridges:	67
Pop. Growth (since 2000):	-6.1%	Miles Driven (daily):	863,732
Residents 65 yrs.+:	14%	Growth, Miles Driven: (1996-2007)	23.8%
Total Roadway Miles:	1,839		

5-89

Edwards County



"The KDOT project done west of Kinsley has improved safety in that area a great deal. This is where U.S. 50 and U.S. 56 join/split and the old configuration was confusing to motorists unfamiliar with those highways. It was also difficult to navigate at night, even for those used to driving around here. I am not aware of an accident since the improvement has been in place. It is definitely a project which KDOT should consider a success."

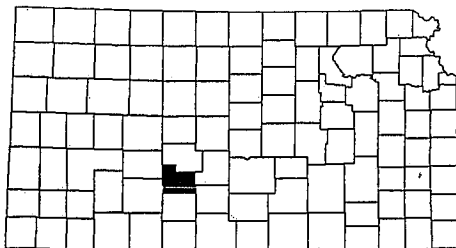
Jay Dill, Kinsley City Manager

AT A GLANCE

Total CTP Investment: \$21.3 million
 Highway Miles of Work: 135 miles
 Bridges Repaired/Replaced: 7

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$8.9 Million \$4.8 Million \$4.1 Million	126 Miles of Highway, 6 Bridges 1 Bridge
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$ 6.7 Million	9 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$5.1 Million \$1.6 Million \$3.5 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$2 Thousand State: \$1 Thousand	700 Rides
Aviation — Runway pavement repair, instrument approaches	\$600 Thousand	Improvements at 1 Airport



County Profile:

Residents:	3,082	Total Bridges:	8
Pop. Growth (since 2000):	-10.6%	Miles Driven (daily):	158,014
Residents 65 yrs.+:	18%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,069	(1996-2007)	

5-90

Harper County



"The 2004 bridge replacement project on K-44 east of Anthony built wider bridges that improved safety for general truck traffic, wide load vehicles, and large farm equipment. There was a high volume of trucks hauling rock during a recent railroad project and these bridges improved the safe flow of those vehicles. This project also enhanced the drainage of this area and improved the visual attractiveness."

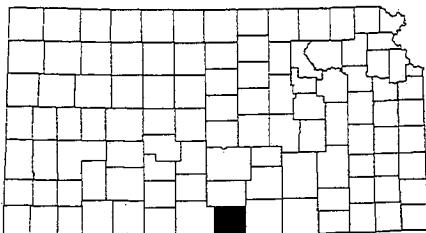
Grant K. Sechler Jr.,
City Superintendent, City of Anthony

AT A GLANCE

Total CTP Investment: \$29.9 million
 Highway Miles of Work: 214 miles
 Bridges Repaired/Replaced: 17

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$14.7 Million \$11.2 Million \$3.5 Million	214 Miles of Highway, 12 Bridges 5 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$11.6 Million \$6.2 Million \$5.1 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$500 Thousand State: \$200 Thousand	85,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$500 Thousand	Improvements at 2 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$2.4 Million	8 Crossings and Separations, 5 Miles of Track Improvements



County Profile:

Residents:	5,857	Total Bridges:	47
Pop. Growth (since 2000):	-10.4%	Miles Driven (daily):	202,751
Residents 65 yrs. +:	22%	Growth, Miles Driven:	24.1%
Total Roadway Miles:	1,444	(1996-2007)	

5-91

Harvey County



"Albeit controversial in the beginning due to loss of access, the end product of the I-135 interchange improvements at 1st and Broadway unified our community and brought the transportation infrastructure at the eastern entrance to our town into this century. The improvement allowed for improved safety of merging traffic and improved the geometrics. The CTP funding made major transportation improvements possible for communities like Newton and these are the things that impact the overall quality of life for those that live and work here each day and for those who visit."

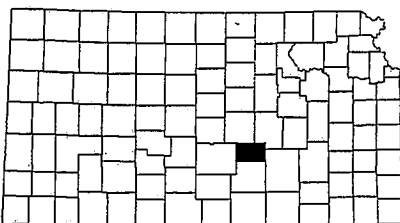
Suzanne Loomis, Newton City Engineer

AT A GLANCE

Total CTP Investment: \$125.3 million
 Highway Miles of Work: 176 miles
 Bridges Repaired/Replaced: 39

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$87.4 Million \$17.5 Million \$69.9 Million	163 Miles of Highway, 26 Bridges 13 Miles of Highway, 13 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$500 Thousand	1 Interchange
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$28.5 Million \$9.7 Million \$18.5 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.1 Million State: \$500 Thousand	475,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$5 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$6.6 Million	23 Crossings and Separations, 13 Miles of Track Improvements
Bicycle/Pedestrian — Bike and pedestrian trails	\$1.6 Million	4 Miles



County Profile:

Residents:	33,675	Total Bridges:	74
Pop. Growth (since 2000):	2.5%	Miles Driven (daily):	1,056,668
Residents 65 yrs.+:	17%	Growth, Miles Driven:	25.4%
Total Roadway Miles:	1,271	(1996-2007)	

5-92

Kingman County



"Reconstruction on US-54 east of Kingman and adding shoulders was a great help on that stretch of highway from a safety standard. Sometimes rocks on the old shoulders would get thrown up on the road, which can be a hazard. And for people who have to pull off the highway, it's important to be able to do it safely. That highway definitely needed upgrading."

Charles Arensdorf,

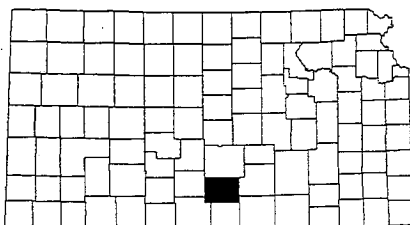
Kingman County Director of Public Works

AT A GLANCE

Total CTP Investment: \$61.8 million
 Highway Miles of Work: 168 miles
 Bridges Repaired/Replaced: 27

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$28.9 Million \$24.8 Million \$4.1 Million	162 Miles of Highway, 14 Bridges 13 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$18.8 Million	6 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$11.6 Million \$4.6 Million \$6.7 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$600 Thousand State: \$200 Thousand	182,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$900 Thousand	Improvements at 2 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$800 Thousand	9 Crossings and Separations, 8 Miles of Track Improvements



County Profile:

Residents:	7,719	Total Bridges:	64
Pop. Growth (since 2000):	-11%	Miles Driven (daily):	360,931
Residents 65 yrs.+:	21%	Growth, Miles Driven:	24.1%
Total Roadway Miles:	1,492	(1996-2007)	

5-93

Kiowa County



"The City of Greensburg appreciates the support KDOT has made in regards to US-54 reconstruction, as well as the support during the tornado cleanup. The US-54 project will have a significant economic impact to the Greensburg area. Greensburg's efforts to rebuild a sustainable community are important to its future. This project is critical to that continued effort."

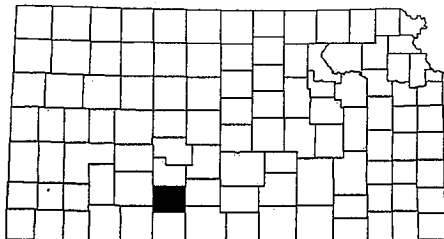
Steve Hewitt, Administrator,
City of Greensburg

AT A GLANCE

Total CTP Investment: \$13.2 million
 Highway Miles of Work: 137 miles
 Bridges Repaired/Replaced: 5

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$8.2 Million \$8.2 Million	137 Miles of Highway, 5 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$4.5 Million \$900 Thousand \$3.6 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$50 Thousand State: \$6 Thousand	22,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$400 Thousand	3 Crossings and Separations



County Profile:

Residents:	2,541	Total Bridges:	17
Pop. Growth (since 2000):	-22.5%	Miles Driven (daily):	215,593
Residents 65 yrs. +:	28%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	905	(1996-2007)	

5-94

Pawnee County

"The Geometric Improvement Project finished in 2001 would not have happened if it was not for the State's financial assistance. And yet, this project was critical to the City of Larned's local transportation system in order to make the intersection, the busiest intersection in Larned, safe and easier to navigate by the hundreds of tractor trailers which come through our community on a daily basis. The corner radius were moved back so trucks can turn without having to turn into the oncoming lane sometimes forcing cars to back up to get out of their way. The improvements also allowed trucks to make the turn from the outside lane of the highway thus eliminating accidents where a car in the outside lane has pulled alongside a truck in the inside lane which is actually making a turn from the inside lane."

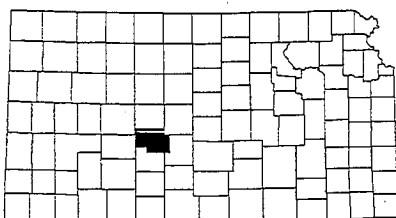
Don Gaeddert, Larned City Manager

AT A GLANCE

Total CTP Investment: \$24.2 million
 Highway Miles of Work: 201 miles
 Bridges Repaired/Replaced: 6

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$15.5 Million \$10.5 Million \$5 Million	201 Miles of Highway, 3 Bridges 3 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$8.2 Million \$2.6 Million \$5.3 Million \$300 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$40 Thousand State: \$20 Thousand	28,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$300 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$100 Thousand	2 Crossings and Separations



County Profile:

Residents:	6,291	Total Bridges:	25
Pop. Growth (since 2000):	-13%	Miles Driven (daily):	233,528
Residents 65 yrs.+:	16%	Growth, Miles Driven: (1996-2007)	23.9%
Total Roadway Miles:	1,428		

Pratt County



AT A GLANCE

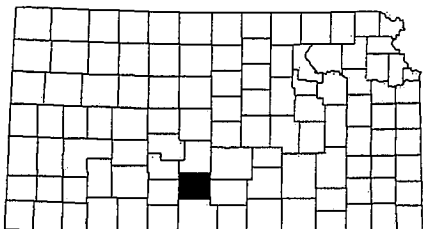
Total CTP Investment: \$45.4 million
 Highway Miles of Work: 135 miles
 Bridges Repaired/Replaced: 19

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The improvements and rumble strips added on U.S. 54 from Pratt to the Kiowa County line have helped with the safety – you definitely know when you have crossed the center line. There is a lot of traffic that comes through Pratt and a good transportation system is very important for the county. We've got three major highways that connect in Pratt, so we can transport and receive goods from all directions."

Randy Phillippi, Pratt County Road Supervisor

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$7.2 Million \$7.2 Million	131 Miles of Highway, 19 Bridges
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$22.6 Million	4 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$14.6 Million \$6.6 Million \$7.6 Million \$400 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$40 Thousand	110,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$200 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$600 Thousand	3 Crossings and Separations, 8 Miles of Track Improvements



County Profile:

Residents:	9,411	Total Bridges:	19
Pop. Growth (since 2000):	-2.4%	Miles Driven (daily):	417,575
Residents 65 yrs. +:	19%	Growth, Miles Driven:	23.8%
Total Roadway Miles:	1,354	(1996-2007)	

5-96

Reno County



"Our community of Hutchinson/Reno County believes the KDOT projects of the past several years are positioning us for a renewed period of growth and vitality. The Bob Dole Bypass around the west side of Hutchinson has greatly reduced in-town congestion and risk of accidents involving over-the-road trucks. Improvements to US-50 interchanges south of South Hutchinson and the in-progress 4-laning of K-61 to McPherson are Comprehensive Transportation Program funded projects that will significantly improve our ability to attract and retain quality jobs."

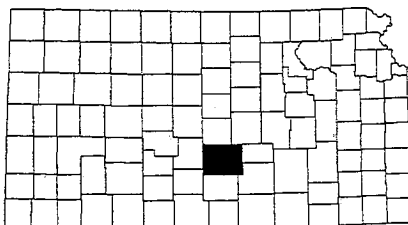
Dave Kerr, President, Hutchinson/Reno County Chamber of Commerce

AT A GLANCE

Total CTP Investment: \$161.5 million
 Highway Miles of Work: 398 miles
 Bridges Repaired/Replaced: 43

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$24.2 Million \$22.2 Million \$2 Million	381 Miles of Highway, 21 Bridges 22 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$6.1 Million	8 Miles of Highway
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$50.2 Million	9 Miles of Highway, 1 Interchange
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$64.1 Million \$28.6 Million \$34.8 Million \$700 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$6.5 Million State: \$1.1 Million	1,714,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$2.1 Million	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$5.8 Million	27 Crossings and Separations, 1 Mile of Track Improvement
Bicycle/Pedestrian — Bike and pedestrian trails	\$1.4 Million	7 Miles



County Profile:

Residents:	63,247	Total Bridges:	93
Pop. Growth (since 2000):	2.1%	Miles Driven (daily):	1,455,630
Residents 65 yrs. +:	17%	Growth, Miles Driven:	23.9%
Total Roadway Miles:	2,809	(1996-2007)	

5-97

Rice County



"The City of Lyons' Geometric Improvement Project at the intersection of K-14/K-96 was one of the last geometric and "connecting links" to be constructed under the Comprehensive Transportation Program (CTP). The intersection upgrade was critical to the community and to the safety of motorists utilizing this corridor and to future economic development. Over 50,000 semi trucks a year utilized this intersection to move in and out of a major salt mine and the main entrance for the high school and will enable future economic development and expansion. This project would not have been accomplished without the financial support of KDOT through the CTP."

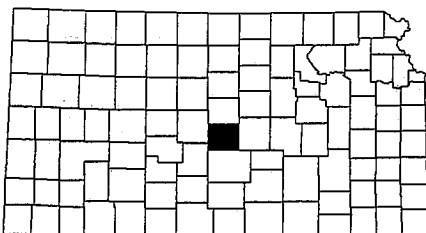
John Sweet, City Administrator, City of Lyons

AT A GLANCE

Total CTP Investment:	\$30.2 million
Highway Miles of Work:	162 miles
Bridges Repaired/Replaced:	5

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$15.1 Million \$11.8 Million \$3.3 Million	162 Miles of Highway, 2 Bridges 3 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$12.7 Million \$4.7 Million \$7.5 Million \$500 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$400 Thousand State: \$100 Thousand	50,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1.7 Million	2 Crossings and Separations, 43 Miles of Track Improvements
Bicycle/Pedestrian — Bike and pedestrian trails	\$200 Thousand	1 Mile



County Profile:

Residents:	10,060	Total Bridges:	38
Pop. Growth (since 2000):	-6.5%	Miles Driven (daily):	347,378
Residents 65 yrs.+:	17%	Growth, Miles Driven:	24.1%
Total Roadway Miles:	1,421	(1996-2007)	

5-98

Rush County



"I can't say enough about how the Oak Street reconstruction improvement has helped the City of La Crosse. In this industrial area of town we have had Midland Marketing CO-OP build an office with a truck scale and warehouse since the construction of this new road. The Soil Conservation District built a new building this year along this road. The biggest benefit to the area has been the retention of the La Crosse Furniture Company which employs about 100 people. We look forward to continue working with the state on this and hopefully many more projects in the future."

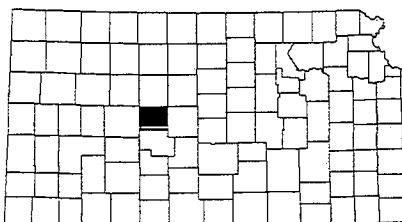
Duane Moeder, LaCrosse City Manager

AT A GLANCE

Total CTP Investment: \$16 million
 Highway Miles of Work: 149 miles
 Bridges Repaired/Replaced: 3

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$8.1 Million \$6.4 Million \$1.7 Million	149 Miles of Highway, 1 Bridge 2 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$6.9 Million \$1.9 Million \$5 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$40 Thousand	40,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$200 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$700 Thousand	1 Crossing and Separation, 21 Miles of Track Improvements



County Profile:

Residents:	3,232	Total Bridges:	39
Pop. Growth (since 2000):	-9.0%	Miles Driven (daily):	171,030
Residents 65 yrs.+:	25%	Growth, Miles Driven: (1996-2007)	24.2%
Total Roadway Miles:	1,359		

Sedgwick County



AT A GLANCE

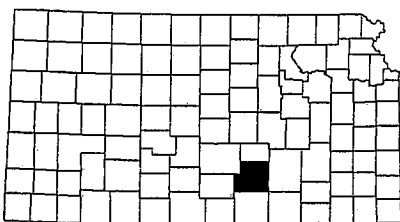
Total CTP Investment: \$885.1 million
 Highway Miles of Work: 276 miles
 Bridges Repaired/Replaced: 165

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"In 2005, Kellogg and Rock was the busiest intersection in the metro area. The long queues were not only an economic drain because of the delay, they resulted in many wrecks. Citizens lengthened their trips to avoid the intersection. By creating a freeway separate from the intersection of Kellogg and Rock the volume entering the intersection has been reduced significantly. It has increased the economy efficiency of Wichita."

Mike Jacobs, Wichita Special Project Engineer

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$132.7 Million \$91 Million \$41.7 Million	269 Miles of Highway, 124 Bridges 7 Miles of Highway, 41 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$10.8 Million	Lighting, Signals and Access Control
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$145.1 Million	3 Interchanges, Traffic Management Center, Dynamic Message Signs, and Cameras
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$444.6 Million \$205 Million \$237.7 Million \$1.9 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$4.2 Million State: \$12 Million	27.7 Million Rides
Aviation — Runway pavement repair, instrument approaches	\$800 Thousand	Improvements at 3 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$104.7 Million	37 Crossings and Separations, 49 Miles of Track Improvements
Bicycle/Pedestrian — Bike and pedestrian trails	\$30.2 Million	33 Miles



County Profile:

Residents:	482,863	Total Bridges:	340
Pop. Growth (since 2000):	6.6%	Miles Driven (daily):	12,441,801
Residents 65 yrs. +:	11%	Growth, Miles Driven:	23.7%
Total Roadway Miles:	4,292	(1996-2007)	

5-100

Stafford County



"The widening of the Rattlesnake Bridge on US-50 in Stafford County helped in alleviating a dangerous bottleneck with wide loads and large farm machinery, making for a much safer highway."

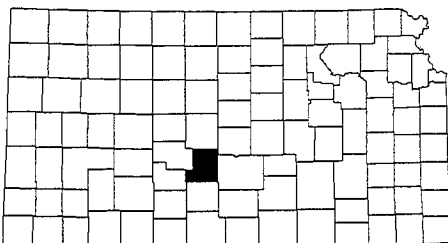
Phil Nusser,
Stafford County Road Supervisor

AT A GLANCE

Total CTP Investment: \$15.4 million
 Highway Miles of Work: 144 miles
 Bridges Repaired/Replaced: 1

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$9.2 Million \$9.2 Million	144 Miles of Highway, 1 Bridge
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$5.7 Million \$900 Thousand \$4.8 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$6 Thousand State: \$3 Thousand	38,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$200 Thousand	1 Crossing and Separation
Bicycle/Pedestrian — Bike and pedestrian trails	\$200 Thousand	1 Mile



County Profile:

Residents:	4,326	Total Bridges:	14
Pop. Growth (since 2000):	-9.7%	Miles Driven (daily):	236,794
Residents 65 yrs. +:	23%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,470	(1996-2007)	

5-101

Sumner County



"Sumner County has the second highest number of bridges in the state. We have three large rivers, three large creeks and other tributaries running through our county. So the cost to stay up with those bridges is tough. It's critical for us to have good bridges on these rivers like the new US-81 Ninnescah river drainage bridge north of Wellington for emergency services and for good transportation in general... If the state doesn't come up with a new highway program, we're going to be right back where we started, but it's going to be even worse because we're going to be even further in debt."

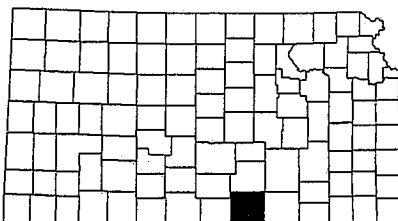
Melvin Matlock, Road and Bridge Director for Sumner County

AT A GLANCE

Total CTP Investment: \$47.7 million
 Highway Miles of Work: 296 miles
 Bridges Repaired/Replaced: 8

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$19.5 Million \$17.7 Million \$1.8 Million	296 Miles of Highway, 5 Bridges 3 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$20 Million \$4.8 Million \$14.6 Million \$600 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1 Million State: \$400 Thousand	305,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$70 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$6.5 Million	32 Crossings and Separations, 9 Miles of Track Improvements



County Profile:

Residents:	23,616	Total Bridges:	77
Pop. Growth (since 2000):	-9.0%	Miles Driven (daily):	1,156,510
Residents 65 yrs.+:	15%	Growth, Miles Driven:	24.1%
Total Roadway Miles:	2,408	(1996-2007)	

District Six

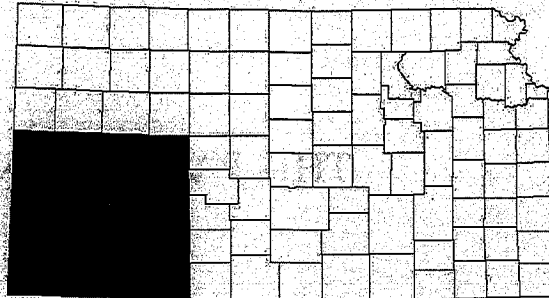
Southwest Kansas

CTP 1999-2009
 KANSAS COMPREHENSIVE TRANSPORTATION PROGRAM
 Planned. Executed. Delivered.

AT A GLANCE

Total CTP Investment: \$631.1 million
 Highway Miles of Work: 3,060 miles
 Bridges Repaired/Replaced: 82

Every dollar invested in the CTP generated \$3 in economic growth for Kansas



WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$193.5 Million \$168.7 Million \$24.8 Million	2,929 Miles of Highway, 63 Bridges 1 Mile of Highway, 19 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$86.7 Million	109 Miles of Highway, Lighting, Guard Fence Upgrade, and Roadway Improvements
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$124.3 Million	21 Miles of Highway, 1 Interchange
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$200.2 Million \$88.7 Million \$108.9 Million \$2.6 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$5 Million State: \$1.1 Million	1.1 Million Rides
Aviation — Runway pavement repair, instrument approaches	\$9 Million	Improvements at 18 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$8.6 Million	44 Crossings and Separations, 48 Miles of Track Improvements
Bicycle/Pedestrian — Bike and pedestrian trails	\$2.9 Million	11 Miles

Counties in District Six:

Clark, Finney, Ford, Grant, Gray, Greeley, Hamilton, Haskell, Hodgeman, Kearny, Lane, Meade, Morton, Ness, Scott, Seward, Stanton, Stevens, Wichita.

5-103

Clark County



"The 2008 KLINK highway project in Ashland consisted of milling, overlay and slurry seal on US-160 within the city limits. The milling and overlay corrected a big problem of rutting in the highway and the seal will protect the highway surface from deterioration. We appreciate the partnership with the state and the cooperation from KDOT to do these projects. It greatly benefits all citizens of Kansas."

Doug Graff

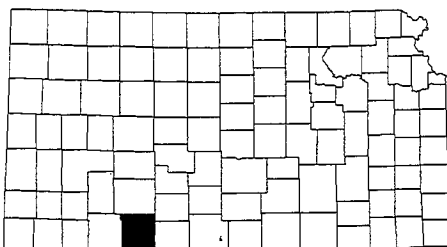
City Administrator, Ashland

AT A GLANCE

Total CTP Investment: \$19.4 million
 Highway Miles of Work: 159 miles
 Bridges Repaired/Replaced: 3

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$14.7 Million \$12.1 Million \$2.6 Million	159 Miles of Highway, 3 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$4.1 Million \$1.5 Million \$2.5 Million \$100 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$70 Thousand State: \$10 Thousand	69,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$50 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$400 Thousand	2 Crossings and Separations



County Profile:

Residents:	2,108	Total Bridges:	33
Pop. Growth (since 2000):	-11.8%	Miles Driven (daily):	123,925
Residents 65 yrs. +:	22%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	771	(1996-2007)	

5-104

Finney County



"The further expansion of US-50 expressway is a result of a local, state and federal government partnership to improve regional transportation infrastructure. Not only does this create long-term economic benefits for Garden City and the region, but the project also will improve traveler safety. As a regional hub, Garden City recognizes the continued and long-term planning for expansion of the US-50 corridor is vital for the economic growth of the region."

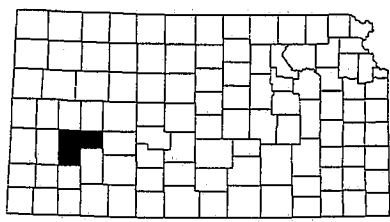
Eric Depperschmidt, President, Finney County Economic Development Corporation

AT A GLANCE

Total CTP Investment: \$136.6 million
 Highway Miles of Work: 404 miles
 Bridges Repaired/Replaced: 11

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$19.3 Million \$19.3 Million	393 Miles of Highway, 11 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$1.8 Million	1 Mile of Highway
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$73 Million	10 Miles of Highway, 1 Interchanges
Local Roads <ul style="list-style-type: none"> Local Partnership Projects—improvement to local streets Special City County Highway Fund—State funds passed directly to local governments City Connecting Links—State funds for highways that pass through cities 	\$37 Million \$15.8 Million \$20.5 Million \$700 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$3.3 Million State: \$500 Thousand	246,000 Rides
Rail <ul style="list-style-type: none"> Rail Crossings & Separations Track Miles Improved 	\$800 Thousand	6 Crossings and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$900 Thousand	5 Miles



County Profile:

Residents:	40,998	Total Bridges:	24
Pop. Growth (since 2000):	1.2%	Miles Driven (daily):	776,482
Residents 65 yrs.+:	8%	Growth, Miles Driven:	23.8%
Total Roadway Miles:	1,531	(1996-2007)	

Ford County



AT A GLANCE

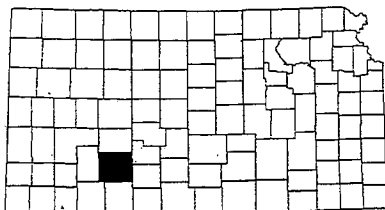
Total CTP Investment: \$102.5 million
 Highway Miles of Work: 223 miles
 Bridges Repaired/Replaced: 13

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The U.S. 400 bypass will allow most of the 18 wheels to travel to the beef plants without going in town, thus reducing congestion and conflicts with smaller vehicles making the roads much safer. It will also increase the fuel efficiency of the 18 wheels because of the reduction of stop lights. The completion of the bypass is a great asset to our overall transportation system."

Edward W. Elam, County Administrator/Surveyor

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$22.4 Million \$18 Million \$4.4 Million	216 Miles of Highway, 9 Bridges 4 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$6.3 Million	4 Miles of Highway, Lighting, Guard Fence Upgrades, Roadway Improvements
Highway Expansion & Enhancement — Adding something new <i>Includes: adding additional lanes, passing lanes, interchanges</i>	\$28.4 Million	3 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$40 Million \$20.6 Million \$18.8 Million \$600 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$1.1 Million State: \$400 Thousand	665,000 Rides
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$2.9 Million	10 Crossings and Separations; 9 Miles of Track Improvements
Bicycle/Pedestrian — Bike and pedestrian trails	\$1 Million	2 Miles



County Profile:

Residents:	33,293	Total Bridges:	59
Pop. Growth (since 2000):	2.6%	Miles Driven (daily):	845,428
Residents 65 yrs.+:	11%	Growth, Miles Driven: (1996-2007)	24.0%
Total Roadway Miles:	1,819		

5-106

Grant County



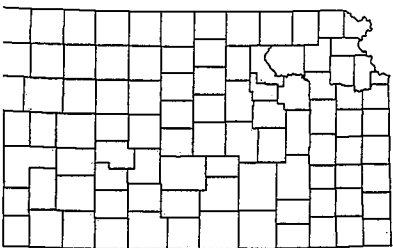
"I believe that Grant County will benefit greatly from the Economic Development project (Stubbs Road and Road K) in many ways, not only the road but the widening of the intersections at Stubbs Road and Highway 160 as well as safer access on and off Road K and Highway 25. It is very much appreciated. The Grant County Commissioners and citizens of Grant county would like to thank the state of Kansas for their partnership in this project."

Randy McCauley
Grant County Road & Bridge

AT A GLANCE

Total CTP Investment: \$19.8 million
Highway Miles of Work: 131 miles
Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Roadway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$5.9 Million \$5.9 Million	131 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$13.2 Million \$7.3 Million \$5.7 Million \$200 Thousand	
Airport — Runway pavement repair, instrument approaches	\$200 Thousand	Improvements at 1 Airport
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$500 Thousand	3 Crossings and Separations



County Profile:			
Residents:	7,395	Total Bridges:	7
Pop. Growth (since 2000):	-6.5%	Miles Driven (daily):	239,924
Residents 65-yrs.+:	12%	Growth, Miles Driven:	23.7%
Total Roadway Miles:	879	(1996-2007)	

5-107

Gray County



AT A GLANCE

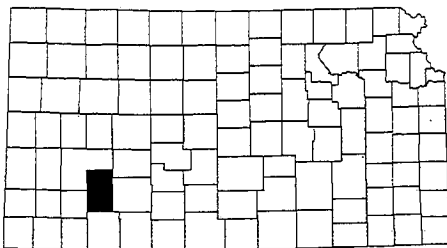
Total CTP Investment: \$22.5 million
 Highway Miles of Work: 217 miles

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"Since completion of our runway, we have completed the hangar that was under construction during the runway project, plus two additional hangars for a total of four hangars. One of the new hangars will house a commercial air/ag spraying operation that is new to our community. Our airport now is being used routinely by two light twin aircraft that are owned by local businesses. This is definitely a success story of the reinvestment of tax dollars in a community."

Dwight Watson, City Superintendent, Montezuma

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$11.5 Million \$11.5 Million	217 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$9.7 Million \$4 Million \$5.5 Million \$200 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$40 Thousand	1,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$1 Million	Improvements at 2 Airports
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$200 Thousand	3 Crossings and Separations



County Profile:

Residents:	5,688	Total Bridges:	28
Pop. Growth (since 2000):	-3.7%	Miles Driven (daily):	310,942
Residents 65 yrs. +:	12%	Growth, Miles Driven:	24.2%
Total Highway Miles:	1,321	(1996-2007)	

5-108

Greeley County



Greeley County benefited greatly from the various comprehensive transportation projects. The first project was major improvements on K-27 from Tribune north to the county line, which resulted in wider traffic lanes, smoother pavement, and most importantly elimination of many deadly and accident creating curves at the county line. The second project was complete reconstruction of the airport runway. This project eliminated a narrow runway which limited aircraft and emergency aircraft from using the runway at times. The new runway has greatly improved the use by flight for local, and cross county pilots who use this facility. These projects have helped keep our small community viable."

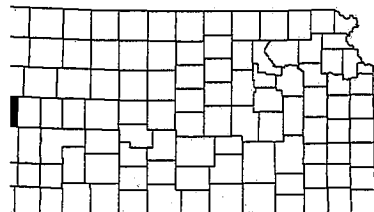
Brock W. Sloan, Public Works Director, Unified Greeley County

AT A GLANCE

Total CTP Investment: \$16.9 million
 Highway Miles of Work: 71 miles
 Bridges Repaired/Replaced: 6

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.	\$3.9 Million \$3.9 Million	55 Miles of Highway, 6 Bridges
Highway Modernization — Safety and shoulder improvements Includes: adding or widening shoulders, intersection improvements, increasing sight distances	\$8.5 Million	16 Miles of Highway
Local Roads • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments	\$3.2 Million \$1 Million \$2.2 Million	
Airport — Runway pavement repair, instrument approaches	\$1.2 Million	Improvements at 1 Airport
• Rail Crossings & Separations • Track Miles Improved	\$50 Thousand	1 Crossing and Separation



County Profile:

Residents:	1,266	Total Bridges:	8
Pop. Growth (since 2000):	-17.5%	Miles Driven (daily):	77,594
Residents 65 yrs.+:	19%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	975	(1996-2007)	

5-109

Hamilton County



"The road was so narrow, and now you have a place to go. It has made it much easier for patrol to do their job or to pull over with a flat tire. The work was a big improvement and we much appreciate it."

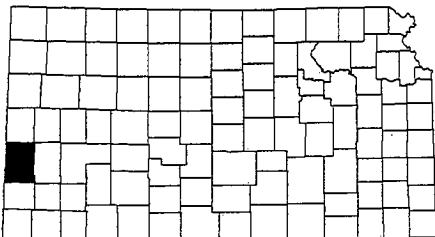
Earl Willis, President, Santa Fe Chapter, US-50 Association, on the US-50 improvement from Syracuse east to the county line

AT A GLANCE

Total CTP Investment: \$25.4 million
Highway Miles of Work: 116 miles
Bridges Repaired/Replaced: 17

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$8.4 Million \$8.4 Million	104 Miles of Highway, 17 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$11 Million	12 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$3.7 Million \$800 Thousand \$2.9 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$90 Thousand State: \$20 Thousand	33,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$1.7 Million	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$50 Thousand	1 Crossing and Separation
Bicycle/Pedestrian — Bike and pedestrian trails	\$400 Thousand	1 Mile



County Profile:

Residents:	2,631	Total Bridges:	44
Pop. Growth (since 2000):	-1.5%	Miles Driven (daily):	123,273
Residents 65 yrs.+:	17%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	905	(1996-2007)	

5-110

Haskell County



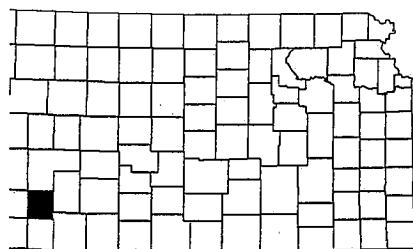
"The main thing was the ability to get Eagle Med medical service. We now have runways that will accommodate those planes and that's very important to our community. We're also loaded with cattle feed lots and people from other states who work with them fly in here all the time - that is a very large industry for us. We really needed the airport improvements."

Eugene Ochs,
Haskell County Commissioner

AT A GLANCE

Total CTP Investment: \$19.5 million
 Highway Miles of Work: 159 miles
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. • Rehabilitation <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$11.3 Million \$11.3 Million	159 Miles of Highway
Local Roads • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments	\$6.7 Million \$2.5 Million \$4.2 Million	
Airport — Runway pavement repair, instrument approaches	\$1 Million	Improvements at 2 Airports
• Rail Crossings & Separations • Track Miles Improved	\$300 Thousand	1 Crossing and Separation
Bicycle/Pedestrian — Bike and pedestrian trails	\$200 Thousand	1 Mile



County Profile:

Residents:	3,919	Total Bridges:	10
Pop. Growth (since 2000):	-9.0%	Miles Driven (daily):	244,174
Residents 65 yrs. +:	11%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	923	(1996-2007)	

5-111

Hodgeman County



"The City of Jetmore has benefitted greatly from the Transportation Enhancement Program. Our Streetscape project improved our Main Street area with new sidewalks, modernized lighting and enhancements to the Courthouse Square. The extra wide sidewalk on the south end of Main along with the walking path lights have been a great asset for our walkers. US-283 is a connecting link between US-50 and US-156, so the improvements are enjoyed by many."

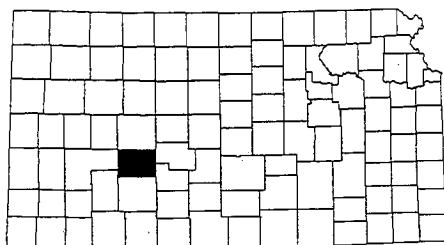
Bill Goebel, Mayor of Jetmore

AT A GLANCE

Total CTP Investment: \$9.9 million
 Highway Miles of Work: 94 miles
 Bridges Repaired/Replaced: 1

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$5.4 Million \$3.5 Million \$1.9 Million	94 Miles of Highway 1 Bridge
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$4.2 Million \$1.7 Million \$2.5 Million \$30 Thousand	
Aviation — Runway pavement repair, instrument approaches	\$200 Thousand	Improvements at 1 Airport



County Profile:

Residents:	1,948	Total Bridges:	24
Pop. Growth (since 2000):	-6.5%	Miles Driven (daily):	111,670
Residents 65 yrs.+:	19%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,100	(1996-2007)	

5-112

Kearny County



or to the construction on US-50/400 from the city limits of Lakin to the Kearny/Hamilton city line, traffic was at best dangerous and at times hazardous. After the CTP allowed for extension of shoulders and passing lanes as well as rebuilding of the existing surface, all of the traffic - large trucks and small passenger vehicles - travel safer and without the worry of accidents or other safety issues. This now allows for more travelers to commute via highway and the opportunity to conduct commerce."

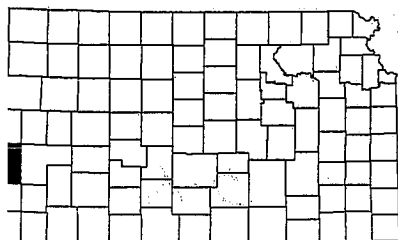
Ralph T. Goodnight, Director,
Kearny County Community Development

AT A GLANCE

Total CTP Investment: \$29 million
 Highway Miles of Work: 128 miles
 Bridges Repaired/Replaced: 11

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

PROJECT TYPE	INVESTMENT	RESULT
Roadway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$7.4 Million \$5.8 Million \$1.6 Million	113 Miles of Highway, 9 Bridges 2 Bridges
Roadway Modernization — Safety and shoulder improvements <i>Examples: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$15.4 Million	15 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$5.7 Million \$1.7 Million \$3.9 Million \$80 Thousand	
Airport — Runway pavement repair, instrument approaches	\$80 Thousand	Improvements at 1 Airport
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$400 Thousand	1 Crossing and Separation



County Profile:

Residents:	4,159	Total Bridges:	11
Pop. Growth (since 2000):	-8.2%	Miles Driven (daily):	174,700
Residents 65 yrs.+:	14%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	839	(1996-2007)	

5-112

Lane County



"In a partnership between KDOT and the City of Dighton, a Geometric Improvement Project on K-96 replaced deteriorated asphalt and sub-grade on the roadway, and also replaced an older deteriorating city waterline under the road. The replacement of the waterline reduced the possibility of a break leading to a disruption of water service to our residents and the new waterline was placed along the side of the roadway which will make future city maintenance easier and lower cost."

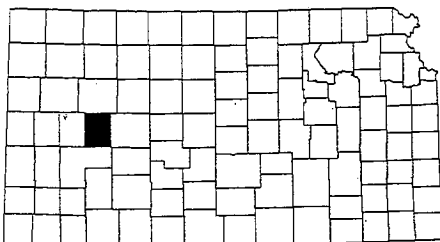
Eugene Wilson,
Dighton Public Works Director

AT A GLANCE

Total CTP Investment: \$13.4 million
Highway Miles of Work: 156 miles

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$8 Million \$8 Million	156 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$4.9 Million \$2.7 Million \$2.2 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$20 Thousand State: \$40 Thousand	15,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$100 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$300 Thousand	2 Crossings and Separations, 9 Miles of Track Improvements



County Profile:

Residents:	1,743	Total Bridges:	5
Pop. Growth (since 2000):	-19.1%	Miles Driven (daily):	77,246
Residents 65 yrs.+:	21%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	764	(1996-2007)	

5-114

Meade County



"U.S. 54 in the Meade area is a major conduit connected with U.S. 160 and intersected by K-23. The CTP project improved the approaches to the city on the east and west sides and greatly enhanced the downtown area -- aesthetically as well as practically -- adding ADA access and new areas of sidewalk. Also a new, improved bridge was constructed and drainage areas upgraded. Before the project, children going to the park and/or swimming pool rode their bikes along the very busy Highway 54, which was very dangerous. A new sidewalk/pathway was added during the project which provided a safe connective route. Communications with City Officials throughout the project were open and any concerns were speedily addressed. Two new businesses have opened along the improved route. We appreciate the finished project and the cooperativeness and courtesies during the project."

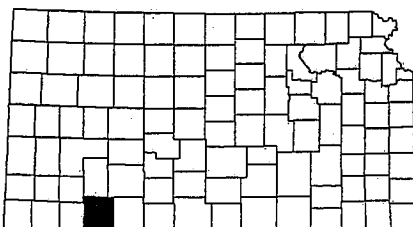
AT A GLANCE

Total CTP Investment: \$30.4 million
 Highway Miles of Work: 193 miles
 Bridges Repaired/Replaced: 4

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

Elaine Post, Mayor (during the project)

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$15.5 Million \$9.4 Million \$6.1 Million	187 Miles of Highway, 1 Mile of Highway 4 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$8.5 Million	5 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$6.3 Million \$2 Million \$4.2 Million \$50 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$20 Thousand State: \$8 Thousand	14,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$100 Thousand	Improvements at 1 Airport



County Profile:

Residents:	4,359	Total Bridges:	30
Pop. Growth (since 2000):	-5.9%	Miles Driven (daily):	221,045
Residents 65 yrs.+:	18%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,086	(1996-2007)	

5-115

Morton County



AT A GLANCE

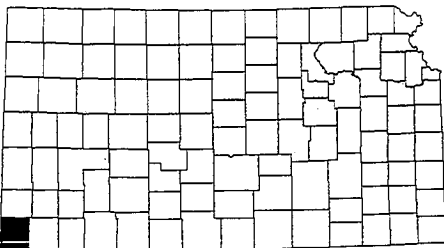
Total CTP Investment: \$25.2 million
 Highway Miles of Work: 132 miles
 Bridges Repaired/Replaced: 5

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The bypass reduces the amount of semi-trucks driving through downtown and helps reduce the amount of damage to the downtown roads. The bypass also keeps the truck traffic near our schools, ball and residential areas at a minimum."

Morton County Commissioners regarding the K-27 Elkhart bypass

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$2.8 Million \$2.8 Million	112 Miles of Highway, 5 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$14.6 Million	20 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$5.9 Million \$2.9 Million \$3 Million	
Aviation — Runway pavement repair, instrument approaches	\$1.7 Million	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$200 Thousand	1 Crossing and Separation



County Profile:

Residents:	2,978	Total Bridges:	8
Pop. Growth (since 2000):	-14.8%	Miles Driven (daily):	115,271
Residents 65 yrs.+:	16%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	777	(1996-2007)	

5-116

Ness County



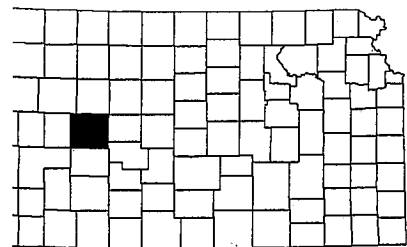
"For Ness City, the K-96 bridge replacement west of Ness City was hugely needed. That particular bridge was in a bad way and in serious need of replacement. Other bridge projects around Ness City have really helped get our roadways into shape and helped get people around safely. I couldn't be happier with the Kansas Department of Transportation."

Gary Gantz,
Mayor of Ness City

AT A GLANCE

Total CTP Investment: \$17.7 million
 Highway Miles of Work: 144 miles
 Bridges Repaired/Replaced: 3
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas.

PROJECT TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$11.5 Million \$7.2 Million \$4.3 Million	144 Miles of Highway 3 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$5 Million \$1 Million \$3.9 Million \$50 Thousand	
Airport — Runway pavement repair, instrument approaches	\$200 Thousand	Improvements at 1 Airport
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$1 Million	4 Crossings and Separations, 21 Miles of Track Improvements



County Profile:			
Residents:	2,945	Total Bridges:	45
Pop. Growth (since 2000):	-14.7	Miles Driven (daily):	153,374
Residents 65 yrs.+:	27%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	1,422	(1996-2007)	

5-117

Scott County



"Our previous runway was asphalt, but we got a new runway that's now concrete and it can support bigger airplanes. We have corporate aircraft that would have been too heavy to land here. Also, the airport in Scott City is pretty important to the surrounding area because we can get air ambulances in here in almost any weather. It's an all around better runway."

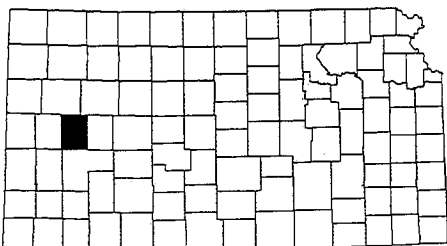
Weston Thompson, Airport Manager

AT A GLANCE

Total CTP Investment: \$23.4 million
Highway Miles of Work: 222 miles

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$14 Million \$14 Million	222 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$8.8 Million \$4.3 Million \$4.3 Million \$200 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$20 Thousand State: \$10 Thousand	23,000 Rides
Aviation — Runway pavement repair, instrument approaches	\$300 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$200 Thousand	9 Miles of Track Improvements



County Profile:

Residents:	4,577	Total Bridges:	7
Pop. Growth (since 2000):	-10.6%	Miles Driven (daily):	226,337
Residents 65 yrs. +:	18%	Growth, Miles Driven:	23.8%
Total Roadway Miles:	891	(1996-2007)	

5-118

Seward County



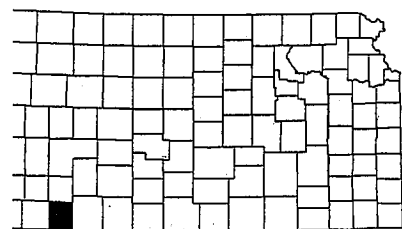
AT A GLANCE

CTP Investment: \$66.6 million
 Roadway Miles of Work: 161 miles
 Miles Repaired/Replaced: 3
 Every dollar invested in the CTP generated \$3 in economic growth for Kansas

"The four-laning of Highway 54 from Liberal to the Oklahoma border has saved lives and lowered accident rates. I hope upgrades to Highway 54 can continue in the future to limit the loss of life and to allow southwest Kansas to have the necessary economic infrastructure that the rest of the state takes for granted."

Shannon Francis, Past Chair,
 Seward County Commissioners

ROAD TYPE	INVESTMENT	RESULT
Roadway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$12.6 Million \$12.6 Million	140 Miles of Highway, 3 Bridges
Roadway Modernization — Safety and shoulder improvements <i>Examples: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$1.3 Million	13 Miles of Highway
Roadway Expansion & Enhancement — Adding something new <i>Examples: adding additional lanes, passing lanes, interchanges</i>	\$22.5 Million	8 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments • City Connecting Links—State funds for highways that pass through cities 	\$28.6 Million \$15.5 Million \$12.7 Million \$400 Thousand	
Transit — Bus and van purchases, technology upgrades	Federal: \$200 Thousand State: \$60 Thousand	68,000 Rides
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$900 Thousand	4 Crossings and Separations
Bicycle/Pedestrian — Bike and pedestrian trails	\$400 Thousand	2 Miles



County Profile:			
Residents:	23,016	Total Bridges:	6
Pop. Growth (since 2000):	2.2%	Miles Driven (daily):	542,073
Residents 65 yrs.+:	9%	Growth, Miles Driven:	23.2%
Total Roadway Miles:	923	(1996-2007)	

5-119

Stanton County



"The project on K-27 from the Morton County line to Johnson City improved it quite a bit, made it a lot safer for trucks to go down as well as for all motorists. The approaches to the side roads that were put in were much longer – they were paved out 50-60 feet. It's a lot nicer road overall."

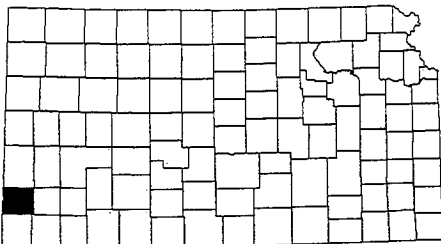
Paul Case,
Stanton County Road Supervisor

AT A GLANCE

Total CTP Investment: \$18.6 million
 Highway Miles of Work: 120 miles
 Bridges Repaired/Replaced: 3

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$4.6 Million \$4.6 Million	108 Miles of Highway, 3 Bridges
Highway Modernization — Safety and shoulder improvements <i>Includes: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$10.8 Million	12 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$2.8 Million \$200 Thousand \$2.6 Million	
Aviation — Runway pavement repair, instrument approaches	\$200 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$200 Thousand	2 Crossings and Separations



County Profile:

Residents:	2,148	Total Bridges:	6
Pop. Growth (since 2000):	-10.7%	Miles Driven (daily):	105,235
Residents 65 yrs. +:	17%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	889	(1996-2007)	

5-120

Stevens County



...ve been told that 65 percent of all of the beef processing in America takes place within 150 miles of Hugoton. This equates to a tremendous amount of truck traffic on the highways of southwest Kansas as between the farms, elevators, feedlots and processing plants. Couple this with the thousands of wells in the Hugoton field that must be maintained, and you can see why maintaining good roads in southwest Kansas is not only vital to the local economy, it's also vital to the U.S. economy. The highway that runs east out of Hugoton into Morton County is part of this connection and we appreciate the recent upgrade."

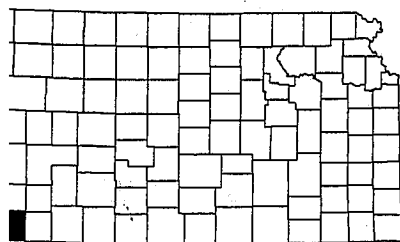
Neal R. Gillespie, Director, Stevens County Economic Development

AT A GLANCE

Total CTP Investment: \$20.9 million
Highway Miles of Work: 122 miles

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

MARK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation <i>Examples: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$4.7 Million \$4.7 Million	111 Miles of Highway
Highway Modernization — Safety and shoulder improvements <i>Examples: adding or widening shoulders, intersection improvements, improving sight distances</i>	\$8.4 Million	11 Miles of Highway
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$7.1 Million \$2.4 Million \$4.7 Million	
Transit — Bus and van purchases, technology upgrades	Federal: \$100 Thousand State: \$30 Thousand	6,000 Rides
Airport — Runway pavement repair, instrument approaches	\$500 Thousand	Improvements at 1 Airport
<ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$30 Thousand	1 Crossing and Separation



County Profile:

Residents:	5,056	Total Bridges:	0
Pop. Growth (since 2000):	-7.5%	Miles Driven (daily):	259,189
Residents 65 yrs. +:	14%	Growth, Miles Driven:	23.9%
Total Roadway Miles:	1,154	(1996-2007)	

5-121

Wichita County



"The projects at the airport improved the surfaces to help support the hospital and the overall needs of the community. We were to a situation where Eagle Med would not be able to service us after dark because the surface of the runway was coming apart. If it hadn't been for the 90-10 matching funds, there was no way our community could afford to get the airport back in shape."

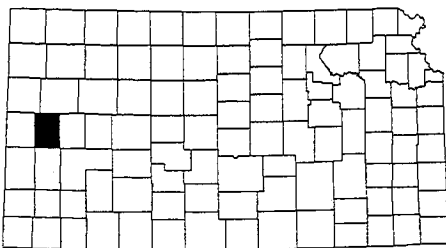
Mark Budde, President of the Mark Hoard Memorial Airport board

AT A GLANCE

Total CTP Investment: \$13.6 million
 Highway Miles of Work: 108 miles
 Bridges Repaired/Replaced: 2

Every dollar invested in the CTP generated \$3 in economic growth for Kansas

WORK TYPE	INVESTMENT	RESULT
Highway Preservation & Repair — Taking care of what we have. <ul style="list-style-type: none"> • Rehabilitation • Reconstruction <i>Includes: roadway repair and reconstruction, bridge repair and replacement, pavement marking, signing, etc.</i>	\$9.6 Million \$5.7 Million \$3.9 Million	108 Miles of Highway, 2 Bridges
Local Roads <ul style="list-style-type: none"> • Local Partnership Projects—improvement to local streets • Special City County Highway Fund—State funds passed directly to local governments 	\$3.4 Million \$800 Thousand \$2.6 Million	
Aviation — Runway pavement repair, instrument approaches	\$500 Thousand	Improvements at 1 Airport
Rail <ul style="list-style-type: none"> • Rail Crossings & Separations • Track Miles Improved 	\$100 Thousand	2 Crossings and Separations



County Profile:

Residents:	2,148	Total Bridges:	6
Pop. Growth (since 2000):	-15.1%	Miles Driven (daily):	104,916
Residents 65 yrs.+:	17%	Growth, Miles Driven:	24.2%
Total Roadway Miles:	905	(1996-2007)	

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Tab 4

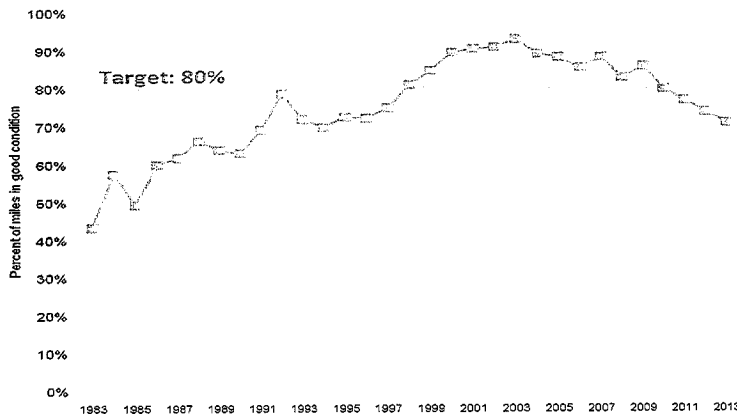
5-122

Transportation's Impact on the Kansas Economy

WHAT PAST TRANSPORTATION PROGRAMS HAVE MEANT FOR THE KANSAS ECONOMY

- Every dollar invested in the Comprehensive Transportation Program (CTP) generated \$3 in economic growth for our state. (Babcock Study, Kansas State University 2004)
- The CTP created/ sustained more than **115,000 construction jobs** during times that our state really needed them. (Babcock Study, Kansas State University 2004)

THE COST OF INACTION: PERCENTAGE OF PAVEMENT IN GOOD CONDITION



The chart above shows what the pavement condition of state highways will be if preservation funding remains stagnant. A recent KDOT study found that a 60 percent reduction in preservation spending would cost the Kansas economy 12,000 jobs and \$670 million in Gross Domestic Product by 2020.

THE NEXT TRANSPORTATION PROGRAM COULD BE EVEN MORE VALUABLE

After more than two years worth of local consultation, including more than 60 meetings with over 850 attendees, it became clear that Kansans believe there is a clear link between transportation and the economy. That's why they've asked for the next program to be more strategic by utilizing **economic impact analysis** to help select transportation projects. They've also asked that KDOT incorporate more **flexibility** in project selection to capture emerging economic opportunities. (See the T-LINK recommendations handout for more info.) By utilizing economic analysis and offering more flexibility, it is reasonable to suggest that the next transportation program will yield even greater economic benefits than previous programs.

TRANSPORTATION PROJECTS THAT MADE A DIFFERENCE

PROJECT	PROJECT COST	JOBS ADDED	ECONOMIC VALUE ADDED
Parsons— US-400 Bypass	\$27 M	1,400	\$56 M
Wichita— K-96 Bypass	\$103 M	24,000	\$1.6 B
WY County — 110th Interchange	\$50 M	5,700	\$186 M
Overland Park— Nall Interchange	\$48 M	17,500	\$4.1 B
Hays — Commerce Parkway Interchange	\$3.5 M	2,200	\$111 M
TOTAL	\$231 M	50,800	\$6.1 B

These projects showcase the economic impact transportation can have on a community

What the experts are saying...

Businesses ranked highway accessibility first in determining site selection

—2008 Area Development Magazine Corporate Survey

“While the U.S. business community has adapted well to the changing dynamics of global economics and achieved impressive increases in productivity, the margin of U.S. competitive advantage is threatened in key sectors in the economy. Transportation infrastructure is vital to the success of the five major economic sectors that account for 84 percent of the U.S. economy: services, manufacturing, retail, agriculture and natural resources, and transportation providers.”

—U.S. Department of Commerce



For more information or for any questions, please contact publicinfo@ksdot.org or (785) 296-3585

KDOT's Pilot Project Selection Process

The T-LINK Task Force recommended a more strategic approach to highway project selection that built on KDOT's historically strong engineering based formulas by also considered regional priorities and economic impacts. To that end, KDOT has piloted an expanded election process.

The Three Criteria

- **Engineering Factors** such as pavement condition, roadway geometrics (shoulders/hills/curves), traffic and truck numbers, and accident statistics. These scores were developed by KDOT engineers.
- **Local Consultation** is intended to capture the priorities of a region. As KDOT has held local consultation meetings across the state, Kansans have come together to prioritize the needs in their individual regions. KDOT district staff assigned a score that represents both what they've heard at those meetings and their intimate knowledge of the system needs developed through years of working on the ground.
- **Economic Impact** measures the change in economic output that would stem from a transportation improvement. KDOT is using an economic model that is intended to objectively measure the increase in jobs, income, and regional GDP.

The Three Project Types

- **Preservation** – taking care of what we have. The bulk of this work includes pavement rehabilitation and reconstruction and bridge repairs and replacements.
- **Modernization** – improving the existing roadway. This includes things like adding shoulders, flattening hills, straightening curves, and improving intersections.
- **Expansion** – adding something new. This category includes adding lanes and interchanges

The Analysis varies by Project Type

The T-LINK Task Force has recognized that projects should be analyzed differently depending on what the project type is. The initial recommendation is that the criteria be weighted among the categories as follows:

	Engineering Factors	Local Consultation	Economic Impact
Preservation	100%	-	-
Modernization	80%	20%	-
Expansion	50%	25%	25%

Accounting for Geography

Because projects in rural areas have differing impacts from those in urban areas, the projects were split into two categories. Projects in Douglas, Johnson, Sedgwick, Shawnee, and Wyandotte counties were analyzed in the urban category. Projects outside of those counties were analyzed in the rural category. This process is very similar to the methods used by KDOT in the past during the CHP and CTP.

The Results

The map that follows demonstrates which candidate projects KDOT analyzed and the results of the analysis which were presented at the 2009 local consultation meetings. The projects were selected based on both KDOT's needs analysis and the regional priorities identified in past local consultation meetings. The blue highlighted corridors were analyzed as modernization candidates, the green corridors are expansion candidates, and the yellow projects are passing lane candidates. **The projects that rose to the top of the selection process are highlighted in red.** These projects represent the top 10 modernization projects, the Top 20 urban expansion projects, and the top 30 rural expansion projects. The total estimated construction cost for these highlighted segments is \$5 billion in 2008 dollars. It should be noted that, absent a new funding program, KDOT does not have funds to construct these projects. It is expected that some of the project scores and ranking will be modified based on comments received from the 2009 local consultation meetings.

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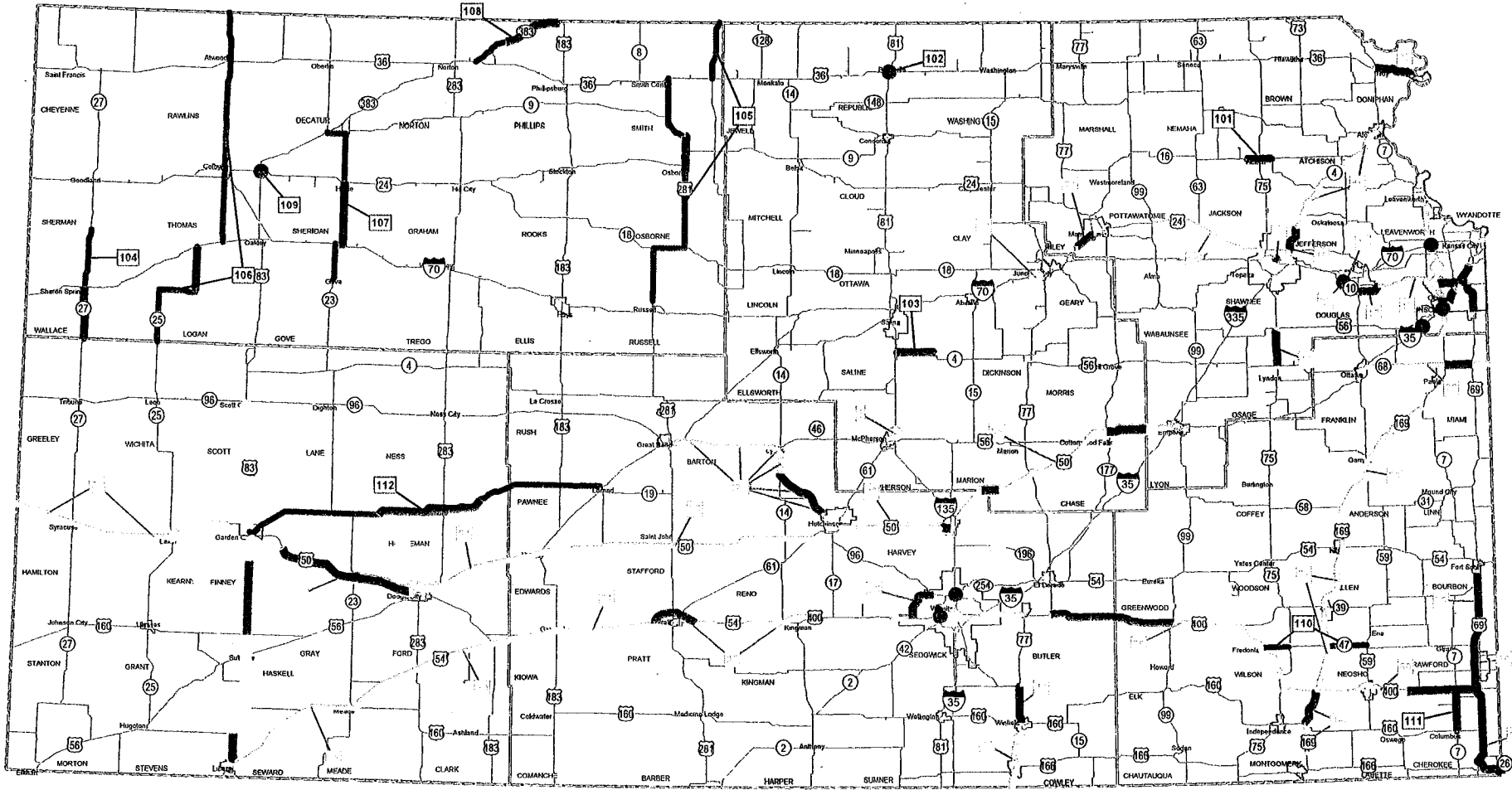
EXAMPLE
October 1, 2009










Kansas Highway Expansion & Enhancement, and Modernization Candidates

(Map includes representative projects - additional projects currently under evaluation)

Please post comments or questions about these proposed projects at the Kansas Transportation Online Community:

KTOC
www.KTOC.net



	Upper Tier Project		Expansion & Enhancement Road Project		Modernization Road Project
	Passing Lane Projects		Expansion Interchange Project		Modernization Interchange Project
	Project Number - Passing Lane		Project Number - Expansion & Enhancement		Project Number - Modernization

PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
Bureau of Transportation Planning
Candidate.GWS October 1, 2009
Data Source: Bureau of Program & Project Mgmt

Kansas Department of Transportation
Selected Case Studies of Predicted Project-Level Economic Impacts

November, 2009

Recognizing the impact that transportation investments can have on the economy and based on stakeholder input, KDOT has made it a top priority to create a process to consider economic impacts in project selection. A brief history of that input and KDOT's efforts are summarized below.

Direction to Examine Economic Impacts

- **2008 Kansas Long Range Transportation Plan** - During development of KDOT's 2008 Long Range Transportation Plan (<http://www.ksdot.org/lrtp2008/>), stakeholders made it clear that "support [for] economic growth" must be one of three guiding principles for the next Kansas transportation program.
- **KDOT Economic Impacts Working Group** – In response to the Long Range Transportation Plan's recommendation regarding greater emphasis on linking investments to economic impacts, KDOT formed a 10-person external stakeholder working group chaired by Ms. Mary Birch, Lathrop & Gage, LLP. The Working Group met three times to examine KDOT's existing processes for considering economic impacts during project selection and to make recommendations on a practical approach for improving consideration of economic impacts as a factor in the state's transportation project selection process.
- **T-LINK Task Force** – In summer 2008, Governor Sebelius convened a statewide Transportation-Leveraging Investments in Kansas (T-LINK) Task Force to examine the state of transportation in Kansas and to develop a set of recommendations that "frame a new strategic approach to our future transportation needs." The T-LINK Task Force was co-chaired by Tim Rogers, Executive Director of the Salina Airport Authority, and Deb Miller, Secretary of Transportation. The T-LINK Task Force affirmed the importance of "support [for] the economic priorities of Kansas", saying that "while previous investments in transportation have provided significant benefits, more attention must be paid to the interaction between transportation investments, jobs retention and growth of the Kansas economy."

New Economic Analysis Tool Deployed by KDOT

Since 2008, KDOT has greatly expanded its capabilities to conduct thorough analysis of the economic impacts of proposed projects:

- **"TREDIS" Economic Impacts Model** – Based on the recommendations of the KDOT Economic Impacts Working Group, in early 2009 KDOT staff selected TREDIS as an analytic tool to support their efforts to predict the economic impacts of proposed transportation projects. TREDIS is a web-based economic model that combines data from users about changes in travel patterns caused by proposed projects with detailed data about economic activity to predict the impacts of proposed transportation improvements. Various modules in TREDIS, including an input-output model, translate this data into estimates of macroeconomic indicators such as changes in jobs, Gross Regional Product, or income.

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- **Economic Impacts "Pilot Test"** – In Spring 2009, KDOT staff tested the use of TREDIS on four projects to see if it could be used to generate useful information about economic impacts. The pilots were successful and the attached case studies for three urban projects and one rural project document the analytic process and data requirements required to operate TREDIS and the results it can produce.

Full-Scale Pilot for an Expanded Project Selection Process

In summer 2009, KDOT initiated a full-scale effort to evaluate the expected economic impact of 162 proposed transportation capacity expansion and modernization projects across the state. The projects were drawn from a combination of KDOT's own pavement and bridge management systems and recommendations made by stakeholders at local consultation meetings in 2006 and 2008. TREDIS was used by KDOT staff with input from local officials to numerically rate every project in terms of its impact on jobs and Gross Regional Product relative to cost. The economic analysis scores were incorporated into an overall project score that also included an engineering score and a "local consult" score. The resulting project rankings were then discussed in Local Consult forums around the state and some additional analysis is required for a few projects based on feedback from those meetings.

Prior to this effort, KDOT had primarily selected highway projects based on engineering factors. The purpose of this effort was to demonstrate how an expanded project selection approach (i.e., using engineering, regional priorities and economic impacts) might work and what kinds of projects might rise to the top for consideration. A map of the initial results is provided following the case studies. The actual results of the analysis can be found at KDOT's Kansas Online Transportation Community website (<http://ktoc.net/>). It's important to note that KDOT does not have funding to construct any of these projects at this time.

5-128

Bonner Springs K-7/I-70 Interchange – Bottleneck Relief

(Project #50)

Summary of Predicted Regional Economic Impacts

Project Cost:	\$300 million
Construction Jobs Expected:	+493 per year (2010 to 2014)
Permanent Jobs Expected:	+3,240 (by 2030)
Net Present Value of Project's Expected Gross Regional Product and Safety Benefits:	+\$1,505 million (2010 to 2030)

The proposed project will remove a congested traffic bottleneck at K-7 and I-70 by replacing an old interchange with a new interchange on the same site that is built to modern design standards. The substantially upgraded design will eliminate problematic traffic patterns that presently cause traffic back-ups during peak travel hours and it will be capable of handling the Bonner Springs area's projected travel growth of 2.5 percent per year. The project helps the regional economy by cutting users' travel costs, reducing fatalities and injuries, and making new land adjacent to the interchange attractive for development.

Breakdown of Bonner Springs K-7 Project's Predicted Job Impacts

Building the new K-7/I-70 interchange is predicted to have a positive impact on jobs compared to a scenario in which no improvements are made and congestion at K-7 and I-70 grows worse:

- **Jobs added due to highway construction spending (493 jobs per year for 5 years)** - KDOT estimates that the new K-7/I-70 interchange will cost \$300 million to build over a period of about five years. In this period, as public funds are spent to build the new K-7/I-70 interchange, workers are hired in construction jobs and in associated supply industries; the construction jobs end once the project has been completed. The number of construction-related jobs depends on overall project spending and local economic conditions.
- **Permanent jobs added due to congestion relief (1,907 jobs by 2030)** - Once the project is built, the improved K-7/I-70 interchange eliminates all congestion-related travel delays and therefore lowers users' travel costs relative to a scenario in which no interchange improvement is made. KDOT staff estimates that if the project is built, it will generate an 82 percent reduction in hours of travel. TREDIS estimates that if user delays are reduced, some or all of the associated cost savings will be spent in the local economy in ways that create new jobs or invested by businesses in making productivity improvements that help them grow and add jobs.
- **Permanent jobs added due to contingent development (1,333 jobs by 2030)** - Some new retail development in the immediate vicinity of the new interchange is contingent on the improved access offered by the interchange. KDOT staff assumes that a 100,000 square foot retail development will occur. The number of contingent development-related jobs added by building

the project is estimated by the TREDIS economic model, which relies on inputs about the size and type of potential development in combination with a database of local economic conditions to predict employment.

Key Data Inputs for Bonner Springs K-7 Project

Step 1 Define Study Area – Which counties does the project sponsor expect to see job or gross regional product impacts as a result of the project? Are their expectations reasonable?

(Sponsor/KDOT provided)

(For K-7 project area includes Wyandotte, Leavenworth, and Johnson counties.)

Step 2 Project Construction Cost – What is the expected cost of building the project?

(KDOT provided based on estimates from preliminary engineering study)

(K-7 project cost is \$300 million)

Step 3 Truck/Auto Mix – What share of total travel affected by the project is freight-related? (Freight is more economically valuable than personal auto travel.)

(KDOT provided from vehicle classification counts in the area)

Step 4 Truck Freight Characteristics – What types of freight are affected by the project?

(KDOT provided, based on Kansas Commodity Flow Study set)

Step 5 Through, Inbound, Outbound, and Internal Trip Fractions – What share of trips in the project study area is through trips, inbound trips, outbound trips or internal trips? This affects how economic impacts are counted by TREDIS.

(KDOT provided based on sketch planning methodology)

Step 6 Change in Crash Rate – How will safety be improved by the project?

(KDOT provided from state database using current rates for no-build and statewide average for the new roadway type for the build case)

Step 7 Change in Vehicle Delay and/or Vehicle Hours of Travel – How does delay reduction influence total hours of vehicle travel?

(KDOT provided based on sketch plan methodology)

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(For K-7 project, impact is based on elimination of average 30 second delay per user during peak periods.)

Step 8 Change in Use of Longer Alternate Routes – How does delay reduction influence use of longer alternate routes?

(KDOT provided based on sketch plan methodology)

(For K-7 project impact is based on elimination of 2 mile alternate route driven by share of users to avoid congestion.)

Step 9 Change in Trip Reliability, i.e. Buffer Time – What is the reduction in the amount of buffer time that drivers need to build into their trips, i.e. difference between optimal travel speed and 95th percentile speed?

(KDOT provided based on sketch plan methodology)

(For K-7 project impact is based on elimination of 2 minute buffer for autos and 5 minute buffer for trucks.)

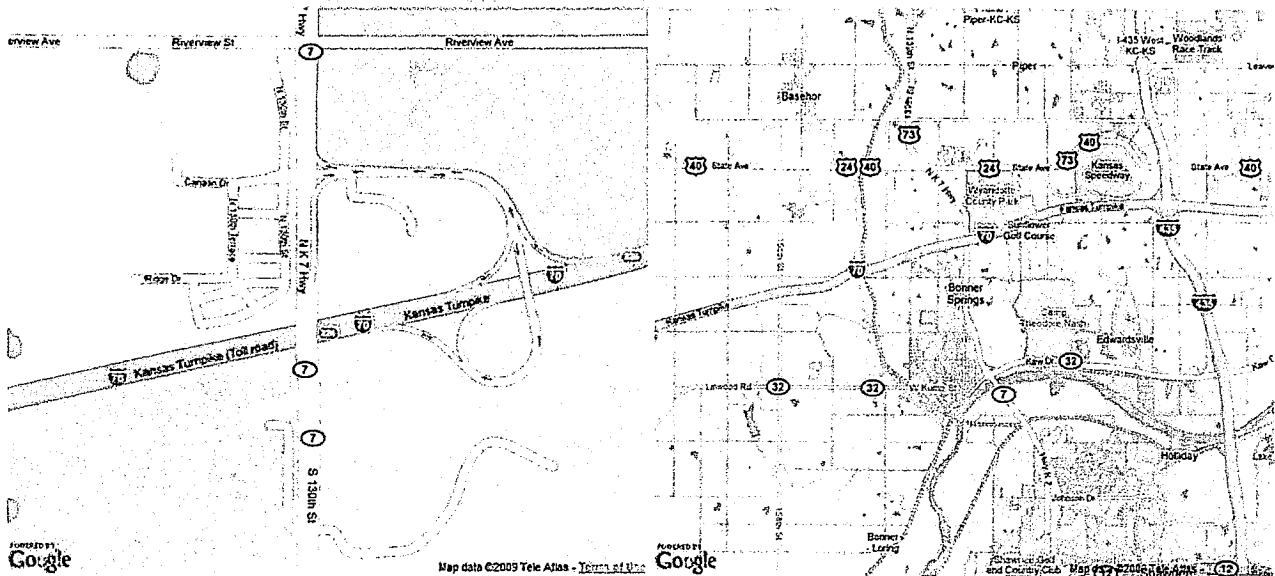
Step 10 Any Contingent Development Expected? –Is there a specific development that is likely to occur as a result of the project? If so, how big is it and what industrial category(s) does it involve?

(Sponsor/KDOT provided)

(For K-7 project, 100,000 square foot retail development is expected.)

K-7/I-70 Interchange Project Background

- **Key north/south suburban Kansas City travel route** - K-7 is an important north-south suburban travel route on the western suburbs of Kansas City. Immediately north of the community of Bonner Springs, K-7 intersects with Interstate 70, which is the state's main east-west Interstate route. The intersection at K-7 and I-70 provides access between several growing communities in the northwestern Kansas City suburbs, such as Bonner Springs, and the entire Kansas City region.
- **Fast growing region of the state** - Commercial and residential development is growing quickly in the vicinity of the K-7/I-70 interchange because of its proximity to the Kansas City metro area, availability of land at competitive prices, and desirable community quality of life. The population within a five mile radius of Bonner Springs grew by 32 percent between 2000 and 2007, for example, compared to a 4 percent growth rate for the state as a whole.
- **K-7/I-70 interchange is a worsening traffic bottleneck** - The K-7 and I-70 interchange in Bonner Springs is used daily by thousands of residents, businesses, and commuters from Bonner Springs and other Kansas City metro area communities. The interchange that connects these two important highways, however, has become a travel bottleneck because it features an outdated design. Traffic back-ups around the interchange on K-7 are common during peak hours because southbound drivers heading to I-70 must wait for a left turn signal to cut across opposing traffic moving northbound on K-7.



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K-96 From Sterling to Hutchinson – Four Lane

(Project #23.2)

Summary of Predicted Regional Economic Impacts

Project Cost:	\$65 million
Construction Jobs Expected:	+107 per year (2010 to 2014)
Permanent Jobs Expected:	+854 (by 2030)
Net Present Value of Project's Expected Gross Regional Product and Safety Benefits:	+\$525 million (2010 to 2030)

The proposed project will upgrade about 13 miles of rural K-96, which is an important regional travel route in south-central Kansas, from an undivided two-lane facility with few passing lanes to a four-lane divided highway that also features partial access control. The project cuts users' travel costs by allowing a higher posted travel speed and making it easier to pass slow moving vehicles. The project will also have a positive impact on the frequency and severity of crashes on this stretch of K-96.

Breakdown of K-96 Project's Predicted Job Impacts

Widening K-96 between Sterling and Hutchinson to four lanes will have positive economic impacts compared to a scenario in which no lanes are added and users continue to experience slower travel speeds and occasional delays due to slower vehicles. (Note that the anticipated reduction in crashes along the corridor, which is a primary benefit of this project, has a dollar value, but it does not help create or retain jobs):

- **Jobs added due to highway construction spending (107 jobs per year for 5 years)** - KDOT estimates that the widening this stretch of K-96 will cost \$65 million to build over a period of five years. In the short-term, as public funds are spent to build the new road, workers are hired in construction jobs and in associated supply industries; the construction jobs end once the project has been completed.
- **Permanent jobs added due to shorter and more reliable travel times and expanded market access (721 jobs by 2030)** - Once the project is built, the main economic benefit of the new four-lane highway is that it lowers users' travel time costs relative to a scenario in which no improvements are made. KDOT staff estimates an increase in average speed from 65 mph to 70 mph will be achieved for roadway users. In addition, delays associated with passing slow vehicle and crashes will be eliminated. Cost savings generated by reduced travel times will be invested by businesses that use K-96 in making productivity improvements that help them grow and add jobs. Once the project is built, it will also increase the number of people within a 40 minute drive of the project area by 2,000 people, which will also help create new jobs in the area by expanding market access.

- **Permanent jobs due to contingent development (133 jobs by 2030)** – Some new development in the immediate vicinity of the widened highway is anticipated, including a truck stop and restaurant. The number of contingent development-related jobs added by building the project is estimated by the TREDIS economic model, which relies on inputs about the size and type of potential development in combination with a database of local economic conditions to predict employment.

Key Data Inputs for K-96 Project

Step 1 Define Study Area – Which counties does the project sponsor expect to see job or gross regional product impacts as a result of the project? Are their expectations reasonable?

(Sponsor/KDOT provided)

(K-96 project study area includes Barton, Reno and Rice counties)

Step 2 Project Construction Cost – What is the expected cost of building the project?

(KDOT provided based on sketch planning methodology)

(K-96 project costs \$65 million)

Step 3 Truck/Auto Mix – What share of total travel affected by the project is freight-related? (Freight is more economically valuable than personal auto travel.)

(KDOT provided from vehicle classification counts obtained in the area)

Step 4 Truck Freight Characteristics – What types of freight are affected by the project?

(KDOT provided, based on Kansas Commodity Flow Study data set)

Step 5 Through, Inbound, Outbound, and Internal Trip Fractions – What share of trips in the project study area is through trips, inbound trips, outbound trips or internal trips? This affects how economic impacts are counted by TREDIS.

(KDOT provided based on sketch planning methodology)

Step 6 Change in Crash Rate – How will safety be improved by the project?

(KDOT provided from state database using current rates for no-build and statewide average for the new roadway type for the build case)

Step 7 Change in Vehicle Hours of Travel – How does travel speed improvement influence total hours of vehicle travel?

(KDOT provided based on sketch plan methodology)

(For K-96 project, impact is based on 5 mph speed improvement for users.)

Step 8 Change in Market Size – Does the project expand the market within a 40 minute or 3 hour drive of the project location?

(TREDIS calculated based on GIS data in model, KDOT estimated change in that value)

(For K-96 project, a 2,000 person expansion in 40 minute market is anticipated.)

Step 9 Any Contingent Development Expected? –Is there a specific development that is likely to occur as a result of the project? If so, how big is it and what industrial category(s) does it involve?

(Sponsor/KDOT provided)

I-35/Southwest Johnson County Interchange – New Interchange

(Project #5)

Summary of Predicted Regional Economic Impacts

Project Cost:	\$20 million
Construction Jobs Expected:	+33 per year (2010 to 2014)
Permanent Jobs Expected:	+3,037 (by 2030)
Net Present Value of Project’s Expected Gross Regional Product and Safety Benefits:	+\$1,362 million (2010 to 2030)

The proposed project will add a new “diamond” interchange on Interstate 35 east of the City of Edgerton primarily to serve future truck traffic generated by the planned Burlington Northern Santa Fe Southwest Johnson County intermodal facility, a logistics park, and associated warehousing development. The project enables BNSF to replace its crowded and aging Argentine intermodal facility in Wyandotte County with one that can efficiently handle a significant additional amount of freight truck trips in the Kansas City region.

Breakdown of Gardner I-35 Project’s Predicted Job Impacts

Adding a new interchange on I-35 to serve future truck traffic will have significant economic benefits impacts compared to a scenario in which no interchange is constructed and the BNSF intermodal facility is not built:

- **Jobs added due to highway construction spending (33 jobs per year for 5 years)** - KDOT estimates that the new I-35 interchange will cost \$20 million to build over a period of five years. In this period, as public funds are spent to build the new interchange, workers are hired in construction jobs and in associated supply industries; the construction jobs end once the project has been completed.
- **Permanent jobs added due to more efficient truck operations at larger, more efficient intermodal facility and easier access to intermodal rail facility (1,321 jobs by 2030)** - The new Southwest Johnson County intermodal facility will feature a layout and equipment that reduces truck delays by half, which reduces shippers’ transportation costs significantly for the 1,000,000 truck trips generated per year. It will also feature triple the capacity of the old Argentine Yard.
- **Permanent jobs added due to contingent development around new intermodal facility (1,716 jobs by 2030)** - The interchange and new Southwest Johnson County intermodal facility are expected to trigger new warehousing and delivery development in their vicinity. The acreage of new development was estimated in a KDOT study and it translates to 1,716 jobs.

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Key Data Inputs for Gardner I-35 Project

Step 1 Define Study Area – Which counties does the project sponsor expect to see job or gross regional product impacts as a result of the project? Are their expectations reasonable?

(Sponsor/KDOT provided)

(For I-35/Southwest Johnson County project area includes Franklin, Miami, Johnson and Wyandotte counties.)

Step 2 Project Construction Cost – What is the expected cost of building the project?

(KDOT provided based on preliminary engineering study)

(I-35/Southwest Johnson County project cost is \$20 million)

Step 3 Truck Freight Characteristics – What types of freight are affected by the project?

(KDOT provided, based on locally obtained vehicle classification counts and the Kansas Commodity Flow Study data set)

Step 4 Through, Inbound, Outbound, and Internal Trip Fractions – What share of trips in the project study area is through trips, inbound trips, outbound trips or internal trips? This affects how economic impacts are counted by TREDIS.

(KDOT provided based on sketch planning methodology)

Step 5 Change in Vehicle Delay and/or Vehicle Hours of Travel – How does delay reduction influence total hours of vehicle travel?

(KDOT provided based on sketch planning methodology)

(For I-35/Southwest Johnson County project, impact is based on elimination of average 30 minute wait per truck at new facility.)

Step 6 Any Contingent Development Expected? – Is there a specific development that is likely to occur as a result of the project? If so, how big is it and what industrial category(s) does it involve?

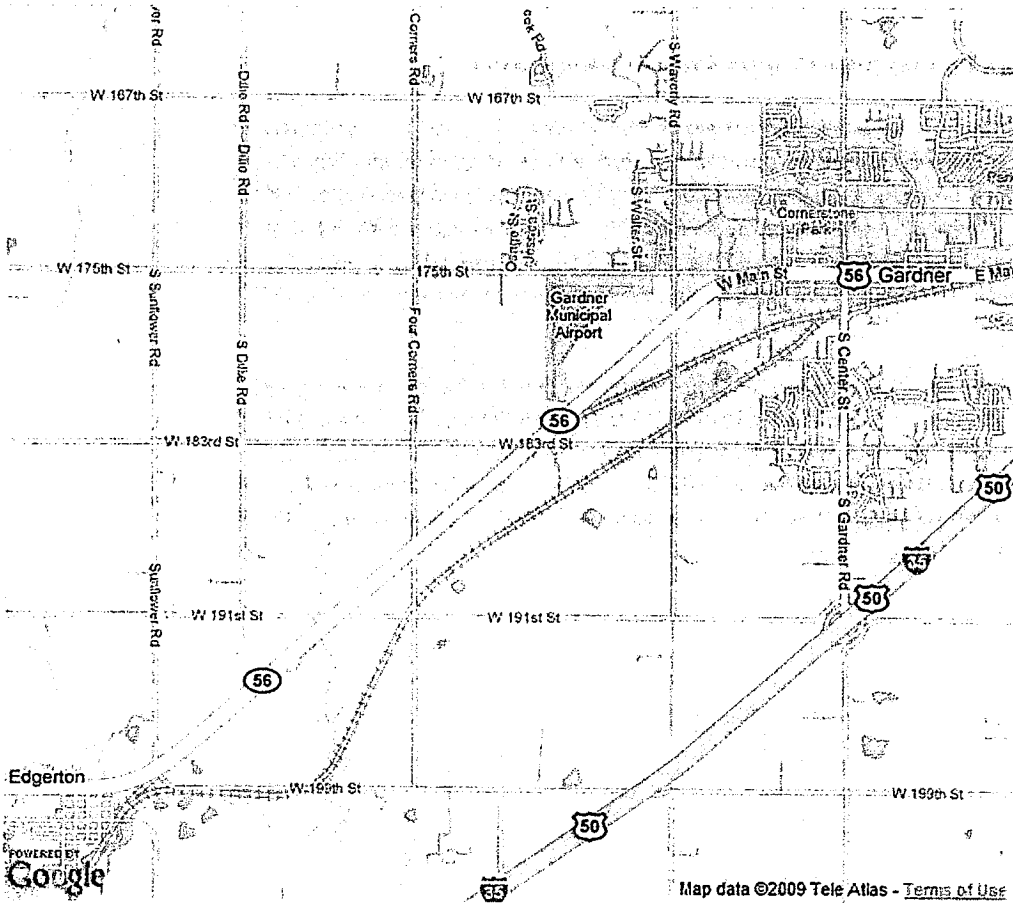
(Sponsor/KDOT provided)

(For I-35/Southwest Johnson County project, a significant amount of new warehouse development is expected, resulting in approximately 1700 new jobs.)

I-35/Southwest Johnson County Interchange Project Background

- **Proposed intermodal facility is a large regional economic opportunity** - In 2005, the Burlington Northern Santa Fe (BNSF) railroad announced plans to construct a large intermodal and logistics park facility on about 1,000 undeveloped acres near Edgerton, Kansas. The proposed facility will replace BNSF's crowded and aging Argentine intermodal facility in Wyandotte County with one that is significantly larger and more efficient. The scale of the proposed BNSF facility, which is predicted to generate 1,000,000 truck trips annually is a large economic opportunity for the city of Edgerton and for Johnson County.
- **Proposed intermodal facility depends on transportation improvement** - Good interstate highway access is a major factor in locating the new the facility and the closest interchange (I-35 at Gardner Road) is not capable of handling the truck traffic expected if the facility is built. Kansas Department of Transportation has proposed adding a new interchange either at 199th Street and Waverly Road or at Homestead Road to relieve potential truck congestion by providing an alternate route for trucks to go to and from the proposed facility.

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Wichita Northwest Bypass – New Road on New Alignment

(Project #25.2)

Summary of Predicted Regional Economic Impacts

Project Cost:	\$300 million
Construction Jobs Expected:	+493 per year (2010 to 2014)
Permanent Jobs Expected:	+9,720 (by 2030)
Net Present Value of Project's Expected Gross Regional Product and Safety Benefits:	+\$5,170 million (2010 to 2030)

The proposed project will create a 10 mile freeway-grade route on the northwest side of Wichita that links US-96 to the north with US-54 to the south. The new bypass will accommodate continuing growth and development in the northwest corner of Wichita while freeing up congestion on other cross-town routes, expanding market access in the project's vicinity, and opening up new land adjacent to the highway for development.

Breakdown of Northwest Bypass Project's Predicted Job Impacts

Building the new Northwest Bypass project is predicted to have a positive impact on jobs compared to a scenario in which no improvements are made and increased attractiveness of land for development does not occur:

- **Jobs added due to highway construction spending (493 jobs per year for 5 years)** - KDOT estimates that the new bypass will cost \$300 million to build over a period of about five years. In this period, as public funds are spent to build the new bypass, workers are hired in construction jobs and in associated supply industries; the construction jobs end once the project has been completed.
- **Permanent jobs added due to congestion relief and improved market access (4,720 jobs by 2030)** - Once the project is built, the NW Bypass will eliminate congestion-related travel delays for users switching to the new facility. KDOT staff estimates the NW Bypass will create a 30 percent reduction in hours of travel. TREDIS estimates that if user delays are reduced, some or all of the associated cost savings will be spent in the local economy in ways that create new jobs or invested by businesses in making productivity improvements that help them grow and add jobs. Once the project is built, it will also increase the number of people within a 40 minute drive of the project area by 20,000 people, which will also create new jobs in the area by expanding market access.
- **Permanent jobs added due to contingent development (5,000 jobs by 2030)** - To predict economic impacts, TREDIS examines how project-related changes in users' travel costs and access to markets interrelate with regional and statewide economic conditions. It is not designed to predict sub-county level specific land development opportunities created by a

project, but users can manually add contingent development to a TREDIS model run to ensure the economic impacts of such opportunities are measured. For this case study, TREDIS predicts no positive economic impacts as a result of user travel cost savings and market access changes; but KDOT anticipates a large amount of development to occur.

Key Data Inputs for Northwest Bypass Project

Step 1 Define Study Area – Which counties does the project sponsor expect to see job or gross regional product impacts as a result of the project? Are their expectations reasonable?

(Sponsor/KDOT provided)

(For Northwest Bypass project area includes Finney, Ford, Gray, Harvey, Kingman, Kiowa, Meade, Pratt, Reno, Sedgwick and Seward Counties.)

Step 2 Project Construction Cost – What is the expected cost of building the project?

(KDOT provided based on preliminary engineering study)

(Northwest Bypass project cost is \$300 million)

Step 3 Truck/Auto Mix – What share of total travel affected by the project is freight-related? (Freight is more economically valuable than personal auto travel.)

(KDOT provided from vehicle classification counts obtained in the area)

Step 4 Truck Freight Characteristics – What types of freight are affected by the project?

(KDOT provided, based on Kansas Commodity Flow Study data set)

Step 5 Through, Inbound, Outbound, and Internal Trip Fractions – What share of trips in the project study area is through trips, inbound trips, outbound trips or internal trips? This affects how economic impacts are counted by TREDIS.

(KDOT provided based on sketch planning methodology)

Step 6 Change in Crash Rate – How will safety be improved by the project?

(KDOT assumed a neutral safety impact for this project)

(For NW Bypass project, it's difficult to predict how a new freeway, replacing other freeway routes, would impact overall crash rates.)

Step 7 Change in Vehicle Delay and/or Vehicle Hours of Travel – How does delay reduction influence total hours of vehicle travel?

(KDOT provided based on sketch planning methodology)

(For NW Bypass project, impact is based on 30% reduction in vehicle hours of travel.)

Step 8 Change in Market Size – Does the project expand the market within a 40 minute or 3 hour drive of the project location?

(TREDIS calculated based on GIS data in model)

(For NW Bypass project, a 20,000 person expansion in 40 minute market is anticipated.)

Step 9 Any Contingent Development Expected? –Is there a specific development that is likely to occur as a result of the project? If so, how big is it and what industrial category(s) does it involve?

(Sponsor/KDOT provided)

(For the Northwest Bypass project, the growth experienced along Wichita's Northeast Bypass was used as a model for predicting future growth in the Northwest Bypass corridor. Future employment attributable to building the project was estimated by applying the marginal difference between the bypass corridor's current growth rate and the higher growth rate that has been experienced along the northeast bypass corridor to predict future employment growth along the Northwest Bypass corridor. New development was assumed to be primarily retail.)

Northwest Bypass Project Background

- **Fast growing region of the state** - Commercial and residential development is growing quickly in the vicinity of the proposed Northwest Bypass corridor. In general, land use within the study area is transitioning from rural or sparsely populated to urban and suburban.

Tab 5

5-112

5-146

3M Traffic Control Materials
 A T & T/A T & T Mobility
 Airgas Mid South Inc
 Alfie Packers Inc.
 Allied Laboratories
 Alltel Communications
 Aquila
 Arr-Max Products LP
 Arrow-Magnolia
 B & B Electric
 B & B Hydraulics
 B & B Overnight Trailer Park
 BC Trucking
 Bearing Headquarters Co.
 Beaver Express Service Inc
 Becker Tire
 Bess Equipment Company
 Berry Tractor & Equipment
 Brian's Industrial Tower
 Bridges, Inc.
 Brooke Insurance Agency
 Brown-Dupree Oil Co., Inc.
 Budget Host LaFonda Motel
 Bullman Tire
 Capital Belt & Supply Co.
 CAT Financial Services
 Central Power Systems
 Cintas First Aid & Safety
 City of Liberal
 CMI Terex Corporation
 Construction Industry of Kansas
 Cooper Tire of Emporia
 Cornerstone
 Cross-Midwest Tire
 Cutrell Trucking Co.
 Danny's Trucking
 Dennis Anley
 Don's Farm Tire Service
 Douthett D Construction
 Duxtral, Inc.
 E Varela Trucking
 Eastern Colorado Aggregates
 Eastern Metal USA Sign

Kansas Highway Construction Benefits Hundreds of Businesses & Jobs

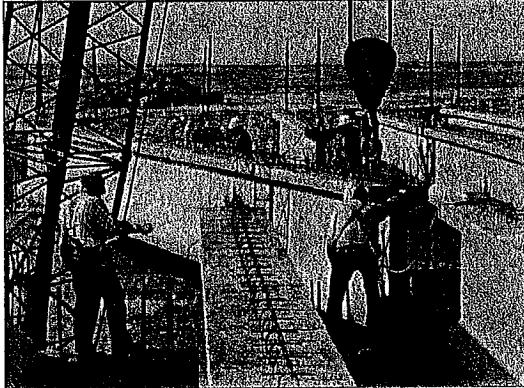
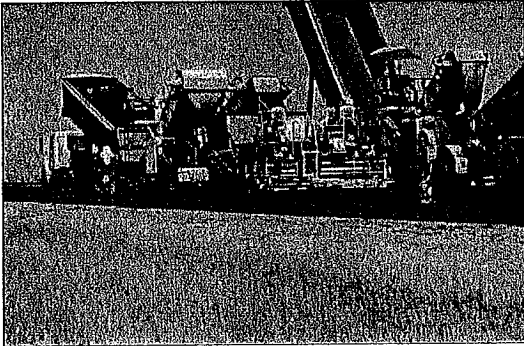
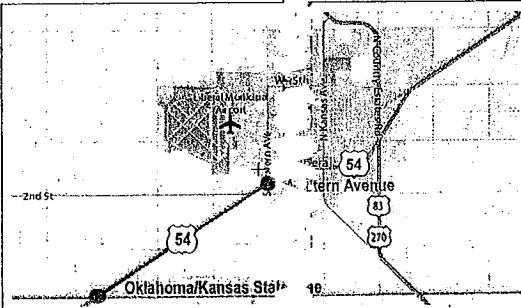
US 54, 3.7 miles, 4 Lane from OK/KS State Line to Liberal

E y Inn
 E user Trucking
 E Motor Services
 E Machinery Company
 F Fabrication Co.
 I lan
 I l Company
 I on Enterprises Inc #215
 I Express, LLC
 L Equipment
 M Motor Company
 N J Trucking
 P J Brothers, Inc.
 P Electronics
 C Trucking
 C in Keppel Company
 C City Fire & Safety
 C Scale Service
 C Lyke Transport Inc.
 C Naum Trucking
 C Sales
 E Invis Construction

Highway construction jobs created by Kansas' multi-year transportation programs have a ripple effect in the economy. During the past two programs, more than 100,000 construction jobs were created or sustained. Additionally, road projects create and retain local jobs beyond the construction crews. Shown here are the many companies that received business through this KDOT project.

National Oil Well
 NES Traffic Safety
 New Iron & Metal of Liberal
 NMC
 Omaha Truck Center, Inc.
 O'Reilly Automotive
 Oranco Trucking
 Peles Structural LLC
 Phillips 66 Co.
 Pyleto Trucking
 Professional Cleaning

Rach Oil Company
 Rayovac Batteries
 Ray's Windshield
 Richman-Helstrom Trucking
 Roger's Heavy Equipment Service
 RP Trucking
 RSC Rentals
 Rubber Belling & Hose
 S & S Services
 S D & S Trucking
 Salisbury Supply Co.
 SemMaterials LP
 Sharp Bros. Seed
 Shell/Texaco
 Smoky Valley Electric Contractors
 Southern Office Supply
 Southwest Gas Equipment
 Stanlon Electric
 Stu Emmer's Automotive
 T N T Hydraulic
 TFS Capital Funding
 Traffix Devices
 Travelers
 Truck Parts & Equip. - Wichita
 Unifirst Corporation
 United Parcel Service
 Universal Lubricants
 Warren CAT
 Whittaker Aggregates
 Wichita Concrete Pipe
 Wright Express



Prime Contractor's Project Payroll	
Gross payroll*	\$ 409,912
Total man hours	32,810
Average wage per hour	\$ 12.49
Total number of people employed	65
Total employees with health insurance	59%

*Includes benefits

IBT, Inc.
 Industrial Electronics Repair
 J & J Metal Products
 J & J Services
 J J Keller & Assoc.
 JAG
 John North Ford
 K & K Auto Parts
 Kansas Asphalt Pavement Assoc.
 Kansas Division of Purchases
 Kansas Truck Center
 Kansas Turnpike Authority
 KAPA - AIAF Program
 KAR Products
 Keating Tractor
 Kennametal Inc
 Klaver Construction
 Klotz Sand Company
 Knight Trucking LLC
 Koehel Automotive Parts
 Kass Construction
 Kost Truck Supply
 L & D Trucking
 L Varela Trucking
 LaFarge North American
 Lawson Products

LB Foster Co., Inc.
 Lee's Truck
 Liberal Area Radiator
 Liberal Chamber of Commerce
 Liberal Inn
 Liberal Kenworth
 Liberal Office Machines
 Liberal Standard Supply
 Madden Oil Co.
 Murrells House Moving LLC
 Marrs Sillen
 Mineral Trucking
 Minerva Tractor
 Mite, Inc
 Max Jantz Excavating
 Maxwell Supply
 MCH Kenworth
 Mende Lumber Do-It Center
 Metcalf Trucking
 Millway Cafe
 Millage Masters, Inc.
 Miller Trucking
 Murphy Tractor Equipment
 Myriad Machine, Inc.
 NAPA Auto Parts
 National Asphalt Pavement Assn.

K-7283-01 Rebuild US 54, 4 Lanes from OK/KS State Line to Liberal (Seward County)

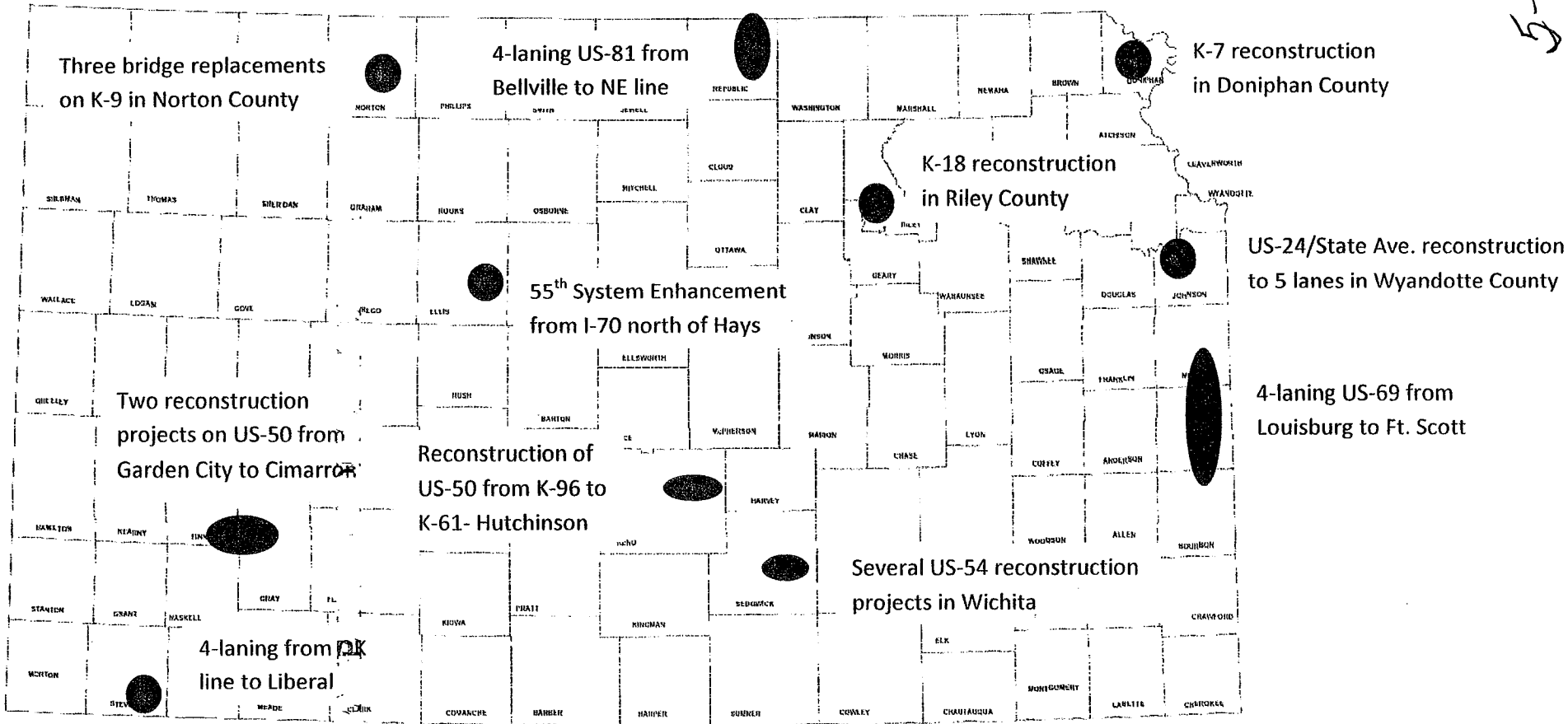
J & R Sand Company, Inc.

KANSAS
 DEPARTMENT OF TRANSPORTATION

KANSAS CONTRACTORS ASSOCIATION

Sample Transportation Projects - Immediate Benefits to Businesses

5-145



SOURCE: U.S. CENSUS BUREAU - 2002

CONTINUED

CTP 1999-2009
 KANSAS COMPREHENSIVE TRANSPORTATION PROGRAM
 Planned. Executed. Delivered.

Highway Projects Total Payroll - \$43,421,346

Number of Businesses Benefitted - 2,467

Total number of people employed - 3,387

Average Wage - \$18.53

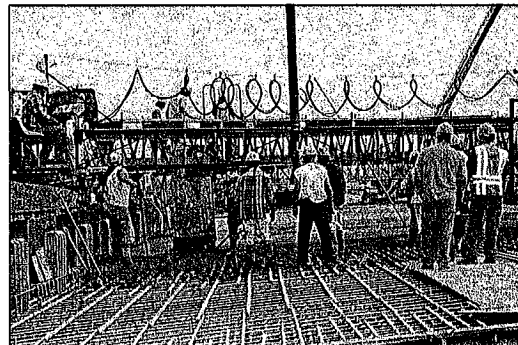
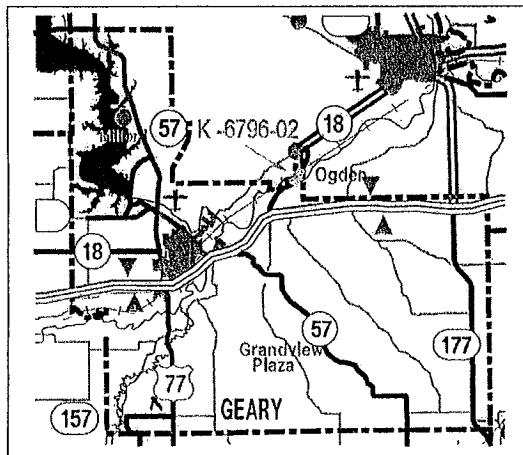
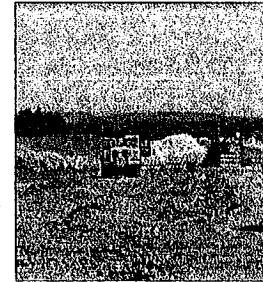
ACD LLC
 Ace Concrete Cutting, Inc.
 Advanta Bank Corp
 Airgas-Mid South Inc
 Alltel
 American Riggers Supply Inc
 Ameripride Linen & Apparel Service
 Amoco Oil
 Applied Const Technology, Inc.
 Arbor Ink - Sunflower Signs
 Ash Grove Resources LLC
 Bayer Construction Co Inc
 Bella Fence Company
 Bill Hamilton Trucking, LLC
 BJS 66
 Blackburn Mfg Co
 Blixt C&D Landfill LC
 Blue Cross Blue Shield of Kansas
 Bob's Glass Shop Inc
 Capital City Oil Inc
 Carl Schmitthener Pilot Car
 Carter-Waters LLC
 Casey's General Store
 Claycamp Construction Inc
 Concordia Tractor Inc
 Corey Galyean Trucking LLC
 Cox Communications

Kansas Highway Construction Benefits Hundreds of Businesses & Jobs

District 1- K-18 in Riley Co. From Geary Co line Northeast to South of Walnut Street in Ogden

Crow Trucking
 Crowe's Equipment Inc
 CR's Tire & Muffler
 Dara's
 Don's Tire & Supply
 Ed's Radiator
 Embarq
 Embarq Communications, Inc.
 Emerson Construction, Inc.
 Everetts Inc.

Highway construction jobs created by Kansas' multi-year transportation programs have a ripple effect in the economy. During the past two programs, more than 100,000 construction jobs were created or sustained. Additionally, road projects create and retain local jobs beyond the construction crews. Shown here are the many companies that received business through this KDOT project.



Martin Tractor Company Inc
 McHenry's Electric & Supply
 McPherson Concrete Inc
 Midway Wholesale
 Midwest Concrete Materials
 Montgomery Communications Inc
 Murphy Tractor and Equipment
 Napa Auto Parts of Manhattan
 Napa Auto Parts of Wamego
 NES Traffic Safety
 Ouachita Pine
 Orscheln Farm & Home
 Perry Fulsom Construction, Inc
 Postmaster
 Powell Brothers Plumbing
 Powerplan
 Progressive Contractors Inc
 Quality Gas & Shop
 Quill Corporation
 R. Tech Tool & Machine, Inc
 Rail Road Depot
 REED Company, LLC
 Road Builders Mach & Sply Co Inc
 Roberson Lumber Company Inc
 RSC Equipment Rental, Inc.
 Sac & Fox Truck Stop

Salina Steel Supply Inc
 Salisbury Supply Co Inc
 Schwab-Eaton PA
 Shell Oil
 Shell Travel Center
 Shilling Construction Co Inc
 Short Stop
 Sloan Meier Hancock-Eng Surveyor PA
 Standard Plumbing
 Steve Johnson Companies
 Steve's Country
 Thomas McGee LC
 Tri-Star Seed Co
 Truck Parts & Equipment Inc
 Universal Lubricants Inc
 Vanguard Precast
 Visa
 Wal-Mart
 Water's True Value
 West Stop West Q17
 Whearty Trucking
 Whitewing Construction Co Inc
 Wildcat Concrete Services Inc
 Your Dollar Store
 Zep Mfg Co
 Zurich North America

Farmers Coop Assn - Manhattan
 Feyh Farm Co
 Fireman's Fund Inc
 First National Bank - Wamego
 Flint Hills RECA
 Frankfort Area Sanitation Inc
 Fulsom Brothers Inc
 GCR Truck Tire Center
 Geary Community Hospital
 Geary County Treasurer
 Geary Grain Inc.
 George A Lanxon Piling Sales
 Gudenkauf Tree Service
 H&L Electric Inc
 Home Depot
 Hostetter Construction Co. Inc.
 ING
 Interstate Battery Sys NE KS
 Interstate Grinding LLC
 J & J Contractors Inc
 J & J Metal Products Inc
 Jerry Whitney - JW Pilot Car

JMJ Concrete Pumping
 John Gotschamer - Heartland Pilot Car
 Johnny Reb's
 KanEquip Inc
 Kansas City Concrete Pipe Co
 Kansas Contractor's Association
 Kansas Dept of Transportation
 Kansas Employment Security Fund
 Kansas Land Improvement Contractors Association
 Kaw Valley State Bank - Wamego
 KDOA - Div of Water Resources
 KDOR - Div of Motor Vehicles
 Kennedy Oil Co
 K-Hill Engine Service Inc
 Kolde Concrete Pumping
 Laser Specialists Inc
 Lawson Products
 Liberty Food Store
 Lockton Insurance
 Logan Contractors Supply
 Manhattan Mercury

Project Payroll for Prime Contractor

Gross payroll*	\$761,784
Total man hours	42,485
Average wage per hour	\$17.93
Total number of people employed	80
Percent of employees with health insurance	60%

*includes benefits

District 1- K-18 in Riley Co. From Geary Co line Northeast to South of Walnut St. in Ogden



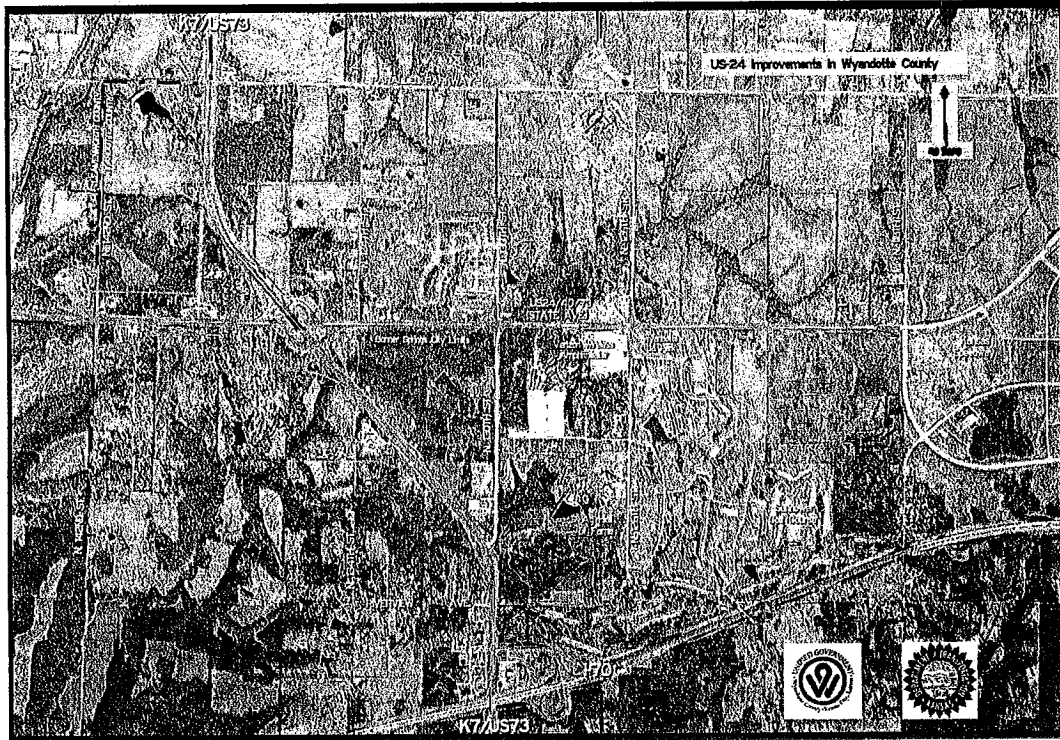
EBERT
 Construction Company, Inc.



KANSAS CONTRACTORS ASSOCIATION

641-5

5-148



5-150

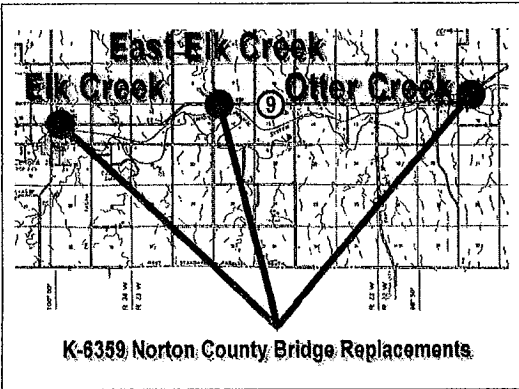
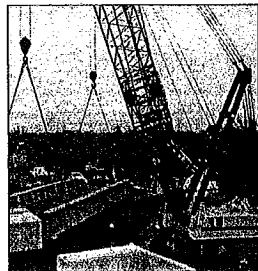
Aco/Eaton Metals
 B & K Pumping, Inc.
 Beaver Hardware
 Binswanger Glass
 Brady Grain, Inc.
 Brooks Motel
 Budget Mobile Storage
 Cahoj Earthmoving, Inc.
 Carquest of Norton
 Carter Waters
 Coder X-Ray Service
 Concrete Industries, Inc.
 Doctors Clinic
 Dorchester Farmer's Cooperative
 EPCO Forms
 Ferrellgas
 Firth Cooperative
 Garrett Plumbing, Heating, & Electric Co
 Grainger
 HI-Plains Cooperative Association
 J & J Contractors, Inc.
 J Corp.
 Kelly Supply
 Kel-Welco

Kansas Highway Construction Benefits Hundreds of Businesses & Jobs

Norton County: Replacement of K-9 Elk Creek, East Elk Creek and Otter Creek Bridges

Lampton Welding Supply Co
 LB Foster Company
 Mattice Lock & Safe
 McPherson Concrete, Inc.
 Merz Bros. Construction, Inc.
 Midwest Foundations
 Midwest Unlimited
 Murphy Tractor
 Nebraskaland Tire
 Norton Homestore
 Norton Propane Service
 Northern Kansas Rock, Inc.
 Odell Concrete Pumping Service

"The improvements to the bridges along K-9 Highway greatly enhanced our opportunity to do business here at Rural Telephone. Before KDOT replaced those bridges, there were literally steel plates sticking out of a couple of those structures. Now it is a much smoother process to move our larger pieces of equipment across the structures. Before the replacements, we used to have to worry about flagging to allow the larger equipment to cross those bridges...Whatever we send out in terms of equipment, always comes back home here to our headquarters in Lenora. Having highway improvements in Western Kansas is vital to our survival and success."



Ron Ellis, Director of Operations
 Nex-Tech/Rural Telephone

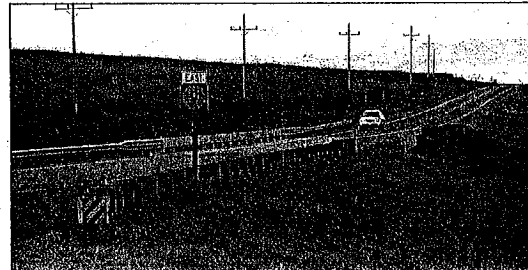
Prestressed Concrete, Inc.
 Progressive Contractors, Inc.
 Quality Stores, Inc.
 Raney's Home Center
 Reece Construction Co, Inc.
 Rip's Concrete Pumping LLC
 S & R Ready Mix Concrete Co
 Sapp Brothers

Sporer Land Development, Inc.
 Steve Johnson Companies
 Surveys, Inc.
 Tool Hospital
 Tool House/Total Tool
 Trailblazer Construction
 Venture Corporation
 Wichita Concrete Pipe, Inc.



Prime Contractor's Project Payroll	
Gross payroll*	\$211,988
Total man hours	15,992
Average wage per hour	\$13.25
Total number of people employed	20

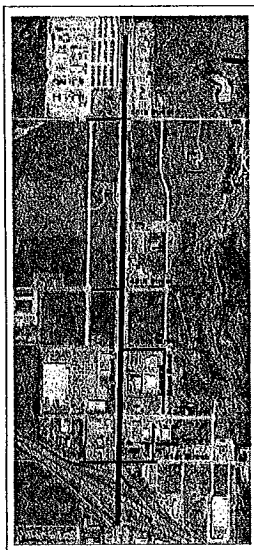
*Includes benefits



 **Capital Contractors, Inc.**

KANSAS DEPARTMENT OF TRANSPORTATION  **KANSAS CONTRACTORS ASSOCIATION**

24/7
 Advanced Auto Parts
 Advantage Glass Plus
 Amino Brothers Co Inc
 Applebees
 Aramark Uniforms
 Arby's
 Arytina Custom Chemical Inc
 ASC Portables
 Augie's Repair & Towing
 Baymont Inns & Suites
 Berry Tractor Co.
 Best Radiator Repair
 Best Western Vagabond
 Big D's Small Tool Repair
 Budget Host Villa
 Carlos O'Kelly's
 Carbon-Baughman Company
 Carrico Implement
 Carstar Collision Specialist East
 Carter Waters LLC
 Casey's
 Casual Graphics
 Cerv's
 Comfort Inn
 Days Inn
 Dickhut Seed Co



Dillons
 Dons Electric & Rewind
 Don's Electric & Rewind
 Dustrol Inc
 E & P Financing LP
 Econo Lodge
 Ellis County Solid Waste
 Excell Diamond Blade
 Farber Bag & Supply Co
 Fastenal
 FedEx
 Foley Tractor-Great Bend
 Fulton Brothers Inc
 G.W. Van Keppel Co
 Gibs Auto Supply
 Grand Rental Station
 Greene's Auto Upholstery
 Groendyke Transport Inc
 Hajoon Corporation
 Hays Car & Truck Alignment
 Hays Chevrolet
 Hays Fire Equipment Sales & Service
 Hays Ford/Toyota
 Hays Mack Sales & Service
 Hays Pressure Washer Sales & Service
 Hays Ready Mix
 Herstead Building Center
 Hess Services Inc.
 Highway Technologies Inc
 Hilli Inc
 Holiday Inn
 Home Depot
 Home Lumber Co of Hays
 I-70 Truck Repair
 Insurance Planning
 Interstate Grinding LLC
 Kansas Coring & Cutting LLC
 Kansas Land Tire
 Kansas Truck Center
 Kayton Electric Inc
 Klover Construction Co Inc
 Krab Trenching Inc
 Kuhn's True Value
 Lafarge
 Lampton Welding
 Laug Diesel Inc.

Kansas Highway Construction Benefits Hundreds of Businesses & Jobs

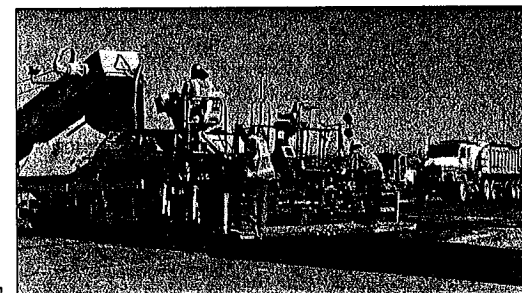
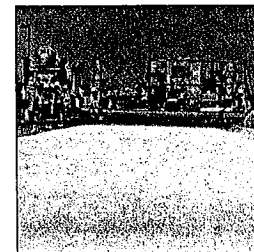
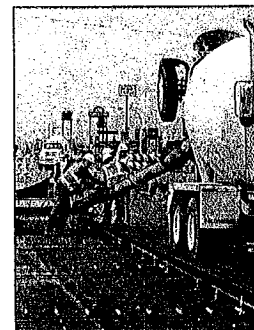
District 3—K-8240-01—US-183, I-70 N 1 mile to 55th Street in Hays

In 2006-2007, the City of Hays was fortunate to receive System Enhancement monies to improve US Hwy 183 (Vine Street) north of the interstate. This project turned a two-lane asphalt roadway into a four-lane concrete street with median beautification. The City of Hays has seen significant growth north of Hays thanks to the improved roadway. New businesses have located there as well as many existing businesses that upgraded and moved to the new area of town. Once again Corridor Management was incorporated into this project to improve safety by using controlled intersections to move traffic.

Brenda Herrmann
 Director of Public Works, Hays, KS

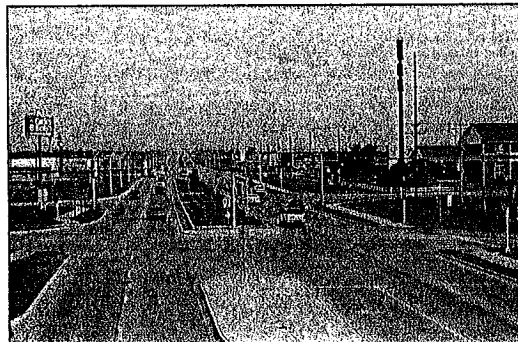
Lean's Welding & Fabrication
 Lewis Chrysler
 M & D Inc
 M6 Concrete Accessories Co Inc
 McDonalds
 McPherson Concrete
 Midland Marketing
 Midwest Energy
 Moore Sand Pit
 Motel 6
 Murphy Tractor Co.
 Nextech Inc
 Northwest Distributors
 Oldham Sales
 Orschlen Farm & Home

Parker Oil Company Inc
 Pizza Hut of Ploverville
 Price Line Trucking
 Professional Fire Equipment Company
 Professional Technical Services
 Pulls Lock & Key
 Quartzite Quarry
 Reata Construction Inc
 Riedels Garden Center Inc
 Ronsafe Traffic Systems Inc
 RSC Equipment Rental
 S & W Supply Co Inc
 S&S Supply
 Safelite Auto Glass
 Simpson Farm Enterprises Inc.



Prime Contractor's Project Payroll	
Gross payroll*	\$640,546
Total man hours	32,068
Average wage per hour	\$ 20.13
Total number of people employed	107
Total employees with health insurance	53%

*includes benefits



APAC Kansas
 Shears Division

Oldcastle®
 Materials

apac

KANSAS
 DEPARTMENT OF TRANSPORTATION

KANSAS
 CONTRACTORS
 ASSOCIATION

5-152

ABC Rebar Coating Co.
 ACI Concrete
 Action Rental & Sales
 ADS, Advanced Drainage Systems
 All Pro Construction
 Allied Services LLC
 Allied Waste Services
 Alscott Bonding
 Ambassador Steel Corp.
 American Riggers
 Amino Brothers
 Anchor Trucking Service
 Antiter Wire & Cable
 Applied Industrial Technologies
 Ash Grove Resources LLC
 Barbour Concrete
 Brown & Brown, Inc.
 Bruzel Concrete Placement
 Capital Electric Line Builders
 Carter Energy
 Carter Waters LLC
 Casey's
 CBIZ Insurance Services
 Chester Bross Construction
 Chucks Plumbing & Heating, Inc.
 City of Bonner Springs, KS
 Cohorst Enterprises
 Coleman Equipment, Inc.
 Construction & Abatement Services, Inc.
 Construction & Aggregate Products, Inc.
 Construction Anchors, Inc.
 CRETEX
 Critical Site Products, Inc.
 CS Carey
 Cummings McGowan & West
 Custom Metal
 Cutting Edge Trucking, Inc.
 Damon Purcell Construction

Danny Blair
 Darren S. McCrackin
 Days Inn 95th Street
 Dean Bosse Fence
 Deeter Foundry, Inc.
 Deffenbaugh
 Delta Sweep Co.
 Diamond Blade Warehouse, Inc.
 Diamond Products
 Diamond Vantage
 Dilco
 Econo Lodge Lansing
 Eharas Services
 Eric Strayer Co.
 Fairbanks Scale
 Fastenal
 Four Seasons Electric

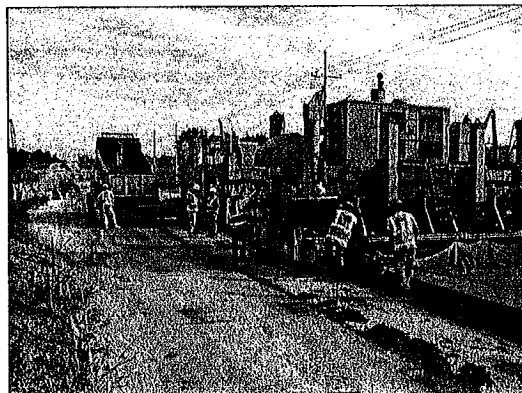
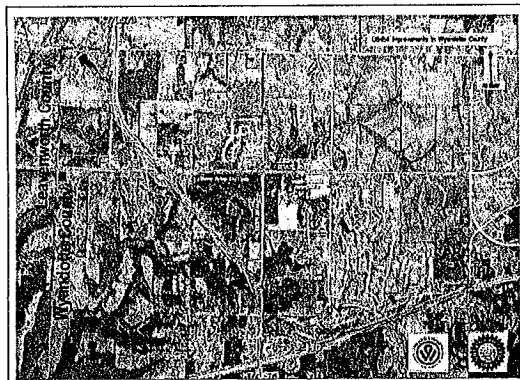
Kansas Highway Construction Benefits Hundreds of Businesses & Jobs

US 24/State Avenue Reconstruction to 5-Lanes: 118th St to K-7

Highway construction jobs created by Kansas' multi-year transportation programs have a ripple effect in the economy. During the past two programs, more than 100,000 construction jobs were created or sustained. Additionally, road projects create and retain local jobs beyond the construction crews. Shown here are the many companies that received business through this KDOT project.

Lone Elm Landfill
 Maher Oil
 Malco Construction, Inc.
 Mar-Mac Tie Wire
 Marsh Surety Insurance
 Max Riecke & Brothers
 McAnany Oil, Inc.
 McCray Lumber
 McDonald's
 MFA Oil
 Miami Lumber
 Mid America Signal
 Midwest Block
 Midwest Concrete Placement
 Miller Formless Co. Inc.
 Miller's Diamond Products, LLC
 Miller's Pro-Cut, Inc.
 Murrfield Farms Supply LC
 Neenah Foundry Co.
 Oilfield Pipe and Supply
 Old Castle Pre Cast, Inc.
 OPM Equipment Leasing, Inc.
 Outdoor Restrooms LLC
 Panther Quickie Saws
 Penhall
 Penny's Concrete, Inc.
 Perry Fulson
 Pitt Stop Prester Restrooms LLC
 Praxair
 Pretech Corporation
 Progressive Contractors, Inc.
 Quik Trip
 R & R Services, Inc.
 Rands BP

Road Builders
 Rocal, Inc.
 Rockledge Quarry
 Royal Metal Industries, Inc.
 Sanders Dump Trucking, Inc.
 Sent O Matic Paving Co., Inc.
 Shawnee Rock Co., Inc.
 Shilling Construction Co.
 Snappy (Phillips 66)
 Stanton Wholesale Electric Co.
 Steve Johnson Companies
 Streetwise QTC, Inc.
 Taco Bell
 Taco Bueno
 The Work Zone, Inc.
 Tom Sloan Plumbing
 Traffic Signal, Inc.
 Transwood, Inc.
 Travis Haulway
 Trinity Industries
 Tyler Fredericks
 United Rentals
 Vac Con Services, Inc.
 Vanguard Products
 Waffle House
 WCI, Inc.
 Wendy's
 Wesco
 West Plains Electric
 Westland Construction, Inc.
 White Cap Construction Supply
 Williams Scotsman



Prime Contractor's Project Payroll	
Gross payroll*	\$5,982,339
Total man hours	132,459
Average wage per hour	\$26.55
Total number of people employed	329
Total employees with health insurance	100%

*Includes benefits

Fulson Brothers
 Godes Sales Co., Inc.
 Golger Ready Mix
 General Resource Technology
 Geo. Butler Assoc.
 Geotechnology, Inc.
 Gerdau Ameristeel
 Gerken Rental
 Graybar, Inc.
 Gregg Bath Track Hoe Service
 Gun-Ko Traffic Control, Inc.
 HDB Construction, Inc.
 Heritage Tractor, Inc.
 Herz Equipment Rental Corp.
 Highway Technologies, Inc.
 Hilti, Inc.
 Holiday Sand & Gravel Co.
 Home Depot
 Hostetter Construction Co., Inc.
 Hunt Midwest
 Independent Electric
 Interstate Road Management Corp.
 Inventory Sales Co.

J & J Metal
 J.P. Self & Assoc.
 JMK Partners, LLC
 Johnny on the Spot
 Johnson County Aggregates
 Johnson County Landfill
 Kansas City Board of Public Utilities
 Kansas Dept. of Health & Environmental
 KC Bobcat
 KC Coring
 KC Winnebago
 Kentucky Fried Chicken
 Kirk Welding Supply
 LaPurge Corporation
 LaPurge North American
 Lake N Dale
 LB Materials
 Lexco
 Liberty Mutual Insurance
 Linawaver Const., Inc.
 Liquid Transport LLC
 Lockton Insurance
 Logna Contractors Supply, Inc.

District 1—K-8248-01—US 24/State Avenue Reconstruction to 5-Lanes: 118th St to K-7 Interchange in Wyandotte County



APAC Kansas
 Kansas City Division



KANSAS
 CONTRACTORS
 ASSOCIATION

2/5/12

5-151

- A-1 Locksmithing
- Best Western Garden City
- Big L Rentals
- Brady Fluid Service Inc
- Brown & Brown
- Buffalo Mill Supply Inc
- Burris Motor Company Inc
- Charles Owen II PA
- Cillesen & Sons Inc
- Cornerstone Professional Services
- Corrales Trucking Inc
- Craig & Gaede PA
- Credit Bureau Services Inc
- Delba Supply
- Diesel Specialties Inc
- Diversified Construction Inc
- Double D Construction
- Drelling Construction LLC
- Dustrol Inc
- Espino Trucking
- Fulson Brothers Inc
- Garden City Auto Parts
- Garden City Co-op Inc
- Garden City Fire and Safety
- Garden City Lodging LLC

Kansas Highway Construction

Benefits Hundreds of Businesses & Jobs

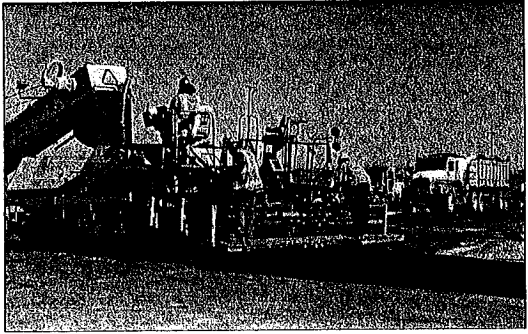
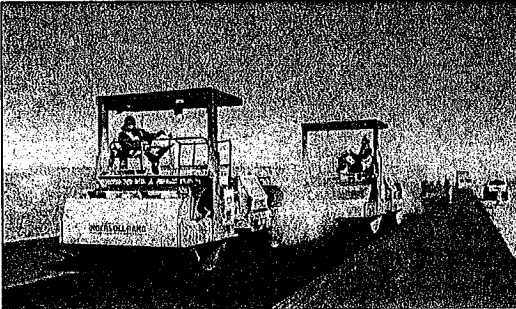
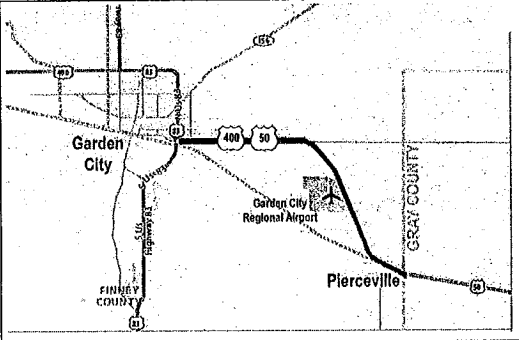
District 6—K-6374-01—US-50 in Finney County beginning East of Garden City then southeast to Finney-Gray county line

- Garden City Tire Center Inc
- Gary's Glass Service
- Hard Rock Sand & Gravel LLC
- Henkle Drilling & Supply Co Inc
- High Plus Energy
- Huber Sand Inc
- IMCO Inc
- Industrial Manufacturing & Repair
- Interstate Grinding LLC
- J & J Welding and Construction
- J Espino Trucking

Highway construction jobs created by Kansas' multi-year transportation programs have a ripple effect in the economy. During the past two programs, more than 100,000 construction jobs were created or sustained. Additionally, road projects create and retain local jobs beyond the construction crews. Shown here are the many companies that received business through this KDOT project.

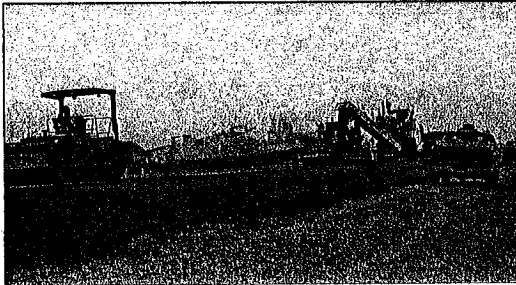
- Jake's Radiator Service
- Johnson Septic Tank Service and Plumbing
- Kanamak Hydraulics Inc
- Kansas Contracting LLC
- Kansas Truck & Trailer Inc
- Klaver Construction Co Inc
- Koch Material
- L & D Trucking Inc
- Larry Goss
- Lee Construction Inc
- Metal Fabricators Inc
- Mid America Millwright Service Inc

- Mid West Crane Rental Inc
- Myers Ice Co
- Nwab Electric Inc
- National 9 Inn
- Quang Nguyen
- RJ Trailer Park
- Robinson Oil Company
- Snyder Radio Service Inc
- South West Truck & Auto Towing & Repair Inc
- Sporer Land Development
- Sunflower Machine & Welding
- Target Electric Motor Inc
- Taylor & Associates
- Trigeant
- United Rentals
- Wheat Lands Hotel



Prime Contractor's Project Payroll	
Gross payroll*	815,102
Total man hours	35,822
Average wage per hour	\$ 22.75
Total number of people employed	45
Total employees with health insurance	53%

*includes benefits





Oldcastle
Materials

APAC Kansas
Shears Division







District 6—K-6374-01—US 50 in Finney County beginning East of Garden City then southeast to Finney-Gray county line.

A & E Analytical Laboratories
 AT & T
 A-Plus Auto & Truck Repair
 A-Plus Inc
 A.S.P. Enterprises, Inc.
 AAA Portable Services LLC
 ACI Concrete Placement LLC
 Acton Mobile Industries Inc
 Alrgas
 Allied Environmental Consultant
 Allied Laboratories
 American Fence Company Inc
 American Mobile, Inc.
 American Rigger's Supply
 Andeel & Andeel Properties LLC
 APAC-Kansas Ins/Shears Division
 Associated Lumber & Supply Inc
 Associated Material & Supply
 Atkinson Road Boring
 Atlas Electric LLC
 Atlas Spring & Axle Co
 Austin Dist & Manufacturer
 Automotive Supply Inc
 B & C Truck Electric Service
 Berry Material Handling
 Berry Tractor
 Best Supply Co., Inc
 Black & Decker, Inc.
 Bob Bergkamp Const. Co.
 Bogs Iron & Metal Co., Inc.
 Builders Choice Concrete
 C & D Recyclers Of Kansas
 C & H Trucking LLC
 Car Color
 Carl Vinson Service
 Carlson Hydraulics
 Carlson Systems
 Carquest
 Carter-Waters Corporation
 CDR
 Central Key & Safe Co
 Central Plains Steel Co
 Cilissen and Sons
 City Blue Print
 City Of Eastborough
 City Of Wichita

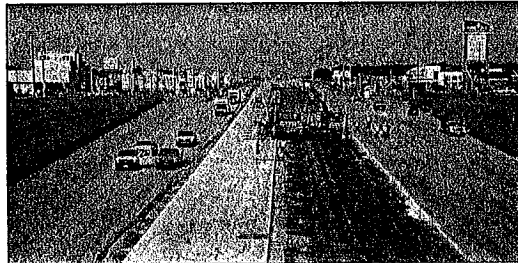
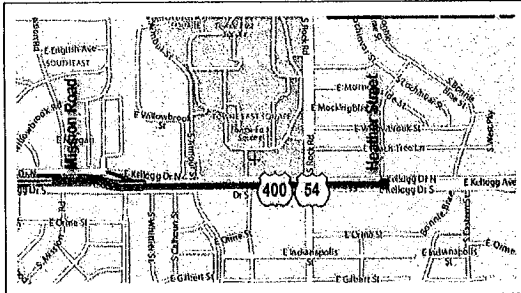
Kansas Highway Construction

Benefits Hundreds of Businesses & Jobs

District 5—US-54 Kellogg Rock Road Interchange-Mission Road to Heather St.

Clark Farm & Home Store
 Coleman Materials
 Concrete & Material Placement
 Concrete Enterprises, Inc
 Concrete Materials Company
 Consolidated Electric Dist.
 Construction Anchors Inc
 Contech Construction Prod
 Cook's Heating & Air Condition
 Cornejo & Sons Inc
 Cornejo Materials
 Cox Communication
 Cranner-Gives Farming Inc
 Creative Design Resolutions
 Creative Form Liners, Inc.
 Callum & Brown
 Cavanaugh Central Power, LLC
 D & D Equipment & Sales
 Dave Bruggeman
 Dave's Pumping Service, Inc
 Decker Electric
 Del City Wire Co., Inc
 Diamond Blade Warehouse

Highway construction jobs created by Kansas' multi-year transportation programs have a ripple effect in the economy. During the past two programs, more than 100,000 construction jobs were created or sustained. Additionally, road projects create and retain local jobs beyond the construction crews. Shown here are the many companies that received business through this KDOT project.



McMaster-Carr Supply Co.
 Metal Pros, LLC
 Mid-Continent Safety
 Mid-States Supply Company Inc
 Midwest Steel Fabricators
 Miscellaneous Vendors
 Murdoch Companies Inc
 Murdock Electric & Supply
 Northcutt, Inc - Wichita, 5055
 No-Towel Company
 Ocmec Associates, P.A.
 Orscheln
 Overhead Door Co
 Parking Maintenance Supply
 P.H. Holdale Company Inc
 Penny's Concrete
 Phillips Southern Elect
 Plowcor Materials
 Powerplan
 Pressure Washer Sales & Service
 RDH Industrial
 Reinforced Earth Co
 Rental Services Corp
 Rice-Paster
 Richmond Electric Co.
 Rigging Loft
 Riley's Builder Supply Inc
 Roberts Truck Center
 Robb's Farrar's Carology
 RSC Equipment Rentals
 Rubber, Helling And Hose
 S & D Equipment



Prime Contractor's Project Payroll**

Gross payroll	\$4,021,971
Total man hours	168,380
Average wage per hour	\$23.89
Total number of people employed	100
Total employees with health insurance	85%

**Through 9/11/09

Ditch Witch
 Don Burrow
 Donmlinger & Sons Construction
 Dunley Williams & Associates
 Dynamic Fastener
 Easton Sod Farms
 Edward Voss
 Elico Corporation
 EML Construction Specialists
 Ernstmann Tree Care
 Farber Dog
 Fastenal Company
 First Grade
 Florence Back Co
 Foley Supply
 Foley Tractor Company
 Frank Black Pipe & Supply
 Fulton Brothers
 Galeon Gloves
 Garber Surveying
 Garden Wise
 GE Capital
 Geotechnical Services Inc
 Grainger Inc
 Griffith Steel Erection Inc
 Gutter and Schmitz Inc
 GT Midwest
 Hatvala Concrete Tools
 Haman
 Hampel Oil Distributors
 Heng Well & Pump Service
 Harshman Construction LLC
 Hazen Construction Services
 Heartstone
 Herwig Environmental
 HDH Inc.
 Home Depot

Iel Dubox Paint Centers
 Industrial Splicing & Sling LLC
 Intrust Card Center
 J.L. Uhruth, LLC
 JCI Industries
 JD Factors, LLC
 John Deere Landscapes
 Justice Fabricating Inc
 Kansas Blue Print Co Inc
 Kansas Building Products
 Kansas Concrete Cutting
 Kansas Fire Equipment Company
 Kansas Gas Service
 Kansas Paving
 Kenco Corporation
 King Construction Inc
 Klaver Construction Co
 Koch Inc
 Kris-Davis Company
 L.A. Jacks Pilot Car Escort Ser
 Labor Max Staffing
 Langrage North America
 Lampton Welding Supply
 Landmesser Tools Company
 Laser Specialties
 Lee Mathers Equipment
 Lewis Street Glass Co
 Locke Supply
 Lockton Companies
 Lowe's Business Account
 Lowe's Companies, Inc
 Lutaco Brick & Stone Co
 M6 Concrete Accessories
 Muggill Truck Lines, Inc.
 Martin Macelle
 Martin Tractor Co, Inc.
 Maximum Outdoor Equipment

WILDCAT
 construction

KANSAS
 DEPARTMENT OF TRANSPORTATION

KANSAS CONTRACTORS ASSOCIATION

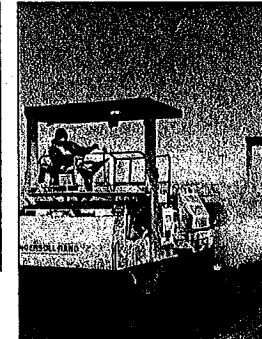
District 5—US-54 Kellogg—Rock Road Interchange-Mission Road to Heather Street

5-154

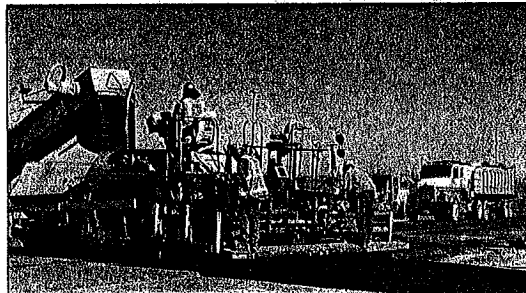


Kansas Highway Construction Benefits Hundreds of Businesses & Jobs

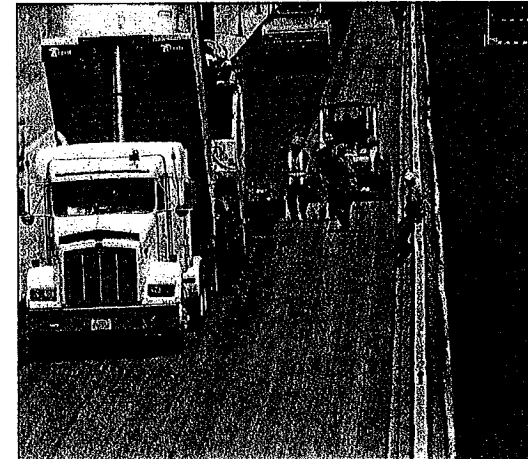
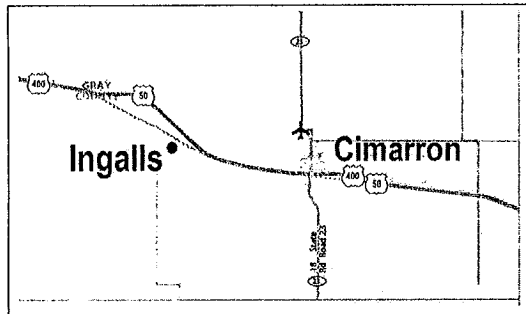
District 6—K-9324-01—US-50 from Finney County Line to Cimarron



5-155



Highway construction jobs created by Kansas' multi-year transportation programs have a ripple effect in the economy. During the past two programs, more than 100,000 construction jobs were created or sustained. Additionally, road projects create and retain local jobs beyond the construction crews. Shown here are the many companies that received business through this KDOT project.



Prime Contractor's Project Payroll

Gross payroll*	\$115,264
Total man hours	5,281
Average wage per hour	\$ 21.83
Total number of people employed	23
Percent of employees with health insurance	53%

*Includes benefits

District 6—K-9324-01—US-50 from Finney County Line to Cimarron-Gray County

Best Western Red Baron

Dustrol Inc

Eastern Colorado Aggregates

Fastenal

High Plains Energy

Klotz Sand

Koch Materials

L & D Trucking

Miller Truck Lines

Robinson Oil Company

Super 8 Garden City

United Rentals

Victor L Phillips Co



APAC Kansas
Shears Division

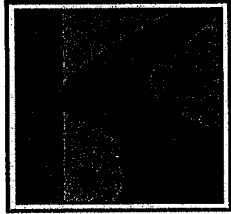
Oldcastle®
Materials



KANSAS
DEPARTMENT OF TRANSPORTATION



KANSAS
CONTRACTORS
ASSOCIATION



Kansas Highway Construction Benefits Hundreds of Businesses & Jobs

K-8258-01 Wichita's US 54/Kellogg Projects



5-156

Klaver Construction

Steve Johnson
Lane Myers
Concrete Materials
Coleman Material
Aci Concrete Placoment
Kingman Welcome Inn
LSI Staffing

The US 54/Kellogg reconstruction consisted of one major project and 12 mini-projects. This illustrates the number of suppliers, service providers and sub contractors for just two of the "mini-projects." The economic impact of a road construction project is significant for a community and its businesses.

Klaver Suppliers

A Plus Inc
Carter Waters
M6 Concrete Access

Klaver Construction's Project Payroll

Gross payroll*	\$62,251
Total man hours	3,512
Average wage per hour	\$17.73
Total number of people employed	10
Percent of employees with health insurance	50%

*includes benefits



Cornejo & Sons INC.

Cornejo & Son's Project Payroll

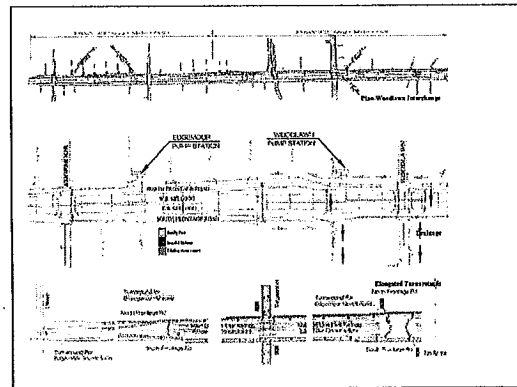
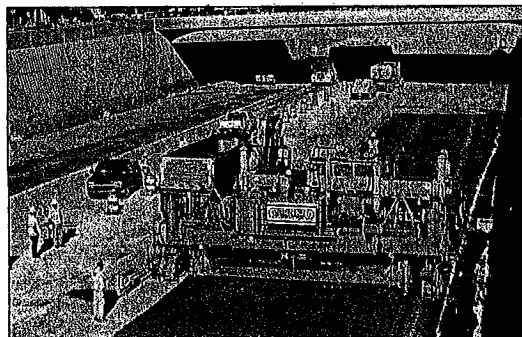
Gross payroll*	\$736,868
Total man hours	60,884
Average wage per hour	\$12.10
Total number of people employed	92
Percent of employees with health insurance	Unavailable

*includes benefits

Cornejo Suppliers

A.S.P. Enterprises, Inc.
American Rigger's Supply, Inc.
Ames Engineering, Inc.
Anvil American, Inc.
Associated Lumber & Supply, Inc.
Baco Corporations, Inc.
Best Supply Co., Inc.
Carter Waters
City Blue Print, Inc.
Coleman Materials
Concrete Materials Company
Construction Anchors, Inc.

Diamond Vantage Inc.
Farber Bag & Supply Co.
Hilti, Inc.
Kansas Building Products, Inc.
Lowe's Home Centers, Inc.
M6 Concrete Accessories, Co.
Paving Maintenance Supply, Inc.
Star Lumber 7 Supply Co., Inc.
The Rigging Loft, Inc.
Tractor Supply Company
United Building Centers
Waste Connections, Inc.
Wichita Water Department
Wire Products Supply Co., Inc.



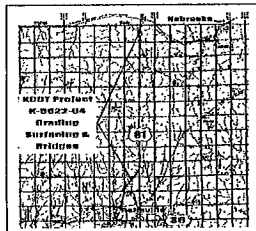
K-8258-01 A PORTION OF WICHITA'S US 54/KELLOGG PROJECTS

KANSAS
DEPARTMENT OF TRANSPORTATION



KANSAS
CONTRACTORS
ASSOCIATION

A.M. Cahron & Son
 Abram Ready-Mix
 Ackerman Tire Value Supply
 Ad-Vantage Sign & Graphic
 Air Tool & Equipment
 Airgas - Tulsa
 All Line Inc.
 All Road Barricades
 Alloy Welding Supply
 Altop Sand Co.
 American Express
 APAC-Kansas
 Arco Supply
 Assaria Oil Company
 AT&T Omaha
 AT&T Wireless Services
 Atwoods - Farm Plan
 Austri's Concrete
 B & B Sign Co.
 Bel Villa Restaurant
 Best Western - Glenpool Inn
 Best Western - Trade Winds Cl.
 Best Western Bel Villa
 Best Western Candlelight Inn
 Blado-Empire Publishing
 Brown & Brown
 Capital City Radiator
 Card Services
 Carter-Waters
 Chemical Lime
 Christensen Oil Co. Inc.
 City Of Belleville
 C-K & W Supply
 Clemence Tire Service
 CMI Corporation
 Concrete Accessories Co.
 Construction Rental Inc.
 Country General/Qual. Farm City
 Crane Rental Salina
 Croas - Midwest Tire
 Crouse Tire & Wheel
 Culbertson Heating & Air Conditioning
 Custom Data Feedlots
 D & D Equipment
 Darr Equipment Co.
 Department Of Public Safety
 Dodge/Carroll Electronics Inc.
 Durlinger Disposal Service
 Ebert Construction Co.

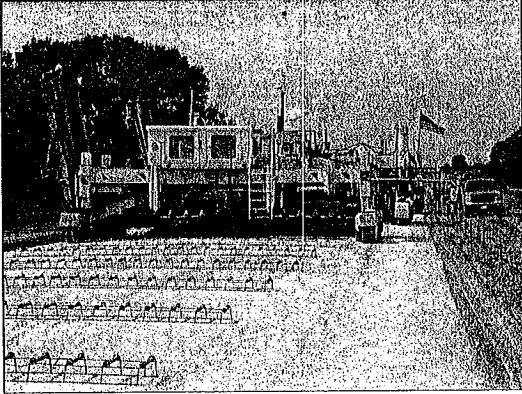


Kansas Highway Construction

Benefits Hundreds of Businesses & Jobs

District 2 —K-5022-04 2 Miles North of Concordia to Nebraska State Line

Eggers Motor Service & Sales
 EIS Communications
 Eric Dunstan Trucking
 Euclid Chemical Company
 Everett's
 Facher Bag
 Farmers Coop Assoc Lawrence
 Farnway Co-Op
 Fastenal Company
 Federal Express Corporation
 Feron Rental
 First National Bank Belleville
 Fly Ash Management
 Foley Equipment Co.
 Foote Service
 Franks Uniforms
 Fred Jones Wholesale Parts
 Fuel Managers
 Fulsom Brothers
 Gary Johnson Trucking
 Gas & Shop (Quality Petroleum)
 GCR Topeka Truck Tire Center
 GCR Tulsa Truck Tire Center
 GCR West Tulsa Truck Tire Ctr.
 Geo. W Hays & Son
 Gerard Tank & Steel
 Gilson Company
 Grainger Company (WW)
 Grant Manufacturing
 Groendyke Transport
 Grover's Do It Best
 Gunter & Zimmerman
 Haiwala Concrete Tools
 Hamm
 Hampel Oil Distributors
 Haunbaum Grain Co.
 Harding Glass - Topeka
 Harris & Son Trash Recycling
 Heartland Cement Co.
 Hebron Journal-Register
 Herbert Feed & Grain Company
 Hertz Equipment Rental
 Hoidale Co.
 Homestore - Concordia
 Horizon Hydraulics
 Howard Johnson

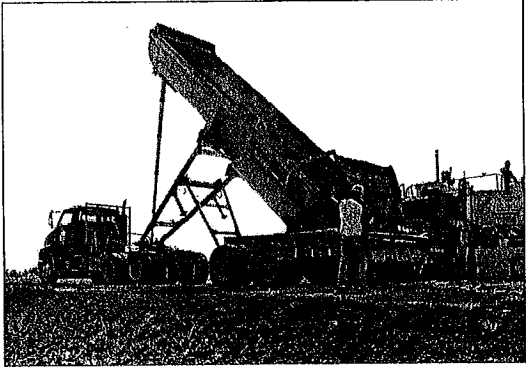


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O'Reilly Auto Parts
 P. D. Hoidale Co.
 Palmer Truck & Trailer Rep.
 Pavers Inc.
 Pellet Foundry
 Penhall Dis. Products
 Phillips 66 Company
 Radio Inc.
 Ranso Lumber Company
 Reliable Auto Service
 Republic County Hospital
 Republic County Solid Waste Dept.
 Richardson Associates
 Rubber Belting And Hose
 Rubber Material & Supply Co.
 Rural Gas
 S.D. Radiator Repair
 Safety-Kleen Corp.
 Salina Journal
 Saline Scale Sales & Service, Inc
 Salisbury Supply Co.

Salvador Cisneros
 Sanders Saws
 Satellite Shelters Inc.
 Schmidlein Electric Inc.
 Schwab-Eaton
 Sherry Laboratories
 Shores Bros. Auto Supply
 Smokey Hill
 Sooner State Ford
 Spillman's Septic Tank Pumping
 Spraying Systems Co.
 Stanion Wholesale Electric Co.
 Start-Rite Auto Electric
 Sunsource
 Superior Signals
 Torreon
 Tessendorf Welding & Machine
 Texaco
 TFM Communications
 The G.W. Van Kappel Company
 Topeka Electric Motor Repair
 Topeka Trailer Repair
 Tovo Service Inc.
 Tranco Inc.
 Transwood
 Triplett
 Truck Parts & Equip. - Wichita
 Truck Repairs (Water - Lts)
 Tulsa Auto Collection
 Tulsa Freightliner
 Twin Valley Implement
 Unique Design
 United Parcel Service
 United Rentals
 Us 81 Welding & Repair
 Wakeoney Truck Line
 Walthers Oil Company
 White Star Machinery & Supply
 Wilsey Plumbing
 Williams Drilling Co.
 Womack Sunshine Ford Mercury

5-157



KDSE

CONSTRUCTION CO.

KANSAS
 DEPARTMENT OF TRANSPORTATION



KANSAS
 CONTRACTORS
 ASSOCIATION

Project Payroll for Prime Contractor	
Gross payroll*	\$ 1,443,540
Total man hours	98,000
Average wage per hour	\$ 14.73
Total number of people employed	288
Percent of employees with health insurance	16%

*includes benefits

IBT
 Illinois Aggregate
 Image Pro Digital Systems
 Industrial Splicing Co.
 Inform
 J & E Auto Supply
 JBN Telephone Co. Inc.
 Jensen Tire & Service
 Kalluwan's Travel Center
 Kansas Dept. Of Health & Environment
 Kansas State University/Salina
 Kansas Turnpike Authority
 Kerley & Sears
 Kirby-Smith Machinery
 Knopke Equipment & Sales
 Knox Supply
 Koch Excavating
 L.J. Webb
 Lacy-Regehr Motors
 Laird Muller Ford Topeka
 Lemair-Mulock-Condren Co.
 Langley Recycling Of Topeka

Larry Jones Trucking
 Lou Barker
 Loves Auto Supply
 LS Instruments
 Magnum Diamond & Machinery Inc
 Mark L. Masingale
 Mark Rite Lines
 Martin Tractor Co.
 Material Control
 Maxwell Supply Of Tulsa
 Melton Motor Co.
 Metz Brothers
 Mid-America Truck Equip.
 Midway Ford Truck Center
 N.C.K. Electric Cooperative
 Napa Auto Parts - Concordia
 Negus Sons
 North Central Office Supply
 Northern Safety Co.
 OfficeMax Inc.
 OK Tire Service Co.
 Oklahoma Transportation Auth.

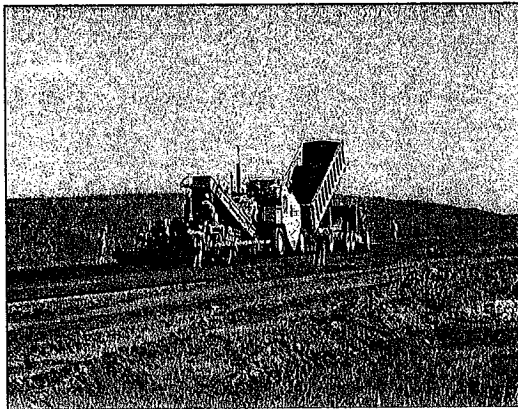
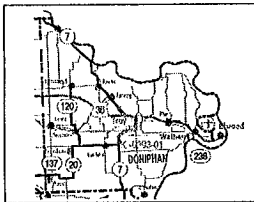
851-5

Kansas Highway Construction Benefits Hundreds of Businesses & Jobs

District 1 —K-6393-01 K-7 in Doniphan County

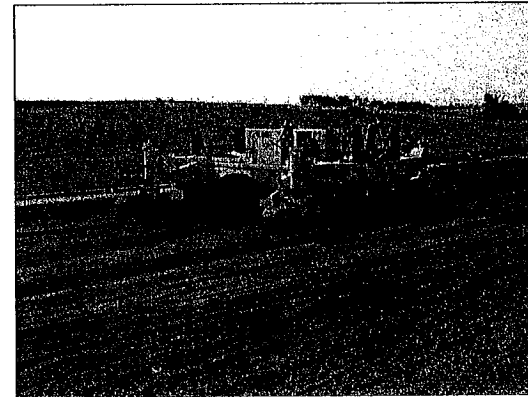
1st Interstate Inn
Acord Transportation
Aclon Electric Corp
Airtas-Mid South
All Line Inc.
Allied Laboratories
American Electric Co.
American Express
Amoco
Amoco Travel Center
Anderson Ford
Armaz Custom Chemicals
Ash Grove Resources
Astec
AT&T
AT&T Omaha
Becker Tire
Berry Tractor & Equipment Co.
Best Western Candlelight Inn
Best Western Classic Inn
Best Western Heart Of America
Best Western President's Inn
Betts Electric
Bill Wesley Trucking Co.
Blevins Farm Inc
BP / Amoco
Brahma Excavating
Brent Wile Trucking
Broner & Associates
Brown's Super Service
Capital Bldg & Supply Company
Capital City & Woody's Radiator
Capital City Oil
Capital Contractors
Capital Signs & Screening
Carter-Waters
Cingular Wireless
CMI Torax Corporation
Construction Rental Inc.
Consumer Oil Company
Contech Construction Products
Cotton O'Neil-Employer Med Svc
Cronister & Co
Cross - Midwest Tire
Curtis 1000 Inc.
Custom Truck Sales
D L Smith Communications
Davecon Trucking
Davies Oil Company
Davis Construction & Materials
Dean Machinery Co

Dean Machinery Company
Deffenbaugh Disposal Service
Denner Trucking
Dept Of Environmental Quality
Dietz Construction
Dillon Tire
DJ Environmental
Dobson Bros/Western Plains
Doniphan County District Court
Doniphan Elec Coop Assn
Don's Trucking
Doug Hammes Trucking
Ebert Construction
Emporia Travelodge/Conf Center
Fannin Fabrication Co.
FedEx
Ferguson Enterprises
Fleming Corp
Flint Hills Resources LP
Flint Rock Products
Foley Equipment Co.
Frank Thompson Transportation
Franken Auto Parts
Franks Uniforms
G.W. Van Keppel Company
Gateway Inn Express
GCR Topeka Truck Tire Center
General Tire Of Topeka
Gilson Company
Grainger Company (WW)
Groendyke Transport
Hamm Construction
Hannabaum Grain Co.
Hanson Handling
HDB Construction
Heartland Waterworks Supply
Hiawatha Inn
Hiawatha Sunflower Motel
HSBC Business Solutions
Hunt Martin Materials
IBT Inc
Imaging Solutions
Industrial Sales Company
Innovative Service & Supply
Interstate Battery System
Iowa Dept. Of Transportation



Orscheln Farm Store - Ottawa
OSCS Inc
Pauline Food Center
Pauline True Value Hardware
Penhall Dis. Products
Phillips 66 Co.
Pierce Heating & Cooling
Pitt Trucking & Construction
Plains Petroleum Marketing
Precision Industries
Ragdon Corporation
Rainbow Telecommunications
Realm Construction
Reidinger
Richman-Helstrom Trucking
Roadtec

Roger D. Whetstone Constr.
Rubber Belting & Hose
S & J Services
Salisbury Supply Co.
Satellite Shelters Inc.
Scotwood Industries
SD Trucking
Service Source
Stoux City Foundry Company
Solomon Travel Center
Spellmeier & Sons
Sprint
Steve Noller Dealership
Surveys Inc.
TBS Electronics
Texaco
Topeka Generator Exchange
Topeka Transmission Service
Tractor Supply Co. (TSC)
Triplet
Troxler Electronic Labs
Truck Parts & Equip. - Wichita
United Parcel Service
United Rentals Highway Technology
Universal Lubricants
Vance Brothers
Vernon Company
Victor L. Phillips Co. (The)
W.W. Grainger
Waltz Convenience Market
Wester Energy
Western Extralite Company
WH Scale Company
Whelan's
White Star Machinery & Supply
Wittwer Construction Co



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Project Payroll for Prime Contractor	
Gross payroll*	\$ 701,308
Total man hours	38,097
Average wage per hour	\$ 18.41
Total number of people employed	152
Percent employees with health insurance	39%

*includes benefits

District 1 —K-6393-01 K-7 in Doniphan County

Jamieson Machine & Supply Co
Jannoid Truck/Tractor Repair Svc
Jason Wilson Trucking
Johansen Inc.
K & K Auto Parts
Kansas Department Of Revenue
Kansas Turnpike Authority
KB Inc
KCR International Trucks
Keananual
Knox Supply
Lauder
Langley Recycling Of Topeka
Larry Jones Trucking
Lee's Truck
Libra Safety Products
Liquid Calcium Chloride
Logan Contractors Supply
Martin Tractor Co.

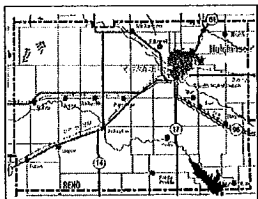
Material Testing Specialists
Mather Flare Rental
Medical Enterprises
Mid American Signal
Midway Ford Truck Center
Midwest Crane & Rigging
Miller Truck Lines
Mission Petroleum Carriers
Moat Trucking
MTS Safety Products
Murphy Tractor Equip-Powerplan
NAPA - Gemine Parts - Ke
Napa Of Topeka North
Netal Construction
Northwest Sawing & Sealing
Office Depot Credit Plan
OfficeMax Inc.
OHS Compare
O'Reilly Auto Parts

**KGSSE
CONSTRUCTION CO.**

KANSAS
DEPARTMENT OF TRANSPORTATION

**KANSAS
CONTRACTORS
ASSOCIATION**

A.M. Cohran & Son
 AASHTO
 Airgas-Mid South
 All Line Inc.
 Allied Laboratories
 American Electric Co.
 American Express
 America's Best Value Inn-Abilene
 Ames Engineering Inc.
 Amoco Travel Center
 A-One Pilot Car Service
 APAC Inc - Shreve (Dallas)
 APAC-Kansas Inc.
 Arctic Glacier Premium Ice
 Ash Grove Resources Llc
 Astro Motel
 AT&T
 AT&T Long Distance
 AT&T Mobility
 Auto Glass Center
 B & B Hydraulics Inc
 B & B Klassen Enterprises Inc
 Badger Meter Inc
 Berry Tractor & Equipment Co.
 Best Value Inn - Hutchinson
 Best Western Candlelight Inn
 Best Western Heart Of America
 Best Western Hospitality House
 Best Western Sundome
 Bestout Manufacturing
 Binswanger Glass
 Blind-Made Products
 Blueston Farm & Ranch
 Bob Bergkamp Company
 Bottom Dollar Office
 BP / Amoco #5106
 Broyles Inc. Topeka
 Calser Corporation -
 Capital Bell & Supply Co.
 Carl Vincent Service
 Carquest Of Hutchinson #1979
 Carter-Waters LLC
 Casco Manufacturing Inc.
 CCR/ASTM
 Century United Companies Inc.
 City Of Emporia Water Dept.
 City Of Hutchinson
 Cline Auto Supply Inc.
 CMI Terex Corporation
 Complete Family Eye Care
 Conley Sales



Kansas Highway Construction Benefits Hundreds of Businesses & Jobs

District 5 —K-7409-01 Hutchinson US-50 from K-96 to K-61

Construction Rental Inc.
 Contractors Cartage Inc
 Cooper Tire Of Hutchinson Inc
 Cope Plastics Inc.
 Criss - Midwest Tire
 Cullum & Brown Of Wichita Inc
 Curtis 1000 Inc.
 Custom Truck Sales LLC
 D & D Equipment & Sales Inc
 Dave's Pumping Service Inc.
 Delta Electric Supply Inc.
 Denner Trucking
 Diamond Blade Warehouse
 Diesel Control Technicians Inc.
 Dietz Construction LLC
 DJ Environmental
 Eagles Nest LLC
 Emporia Guesthouse Inn
 Emporia Travelodge/Conf Center
 Euclid Chemical Company
 E-Z Drill Inc.
 Fannin Fabrication Co.
 Farber Bag
 Festenal Company
 Fastsigns
 Flu-Con Inc.
 Foley Equipment Co. Inc.
 Forestry Suppliers Inc.
 Frank Bills Trucking Inc.
 Franks Uniforms Inc.
 Fulsom Brothers
 G.W. Van Koppel Company
 Gilmore Crane Corp
 Gilson Company Inc.
 Ginder Hydraulic L.C.
 Guesthouse Inn & Conf Center
 Hall Industrial Services Inc
 Harbor Freight Tools
 Harris Trucking
 Hoffman Trucking Inc
 Hoff's Machine & Welding Inc.
 Hogan Company Inc
 Hogan's Dump Truck Service
 Home Depot Credit Services
 HSBC Business Solutions
 Humboldt Mfg. Co.



Highway construction jobs created by Kansas' multi-year transportation programs have a ripple effect in the economy. During the past two programs, more than 100,000 construction jobs were created or sustained. Additionally, road projects create and retain local jobs beyond the construction crews. Shown here are the many companies that received business through this KDOT project.

Martin Tractor Co. Inc.
 Maschine Lumber & Ready Mix
 Mast Engineering Inc
 Mast Engineering Inc.
 Material Testing Specialists
 Medical Enterprises Inc.
 Mercy Physician Group-Pt Scott
 Merz Brothers
 Metro Automotive
 MHC Kenworth
 Mid America Hydraulic Rpr Inc
 Mid-America Redi-Mix Inc
 Midway Ford Truck Center Inc.
 Midwest Iron & Metal
 Miller Formless Co. Inc.
 Miller Homebuilders Inc.
 Minnich Manufacturing Co. Inc
 Mitzner Repair
 Mizner's Bobcat & Tranching
 Mo/Ks Chapter ACPA
 Modular Space Corporation
 Monarch Cement Company
 Morrison Company/Rick Morrison
 Morrison Trucking
 Motion Industries Inc
 Murdoch Electric & Supply Co.
 NAPA Auto Parts
 National Distribution Corp
 Ninemire Fence
 Nirly Bros Trash Services Inc
 Norfolk Iron & Metal Co.
 Northern Safety Co. Inc.
 Office Depot Credit Plan
 OfficeMax Inc.
 Oklahoma Dept Of Public Safety
 O'Reilly Automotive Inc.
 Orscheln's/Card Center
 Ota Pike Pass Service Center
 Paving Maintenance Supply
 Poodess Wiping Cloth Company
 Penhall Co. (Highway Services)
 Phillips 66 Co. #1765 Paving
 Prairie Land Partners Inc
 Precision Auto Parts
 Professional Cleaning Systems

Project Payroll for Prime Contractor

Gross payroll*	\$ 953,044
Total man hours	48,899
Average wage per hour	\$ 19.49
Total number of people employed	222
Percent of employees with health insurance	40%

*includes benefits

District 5 —K-7409-01 Hutchinson US-50 from K-96 to K-61 (Reno County)

Husprans Construction Product
 Hutchinson Clinic P.A.
 Hutchinson Hospital
 Hutchinson Publishing Company
 Hutchinson Sm Engine Pts & Svc
 Hwa Davis Construction
 IBT Inc.
 Industrial Contractors Inc
 Inland Business Systems
 Inway Inc
 Interstate Battery System
 J.J. Keller & Associates Inc.
 Jack Horner's Machinery
 Joe Brown Company
 John North Ford Inc
 Judy's Fuel & Oil Company
 Judy's Iron & Metal Inc.
 K & K Auto Parts Inc.
 Kansas Corporation Commission
 Kansas Dept Of Agriculture
 Kansas Hardwoods Inc
 Kansas Motor Carriers Assno.
 Kansas Motor Central Permit
 Kansas Rental Inc.

Kansas Truck Center
 Kansas Turnpike Authority
 Kaw Valley Sand & Gravel
 Kennametal Inc.
 Keystone Automotive Industry Inc
 King Construction
 King Precision Machining
 Klaver Construction
 Knox Supply Inc.
 L & B Equipment Rental
 Lafarge North America
 Laird Noller Ford
 Langley Recycling Of Topeka
 Lee's Truck Inc.
 Linwood - Salina
 Linwood - Topeka
 Linwood - Wichita
 LKQ Mid-America Auto Parts
 Lockton Companies
 Logan Contractors Supply Inc.
 Longbine Auto Plaza
 M6 Concrete Accessories
 Mark II Lumber & Building Mat.
 Martin Marietta Aggregates

Progressive Contractors
 Puginill Systems Inc.
 Quill Corporation
 R & R Industries Inc
 Ramsey Propane
 Recco Construction
 Reeves-Wiedeman Company
 Reger Rental Sales & Svc
 Roxson LLC
 Rodevay Inn
 Rose Motor Supply Inc
 Ruam Transport
 Rubber Belting And Hose
 Rural Messenger
 Rusty Eck Ford
 Safety Services Company
 Salina Concrete Products Inc
 Salina Scale Sales & Service Inc
 Salisbury Supply Co. Inc.
 SD&S Trucking LLC
 Sedgwick Co Hwy Dept
 Shell/Texaco #2869
 Smoky Valley Electric
 Solomon Travel Center Inc
 Southeast Sand
 Star Lumber & Supply Co.
 Stewart's Sports & Awards
 Stormont-Vail Workcare
 Sturgeon Plumbing & A/C Inc
 Sunflower Electric Supply Inc
 Sunsource
 Surveys Inc.
 TBS Electronics Inc
 The Wichita Eagle
 Third Party Solutions
 Tom & Dan's Tire Service
 Topeka Capital-Journal
 Topeka Electric Motor Repair, Inc
 Topeka Foundry & Iron Works, Co
 Topeka Teller Repair
 Tractor Supply Co. (TSC)
 Trimac Transportation Central
 Triplett Inc (Fuel Plus)
 Trooler Electronic Labs Inc
 Truck Parts & Equip. - Wichita
 U.S. Cellular
 Uline
 United Parcel Service
 United Rentals
 United Rentals
 United Rotary Brush Corp.
 Universal Lubricants Inc
 UPS
 W.W. Oranger Inc.
 Westar Energy
 Western Extralite Company
 Western Supply Company
 Westlake Hardware
 WE Scale Company
 White Star
 White Star Machinery & Supply
 Wildcat Concrete
 Wildcat Concrete Services Inc
 Wauseller Refrigeration Inc
 Wright Express
 Wyatt Earp Inn
 Zenor Electric Company Inc

651-5

KDSS CONSTRUCTION CO.

KANSAS
 DEPARTMENT OF TRANSPORTATION



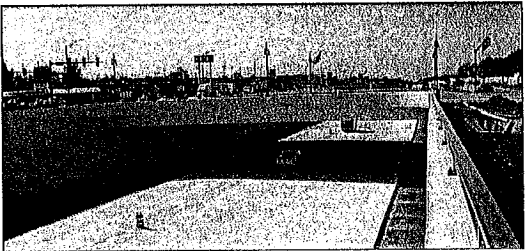
**KANSAS
 CONTRACTORS
 ASSOCIATION**

Advanced Warnings
 Airgas
 All Ohio
 Allied Laboratories
 Amigo's Trucking Llc
 Apex Trucking
 A-Plus Inc
 Aquarius Greenbelt
 Arctic Glacier Inc. -Ks
 Artic Glacier Premium Ice
 Associated Lumber & Supply Inc
 AT & T Mobility
 Atlas Electric
 Austin Distributor & Manufacturing
 Automotive Supply Inc
 Autotech Collision & Service
 B&W Electrical (Out Of Business)
 Berry Tractor Lbid 4944
 Best Supply Co., Inc
 Best Western
 Black & Decker, Inc.
 Bob Bergkamp Const. Co.
 Budget Inn
 Busy Bee Portable Restrm
 C & R Trucking
 Carter-Waters Corporation
 CDR
 Central Plains Steel Co
 Central Power Systems & Servic

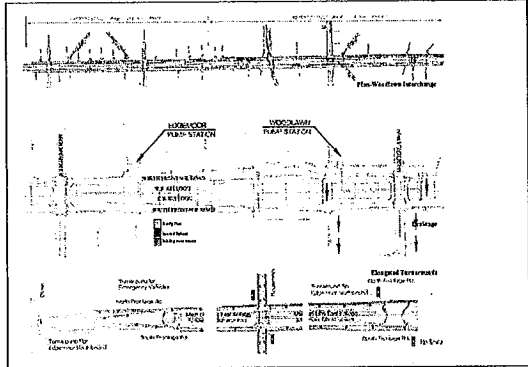
Kansas Highway Construction Benefits Hundreds of Businesses & Jobs

District 5- Wichita Woodlawn Interchange-Sylvan Lane to Mission Rd

CITGO Petroleum Corp
 City Blue Print
 City Of Eastborough
 Clair W True Trucking
 Coleman Materials
 Comfort Systems
 Concrete Materials Company
 Conoco Inc
 Conoco Phillips
 Consolidated Elect. Dist.
 Construction Anchors Inc
 Contech Construction Prod
 Cornejo & Sons



Wichita's Woodlawn Interchange Project
 benefits the residents of Wichita by improving
 traffic service in the congested Kellogg
 corridor. The reduced travel congestion and
 associated travel time result in significant
 savings of time and fuel for Wichita's
 citizens and guests.



Project Payroll for Prime Contractor	
Gross payroll*	\$ 2,150,517
Total man hours	102,736
Average wage per hour	\$18.53
Total number of people employed	84
Percent of employees with health insurance	54%

*Includes benefits

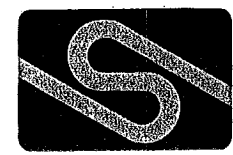
Crawley's Office Furniture
 Cronatron Welding Systems
 D & D Equipment & Sales
 D & L Sprinkler Service
 Damon Grace
 David Lies Plumbing, Inc.
 Department Of Public Safety
 Design Concrete Systems Inc
 Diamond Blade Warehouse
 Dondlinger & Sons
 Early's Escort Services
 Empire Retaining Wall Supply
 Ernstmann Tree Care
 Fastenal Company
 Finney & Turnipseed
 Flint Trading Inc
 Foley Supply
 Foley Tractor Company
 G T Sales & Mfg, Inc.
 Gades Sales Company
 Garber Surveying
 Garden Wise
 Geotechnical Services Inc
 Global Crossing Telecommunications
 Grainger Inc

H & C Trucking Inc
 Hampel Oil Distributors
 Heartstone
 Hertz Equipment Rental Corp
 Hilti Inc.
 Hoffman Trucking, Inc
 Home Depot
 Hydrologic Water Management
 Industrial Splicing & Sling LLC
 Interstate Highway Sign Corp
 Intrust Card Center
 J L Unruh, LLC
 JS Wood Enterprises, Inc
 John Deere Landscapes
 John McAninch
 Kansas Blue Print Co Inc
 Kansas Building Products
 Kansas Concrete Cutting
 Kansas Fire Equipment Company
 Kansas Gas Service
 Kansas Pallet & Transfer
 Kansas Paving
 Kansas Sand & Concrete
 Kenco Corporation
 Kent Audio Visual

King Construction Inc
 Kinko's Inc
 Klassen Trucking
 Klaver Construction
 Kleinfelder, Inc
 Krause Welding
 Kriz-Davis Company
 KSM Exchange, Llc
 Kuhn Escort Service
 L A Jacks Pilot Car Escort Ser
 Lafarge North America
 Landscapes Inc
 Laser Specialists
 Lee Mathews Equipment
 Lil' Kirks
 Little Dynamite/I & P Trucking
 Locke Supply
 Lockton Companies
 Lusco Brick & Stone Co
 M6 Concrete Accessories
 Major, Inc.
 Martin Marietta
 Maximum Outdoor Equipment
 Metal Pros, LLC
 Michael E Akright
 Miller Material - 85th Street
 O'Reilly Automotive
 Orschelns
 Oscar Becker Trucking
 Paving Maintenance Supply
 PB Hoidale Company Inc
 Perry Fulson Construction
 Phillips 66-Conoco-76
 Phillips Southern Elect
 Phillips/Conoco
 Powerplan
 Radiant Electric Coop
 Redco

Rental Service Corp
 Rigging Loft
 Rileys Builder Supply Inc
 Ritchie Sand, Inc
 Roberts Truck Center
 Roto-Rooter
 Rubber Supply Inc
 Rubber, Belting And Hose
 Rusty Eck Ford
 Safety Meeting Outlines, Inc
 Salisbury Supply Co., Inc
 SBC
 Sharpe Printing Co., Inc
 Shell
 Showalter Construction Co
 Simpson & Associates
 Sims Electric Service Inc
 Smoky Valley Electrical Contr.
 Sprint
 SSI Sprinkler Systems
 Star Lumber & Supply Co
 Stephenson Trucking
 Steve Johnson Companies
 Super 8 Motel
 Superior Computer Supply
 Terry Powers Trucking
 Tiede's Line Construction
 Tow Service Inc
 Traffic Control Services Inc
 Tree Top Nursery
 Truck Parts & Equip Inc
 TSC Stores
 U.S. Cellular
 United Rentals
 United Rentals H.T.
 Utility Maintenance Contractor
 Valero Marketing And Supply Co
 Verizon Wireless
 Victor L Phillips Company
 Wascot, Inc
 Waste Management
 Westar Energy
 White Star Machinery & Supply
 Whitewing Construction
 Wichita Concrete Pipe Co
 Wichita Eagle
 Wichita Tractor Co
 Wichita Water Department
 Wichita Winnelson Company
 Wichita Winwater Works Co
 Wiechman-Bush Tire
 Wildcat Construction Co.
 Windshield Shop
 Wm F Hurst Company
 Wright Express-Fleet Fuel

091-5



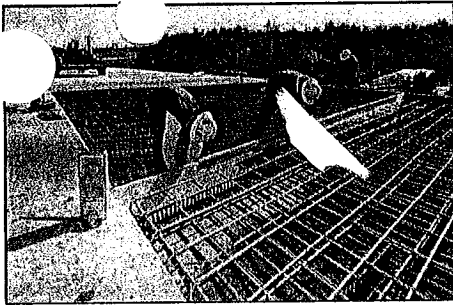
KANSAS
 DEPARTMENT OF TRANSPORTATION

**SHERWOOD
 CONSTRUCTION
 COMPANY**



**KANSAS
 CONTRACTORS
 ASSOCIATION**

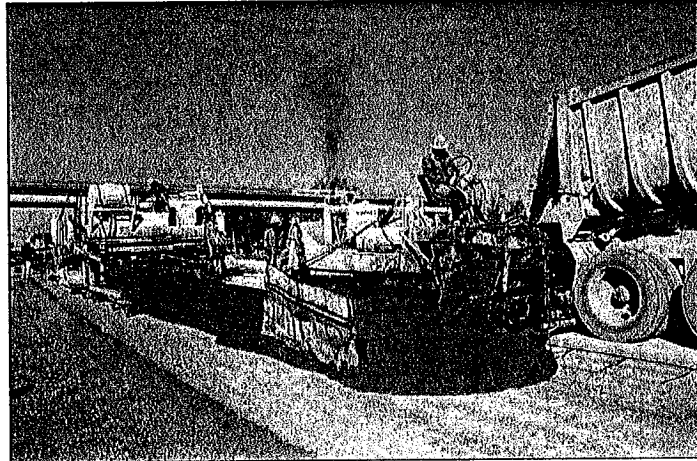
NOTE: KCA is producing 20 large posters like this which Deb Miller will use when making presentation at the 6 district local consult meeting in October.



Kansas Celebrates US-69 Highway

100s of small businesses benefited
from this 10-year construction project.

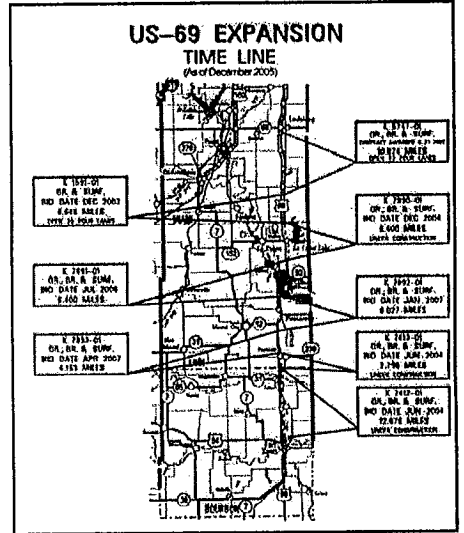
- 1st Interstate Inn
- 3D Alternator & Starter Repair
- A E West Petroleum Company
- A-I Lock & Key
- AASHTO
- Aberdeen Dynamics Supply Inc.
- Abrasive Engineer & Tech
- ABZ Manufacturing
- ABZ Valves & Controls
- Accent Sales & Svc Company
- Ace Concrete Cutting
- Ace Group
- Ackerman Welding
- Advanced Warnings
- Air Tool & Equipment
- Airgas-Mid South
- Ajl Machine Shop & Welding
- Allie Packers
- Alignment Service & Supply Co
- All Line Inc.
- Alliance Transportation
- Allied Custom Gypsum
- Allied Laboratories
- All-Quip Rental & Sales
- American Auto Supply
- American Electric Co.
- American Express
- American Transfer & Storage Co
- Ames Engineering Inc.
- Amoco Travel Center
- Anchor Sales & Service Co.
- Andy's Wrecker & Repair Svc
- APAC-Shears Div-Dallas
- Applied Industrial Technology
- Ark River Sand
- Arkansas Laine Company
- Arketka Trucking
- Arrow Magnolia International
- Assaria Oil Company
- Asln Crcl Programs
- AT&T
- AT&T Omaha
- AT&T Long Distance
- AT&T Mobility
- Auto Parts of Fort Scott
- Bedger Meter
- Barnes Group
- Barrill's Automotive
- Becker Tire
- Beco Equipment Company
- Berry Tractor & Equipment Co.
- Best Western Candlelight Inn
- Best Western Fort Scott Inn
- Best Western Heart of America
- Best Western Holiday Manor
- Best Western Hospitality House
- Best Western Presidents Inn
- Best Western Rest Coach Inn
- Best Western Traders Inn
- Bestcut Manufacturing
- Belo Junction Travel Plaza
- Big Sugar Lumber
- Bill's Truck
- Binsvanger Glass
- Blind-Made Products
- Blix C & D Landfill
- Blue Stem Lodge
- Bluestem Farm & Ranch
- BNSF Railway Company
- cher Supply
- Trucking
- Machine Services
- a Dollar Office
- on County District Court
- Bourbon County
- Boyd Metals
- BP / Amoco #5106
- Bradley A/C & Heating
- B-R-C Bearing Co.
- Broco Manufacturing Co.
- Brock Electric Company
- Brown & Brown Contractors
- Brown's Super Service
- Broyles
- Broyles Inc. Topeka
- Builders Choice - Ottawa
- Butler Glass Company
- C & C Pilot Car Service
- C & D Services LLC
- C & R Setters
- C Thomas Pilot Car Service
- California Contractors Supply
- Calser Corporation
- Capital Belt & Supply Co.
- Capital City & Wondys Radiator
- Capital City Oil
- Capital Signs & Screening
- Carl Vincent Service
- Carroll's Web
- Carter-Waters LLC
- Carthage Inn
- Cartwright Trucking
- Cascon Manufacturing Inc.
- Car/Astn International
- Cedar Falls Constr. Co.
- Central Power Systems & Services
- Central Telecon
- Central Transportation Service
- Century United Companies
- Chanda Sales
- Chappell's Tires
- C-Hawk Construction
- Cherokee Supply
- Cingular Wireless
- City of La Cygne
- City of Pleasanton
- Clark Sales & Service Inc.
- Cline Auto Supply
- CMi Terex Corporation
- Cody's Upholstery
- Colony Grain
- Combustionics
- Commercial Metals Company
- Compton Manufacturing
- Constock's Servicenter
- Concrete Supply of Topeka Inc
- Conley Sales
- Construction Rental Inc.
- Contractors Carriage
- Con-Way Transportation Svc
- Cook's Auto Parts
- Coover Trucking
- Cope Plastics Inc.
- CopyMax
- Corney Gynlean Trucking
- Cowan's Trucking
- Cox Motor Company
- Craw-Kan Telephone Coop
- Crescent Oil Company
- Crew Incidentals (Subbase)
- Cross - Midwest Tire
- Cullum & Brown of K.C.
- Cullum & Brown of Wichita
- Cummins Central Power
- Cummins Mid-America
- Curtis 1000, Inc.
- Custom Truck Sales
- Custom Truck Sales LLC Topeka
- D & J Glass
- D & L Automotive & Diesel
- D L Smith Communications
- Dawson Truck Parts
- DDs Portable Toilets
- Dean Machinery Company
- Della Sweeping Co.
- Denise Findley
- Department of Public Safety
- Dept of Environmental Quality
- Des Moines Register
- Diamond B Inc.
- Diamond Blade Warehouse
- Diamond International
- Dierker Trailer Sales & Service
- Diesel Power Equipment Company
- Dietz Construction LLC
- Dimas North America
- Discount Auto Glass
- District Court-Alma
- DJ Environmental
- Dodge/Carroll Electronics Inc.
- Dominic Bill Trucking
- Dora's Tire & Supply
- Dora's Trucking
- Dunn-Rite Tire Service
- Durossetti's Tire Service
- E Y's Upholstery
- Eagle Nest Enterprises
- Eagle Preest Inc.
- Beona Lodge - Nevada
- Beona Lodge - Topeka
- Beona Lodge of Ottawa
- Beon-O-Print
- Edlie's Auto Parts
- Ele International
- Electrolux Constructn Products
- Enbarq
- Emporia Guesthouse Inn
- Emporia Travelodge/Conf Center
- Epic Electric Service Corp
- Ernsting's
- Esbridge Body Shop
- Eucelid Chemical Company
- Excel Machinery Ltd
- E-Z Drill
- Fauntin Fabrication Co.
- Farber Bag
- Farm Plan
- Farmers Oil Company
- Farr Electric
- Pastelano Company
- Pastajns
- FedEx
- Fenton Ford Mercury
- Ferguson Enterprises
- Field Service
- Finley Body Repair
- Fisher Lumber Co.
- Fisher's Sanitation
- Five Corners Tire & Service
- Fleming Corp
- Flu-Con
- Foley Equipment Company
- Ford of Tulsa
- Forestry Suppliers
- Fort Scott Lumber
- Fort Scott Sanitation
- Frankie Uniforms
- G W Van Keppel Company
- Gas & Slip (Quality Petroleum)
- Gateway Inn Express
- GCR Topeka Truck Tire Center
- GCR Tulsa Truck Tire Center
- GCR West Tulsa Truck Tire Ctr.
- General Tire of Topeka
- Gene's Service
- George Ollie's Lumber Co
- Gilmore Crans Corp
- Gilson Company
- Ginder Hydraulic
- Global Stone St. Clair
- GNC Concrete Products
- Goodland Family Health Center
- Good's Field Service
- G-P Gypsum Corp
- Grain Belt Supply Co.
- Graining Company (Ww)
- Green Ford Sales
- Gregory Lanes Cruise
- Gustl Inn of Ardmore
- Guntert & Zimmerman
- H.L. Swazy
- Haivla Concrete Tools
- Hanson Hauling
- Hartland Freight Tools
- Harris Trucking
- Hesting Truck Service
- HDB Construction
- Heartland Building Center
- Heartland Pilot Car Service
- Heartland Rural Electric Coop
- Hessland Tires & Treads
- Heavyquip
- Heidrick True Valto
- Henderson Farms
- Henderson Trucking & Backhoe
- Heritage Inn
- Heritage Tractor
- Hester Transportation
- Highberger Construction
- Hibbit Sales Corp.
- Hill & Company
- Hill Trucking LLC
- Hill's Service Inc.
- Hilli
- Hilton Radiator Service
- HMA Lab Supply
- Hot's Machine & Welding
- Hogan's Dump Truck Service
- Hoidtke Company
- Holiday Sand & Gravel Company
- Home Depot Credit Services
- Horizon Hydraulics
- Holsy of Oklahoma
- Howard Parts Distribution Ctr
- Howard Trucking
- Hoyt's Truck Center
- HSBC Business Solutions
- HURCO
- Humboldt Mfg Co.
- Husqvarna Construction Product
- I & M Machine & Fabrication Co
- IBT
- Illinois Aggregate
- Image Pro Digital Systems
- Imagistics State Office Systems
- Indian Delivery Service
- Industrial Splicing/Slng LLC
- Ingersoll-Rand Company
- Inland Business Systems
- Inland Truck Parts - Wichita
- Inland Truck Parts Co-Salina
- Innovative Service & Supply
- Interstate Battery System
- Interstate Grinding LLC
- Int'l Surface Preparation
- ISCO Industries
- J & J Drainage Products Co.
- J R Smith Hauling
- J.J. Keller & Associates
- Jack Homer's Machinery
- Jasper Engine & Transmission
- Jayhawk Auto Supply
- JD Duren Trucking
- Jerry Whitney
- JetStream Equipment Co.
- Jim's Trailer Sales
- John North Ford
- Johnson Sand Company
- Jones Oil Company
- Jordan Distributing Company
- Jose Jimenez
- Jost Materials
- Judy's Fuel & Oil Company
- Judy's Iron & Metal Inc.
- Judy's Iron And Plumbing
- Judy's Pro Builders
- Judy's Tire & Oil
- Julie's Thriftway
- K & K Auto Parts
- Kansas ACI Certification Center
- Kansas Automotive
- Kansas City Power & Light
- Kansas Contractors Association
- Kansas Corporation Commission
- Kansas Department of Revenue
- Kansas Dept of Agriculture
- Kansas Dept of Revenue



- Hilbitt Sales Corp.
- Hill & Company
- Hill Trucking LLC
- Hill's Service Inc.
- Hilli
- Hilton Radiator Service
- HMA Lab Supply
- Hot's Machine & Welding
- Hogan's Dump Truck Service
- Hoidtke Company
- Holiday Sand & Gravel Company
- Home Depot Credit Services
- Horizon Hydraulics
- Holsy of Oklahoma
- Howard Parts Distribution Ctr
- Howard Trucking
- Hoyt's Truck Center
- HSBC Business Solutions
- HURCO
- Humboldt Mfg Co.
- Husqvarna Construction Product
- I & M Machine & Fabrication Co
- IBT
- Illinois Aggregate
- Image Pro Digital Systems
- Imagistics State Office Systems
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- Ingersoll-Rand Company
- Inland Business Systems
- Inland Truck Parts - Wichita
- Inland Truck Parts Co-Salina
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- Jones Oil Company
- Jordan Distributing Company
- Jose Jimenez
- Jost Materials
- Judy's Fuel & Oil Company
- Judy's Iron & Metal Inc.
- Judy's Iron And Plumbing
- Judy's Pro Builders
- Judy's Tire & Oil
- Julie's Thriftway
- K & K Auto Parts
- Kansas ACI Certification Center
- Kansas Automotive
- Kansas City Power & Light
- Kansas Contractors Association
- Kansas Corporation Commission
- Kansas Department of Revenue
- Kansas Dept of Agriculture
- Kansas Dept of Revenue



5-16-01



Ideker, Inc.

**KLOSE
CONSTRUCTION CO.**

**KANSAS
DEPARTMENT OF TRANSPORTATION**

**KANSAS
CONTRACTORS
ASSOCIATION**

Kansas Dept of Transp
Fire & Safety
Gas Service
Motor Carriers Assoc.
Rental
Truck Center
Kansas Turnpike Authority
Kaw Valley Sand & Gravel
KCP&L
KCR International Trucks
Keoco Corporation
Kenmetal
Kerley & Sears
Keystone Automotive Indus
Kirby-Smith Machinery
Kirkland Welding Supplies Inc.
Klassie Trailer Sales
Knight Trucking LLC
Knox Supply
Koop Construction Co.
Kopy Katt Ts
Kor-1
Ka Dept Health & Environment
Ka Fire & Safety Equipment Inc
Lahelmaster
Lacy Motors
LaCygne Ready Mix
Lacy-Regehr Motors
Lafarge Corporation
Lafarge North America
Lemair-Mullock-Condou Company
Lampton Welding Supply Co.
Landau
Lane Trucking
Lang Chevrolet
Langley Recycling of Topeka
Larry A Lee
Larry Jones Trucking
Lawson Products
Lebien Seeding & Fencing
Lee Smith Trucking
Lee's Truck
Lewis-Goetz & Company
Libra Safety Products
Lindsay Ford
Linear Positioning
Linn County Court
Linn County News
Linn County Transportation LLC

Linwood - Kansas City
Linwood - Topeka
Liquid Transport Corp
Lloyd's Loads & Collection
Lockton Companies
Lockwood Motor Supply
Logan Contractors Supply
Long-Mearlthir
Lonic's Service Center
Louisburg Auto Parts
Louisburg Ford Sale
Lybarger Oil
Lynn's Heavy Hauling
M & M Contractors Supply
M6 Concrete Accessories
MAACO Auto Painting &
Mac's Mountain States
Mahloch Machine Works
Mark Dirks
Mark H Lumber & Building Mat.
Mark Wade
Martin Tractor Company
Maschino Lumber & Ready Mix
Master Pumps & Equipment Corp.
Material Testing Specialists
Maxwell Supply of Tulsa
Mayco Ace Hardware
McCall's Motor Escort Service
Mokizie Rentals & Sales
Medical Enterprises
Mets Tire
Melton Escort Service
Mervey Health Center-Fl Scott
Mersey Physician Group
Merle Kelly Ford
Merz Bros Construction
MHC Kenworth
MHC Kenworth - Topeka
Mid America Hydraulic Rpr
Mid-America Pkg. Ice LLC
Mid-America Sanitation
Mid-America/DJs Portable
Mid-Kansas Tool & Electric
Mid-Kansas Welding
Midway Ford Truck Center
Midway Motors
Midway USA Collision Center
Midway Wholesale
Midwest Crane & Rigging

Kansas Celebrates US-69 Highway

Good paying jobs resulted from the
Highway 69 project.

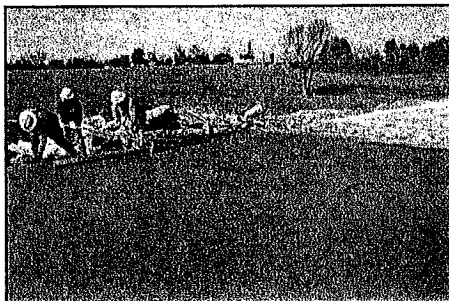
Midwest Minerals
Midwest Pathology Consultants
Midwest Resources
Midwest Truck Equipment
Mike Barke
Mike's Repair & Fabricatn
Milico
Miller Formless Company
Minich Manufacturing Co.
Missouri & Northern Ark Railroad
Mo / Ks Chapter
Modern Copy Systems
Modular Space Corporation
Monarch Cement Company
Morrison Company/Rick Morrison
Morrison Trucking
Moss Sales & Service
Motian Industries
MTS Safety Products
Murdock Electric & Supply Co
Murphy Tractor Equip-Powerplan
NAPA - Genuine Parts - KC

O'Reilly Automotive
Orscheln Farm & Home
Orscheln's Card Center
OTA Pike Pass Service Center
Ottawa Herald
Overland Park Radiologist
Ozark Crane Services
P & B Trucking
Palmer Johnson Distributors
Palmer Johnson Power Systems
Paul Swanson
Pauline Tire Value Hardware
Pavey Machine Works
Paving Maintenance Supply
PBP Nation Station
Peerless Wiping Cloth Company
Penhall Co. (Highway Services)
Penhall Company
Penhall Diamond Products
Peoples Telecommunications
Pers
Phillips 66 Company



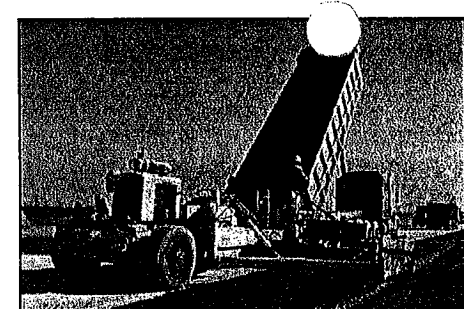
Radio Inc
Ray Shepherd Motors
RC Trucking
Red Man Pipe & Supply
Red Run Motel
Reinhardt Trucking
Rensco Enterprises
Remax RV Sales & Service
Rental Service Corporation
Resum Leasing
Rexcon LLC
Rex's Tires
Richman-Helstrom Trucking
Rick Kellenberger
Rick Nation Trucking
Rick's Tire & Lube
Ritchie Sand
Rite-Style Optical Company
Riverside Autoplex of Potaw
Rond & Ruatway
Road Builders Machinery &
Roadtec
Roberts Auto Body
Roberts Truck Center
Robson Oil Company
Rochester Auto Supply
Roll Off Service
Romco Equipment Company
Ronnie Diehl Const
Rose Industries
Rossville Machine & Weld
Runn Transport
Rubber Bellings & Hose
Rusty Eck Ford
S & J Services
S & S Oil & Propane Co
Safelite Glass Corp-Salina
Safety Consulting
Safety Meeting Outlines
Safety Remedy
Safety Services Company
SaF-T-Glove
Saker Towing
Salina Scale Sales & Serv. Inc
Salina Waste Systems

Salisbury Supply Company
San's Club
Sanders Saws Inc
Sawcote Automotive Supply
Satellite Shelters Inc.
SBC
Schmidtlein Excavating
SD & S Trucking
Se-Kan Asphalt Services
Seneca Tank
Service Source
Severy's Farm Tire Service
Sherwin Williams - Ft Scott
Sherwin Williams - Pittsburg
Sigg's Auto Parts
Signs to Go
Sinclair Oil Corporation
Sioux City Foundry Company
SMF
Solomon Travel Center
South Topeka Service Complex
Southeast Sand
Southwestern Bell Telephone
Specialty Sales
St. Francis Health Center
Stainbooks
Slader Auto Supply
Station Wholesale Electric Co.
Star Bulk
State Farm Insurance
Steel & Pipe Supply Company
Steve Noller Dealership
Stevens Contractors
Stewart & Stevenson Services
Stewart's Sports & Awards
Sturmont-Vail Workcare
Stratford House Inn
Stuhlsatz Service
Sunflower Rental
Sunsource
Super 8 Motel - Sallisaw
Super 8 Motel-Forbes Landing
Sutherland Lumber Co-Nevada
Swanson Motor Freight
Swozye Trucking



Napa Auto Parts
Nation Rock
National Distribution Corp
Nelson P G
Nelson Quarries
Nevada Daily Mail
New Holland Plan
New Horizon Farm & Home Coop
Norfolk Iron & Metal Company
Northern Safety Co.
Northern Tool & Equipment Co.
NPG Newspapers
O Boys Garage
O'Brien Rock Company
Occupational Health Partners
Occupational Health Serv. America
OCE Imaginatics
Office Depot Credit Plan
Officemax Inc.
Oil Patch Pump & Supply
Oklahoma Dept of Public Safety
Olin Wyland Trucking

Phil's Ornamental Iron
Pioneer Farm & Ranch
Pittsburg Steel & Mfg Co
Pleasanton Family Practice
Plog Engineering Co.
Postmaster
Powers Auto Service
Precision Auto Parts
Precision Diamond
Premier Power Products
Pro Building Supply
Pro Print
Professional Cleaning Systems
Progressive Contractors Inc
PX Transport Inc / Star Bulk
Quikrete Companies
Quill Corporation
R & R Building Materials
R & R Equipment
R & R Industries
Raceway Inn
Radford's Tree Service



Syd's Market
T & E Oil Company
Taylor Crane & Rigging
Taylor Oil
TBS Electronics
Team Petroleum
Ted Pross
Terracon
Texaco
Texas Lime Company
TFM Communications
The D.S. Brown Company
The Daily Oklahoman
The Fort Scott Tribune
The Morning Sun
The Wichita Eagle
Third Party Solutions
Tinsley Electric
Tom Adams Construction
Tom Snell Trucking Co.
Tompson Industries
Topeka Blue Print
Topeka Capitol-Journal
Topeka Electric Mtr Repair
Topeka Foundry & Iron Works Co
Topeka Generator Exchange
Topeka Transmission Service
Town & Country Supply
Tractor Supply Co. (Tsc)
Trans-Mid-America Inc.
Transportation Safety Techno
Transwood Logistics Inc.
Transystems
Travis Body & Trailer
Trendel Lumber Co
Tri-County Ice
Trimac Transportation Central
Trinity Trucking
Triple J Trucking
Triplet
Truck Electronic Labs
Truck Parts & Equipment-Wichita
Truck Transport
U S Machinery
U.S. Lime Company - St. Clair

Uline
Unique Crane Service
United Cooperatives
United Imaging Consultant
United Parcel Service
United Rentals
United Rentals Highway Tech
United Rotary Brush Corp.
Universal Lubricants
Universal Transport
UPS
Van Dyke
Van Patten's Heating & A/C Svc
Vanguard Precast
Vernon Company
Victor L. Phillips Co. (The)
Vinyard Farm & Home Supply
W.W. Grainger
Wade Quarries
Walter Whitaker
Ward/Kraft
Warren Cat - Tulsa
Wass Trucking Inc.
Waste Management
Water & Sewage System
WCA Waste Systems
Weld Shop
Wes Resco Trucking
Wester Energy
Weston Estlmite Company
Westfall Gmc Truck
Westheffer Company
WH Scale Company
Whelan's
White Cap Construction Supply
White Star Machinery & Supply
Wichita Solvent Company
Wichita Tractor Co / Farm Plan
Wiford Trucking
Wright Express
Wyatt Earp Inn
Yeoman Hauling
Zink Safety Equipment Co.
Zip Stop
Zurich North America

5-16-02

Payroll for Highway 69 Projects*

Highway 69 Projects	Man Hours	Gross Payroll	
Koss 33	154,562	\$ 2,625,666.35	
Koss 34	42,663	\$ 746,889.06	
Koss 37	94,702	\$ 1,692,131.61	
Koss 41	104,273	\$ 2,016,057.70	
Koss 42	17,614	\$ 330,065.28	
Koss 50	88,535	\$ 1,721,963.94	
Koss 51	26,774	\$ 516,120.21	
Koss 93	75,986	\$ 1,251,628.01	
TOTAL	605,109	\$ 10,900,522.16	
Total number of people employed			1720
Total number of people with health insurance			518
*Some figures omitted because they couldn't be verified at time of printing.			
# Koss employees	3,423	1,520	1,903
Man-Hours	1,362,802	605,109	757,693
Total Payroll	\$24,549,812	\$10,900,522	\$13,649,290
Avg Wage per Hour	\$ 18.01	\$ 18.01	\$ 18.01

Ideker, Inc.

KOSS CONSTRUCTION CO.

KANSAS
DEPARTMENT OF TRANSPORTATION

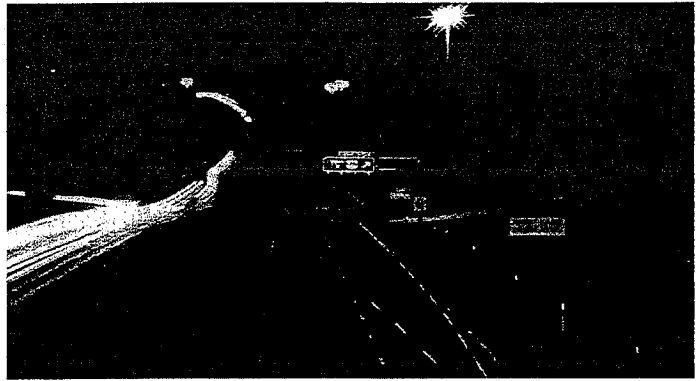
KANSAS CONTRACTORS ASSOCIATION

Tab 6

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A Transportation System that Works for You

This June marked the end of the state's current transportation program and consequently the completion of 20 years worth of transportation projects. Recognizing that there is still more work to do, Governor Kathleen Sebelius assembled a 35-person taskforce, T-LINK, charged with crafting a new approach to transportation. A quality transportation system does many things but at its most basic it enhances safety, creates jobs and serves our economy. After months of discussion and obtaining input from more than 850 Kansans, T-LINK made the following recommendations for how the state transportation system could provide all these things even better in the future.



ECONOMY: Communities all across the state have benefitted economically from transportation investments. For instance, one project on US-69 in southeast Kansas resulted in more than 600 local businesses getting additional work/customers. From glass shops to hotels to wrecking services and cell phone companies— transportation projects create a ripple effect. The last transportation program generated \$3 dollars in economic growth for every dollar invested. But, we can do even better.

T-LINK Economic-Related Recommendations:

- In the past, the State has selected all 10-years worth of projects at once. Recognizing that this process is no longer compatible with today's fast-paced economy, T-LINK recommends a more frequent and flexible selection process. Projects should be selected every few years to better accommodate evolving economic needs. And T-LINK recommends funds be set aside for projects that are needed immediately to capture a new economic opportunity. For example, a manufacturing plant may need an additional turning lane to be built or an industrial park may require a rail spur in order to locate in your community.
- T-LINK recommends reserving a portion of the proposed bonding cap for financing fast emerging projects that have a significant economic impact.
- T-LINK recommends increasing short-line rail funding critical to shipping agriculture products and expanding the program to make shippers eligible for it.
- Recognizing the importance both to economic development and emergency air services, T-LINK recommended creating an aviation priority network, which would prioritize airport projects to fill gaps in the network so Kansans will have access to air ambulance service despite weather conditions.

JOBS: The previous transportation program created/sustained over 115,000 jobs in our state. Impressive, but T-LINK has crafted an approach that should allow Kansas to capitalize even more on transportation investments.

T-LINK Job-Related Recommendations:

- T-LINK recommends selecting transportation projects based on three elements 1) Local Input, 2) Engineering Factors and 3) Economic Impact Analysis. By utilizing economic impact analysis, Kansas will invest in transportation projects that will not only improve our transportation infrastructure, but also those that will potentially create/save the most jobs.

SAFETY: Driving is the most dangerous thing we do each day. While most accidents are caused by driver error, there is still comfort in knowing that our family members are traveling on safe roads and bridges each day. A well-funded transportation program provides the means necessary to keep our roads and bridges safe and in good repair.

Safety isn't exclusive to roads. For some, public transportation provides an environmentally friendly and cost-effective way to get to work every day. For others, it's the only means through which they can access medical services. Having a good public transit system that we can count on every day is critical for our work force and for our quality of life. The same is true about airports. Having an airport that is accessible for air ambulances allows many rural residents the freedom to stay in the community they love.

T-LINK Safety-Related Recommendations:

- T-LINK recommends fully funding preservation & repair work to keep our roads and bridges at the same performance level we've come to expect.
- Growing demand requires increase funding for the transportation modes. T-LINK recommends both a funding increase and a more efficient approach to transit. For example, a regional approach to transit will streamline costs by utilizing one-call dispatching and requiring transit providers in the same area to coordinate their actions.



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Complete List of T-LINK Recommendations

Transportation Program

- Should be multimodal
- Develop a more frequent and flexible project selection process. Use a more collaborative approach including local consultation and advisory panel input.
- Expand and reform existing Economic Development program (up to \$20 million from \$7 million)
- Most Mega-Projects (\$200 million +) will need separate financing plans from the State Program
- More emphasis on the interaction between transportation investments and the impact on the economy
- Use economic impact analysis as part of project selection

Highways

- Preserving the existing system is the top priority.
- Current performance targets are appropriate.
- Capacity needs should be the focus of the next program
- Utilize practical improvements, such as passing lanes instead of 4-lanes, whenever possible.
- Consider adding passing lanes instead of full upgrades to 4 lanes

Local Roads

- Create a network of priority local roads. Provide incentives for local governments to close little-used roads and bridges.
- Allow local governments to swap federal funds for state funds to give them more flexibility.

Transit

- Create and evaluate pilot Regional Transit approach in an effort to improve delivery and level of transit service.
- Revise funding formulas. And create discretionary funding for special opportunities.

Rail

- Continue funding the short-line rail program. Expand it to include shippers, industrial parks and local govts.
- Establish a freight advisory committee

Aviation

- All weather air-ambulance access is a priority
- Develop a strategic aviation plan to guide and upgrade the airport network

Funding and Finance

- Funding should come from a variety of sources. Increase funding for all modes eventually.
- Special City County Highway Fund, City Connecting Links payments and the Local Partnership Program should be increased
- Continue Transportation Revolving Fund
- Utilize bonding for transportation projects
- Provide greater flexibility for KDOT to manage its debt within a clearly establish ceiling
- Make Transportation Development Districts more Star-Bond like

T-LINK Funding Recommendations

State Highway Construction	CTP Annual Spending Average	T-LINK Rec
Preservation & Repair	\$278 million	\$370 million
Modernization	\$ 84 million	\$ 35 million
Expansion & Enhancement	\$170 million	\$290 million
State Highway Total	\$532 million	\$695 million

Modes	CTP Annual Spending Average	T-LINK Rec
Local Roads*	\$169 million	\$232 million
Aviation	\$3 million	\$6 million
Transit	\$6 million	\$16 million
Short line Rail	\$3 million	\$7 million
Bike/Ped	\$0 million	\$0 million
Economic Development Set Aside	\$7 million	\$20 million
Modes Total	\$188 million	\$281 million
TOTAL PROGRAM	\$720 million	\$976 million

*Includes Special City County Highway Fund

Over 10 years, the average annual gap between current revenues and T-LINK recommendations = \$550 million

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NEW APPROACHES FOR TRANSPORTATION

FINAL RECOMMENDATIONS OF THE T-LINK TASK FORCE
JANUARY 2009

EXECUTIVE SUMMARY

KANSAS
T★**LINK**
TRANSPORTATION
LEVERAGING INVESTMENTS IN KANSAS



INK Task Force Members

Chairs

Rogers, Executive Director, Salina Airport Authority, Salina
Secretary Deb Miller, Kansas Department of Transportation, Topeka

Members

Bailey, Bailey Truck Line, Abilene
Beachner, Beachner Grain, St. Paul
Birch, Lathrop and Gage, Overland Park
Brabec, Twin Valley Developmental Services, Inc., Greenleaf
Commissioner Shelly Buhler, Shawnee County, Topeka
DeSoignie, Heavy Constructors Association, Kansas City
Devine, Kansas Livestock Association, Topeka
Commissioner Pat Hageman, Rooks County, Natoma
Debbie Hayen, City of Manhattan
Debra Herrman, City of Hays
Hildreth, Wichita State University, Wichita
Justin, Highway Advisory Commission, Americus
Dr. Kaminska, Operating Engineers Local 101, Kansas City
Kelley, YRC Worldwide, Kansas City
Linville, Garden City Area Chamber of Commerce, Garden City
David Lopez, SER-Jobs for Progress, Wichita
David Mann, Citizens Bank, Fort Scott
David Moore, City of Wichita
Michael Dickert, BKD, Wichita
Dr. Joe Reardon, Unified Government of Wyandotte County and Kansas City, Kansas
Bill Riggs, City of Newton
Totten, Kansas Contractors Association, Topeka
Veaver, KU Transportation Center, Lawrence
Westerman, Cargill, Dodge City
Committee Member Marge Vogt, Olathe

Legislative Members

Senator Les Donovan, Wichita
Senator Greta Goodwin, Winfield
Representative Margaret Long, Kansas City
Representative Don Schroeder, Inman

Officio Members

Secretary David Kerr, Kansas Department of Commerce, Topeka
Secretary Joan Wagon, Kansas Department of Revenue, Topeka
Michael Johnston, Kansas Turnpike Authority, Wichita
Debbie Weatherford, Kansas Development Finance Authority, Topeka

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EXECUTIVE SUMMARY

The \$13.2 billion, ten-year Comprehensive Transportation Program (CTP) will end in 2009. Recognizing that conditions have changed markedly since the CTP was enacted, Governor Kathleen Sebelius created the Transportation-Leveraging Investments in Kansas (T-LINK) Task Force in August 2008 to examine the state of transportation in Kansas and to develop a set of recommendations that “frame a new strategic approach to our future transportation needs.”

T-LINK was co-chaired by Tim Rogers, Executive Director of the Salina Airport Authority, and Deb Miller, Secretary of Transportation. Its 35 members were business, government and community leaders from across Kansas. Governor Sebelius charged T-LINK to focus on three concepts as they formulated their recommendations:

- A commitment to keeping roads and bridges safe and in good repair.
- Forward thinking without relying on old business models.
- A new approach that reflects today’s fiscal realities and creates a framework to prepare Kansas for its transportation future.

T-LINK concluded that considerable needs exist throughout the state for road, bridge and other transportation improvements and the traditional ways of choosing, funding and delivering transportation projects appear obsolete in the face of growing and changing transportation needs statewide.

T-LINK members met on January 26, 2009 to review and finalize their recommendations. They unanimously approved these recommendations for a new transportation approach that recognizes the crucial relationship

between transportation improvements and economic development. Members believe it is critical to recommend a new, more flexible plan to replace the CTP.

T-LINK urges that the new business approaches be adopted in 2009. Because of the state’s serious budget situation and the uncertainty of the timing and amount of funding of a federal transportation reauthorization, T-LINK defers to the Governor and the Legislature as to the timing of a new funding program. T-LINK emphasized, though, that there are serious needs for transportation improvements and funding should be increased as expeditiously as possible.

This report presents T-LINK's unanimous recommendations to Governor Sebelius. Implementing these recommendations will position the state to better meet the transportation needs of Kansas businesses and citizens and give Kansas the ability to leverage future economic opportunities through strategic transportation improvements.

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K's recommendations were guided by the following principles:

increased funding from existing sources and using new funding sources.

LINK GUIDING PRINCIPLES

Preserve the existing transportation system.

This is T-LINK's overriding principle. Kansans have spent billions of dollars on their highway system and fully funding preservation of that system is the top priority.

Support the economic priorities of Kansas.

While previous investments in transportation have provided significant benefits, more attention must be paid to the interaction between transportation investments, jobs retention and growth of the Kansas economy.

Implement new transportation business models.

The state could leverage the benefits of investing in transportation infrastructure regardless of funding levels by implementing new business models. The business model recommendations were developed with the understanding that requests for greater flexibility or additional funding should be met with increased accountability. While T-LINK supports these new business models at a conceptual level, DOT will need to work closely with stakeholders across the state to flesh out the details.

Increase funding for all modes of transportation.

T-LINK identified increasing needs across all modes and recommends targeted funding increases when revenues allow. The following chart shows recommended funding levels.

Fund a new transportation program with a

broad range of funding sources. In the long-term, meeting the state's growing transportation needs will require more funding. T-LINK urges consideration of a multi-pronged strategy that includes

PROCESS

T-LINK developed the recommendations after a significant amount of public input. It hosted a series of local consultation meetings, one each in Ulysses, Hays, Abilene, Topeka, Olathe, Hutchinson, Pittsburg and Wichita from September 11 through September 30, 2008. Participants represented a broad diversity of interests. The interactive meetings included discussion groups with modal themes and an opportunity for the public to offer formal testimony. More than 850 people attended the meetings to discuss local transportation needs and regional transportation priorities and to share their ideas about funding the next transportation program. From breakout group discussions to formal testimony, T-LINK gathered and documented information from participants about their transportation needs. Summaries of the local consultation testimonies and meeting attendance lists are in Appendix II.

EXECUTIVE SUMMARY

Comparing the T-LINK Recommendations with the CTP and anticipated future needs

State Highway Construction	Average actual CTP spending	CTP spending if inflated to 2010 dollars	T-LINK Rec	Annual future need	Percent of need met by T-LINK
Preservation	\$275	\$425	\$415	\$415	100%
Modernization	85	130	35	80	44%
Capacity/Eco Impacts	170	235	340	700	49%
State Highway Total	\$530	\$790	\$790	\$1,195	66%

Modes	Average actual CTP spending				State spend. if inflated to 2010 dollars	T-LINK Rec	Annual future need	Percent of need met by T-LINK + Fed + Local
	Total	Fed	Local	State				
Local Roads	\$735	\$65	\$500	\$170	\$255	\$235	* see note	
Aviation	30	25	2	3	5	6	64	58%
Transit	52	19	27	6	11	16	115	48%
Shortline Rail	4	0	1	3	5	7	20	40%
Bike/Ped	6	5	1	0	0	0	15	40%
EcoDevo Set-Aside	9	0	2	7	11	20	35	69%
Modes Total	\$836	\$114	\$533	\$189	\$287	\$284	After factoring inflation, average annual payout over 10 years is: \$1,266	
TOTAL PROGRAM	\$719				\$1,077	\$1,074		

GAP ANALYSIS (millions)

	<u>10-Year Average</u>
T-LINK Recommended Program - Average Annual Payout Obligations Over 10 Years	\$1,336
Average Annual Operations, Maintenance and Other Costs:	
Management, Buildings, Maintenance, Engineering, CTP Final Payouts	\$366
Debt Service	\$151
Transfers to Other Agencies	\$127
Total Average Annual Expenditure Obligation	\$1,980
Anticipated Average Annual Agency Revenue	\$1,340
10-YEAR AVERAGE ANNUAL GAP	\$640

* Due to the size (130,000 miles) of the local road system and its many jurisdictions, it is inherently difficult to calculate the level of need. Informal studies and surveys have indicated that the needs could range from \$1 billion to as much as \$3 billion.

With T-LINK recommended funding levels, the average annual funding gap would be \$640 million over a period of ten years. The gap does not necessarily have to be funded entirely with state dollars; however, the timing and size of a federal reauthorization is uncertain.

5-1.70

LINK TRANSPORTATION INVESTMENTS TO THE STATE'S ECONOMIC PRIORITIES

In preserving the existing transportation system is a top priority, T-LINK emphasized the importance of making transportation investments to expand the Kansas economy. KDOT should establish processes that better link transportation investments to the economic priorities of the state by working collaboratively with local governments and stakeholders. Those processes should be multi-modal and include the following concepts:

Recommendations – New Business Models

For all modes, emphasize the “capacity and economic opportunities” element of the transportation program to address quickly emerging, time-sensitive needs. Economic opportunities can emerge quickly and may be time-sensitive. These are sometimes high-cost and often complex congestion relief, accessibility needs, special initiatives, and mega projects. To provide desired responsiveness, KDOT should work with local officials to develop a process to select economic opportunity projects.

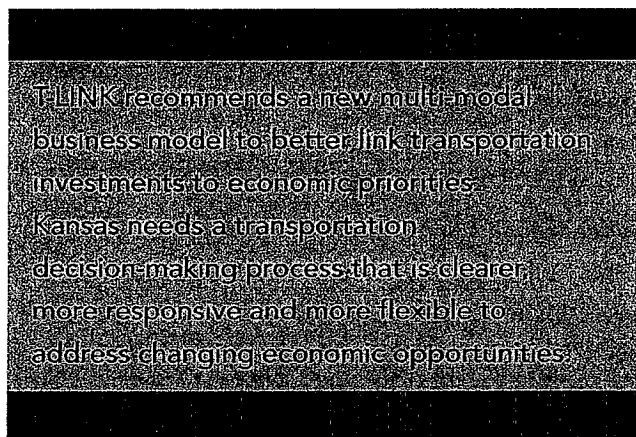
Use economic impact analysis as a part of project selection for all modes. Currently, KDOT does not consider information about potential economic impacts of transportation projects. So that funds are spent in a way that creates a high-quality investment for the state, projects in all modes, except preservation, should meet certain economic criteria measured with an economic analysis process.

Expand and reform the Economic Development set-aside program and fund it at \$20 million annually. Currently, the local Economic Development Program is funded at \$7 million annually to support highway and bridge construction projects

that enhance area economic development. The program is popular and applications for funding often exceed available resources.

4. Promote multi-modal solutions first. The most beneficial solution to a transportation problem may not be a highway improvement. The state should take a multi-modal approach and consider what solution fits the problem – it could be one mode or a combination of modes.

5. Simplify transportation project funding categories. KDOT should develop a multimodal transportation program that has a core “preservation and modernization” element and a “capacity and economic opportunities” element.



6. Use a rolling program for core projects that address preservation, modernization, and some congestion relief needs. T-LINK recommends that KDOT implement a rolling program with the core projects selected primarily based on results from KDOT's priority formula and staff recommendations. The projects would be selected annually and

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EXECUTIVE SUMMARY

programmed on a three-to-five year basis. For example, in year one, projects for years two through five would be announced; in year two, projects for years three through six would be announced. Programmed projects could be revised, however, to address rapidly developing needs, such as a bridge deteriorating faster than expected. As a result, the list of core projects would be adjusted and announced annually to address changing conditions on the system.

Preservation means keeping the existing system in good condition and includes activities like pavement resurfacing or short-line rail track repair. Modernization means to improve the system to more current criteria and includes efforts such as widening shoulders or narrow roadways or improving airport navigation aids. Congestion relief includes such activities as new turn lanes or commuter transit service on crowded corridors.

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HIGHWAYS

\$790 MILLION/YEAR RECOMMENDED

the last 10 years, Kansas made significant investments in preserving and modernizing its roads and bridges and in adding new capacity. Average annual spending on capacity, preservation and modernization through the CTP was \$530 million per year (2008 dollars).

Preservation Needs

Fixing approximately 10,000 miles of roads and bridges on the state highway system in good condition requires a large program of on-going maintenance. Maintaining a home or car, preventative maintenance of roads is less costly than rebuilding them. Keeping Kansas roads in good shape is expensive, but doing so carries an even higher price.

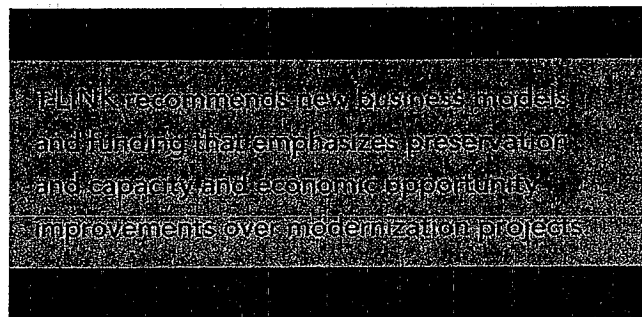
Modernization Needs

Many older highways in Kansas were designed when traffic volumes were lower and the types of vehicles were different than today. They often have narrow shoulders, steep hills or sharp curves. Modernizing a stretch of highway can include widening shoulders, grading hills or removing curves. Modernization can include improvements such as upgrading anti-lock brakes and building highway/rail grade separations.

Capacity and Economic Opportunity Needs

Congestion causes delays and reduces the predictability of travel times on a growing portion of Kansas highways. It is not limited to urban areas; some rural corridors with heavy truck volumes also experience periodic congestion. Some of the state's largest capacity needs (mega projects) must be addressed with solutions that cost hundreds of millions of dollars. A mix of federal,

state, local and private funds will be necessary to build these and some large expansion projects. Not all capacity problems, however, require mega project solutions.



Recommendations – New Business Models

- 1. Emphasize preservation of the state's road and bridge infrastructure.** This is the highest priority. In 2008, 96 percent of interstates, 83 percent of non-interstates, and 93 percent of all bridges on the state highway system were in good condition. Failure to fully fund preservation needs will result in a decrease in road and bridge conditions.
- 2. Increase funding for capacity and economic opportunity projects and decrease investments for modernization needs.** It will be important to select major investments that support local, regional or state economic opportunities and that the economic impact analysis shows the project is an important investment to make. The state's capacity needs far exceed its ability to meet those needs. The remaining modernization needs are largely on the state's less traveled roads. Through local consultation, T-LINK heard that those remaining roads are important to address but we also have to balance modernization with pressing capacity needs.

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3. Incorporate “practical improvements” into project design, as appropriate, to help control project costs. For modernization, practical improvements include more flexibility for matching shoulder width and type to traffic volume, using lower cost techniques for construction detours and improving bridges and their approaches so their widths match the existing roadway. For capacity projects, opportunities include adding passing lanes on a two-lane highway instead of rebuilding it into a four-lane highway.

4. Recognize that many capacity and economic opportunity mega projects will require individual financing packages if they are to be constructed. Mega projects are massive infrastructure improvements of regional or statewide significance. Each project could cost more than an entire year’s budget for capacity expansions. Specific financing packages including a mix of federal, state, local, and private funds will likely have to be developed to support them.

5. Work with stakeholders to develop a descriptive route class terminology to replace the letter-based route class terminology used today. The State Highway System is divided into five classification levels – A through E – terms the public has difficulty understanding and relating to. KDOT should work with stakeholders to rename the categories and confirm that routes are placed in the appropriate category.

Recommendations – Funding

6. Fund system preservation at \$415 million annually. This is necessary to maintain current performance targets for pavement and bridges.

7. Fund capacity needs at \$340 million annually. This investment would add about 100 miles of passing lanes in rural areas, upgrade 50 miles of two-lane road to four lanes, fund some priority urban projects, and provide state “seed” money for mega projects.

8. Fund modernization needs at \$35 million annually. This investment over a 10-year period would address many of the remaining modernization needs on heavily traveled routes. There are 1,300 miles of less traveled roads that will still need shoulders and other improvements.

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LOCAL ROADS \$235 MILLION/YEAR RECOMMENDED

roads account for 90 percent of all roads in the state. The local road network in Kansas is comprised of 100,000 miles of local roads and 20,500 bridges that range from lightly-traveled, graveled farm routes to major urban arterials. It was laid out in the 19th century on a one-mile grid pattern. It likely wouldn't exist today in the same size or way in which it was originally designed. The state needs to invest in a 21st century local road system.

As counties, townships and cities are responsible for their roads. Two-thirds of Kansas counties have fewer than 10 people per mile of public roads. For rural counties, the cost of maintaining their roads often outweighs the revenues to pay for it and the system is unsustainable in its current configuration. In urban areas where high traffic volumes wear roads out faster and economic activity brings new development and demand for more local road capacity, the cost of meeting local roads needs also outweighs the funding. As a result of a sequence of funding shortfalls, many local roads are past their intended life-spans.

Under the CTP, the state invested about \$170 million per year in local roads (2008 dollars). This was supplemented by an estimated \$500 million in local government funds and \$65 million in federal funds. T-LINK recognizes the importance of local roads and recommends that local governments share in the additional revenue needed for the next transportation program.

Recommendations – Local Business Models

collaboration with local officials, move toward a sustainable local roads network. The state should work with local officials to create a process

to identify a prioritized local road network. Any new state and all federal dollars should be targeted for roads and bridges on that network.

T-LINK recommends a local road program that supports a sustainable local road system, increases funding for local road improvements, and improves the flexibility of local governments to fund their projects.

- 2. Create a fund exchange program so that local governments could “sell” or “swap” their federal funds for state funds that carry fewer prescriptive requirements.** Federal dollars, which require a 20 percent local match, would be exchanged for 80 cents in state monies to be paid to the local agency per federal dollar they exchange, which require no match. Federal dollars make up nine percent of local roads funding in Kansas. Local governments sometimes struggle to use federal dollars because the engineering standards that apply to projects funded with federal dollars are not practical for small local roads projects. T-LINK heard strong support for a fund exchange program.

Recommendations – Funding

- 3. Increase funding for the Special City and County Highway Fund (SCCHF) and then increase the amount shared with local governments to \$183 million annually and distribute funds using the current formula.** Because the SCCHF is funded primarily through motor fuels taxes, the growth of this revenue source has significantly underperformed

with respect to the rate of inflation and the state's population growth. Restoring the buying power of the SCCHF is vital to maintain transportation funding at the local level.

4. **Increase funding for City Connecting Link payments to \$5 million annually.** This program helps cities maintain their city connecting links, which are city streets that connect two rural portions of state highway.
5. **Increase annual funding for the KLINK Resurfacing Program to \$7 million and for the Geometric Improvement program to \$10 million.** The KLINK Resurfacing Program funds the resurfacing of city connecting links. These projects are funded under a matching arrangement with cities based on population. The maximum state share for a project is \$200,000.

The Geometric Improvement (GI) Program helps modernize city connecting links with about \$8 million per year, currently. Requests for GI projects are typically about five times the amount KDOT can fund.

6. **Provide \$30 million in new funding for the prioritized local road network.** To accomplish this, additional state funding is needed to make progress on the backlog of local road and bridge needs but additional state resources should only be devoted to supporting a prioritized local road network.

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TRANSIT \$16 MILLION/YEAR RECOMMENDED

Public transit in Kansas provided approximately 10 million rides for residents across the state in 2007. In Kansas, about 180 small transit operators provide a fragmented patchwork of mostly public on-demand, client-specific transit service spread over a wide geographic area. In more densely populated urban areas of the state, five large transit operators offer scheduled bus service along fixed routes. Transit in Kansas provides important economic, health, and social benefits by giving citizens without regular access to a personal vehicle a way to get to work or to make important personal trips and to maintain their independence.

Transit is funded with a combination of federal (Federal Transit Authority), state and local sources. Through the CTP, the state provides \$3.5 million per year for urban transit and \$2.5 million per year for rural transit. Additional funding for transit comes from fare-box revenue, and federal and local funding sources. Most rural and urban transit agencies in Kansas are struggling to manage rapidly increasing costs.

Recommendations – New Business Models

Create a regional transit approach to expand and improve delivery of rural transit service funded \$2 million annually to support technology and administration. There are 15 Coordinated Transit Districts (CTD) in Kansas, most covering more than one county. While many transit providers are doing the best they can to serve their communities within the CTD business model, services statewide could be improved by altering the current business model to work on a regional level. The CTD system sometimes hinders efficient regional service because providers' service boundaries and policies are based

on constraints from their local funding sources. This limits travel outside of the providers' borders, even if that is where riders need to go. An expanded, regional transit approach would bring greater efficiency by leveraging rural transit funding to offer a more strategic way to provide service.

To begin the process, T-LINK recommends creating one or more pilot projects in rural areas with the help of providers, local governments and their stakeholders. Aspects of a regional approach could include:

- Eventually, 10 to 12 transit jurisdictions defined by travel demand patterns.
- Each jurisdiction would have a lead agency, funded by the state, which would be required to meet a specific level of service or could use subcontractors.
- Lead agencies would be required to use advanced technologies and "One-Call" dispatching to enhance scheduling efficiency and help users find service more easily.

Recommendations – Funding

1. Fund urban transit at \$8.3 million annually and rural transit at \$4.4 million annually. KDOT

should review the current urban funding formula and additional factors such as ridership, extent of service, amount of local match and efficiency of service be considered in addition to population. Currently, there is no formula for distributing rural transit funds, so a new formula should be created. Some state-level urban and rural funds should be distributed on a discretionary basis to help meet one-time capital needs that might not be affordable with an area's formula-based funds.

EXECUTIVE SUMMARY

2. Create a special, stand-alone, discretionary “commuter corridor” transit funding program that is funded at \$1.2 million annually. The program would support commuter service, van pools, or park and ride facilities, and allow the state to support the capital and operating costs of some special transit projects that serve emerging transit needs associated with economic opportunities of regional significance.

PASSENGER RAIL NO FUNDING RECOMMENDATION

KDOT and Amtrak are working on an Amtrak Expansion Feasibility Study to identify capital requirements and operating costs needed to provide a state-supported service. The study is needed to provide current information on which to base decisions about the service. T-LINK supports the goals of passenger rail service, but cannot make a recommendation because estimated funding needs are not known.

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SHORT-LINE FREIGHT RAIL \$7 MILLION/YEAR RECOMMENDED

rail freight shipments that begin or end their
y in Kansas depend on local "short-line" railroads
connect individual shippers and manufacturers to
ationwide Class I rail network. About 14.5 mil-
ions of freight are transported on Kansas short-line
roads each year. Short-line rail, accounts for about
percent (about 1,930 miles) of the nearly 4,780 miles
il across the state. It fills a gap created when the
I railroads abandoned tracks that are critical for
ng Kansas products but were no longer profitable
ere too expensive to maintain or improve from a
nal perspective.

state's freight rail program under the CTP expires
09 and has provided \$3 million yearly for a loan
grant program to support capital improvements on
-line railroads.

Recommendations – New Business Models

**Amend the statute for the short-line railroad
program so shippers, local governments and
industrial parks would be eligible to apply for
funding if the project meets strict criteria.** Cur-
rently, only short-line railroads and port authorities
can apply for loans or grants to improve rail infra-
structure. As the volume of freight traveling by rail
grows, some shippers, local governments and indus-
trial parks are experiencing costly delays in accessing
short-line capacity due to local bottlenecks. They
need modest improvements such as a new rail spur
or added siding capacity that could alleviate freight
congestion or promote economic development, but
they often lack the capital to build these types of
improvements.

2. Establish a Statewide Freight Rail Advisory

Committee. The Advisory Committee should work
with stakeholders to address long-term planning,
safety and economic issues related to freight rail. T-
LINK also recommends using the Advisory Commit-
tee as an additional accountability measure so public
funds are well spent.

Recommendations – Funding

3. Fund short-line loan and grant program at \$7

million annually. This increase is needed, in part,
to serve the expanded eligibility list. The full cost of
implementing all practical short-line improvements
is estimated at \$20 million per year over the next 20
years. Once the \$7 million funding level is reached
it could support rehabilitation of 1,400 miles of track
over a ten-year period.

AVIATION \$6 MILLION/YEAR RECOMMENDED

Kansas has more than 142 public-use basic, community, business, regional and commercial airports that help link the state's communities. Under the CTP's Kansas Airport Improvement Program (KAIP), the state has invested \$3 million per year in airports, primarily for preservation projects that helped improve the condition of many of the state's runways.

Airport modernization, especially all-weather access, is a high priority. The goal is to have an all-weather airport within a thirty minute drive of anyone in Kansas. Improvements needed to enhance all-weather airport coverage range from developing instrument approaches to building major runway and taxiway improvements.

Recommendations – New Business Models

1. In a collaborative process with stakeholders, create a strategic aviation projects plan and establish project priorities to develop a network of airports that accommodate air ambulance service and promote economic development. The strategic plan should play a strong role in subsequent Kansas Airport Improvement Program funding decisions. Stakeholders support the plan so that aviation funds are invested wisely in preserving and modernizing airports across the state.

One important goal would be to have an all-weather airport within a thirty minute drive of anyone in Kansas. About 93 percent of the population could be served with an investment of \$35 million over 10 years. In addition to all-weather modernization needs, general airport needs include runway lengthening and widening, lighting, approaches, communications, and weather stations.

Recommendations – Funding

- 2. Consider reducing or removing the aviation fuel sales tax exemption to provide additional transportation funding.** Aviation fuels (aviation gas and jet fuel) sold for commercial purposes are exempt from sales tax. Sales tax revenue on aviation gas is currently estimated between \$1 and \$2 million annually based upon a gallon price between \$2 and \$4. The assessment of sales tax on aviation gas is currently thought to be underreported. If the exemption was lifted entirely, like many states have done, an estimated additional \$11 million in revenue could be raised.
- 3. Deposit the sales tax revenue in a transportation fund that allows revenue to be used for all modes.** The revenue currently raised from aviation fuel sales is deposited in the State General Fund.

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BICYCLE AND PEDESTRIAN LOCAL FUNDING RECOMMENDED

cle and pedestrian facilities help make Kansas communities safer and more attractive places to live and do business. About 120 miles of multi-use trails in Kansas communities have been built with federal Transportation Enhancement (TE) funds, but nearly 1,000 miles of proposed trails have not been built. Under the two transportation programs, state funds have not been dedicated to non-motorized transportation needs.

Recommendations – New Business Models

Establish clear evaluation criteria and a screening process for accommodating bicycle and pedestrian facilities when developing highway projects. When KDOT builds or replaces roads, accommodations for bicycles and pedestrians, such as sidewalks, crosswalks, wide shoulders, marked

bicycle lanes, or dedicated-use trails, are incorporated a part of the project where it is appropriate and affordable. These improvements may involve a mix of local, state and federal funding. T-LINK believes that considering bicycle and pedestrian facilities when developing road projects is a worthwhile effort, as is using state funds to build the bicycle/pedestrian improvement, if appropriate.

- 2. Support bike and pedestrian education campaigns within existing resources, including sponsorship of state or regional conferences for stakeholders.** Education and outreach can help reduce the annual average of 836 accidents and 26 deaths among bicyclists and pedestrians that occur in Kansas.

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FUNDING AND FINANCE

The average annual funding gap to maintain the existing system is about \$54 million over the next 10 years with no increase of revenues for modernization or capacity projects, or for any increase of revenues to local communities or modes. To meet the demands for preservation, capacity, local communities, and modes, the average annual funding gap reaches approximately \$640 million. T-LINK recommends funding a new transportation program with a broad range of sources using a multi-pronged strategy over the next 10 years that includes some or all of these elements:

Recommendations – State Funding

- 1. Increase traditional state revenue sources such as motor fuel taxes, car and truck registration fees. In addition, the state should explore tolling options and should use debt financing to augment revenues as appropriate.** The state's traditional revenue resources are relatively stable, easy to administer, reasonably equitable and provide significant revenue sources. T-LINK recommends using a mix of those sources to address revenue shortfalls for system preservation, capacity improvements, modal support and local support. When economic opportunities arise and appropriate economic conditions exist, the state should supplement traditional revenue sources with debt financing. T-LINK also recommends that Kansas continue to look for opportunities to improve the system with some use of toll financing where practical.
- 2. Consider motor fuels sales taxes and consider analyzing the viability of a tax on vehicle-miles traveled as a new revenue source in the long term.**

There are significant funding gaps over the next five and 10-year periods that T-LINK recommends filling with a mix of sources. T-LINK also recommends changes in local financing and debt financing approaches.

In the near term, the state should consider adding a sales tax on motor fuels. A sales tax on motor fuels would be affected by the volume of sales and the unit price so revenues may fluctuate. With a sales tax on motor fuels, as fuel prices rise, construction costs also rise, so tax revenues would tend to increase. For the long term the state should continue to analyze the viability of alternative methods of funding transportation, i.e. Vehicle Miles Traveled (VMT).

- 3. If gaming revenues become available, dedicate a portion of the revenues to the SHF.**

Recommendations – Local Funding

- 4. To open financing options for local communities, allow the Secretary of Transportation to review transportation-related economic development opportunities and authorize the use of debt financing with repayment streams flowing from the development revenue.** T-LINK recognized that communities – even growing communities – struggle to fund improvements to serve new development. Current financing options are difficult and cumbersome for communities to use. Therefore, T-LINK recommends combining into a single piece of legislation approaches similar to the economic

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development and transportation specific elements
and in STAR Bonds, Transportation Develop-
ment Districts (TDD's) and Tax Increment Financing
(TIF).

**Replenish the Transportation Revolving Loan
Fund.** The Transportation Revolving Fund (TRF) is
a low-cost loan program to help local governments
in Kansas finance road and bridge improvements. It
is funded with \$25 million in state funds and \$100
million in bonds. More than 50 borrowers have
participated in this highly popular program since it
started in 2004. The TRF is the lender of choice
for many smaller governmental units. Local officials
want to keep this financial tool viable, which requires
further infusion of equity.

**Recommendations –
TIF Financing**

**Give KDOT the flexibility to manage its debt
within a statutory parameter that caps the bonded
debt service ceiling at 18 percent of Adjusted Total
Agency Revenues.** T-LINK recommends a new
business model for the issuance and reissuance of
the Highway Fund (SHF) debt in which SHF debt

service is limited to eighteen percent (18%) of
Adjusted Total Agency Revenues. This would
replace the current model in which a specific dollar
limit on new debt is authorized. Such a statutory
parameter should be balanced with consideration of
the state's overall debt load.

- 7. Reserve a portion of the debt ceiling to build fast
emerging economic developments whose worth
has been demonstrated through an economic
impact analysis.** T-LINK recommends that a small
percentage (i.e., 2-3 percent) of the 18 percent debt
service cap be reserved to allow the issuance of
bonds to build fast emerging projects with signifi-
cant economic impact based on economic impact
analysis. Legislation should allow a specific revenue
stream to be identified and set aside to service the
debt obligations.

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Tab 7

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11/9/10

The numbers for estimates, projections and the financial gap figures are derived from actual revenue figures at this time.

They will vary slightly from here on out due to changes in revenues or inflation. However, the variances will not be impacted greatly by those future revenue figures.

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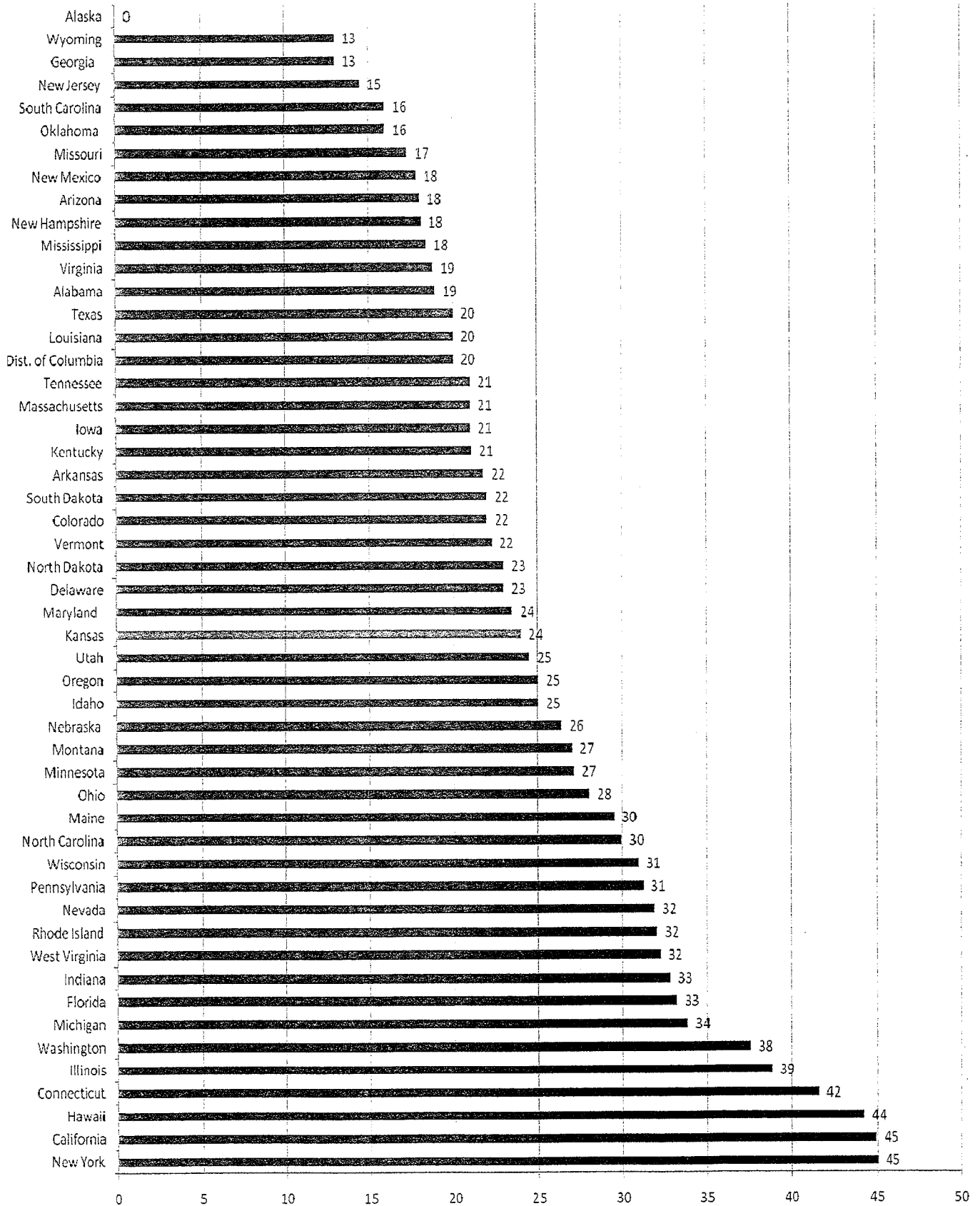


KDOT Funding Resource Guide

October 2009

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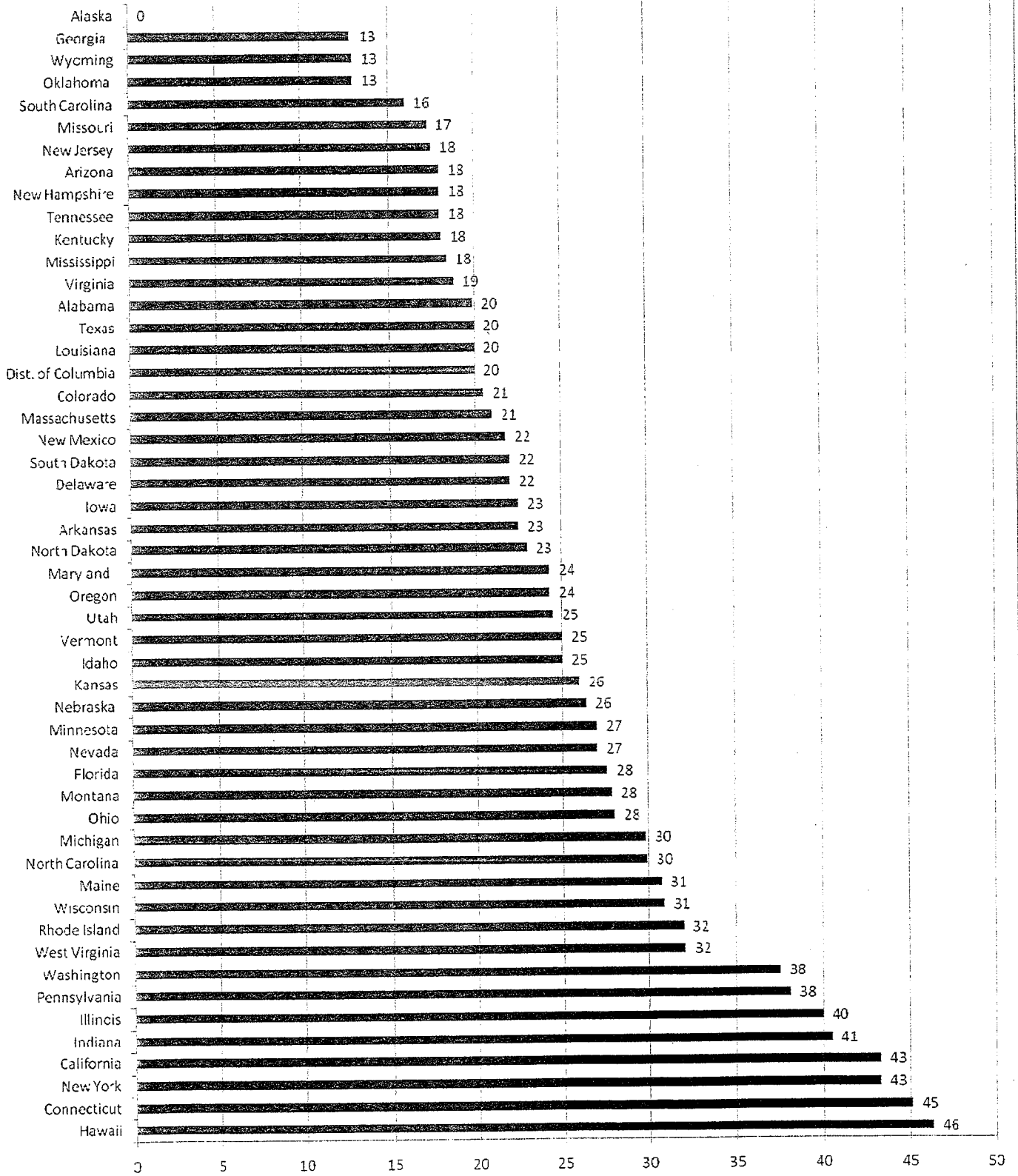
State Motor Fuel Tax - Gasoline



Source: American Petroleum Institute

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State Motor Fuel Tax - Diesel



Source: American Petroleum Institute

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T-LINK Recommended Lettings - Funding Gap

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Prepared for the Interim Special Committee on Transportation September 29, 2009

All amounts in millions, unless otherwise noted

Letting Amounts (by State Fiscal Year)						6 yr Program		8 yr Program		10 yr Program	Total
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Under Current Revenues											
CTP Lettings*	-	-	-	-	-	-	-	-	-	-	-
Modernization**	112	70	-	-	-	-	-	-	-	-	182
Preservation	200	300	380	390	365	430	445	430	420	430	3,790
Total	312	370	380	390	365	430	445	430	420	430	3,972
T-LINK Recommendations											
Preservation	388	402	416	430	445	465	486	508	531	555	4,828
Preservation Gap	(76)	(32)	(36)	(40)	(80)	(35)	(41)	(78)	(111)	(125)	(654)
Modernization	36	37	39	40	41	43	45	47	49	51	429
GAP - In Aggregate	(112)	(69)	(74)	(80)	(122)	(78)	(86)	(125)	(160)	(176)	(1,083)
Expansion	300	311	321	333	344	360	376	393	411	429	3,677
GAP - In Aggregate	(412)	(379)	(396)	(413)	(466)	(438)	(462)	(518)	(571)	(605)	(4,660)
Modes	20	20	20	20	20	20	20	20	20	20	200
GAP - In Aggregate	(432)	(399)	(416)	(433)	(486)	(458)	(482)	(538)	(591)	(625)	(4,860)
Local***	54	56	58	60	62	65	68	71	74	77	644
GAP - Annual Cumulative	(486)	(455)	(473)	(493)	(548)	(523)	(550)	(609)	(665)	(703)	(5,504)
Running Total Aggregate Gap	(486)	(941)	(1,415)	(1,907)	(2,455)	(2,978)	(3,528)	(4,136)	(4,801)	(5,504)	
Program Average Annual Gap						496		517		550	

Cumulative Gap

Preservation:

Taking Care of What We Have

Preservation includes Interstate and Non-Interstate pavement rehab/replacement. It also includes pavement resurfacing with modest improvements, bridge and culvert repair, bridge painting, signing and pavement marking. It does not include wider shoulders, added passing lanes, added through lanes or intersection improvements.

Modernization:

Safety and Shoulder Improvements

Modernization includes Interstate and Non-Interstate wider shoulders or intersection improvements. It also includes projects such as bridge replacement and rehabilitation, bridge redecking, and railroad crossings. It does not include added passing lanes, added through lanes or interchanges.

Expansion:

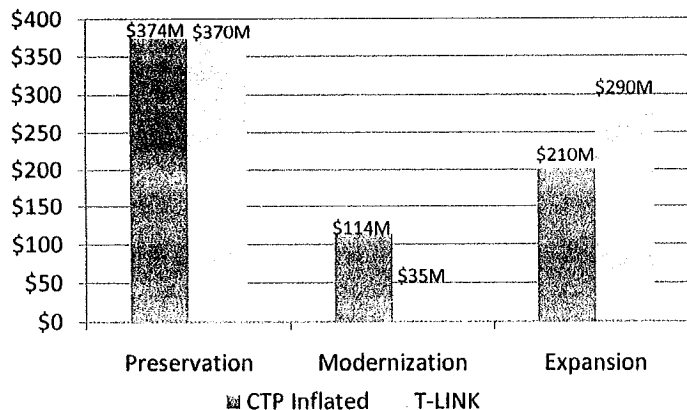
Adding Something New

Expansion includes Interstate and Non-Interstate pavement rehab/replacement with major improvements that include added passing lanes, added through lanes and interchanges.

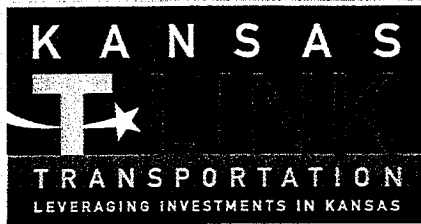
* \$50 million in CTP projects remain to be let in FY 2011
** July 2009 Announcement

*** Includes Local Economic Development Program, Local Road Priority Network, City Connecting Links and excludes additional Special City/County Highway Fund expenditures. T-LINK recommended an additional \$45M per year to SCCHF.

CTP Spending vs. T-Link Recommendations



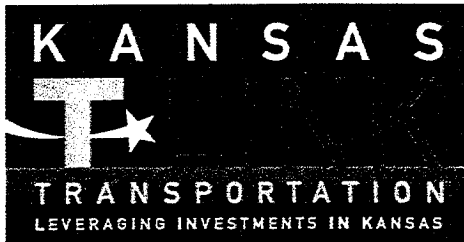
	Average Annual CTP Spending	Average Annual CTP Spending Inflated to 2010 Dollars	2010 T-Link Recommendation
Preservation	278	374	370
Modernization	84	114	35
Expansion	170	210	290
Total	532	698	695



TRANSPORTATION FUNDING OPTIONS

<u>Description:</u>	<u>Variable Unit:</u>	<u>Resulting Net Annual Incremental Revenue:</u>
T-Link Recommendations:		
1. Motor Fuel Gallon Tax*	\$0.01	\$17MM
2. Car & Light Duty Vehicle Registration Fees*	\$10	\$25MM
3. Truck Registration Fees*	\$100	\$16MM
4. Bond Capacity Under Current Revenues	Debt Service at 18% of ATAR	\$100MM (Per year at 10 years)
Other Options:		
5. Increase Level of Sales Tax Deposit to SHF*	0.10	\$41MM
6. Sales Tax on Motor Fuels (\$3/gallon)	5.3%	\$318MM
7. Vehicle Miles Traveled	1¢ per mile	\$295MM
8. Per Ton Tax for Highway	\$0.01	\$5.3MM
9. Per Ton Tax for Rail	\$0.01	\$2.7MM
10. Kansas Highway Patrol Speeding Tickets	\$20 per ticket	\$1.6MM
11. Adding a Surcharge on New Car Sales	\$10	\$1.15MM
12. Adding a Surcharge on Rental Cars	0.10%	\$100K
13. Jet Fuel Tax - Remove Exemption from Interstate Commerce (Potential T-Link Rec. for Aviation)	5.30%	\$11MM
14. Aviation Fuel Tax	5.30%	\$2MM
15. Sales Tax Generated on Bicycle Sales dedicated to SHF	5.30%	\$3MM
16. Adding a Surcharge on Real Estate transactions	0.01%	\$2MM
17. Jet Fuel Excise per gallon	\$0.01	\$410K
18. Aircraft Registration	\$60	\$240K
19. Local Motor Fuel Tax Option	\$0.01	\$17MM
20. Reallocation of Motor-Carrier Corporate Tax	10% of Corp. Income Tax	\$750K
21. Reallocation of Railroad Corporate Tax	10% of Corp. Income Tax	\$550K
22. Adding a Surcharge to KTA Tolls	10%	\$8MM
23. Aviation Gas Excise Per Gallon	\$0.01	\$90K
24. Broadening of the States Tax Base	1% Reduction in Exemptions	\$41MM
25. Dedicate a Portion of Gaming Revenues	10%—25%	TBD
26. Partial Removal of Tax Exemption on Exempt Real Estate	0.10%	\$686K
27. Tolling of Additional Roads	To be discussed at a later date	

* Updated from prior distribution to T-LINK members.



T-LINK Funding Options Background Information

1. **Motor Fuel Gallon Tax: FY 2011 Estimate**
2. **Car and Light Duty Vehicles Registration Fees: FY 2011 Estimate**
3. **Truck Registration Fees: FY 2011 Estimate**
4. **Bond Capacity under Current Revenues: FY 2011-2020 Estimates**
Assumes \$0 in FY 2011 MM, \$200 MM in FY 2012 and \$100 MM per year FY 2013- FY 2020
5. **Increase Level of Sales Tax Deposit to SHF: FY 2011 Estimate**
6. **Sales Tax on Motor Fuels at \$3/gallon: Total FY 2010-2019, estimate includes assumed growth rate.**
Total Expected SHF MFT Revenue FY 2010-2019 is \$6,071 million; .1% is \$6 million
7. **Vehicles Miles Traveled: 2008 Estimates**
29.5 Billion miles driven annually times \$.01 = \$295 Million
8. **Per Ton Tax for Highway: 2006 Estimates**
Truck Total is approx. 530 million tons; \$.01 is \$5.3 million
9. **Per Ton Tax for Rail: 2006 Estimates**
Rail Total is approx. 270 million tons; \$.01 is \$2.7 million
10. **Kansas Highway Patrol Speeding Tickets: 2007 Estimates**
KHP issued 80,906 speeding tickets during calendar year 2007; \$20 per ticket is approx. \$1.6 million
11. **Adding a Surcharge on New Car Sales: 2009 Estimates**
Dept of Revenue annual total car sales in KS is 115,000; \$10 per car is \$1.15 million
12. **Adding a Surcharge on Rental Cars: FY 2008 Estimates**
\$100 million in total vehicle rental charges; .1% is approx. \$100K
13. **Jet Fuel Tax- Remove Exemption from Interstate Commerce: 2007 Estimates**
41 Million Gallons at \$5.25 per gallon taxed at 5.3% = \$11 Million

14. Aviation Fuel Tax: 2007 Estimates

9 million Gallons at \$4.50 per gallon taxed at 5.3% = \$2 Million

15. Sales Tax Generated on Bicycle Sales: 2007 Estimates

National Estimate of bike, related parts and accessories sales is \$6 billion. Kansas sales are estimated to be at 1% or \$60 million; 5.3% times \$60 million is approx. \$3 million.

16. Adding a Surcharge on Real Estate Transactions: 2005 Estimates

Estimated 2005 Mortgage Registration Value: \$21,845,444,445; .01% is approx. \$2 million

17. Jet Fuel Excise per Gallon: 2007 Estimates

41 million gallons sold times \$.01 = 410K

18. Aircraft Registration: 2007 Estimates

4,000 aircrafts registered; \$60 per aircraft is \$240K

19. Local Motor Fuel Tax Option: 2007 Estimates

Same as if State were to collect MFT. \$.01 = \$17 million. Locals can determine their share by taking \$280 per 1,000 daily vehicle miles traveled

20. Reallocation of Motor Carrier Tax: 2005 Estimates

Total corporate income taxes collected in the State of KS for Motor-Carriers is \$7.5 million; 10% is \$750K

21. Reallocation of Railroad Corporate Tax: 2005 Estimates

Total corporate income taxes collected in the State of KS for Motor-Carriers is \$5.5 million; 10% is \$550K

22. Adding a Surcharge on KTA Tolls: 2007 Estimates

Tolls collected in 2007 total \$78 million; 10% is approx. \$8 million

23. Aviation Gas Excise per Gallon: 2007 Estimates

9 million gallons sold times \$.01 = 90K

24. Broadening of the State's Tax Base: FY 2008 Estimates

Dept of Revenue sales tax exemptions for FY 2008 estimate is \$4,072 million; 1% = \$41 million.

The two largest categories:

- A. Property which becomes an ingredient or component part of property or services produced or manufactured for ultimate sale at retail
- B. Property or services purchased by the State of Kansas, political subdivisions, nonprofit hospitals or blood/donor banks

25. Dedicate a Portion of Gaming: TBD

26. Partial Removal of Tax Exemption on Exempt Real Estate: FY 2007 Estimates

Total Exemption: \$27 billion

Exempt Real Property 2007
(Appraised Value in dollars)

Appraised Value of Exempt Real Property	\$ 27,449,953,391
Reduction in Exemption by 10%	<u>10%</u>
Increase in Taxable Appraised Property Value	\$ 2,744,995,339
Business Assessment Rate of 25%	<u>25%</u>
New Assessed Value	\$ 686,248,835.00
Mill Rate	<u>0.001</u>
New Revenue per Mill	\$ 686,249.00

27. Tolling of Additional Roads: To be discussed at a later date

Tab 8

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RESOLUTIONS RECEIVED

April 14, 2009

Counties Total 104

No Resolution from following: Wichita County

Cities Total 106

Abilene
Arkansas City(2)
Basehor
Burlington
Cimarron
Coffeyville
Cottonwood Falls
Dodge City
Emporia(2)
Fredonia
Garnett
Grainfield
Grinnell
Herington
Holton
Johnson City
Kingman
Larned
Lenexa
Lyons
Marion
Mound City
Newton(2)
Osage City(2)
Overland Park
Peabody
Pratt
Sedgwick(2)
Solomon
St. George
Tipton
Udall
Wakeeney
Washington
Wichita(2)

Andover
Arma
Bel Aire(2)
Caney
Clay Center
Colby
Deerfield
Edgerton
Enterprise
Fort Scott
Goodland
Great Bend
Halstead(r)
Hesston(2)
Hope
Junction City
Lakin
Lawrence(2)
Leoti
Manchester
McPherson(2)
Mulvane
Oakley
Osborne
Park City
Phillipsburg
Russell
Seneca
Sterling
Sharon Springs
Tonganoxie
Ulysses
Walton
Wellington(2)
Winfield
Yates Center

Anthony
Atchison
Beloit
Chapman
Clearwater
Concordia
Derby(R)
Edwardsville(R)
Fairway
Garden City
Gove
Greensburg
Haysville
Hiawatha
Iola
Kansas City
Lansing
Leavenworth
Louisburg
Manhattan
Mission
Neodesha
Olathe
Ottawa
Parsons
Pittsburg
Salina
Shawnee
Stockton
Strong City
Topeka
Valley Center(r)
Wamego
Westwood
Woodbine

Others

**McPherson Industrial Development Co.
Spirit (US-54 Association)**

Local Government Resolutions of Support for a New Transportation Program

April 14, 2009

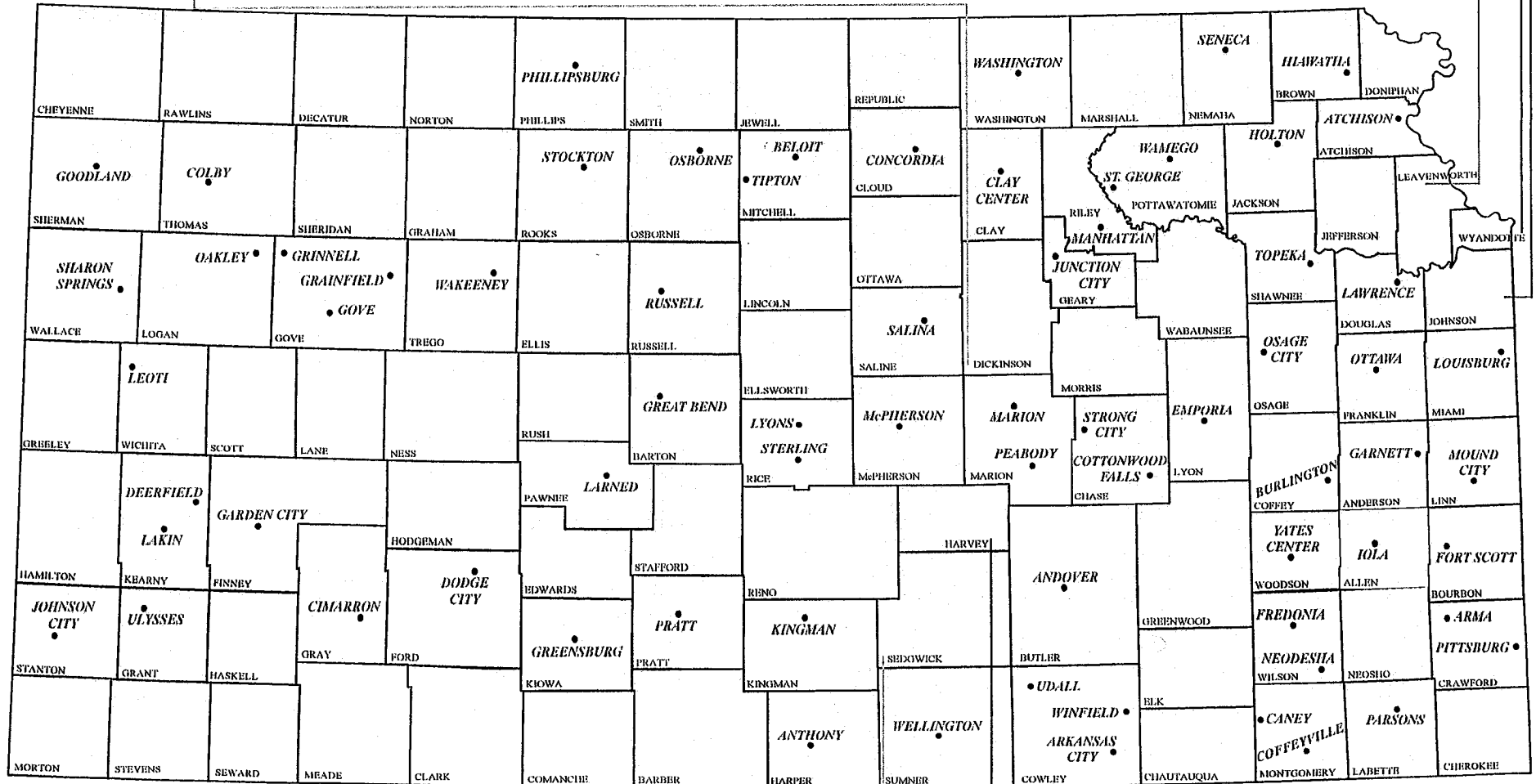
- MANCHESTER
- ABILENE
- CHAPMAN
- ENTERPRISE
- SOLOMON
- WOODBINE
- HOPE
- HERINGTON
- DICKINSON

- LANSING
- LEAVENWORTH
- BASEHOR
- TONGANOXIE
- LEAVENWORTH

- FAIRWAY
- SHAWNEE
- WESTWOOD
- LENEXA
- MISSION
- OVERLAND PARK
- OLATHE
- JOHNSON
- EDGERTON

- KANSAS CITY
- EDWARDSVILLE
- WYANDOTTE

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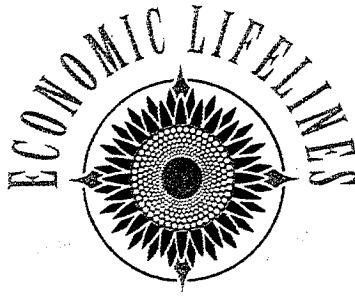
All 105 counties shown above plus the 106 cities identified above have passed resolutions in support of a new transportation program.

- VALLEY CENTER
- PARK CITY
- BEL AIRE
- WICHITA
- HAYSVILLE
- DERBY
- CLEARWATER
- MULVANE

- HENSTON
- WALTON
- NEWTON
- HALSTEAD
- HARVEY
- SEDGWICK

Tab 9

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Show your support for a Comprehensive Transportation Program by becoming a member of ECONOMIC LIFELINES.

The Legislature will be working on a new program this fall and it is essential that we demonstrate as much support as possible. The 2010 session could be our last best chance for a new program. By becoming a member of Economic Lifelines, you are helping to build this support. As a member, you will receive updates about the transportation plan and have an opportunity to show support.

Economic Lifelines is the statewide coalition of organizations and community groups which provide the grassroots support for Comprehensive Transportation Programs in Kansas. Its members believe that the economic development and jobs that are generated by such programs are vital to the stability and growth of the Kansas economy and that of individual communities.

NAME: _____

ORGANIZATION: _____

ADDRESS: _____

CITY/STATE/ZIP: _____ EMAIL ADDRESS:

TELEPHONE:

PLEDGE AMOUNT: _____

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TRIP Chairmen and members
of the committee



November 16, 2009

Topeka, Kansas

The Interim Legislative Transportation Committee

Good morning and thank you for providing us this opportunity to present the findings of our recent report, which we released in late September. I am Frank Moretti, the Director of Policy and Research for TRIP.

TRIP is a national, transportation research nonprofit that was founded in Washington, DC in 1971. TRIP prepares and distributes national, state and regional reports on a variety of surface transportation issues. Over the past four decades, we've released more than 500 reports in all 50 states.

We are supported by a coalition of manufacturing, construction, labor and engineering organizations

The future mobility report we released in September evaluated Kansas' road and bridge conditions, congestion, traffic safety and transportation funding. The report also identified specific roads and bridges in the state that are in need of repair or replacement, but can't be addressed without an increase in transportation funding at the federal, state or local level. Some of those projects are located right here in Topeka.

In the past, Kansas has been able to take advantage of federal and state transportation funding to improve, maintain and expand the state's

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transportation system. But the future of Kansas' roads and bridges is being placed in jeopardy by a lack of adequate funding.

The report found that over the next ten years, Kansas is projected to face a \$6.4 billion dollar transportation funding shortfall. This funding gap will hinder economic development and recovery at a time when it is desperately needed. And it will accelerate the deterioration of the state's roads and bridges, while causing an increase in congestion and will also undermine the ability of the state to improve traffic safety in Kansas.

Kansas relies on a combination of state and federal transportation funding to make needed improvements and repairs to its roads and bridges. But at this point, numerous critical projects will remain stranded on the drawing board because of insufficient funding.

As Kansas and the nation look to recover from the current economic downturn, making needed improvements to the state's roads and bridges could provide a significant boost to the economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

The current six-year federal transportation legislation is set to expire on December 18th, 2009. In addition to state transportation funding, the size and provisions of the next federal surface transportation program will have a significant impact on future levels of mobility, traffic safety, as well as the condition of the roads and bridges in Kansas.

Let me turn to some of the other key findings of the report:

As Kansas looks to rebound from the current economic downturn, the state will need to modernize its surface transportation system by improving the physical condition of its transportation network and by enhancing the system's ability to provide efficient and reliable mobility for residents, visitors and businesses. Making needed improvements to Kansas's roads, highways, bridges and transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility.

The FHWA has found that every \$1 billion supports approximately 27,800 jobs. And while the costs of highway construction materials increased 39 percent over the last five years, the actual cost of road and bridge construction has actually decreased recently, which could provide an opportunity to complete needed projects in the near future at a reduced cost.

Approved in February 2009, the American Recovery and Reinvestment Act provides approximately \$348 million in ~~stimulus~~ ^{economic recovery} funding for highway and bridge improvements and \$31 million for public transit improvements in Kansas. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to enhance its surface transportation system.

Kansas faces a \$6.4 billion gap over the next 10 years in needed funding to allow the state to maintain the condition of its major roads, highways and bridges and to relieve traffic congestion and enhance economic development opportunities by expanding key sections of the state's roadway system and making improvements to the state's public transit system.

- The Transportation-Leveraging Investments in Kansas Task Force (T-LINK), which included business, government and industry leaders, concluded in January 2009 that over the next 10 years, Kansas will have an annual shortfall in surface transportation funding of \$640 million, based on the investment level recommended by T-LINK.

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- Unless Kansas is able to close its transportation funding gap, the task force concluded that the condition of the state's roads, highways and bridges will deteriorate, traffic congestion will worsen and economic development opportunities in the state will be lost.
- If Kansas is able to fully fund its transportation program at the level recommended by T-LINK, it would be able to maintain roads, highways and bridges in their current condition and fund approximately half of the road and highway capacity expansions recommended in the report to relieve traffic congestion and support statewide economic opportunities.
- At current investment levels, T-LINK found that traffic congestion in the state will worsen. By 2030, the miles of urban highways that are congested in Kansas will increase by two-and-a-half times, from 105 miles to 265 miles. And miles of rural highways in the state experiencing periodic congestion will more than triple during the same time, increasing from 535 miles to 1,725 miles.

The TRIP report found that the efficiency of Kansas' transportation system, particularly its highways, is critical to the health of the state's economy. Businesses depend on an efficient and reliable transportation system to move products and services. A key component in business efficiency and success is the level and ease of access to customers, markets, materials and workers.

- Every year, \$95 billion in goods are shipped annually from sites in Kansas and another \$87 billion in goods are shipped annually to sites in Kansas, mostly by truck.
- Seventy-three percent of the goods shipped annually from sites in Kansas are carried by trucks and another six percent are carried by courier services, which use trucks for part of the deliveries. Similarly, 78 percent of the goods shipped to sites in Kansas are carried by trucks and another 11 percent are carried by courier services.

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- Commercial trucking in Kansas is projected to increase 30 percent by 2020.

The report also found that Federal funding remains an important source of surface transportation funding in Kansas.

- Federal funds provide 32 percent of revenues used annually by the Kansas Department of Transportation to pay for road, highway and bridge construction, repairs and maintenance.
- Federal funds provide 36 percent of the revenue used annually to pay for the operation of and capital improvements to the state's public transit systems, which includes the purchase and repair of vehicles and the construction of transit facilities.

Without a significant boost in federal or state transportation funding, Kansas will be unable to move forward with numerous projects needed to improve traffic safety, enhance economic development opportunities, relieve traffic congestion and maintain overall conditions. Our report included a list of needed transportation projects that cannot move forward unless additional transportation funding is secured.

Although overall pavement conditions in Kansas are relatively good, some deficiencies exist and must be repaired. This report identifies the sections of Kansas roads and highways that are most in need of repair or replacement.

- Of the 11,215 miles of state maintained roads and highways in Kansas, 74 miles (less than one percent) were in poor condition in 2009 and 665 miles (six percent) of state-maintained roads were in mediocre condition.
- While pavement surfaces in the state have generally been maintained in good condition through routine resurfacing, numerous sections of Kansas' roadways are reaching an age when they will require more costly repairs and reconstruction.
- Driving on roads in need of repair costs Kansas' motorists \$628 million annually – \$318 per driver –in extra vehicle operating

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costs, including accelerated vehicle depreciation, additional repair costs and increased fuel consumption and tire wear.

One in five bridges in Kansas is structurally deficient or functionally obsolete. Deficient bridges impact commercial and personal mobility as well as safety. This report contains a list of bridges in the state with the lowest sufficiency rating.

- Eleven percent of Kansas' bridges are rated as structurally deficient, showing significant deterioration to decks and other major components. A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Bridges that are structurally deficient are often restricted to carrying lower weight vehicles or are closed if they are found to be unsafe.
- Nine percent of Kansas' bridges are functionally obsolete. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe.

TRIP also found that due to increases in population, economic growth and vehicle travel, Kansas' system of roads and bridges is under more stress than ever.

- Kansas' population increased 13 percent since 1990, from 2.5 million in 1990 to 2.8 million residents in 2008. Kansas' population is expected to increase to 3.1 million residents by 2025.
- Vehicle travel on Kansas' major highways increased 27 percent between 1990 and 2008, rising from 22.8 billion vehicle miles traveled in 1990 to 29 billion vehicle miles traveled in 2008.
- Vehicle travel in the state is expected to increase by 30 percent by 2025.
- Kansas has also experienced significant economic growth since 1990. From 1990 to 2008, Kansas' gross domestic product (GDP),

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a measure of the state's economic output, increased by 45 percent, when adjusted for inflation.

The report also looked at highway safety in Kansas.

An average of 431 people were killed each year in crashes on Kansas' roads from 2004 to 2008. Improving safety features on Kansas' roads and highways would likely result in a decrease in traffic fatalities in the state. Roadway design is an important factor in approximately one-third of fatal and serious traffic accidents.

- A total of 2,156 people were killed in Kansas in traffic accidents from 2004 to 2008, an average of 431 fatalities per year.
- In 2008, Kansas had a traffic fatality rate of 1.33 fatalities per 100 million vehicle miles traveled, slightly higher than the national average of 1.27.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, adding rumble strips, widening lanes, widening and paving shoulders, upgrading roads from two lanes to four lanes, and installing better road markings and traffic signals can reduce traffic fatalities and accidents while improving traffic flow to help relieve congestion.
- Motor vehicle crashes cost Kansas \$1.9 billion per year, \$701 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The TRIP report also noted that two congressionally appointed commissions and a national organization representing state transportation departments have recommended a broad overhaul of the Federal Surface Transportation Program to improve mobility, safety and the physical condition of the nation's surface transportation system by significantly boosting funding, consolidating the program into fewer categories, speeding up project delivery and requiring greater accountability in project selection.

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In fact, one of the commissions found that the U.S. faces a \$2.3 trillion funding shortfall in needed repairs and improvements to the nation's surface transportation system over the next 25 years.

In conclusion, for Kansas' transportation system to carry the state into the 21st Century, projects needed to provide for safe, smooth and efficient mobility must be adequately funded at the federal, state and local level. The state's residents, visitors, as well as the strength of the state's economy are riding on it.

Thank you.

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Moving Kansas Forward: The Condition and Funding of Kansas' Roads, Highways & Bridges

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Founded in 1971, TRIP ®, of Washington, DC is a nonprofit organization that researches, evaluates and distributes economic and technical data on highway transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway engineering, construction and finance; labor unions; and organizations concerned with an efficient and safe highway transportation network.

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Executive Summary

Kansas' extensive system of roads, highways and bridges provides the state's residents, visitors and businesses with a high level of mobility. As the backbone that supports the Sunflower State's economy, Kansas' surface transportation system provides for travel to work and school, visits to family and friends, and trips to tourist and recreation attractions.

As Kansas looks to rebound from the current economic downturn, the state will need to modernize its surface transportation system by improving the physical condition of its transportation network and by enhancing the system's ability to provide efficient and reliable mobility for residents, visitors and businesses. Making needed improvements to Kansas's roads, highways, bridges and transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility.

The federal government is an essential source of funding for the ongoing modernization of Kansas' roads, highways, bridges and transit. But recent declines in federal transportation revenues are making it more difficult for the state to maintain and improve its transportation system.

Approved in February 2009, the American Recovery and Reinvestment Act provides approximately \$348 million in stimulus funding for highway and bridge improvements and \$31 million for public transit improvements in Kansas. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to enhance its surface transportation system. Meeting Kansas' need to repair, expand and maintain its system of roads, highways, bridges and transit will require a significant, long-term boost in transportation funding at the federal, state or local levels.

This year, Congress will deliberate over a long-range federal surface transportation program. The current program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), expires on September 30, 2009. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as level of transit service in Kansas, which, in turn, will affect the state's ability to improve quality of life and enhance economic development opportunities.

Kansas faces a \$6.4 billion gap over the next 10 years in needed funding to allow the state to maintain the condition of its major roads, highways and bridges and to relieve traffic congestion and enhance economic development opportunities by expanding key sections of the state's roadway system and making improvements to the state's public transit system.

- The Transportation-Leveraging Investments in Kansas Task Force (T-LINK), which included business, government and industry leaders, concluded in January 2009 that over the next 10 years, Kansas will have an annual shortfall in surface transportation funding of \$640 million, based on the investment level recommended by T-LINK.

- Unless Kansas is able to close its transportation funding gap, the task force concluded that the condition of the state's roads, highways and bridges will deteriorate, traffic congestion will worsen and economic development opportunities in the state will be lost.
- If Kansas is able to fully fund its transportation program at the level recommended by T-LINK, it would be able to maintain roads, highways and bridges in their current condition and fund approximately half of the road and highway capacity expansions recommended in the report to relieve traffic congestion and support statewide economic opportunities.
- At current investment levels, T-LINK found that traffic congestion in the state will worsen. By 2030, the miles of urban highways that are congested in Kansas will increase by two-and-a-half times, from 105 miles to 265 miles. And miles of rural highways in the state experiencing periodic congestion will more than triple during the same time, increasing from 535 miles to 1,725 miles.

The federal surface transportation program is an essential source of funding for the construction, maintenance and improvement of Kansas' system of roads, highways, bridges and public transit. The American Recovery and Reinvestment Act will further provide a helpful boost to surface transportation funding in the state.

- The current federal surface transportation program expires on September 30, 2009 and needs to be reauthorized by this date or funding under the program will cease.
- The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway, bridge and transit conditions, levels of traffic congestion, and safety in Kansas. The future condition of Kansas' surface transportation system will have a critical effect on the state's ability to improve its residents' quality of life and to enhance economic development opportunities.
- From 1998 to 2008, Kansas received approximately \$4 billion in federal funding for road, highway and bridge improvements, and \$278 million for public transit, a total of approximately \$4.3 billion.
- Federal funds provide 32 percent of revenues used annually by the Kansas Department of Transportation to pay for road, highway and bridge construction, repairs and maintenance.
- Federal funds provide 36 percent of the revenue used annually to pay for the operation of and capital improvements to the state's public transit systems, which includes the purchase and repair of vehicles and the construction of transit facilities.
- The American Recovery and Reinvestment Act provides approximately \$348 million in stimulus funding for highway and bridge improvements and \$31 million for public transit improvements in Kansas.

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- Due to inadequate revenue being collected into the Federal Highway Trust Fund, federal funding for highways and transit in Kansas may be cut significantly starting October 1, 2009. The Congressional Budget Office estimates that Kansas' federal highway dollars will be cut by 38 percent in FY 2010 unless Congress takes steps to eliminate the shortfall in the Federal Highway Trust Fund.

Without a significant boost in federal or state transportation funding, Kansas will be unable to move forward with numerous projects needed to improve traffic safety, enhance economic development opportunities, relieve traffic congestion and maintain overall conditions. The rapid increase in the cost of key materials needed for highway and bridge construction also threatens the state's ability to fund needed projects. This report includes a list of needed transportation projects that cannot move forward unless additional transportation funding is secured.

- Unless additional funding can be secured, numerous projects to modernize and expand key segments and interchanges of the state's highway network can not proceed. These projects include the following: US-69 from Pittsburg to I-44 at the Oklahoma state line, the Northwest Wichita bypass from K-96 to US-54, US-69 in Kansas City from 119th St. to I-435 and I-235 in Wichita at the US-54 and Central Avenue interchanges. A full list of needed highway improvements that cannot move forward is included in this report.
- Unless the state can secure additional transportation funding, significant bridge repairs and replacements cannot proceed. These projects include the following: the I-70 Polk-Quincy Viaduct in downtown Topeka, the US-24 bridge over Huntress Creek in Clay County, and K-25 bridge over the North Fork of Sappa Creek in Rawlins County. A full list of needed bridge improvements that cannot move forward is included in this report.
- Needed "mega projects" in Kansas that are unlikely to proceed without a boost in federal, state or local funding include the I-35/I-435/K-10 interchange in Kansas City and the I-235/Kellogg/Central interchange complex in Wichita.
- Further compounding Kansas' transportation funding shortfall is the escalation of the cost of roadway improvements due to rapid increases in the price of key materials needed for highway and bridge construction. Over the five-year period from May 2004 to May 2009 the average cost of materials used for highway construction, including asphalt, concrete, steel, lumber and diesel has increased 37 percent.

Although overall pavement conditions in Kansas are relatively good, some deficiencies exist and must be repaired. This report identifies the sections of Kansas roads and highways that are most in need of repair or replacement.

- Of the 11,215 miles of state maintained roads and highways in Kansas, 74 miles (less than one percent) were in poor condition in 2009 and 665 miles (six percent) of state-maintained roads were in mediocre condition.

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- While pavement surfaces in the state have generally been maintained in good condition through routine resurfacing, numerous sections of Kansas' roadways are reaching an age when they will require more costly repairs and reconstruction.
- Driving on roads in need of repair costs Kansas' motorists \$628 million annually – \$318 per driver –in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs and increased fuel consumption and tire wear.
- Included in this report is a list of segments of deteriorated roadway in the state that are most in need of repair or replacement. The following are the top ten segments on that list.

	Route	County/City	From	To	Length	Work Needed
1	U-81	Sedgwick	6	8	2	Resurface
2	U-24	Osborne	31	34.1	3.1	Address Transverse Cracking
3	U-83	Seward	3	5	2	Resurface
4	I-70	Sherman	0	12	12	Heavy Rehab
5	K-31	Osage	16.2	22.9	6.7	Rehab
6	K-27	Stanton	13.1	24.1	11	Address Transverse Cracking
7	I-435	Wyandotte	0.4	4	3.6	Address Transverse Cracking
8	U-24	Leavenworth	0	9.3	9.3	Address Transverse Cracking
9	I-435	Johnson	13	16.1	3.1	Address Transverse Cracking
10	U-69	Crawford	10	12	2	Address Transverse Cracking

One in five bridges in Kansas is structurally deficient or functionally obsolete. Deficient bridges impact commercial and personal mobility as well as safety. This report contains a list of bridges in the state with the lowest sufficiency rating.

- Eleven percent of Kansas' bridges are rated as structurally deficient, showing significant deterioration to decks and other major components. A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Bridges that are structurally deficient are often restricted to carrying lower weight vehicles or are closed if they are found to be unsafe.
- The classification of a bridge as "structurally deficient" does not mean the structure is unsafe. Kansas' bridge safety inspection program ensures that each bridge is safe for vehicles weighing less than the posted weight limit. If the inspection determines a bridge to be unsafe for vehicles, the bridge is closed or posted for lower weight vehicles until repaired or replaced.
- Nine percent of Kansas' bridges are functionally obsolete. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe.

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- Bridge deficiencies have an impact on mobility and safety. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid these bridges. Narrow bridge lanes, inadequate clearances and poorly aligned bridge approaches reduce traffic safety. Redirected trips lengthen travel time, waste fuel and reduce the efficiency of the local economy.
- The overall rating for bridges is determined based on deck, substructure and superstructure conditions, as well as the amount of traffic carried by the bridge and the length of a detour that would be required if the bridge were closed.
- This report contains a list of Kansas’ most-heavily traveled structurally deficient bridges, with average daily traffic (ADT) of at least 1,000 vehicles. The following chart lists the ten Kansas bridges with the lowest overall ratings.

Rank	Route	Closest City	Route or feature intersected	ADT	Year built
1	56	Rural	110 MILE CREEK DRAINAGE	2,810	1926
2	77	Rural	BIG BLUE RIVER	2,630	1950
3	59	Atchison	MO RIV, MOPACRR,RD	9,020	1938
4	54	Rural	CLEAR CREEK	8,300	1969
5	24	Rural	UNION PACIFIC RAILROAD	8,600	1957
6	40	Lawrence	NB ACCESS TO KTA 59	29,200	1956
7	70	Kansas City	PACIFIC AVENUE	42,000	1959
8	400	Dodge	ARKANSAS RIVER DRAINAGE	14,200	1932
9	40	Lawrence	ACCESS KTA TO SB 59	26,400	1956
10	99	Rural	EAGLE CREEK	1,920	1934

Due to increases in population, economic growth and vehicle travel, Kansas’ system of roads and bridges is under more stress than ever.

- Kansas’ population increased 13 percent since 1990, from 2.5 million in 1990 to 2.8 million residents in 2008. Kansas’ population is expected to increase to 3.1 million residents by 2025.
- Vehicle travel on Kansas’ major highways increased 27 percent between 1990 and 2008, rising from 22.8 billion vehicle miles traveled in 1990 to 29 billion vehicle miles traveled in 2008.
- Vehicle travel in the state is expected to increase by 30 percent by 2025.
- Kansas has also experienced significant economic growth since 1990. From 1990 to 2008, Kansas’ gross domestic product (GDP), a measure of the state’s economic output, increased by 45 percent, when adjusted for inflation.

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An average of 431 people were killed each year in crashes on Kansas' roads from 2004 to 2008. Improving safety features on Kansas' roads and highways would likely result in a decrease in traffic fatalities in the state. Roadway design is an important factor in approximately one-third of fatal and serious traffic accidents.

- A total of 2,156 people were killed in Kansas in traffic accidents from 2004 to 2008, an average of 431 fatalities per year.
- In 2008, Kansas had a traffic fatality rate of 1.33 fatalities per 100 million vehicle miles traveled, slightly higher than the national average of 1.27.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, adding rumble strips, widening lanes, widening and paving shoulders, upgrading roads from two lanes to four lanes, and installing better road markings and traffic signals can reduce traffic fatalities and accidents while improving traffic flow to help relieve congestion.
- Motor vehicle crashes cost Kansas \$1.9 billion per year, \$701 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- The Federal Highway Administration has found that every \$100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.

Two congressionally appointed commissions and a national organization representing state transportation departments have recommended a broad overhaul of the Federal Surface Transportation Program to improve mobility, safety and the physical condition of the nation's surface transportation system by significantly boosting funding, consolidating the program into fewer categories, speeding up project delivery and requiring greater accountability in project selection.

- The National Surface Transportation Policy and Revenue Study Commission (NSTPRSC) and the National Surface Transportation Infrastructure Financing Commission (NSTIFC) were created by Congress to examine the current condition and future funding needs of the nation's surface transportation program, develop a plan to insure the nation's surface transportation system meets America's future mobility needs and to recommend future funding mechanisms to pay for the preservation and improvement of the nation's roads, highways, bridges and public transit systems.
- The NSTPRSC concluded that it is critical to the future quality of life of Americans that the nation create and sustain the preeminent surface transportation system in the world, one that is well-maintained, safe and reliable.
- The NSTIFC found that the U.S. faces a \$2.3 trillion funding shortfall over the next 25 years in maintaining and making needed improvements to the nation's surface transportation system.

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- The NSTIFC found that the use of motor fuel fees is not sustainable as a primary source of funding for the nation's surface transportation system because of the shift to a variety of fuel sources and more fuel efficient vehicles.

Key recommendations of the Commissions and of the American Association of State Highway Transportation Officials (AASHTO) include:

Program format:

- Allocate funding through outcome-based, performance-driven programs supported by cost/benefit evaluations rather than political earmarking (NSTPRSC).
- Consolidate the more than 100 current transportation funding programs into 10 programs focused on key areas of national interest, including congestion relief, preservation of roads and bridges, improved freight transportation, improved roadway safety, improved rural access, improved environmental stewardship, and the development of environmentally-friendly energy sources (NSTPRSC).
- Speed up project development processes to reduce the excessive time required to move projects from initiation to completion by better coordinating the development and review process for transportation projects (NSTPRSC).
- Develop a future federal surface transportation program that would be accountable for results, would make investments based on community needs and would deliver projects on time and on budget (AASHTO).
- Provide a federal surface transportation program that is based on state-driven performance measures and is focused on six objectives of national interest: preservation and renewal, interstate commerce, safety, congestion reduction and connectivity for urban and rural areas, system operations, and environmental protection (AASHTO).

Funding:

- Shift the collection of federal surface transportation revenues from fuel taxes to mileage-based fees, which would charge motorists a fee based on the number of miles driven, with full deployment of a comprehensive system in place by 2020 (NSTIFC).
- Ensure that once implemented, mileage-based fees were indexed to inflation and that they and any other federal transportation charges were set at a rate that would provide enough revenue to provide adequate federal funding to ensure that the nation achieve an integrated national transportation system that is less congested and safer and that promotes increased productivity, stronger national competitiveness, and improved environmental outcomes (NSTIFC).
- Failure to address the immediate funding shortfall and provide adequate long-term funding for surface transportation will lead to unimaginable levels of congestion, reduced safety, costlier goods and services, eroded quality of life and diminished economic competitiveness (NSTIFC).

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- In the short term, significantly boost the current federal motor fuel tax and index it to inflation to support increased federal surface transportation investment (NSTIFC).
- Expand the ability to use additional surface transportation funding sources including tolling, state investment banks and public-private partnerships as a supplement to primary sources of funding such as motor fuel fees and eventually a mileage-based fee (NSTIFC).

The efficiency of Kansas' transportation system, particularly its highways, is critical to the health of the state's economy. Businesses depend on an efficient and reliable transportation system to move products and services. A key component in business efficiency and success is the level and ease of access to customers, markets, materials and workers.

- Every year, \$95 billion in goods are shipped annually from sites in Kansas and another \$87 billion in goods are shipped annually to sites in Kansas, mostly by truck.
- Seventy-three percent of the goods shipped annually from sites in Kansas are carried by trucks and another six percent are carried by courier services, which use trucks for part of the deliveries. Similarly, 78 percent of the goods shipped to sites in Kansas are carried by trucks and another 11 percent are carried by courier services.
- Commercial trucking in Kansas is projected to increase 30 percent by 2020.
- Businesses have responded to improved communications and greater competition by moving from a push-style distribution system, which relies on low-cost movement of bulk commodities and large-scale warehousing, to a pull-style distribution system, which relies on smaller, more strategic and time-sensitive movement of goods.
- Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient transportation system.

All data used in the report is the latest available. Sources of information for this study include the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), the U.S. Census Bureau, the National Highway Traffic Safety Administration (NHTSA), the Texas Transportation Institute (TTI), the Reason Foundation, the Bureau of Transportation Statistics (BTS), the Kansas Transportation Finance Commission and the Kansas Department of Transportation.

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Introduction

Kansas' system of roads and bridges provides the state's 2.8 million residents and its visitors with a high level of mobility. The state's extensive system of roads and bridges serves as the backbone of Kansas' economy and enables residents and visitors to go to work, visit family and friends, move goods to market, and frequent tourist and recreational attractions.

The continued improvement and expansion of Kansas' highway transportation system is crucial to providing a safer, more efficient transportation system, while improving the economic livelihood of the state and accommodating future growth.

As the nation looks to rebound from the current economic downturn, the improvement of Kansas' transportation system could play an important role in improving the state's economic well being by providing critically needed jobs in the short term and by improving the productivity and competitiveness of the state's businesses in the long term.

While state and local governments are responsible for maintaining most of Kansas' roadways, bridges and public transit systems, the federal government plays a significant role in funding the repairs and improvements of many of the state's most heavily used roads, highways, bridges and public transit systems. As Kansas faces the challenge of preserving and improving its transportation system, the future level of federal highway funding will be a critical factor in whether the state's residents, businesses and visitors continue to enjoy access to a safe and efficient transportation network.

This report examines the condition, use and safety of Kansas' roads, highways, bridges and public transit systems, the level of federal funding in the maintenance and improvement of the state's surface transportation system and the future mobility needs of the state. Lists are included of highway, bridge and transit projects that have been completed with the help of

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federal funding, and needed transportation projects that will require significant federal funding to proceed.

Population and Travel Trends in Kansas

Kansas residents enjoy modern lifestyles that rely on a high level of personal and commercial mobility. Increases in both the state's population and the amount of travel of its residents and visitors have led to additional demands being placed on Kansas' surface transportation system, particularly its key highways and roads. It is critical that Kansas develop and maintain a transportation system that can accommodate future growth in population, vehicle travel and economic development.

Kansas' population reached 2.8 million in 2008, increasing 13 percent since 1990, when the state's population was approximately 2.5 million.¹ The state's population is expected to increase to 3.1 million by 2025.²

Significant population and economic growth in Kansas have resulted in a corresponding increase in vehicle travel in the state. From 1990 to 2008, annual vehicle miles of travel (VMT) in Kansas increased by 27 percent, from 22.8 billion annual VMT to 29 billion VMT.³ Vehicle travel in Kansas is expected to increase by 30 percent by 2025 to approximately 39 billion annual VMT.⁴

Kansas has also experienced significant economic growth since 1990. From 1990 to 2008, Kansas' gross domestic product (GDP), a measure of the state's economic output, increased by 45 percent, when adjusted for inflation.

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Bridge Conditions in Kansas

Kansas' bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical facilities, as well as facilitating commerce and access for emergency vehicles.

The state's bridges are inspected regularly to determine their overall condition and to identify bridges that are in need of repair or replacement. Bridges are rated on a scale that takes into account structural adequacy, serviceability, how essential the bridge is for public use, and the importance of the bridge to public transportation in the area. The individual components of the bridge, including the deck, substructure and superstructure are also rated. These figures combine into an overall bridge sufficiency rating.

Eleven percent of the bridges (20 feet or longer) in Kansas were rated structurally deficient in 2008.⁵ A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Bridges that are structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.

Nine percent of Kansas' bridges (20 feet or longer) were rated as functionally obsolete in 2008.⁶ Bridges that are functionally obsolete no longer meet current highway design standards, often because of narrow lanes, inadequate clearances or poor alignment. The following chart

details the number and percentage of structurally deficient and functionally obsolete bridges in Kansas.

Chart 1. Bridge Conditions in Kansas

BRIDGE CONDITION	NUMBER OF BRIDGES	PERCENTAGE OF BRIDGES
Structurally Deficient	2,877	11%
Functionally Obsolete	2,319	9%
Total Deficient Bridges	5,196	
Total Number of Bridges	25,514	

Source: 2008 National Bridge Inventory

The Kansas Department of Transportation has provided a list of the 50 bridges in the state that have the lowest overall rating. The overall rating for bridges is determined based on deck, substructure and superstructure conditions, as well as the amount of traffic carried by the bridge and the length of a detour that would be required if the bridge was closed.

Chart 2. Kansas bridges with lowest overall rating.

Rank	Route	Closest City	Route or feature intersected	Daily Traffic	Year built
1	56	Rural	110 MILE CREEK DRAINAGE	2,810	1926
2	77	Rural	BIG BLUE RIVER	2,630	1950
3	59	Atchison	MO RIV, MOPACRR, RD	9,020	1938
4	54	Rural	CLEAR CREEK	8,300	1969
5	24	Rural	UNION PACIFIC RAILROAD	8,600	1957
6	40	Lawrence	NB ACCESS TO KTA 59	29,200	1956
7	70	Kansas City	PACIFIC AVENUE	42,000	1959
8	400	Dodge	ARKANSAS RIVER DRAINAGE	14,200	1932
9	40	Lawrence	ACCESS KTA TO SB 59	26,400	1956
10	99	Rural	EAGLE CREEK	1,920	1934
11	4	Rural	COW CREEK DRAINAGE	1,220	1951
12	70	Rural	LOCAL ROAD	15,100	1959
13	36	Rural	PRAIRIE DOG CR DRAINAGE	2,340	1954
14	15	Rural	REPUBLICAN RIVER DRN	2,680	1931
15	56	Baldwin City	EAST FORK TAUY CREEK	5,030	1929

Source: KDOT response to TRIP survey

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Chart 2. Kansas bridges with lowest overall rating (continued)

Rank	Route	Closest City	Route or feature intersected	Daily Traffic	Year built
16	70	Kansas City	KANSAS RIVER, 3 RR, 5 ST	26,950	1907
17	13	Rural	CEDAR CREEK	1,840	1960
18	169	Rural	ABANDONED ATSF RR	3,510	1954
19	247	Rural	I-70 HWY (KTA)	1,270	1956
20	54	Kingman	S F NINNESCAH RIV DRG	10,000	1929
21	36	Rural	NORTON RES DRAIN	1,005	1943
22	69	Rural	MARAIS DES CYGNES R DRG	4,470	1924
23	160	Rural	CAMP CREEK	1,020	1924
24	281	Rural	SELLENS CREEK	1,270	1935
25	70	Rural	SMOKY HILL RIVER DRAIN	10,300	1963
26	24	Rural	BOURBONAIS CREEK	4,690	1931
27	209	Rural	I-70 HWY (KTA)	1,060	1956
28	35	Emporia	URB 1109, LINCOLN ST	20,400	1965
29	92	Leavenworth	MISSOURI RIVER, MOPAC RR	11,400	1954
30	99	Rural	HOMER CREEK	1,090	1931
31	152	Rural	MARAIS DES CYGNES RIVER	2,290	1938
32	0	Rural	I-35 HWY (KTA)	4,420	1956
33	56	Ellinwood	ARKANSAS RIVER DRAINAGE	4,700	1931
34	56	Rural	MIDDLE FRK TAUY CR DRG	4,490	1929
35	169	Kansas City	UP RR, LOCAL STREET	21,800	1924
36	69	Rural	MARAIS DES CYGNES RIVER	4,470	1950
37	166	Rural	ARKANSAS RIVER	3,360	1937
38	110	Rural	N F BLK VERMILLION R DRN	1,100	1940
39	143	Salina	MULBERRY CREEK DRAINAGE	12,500	1934
40	24	St. Marys	COLLEGE CREEK	7,370	1929
41	196	Rural	DIAMOND CREEK	2,000	1949
42	81	Wichita	I135 HWY WL-EL	25,100	1961
43	114	Rural	DRY BRANCH	12,500	1928
44	70	Rural	LOCAL ROAD	15,400	1961
45	4	Rural	ROCK CREEK	6,000	1961
46	169	Rural	MKT RAILROAD (ABANDONED)	7,260	1948
47	50	Garden City	Drainage Ditch	13,300	1953
48	69	Rural	NORTH SUGAR CREEK DRG.	2,935	1927
49	54	Rural	SPRING CREEK DRAINAGE	2,790	1929
50	59	Rural	WAKARUSA RIVER DRAINAGE	10,100	1929

Source: Kansas Department of Transportation

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Kansas Road Conditions

The life cycle of Kansas' roads is greatly affected by the state's ability to perform timely maintenance and upgrades to ensure that structures last as long as possible. Although overall pavement conditions in Kansas are relatively good, the state's ability to maintain the system in its current condition may decline in the coming years, unless additional transportation funding is secured.

Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road's foundation. Road surfaces at intersections are even more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.⁷

Of the 11,215 miles of state-maintained roads and highways in Kansas, 74 miles (less than one percent) were in poor condition in 2009 and 665 miles (six percent) of state-maintained roads were in mediocre condition.

While Kansas' pavement surfaces have generally been maintained in good condition through routine resurfacing, numerous sections of the state's roadways are reaching an age when they will require more costly repairs and reconstruction.

Driving on roads in need of repair costs Kansas' motorists \$628 million annually – \$318 per driver – in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs and increased fuel consumption and tire wear. Additional vehicle operating costs have been calculated in the Highway Development and Management Model

(HDM), which is recognized by the U.S. Department of Transportation and more than 100 other countries as the definitive analysis of the impact of road conditions on vehicle operating costs. The HDM report is based on numerous studies that have measured the impact of various factors, including road conditions, on vehicle operating costs.⁸

The HDM study found that road deterioration increases ownership, repair, fuel and tire costs. The report found that deteriorated roads accelerate the pace of depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increase as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.

TRIP's additional vehicle operating cost estimate is based on taking the average number of miles driven annually by a region's driver, calculating current vehicle operating costs based on AAA's vehicle operating cost estimates and then using the HDM model to estimate the additional vehicle operating costs being paid by drivers as a result of substandard roads.⁹

The following chart lists the 10 segments of deteriorated roadway in the state that are most in need of repair or replacement.

Chart 4: Kansas roadways most in need or repair or replacement:

	Route	County/City	From	To	Length	Work Needed
1	U-81	Sedgwick	6	8	2	Resurface
2	U-24	Osborne	31	34.1	3.1	Address Transverse Cracking
3	U-83	Seward	3	5	2	Resurface
4	I-70	Sherman	0	12	12	Heavy Rehab
5	K-31	Osage	16.2	22.9	6.7	Rehab
6	K-27	Stanton	13.1	24.1	11	Address Transverse Cracking
7	I-435	Wyandotte	0.4	4	3.6	Address Transverse Cracking
8	U-24	Leavenworth	0	9.3	9.3	Address Transverse Cracking
9	I-435	Johnson	13	16.1	3.1	Address Transverse Cracking
10	U-69	Crawford	10	12	2	Address Transverse Cracking

Source: Kansas Department of Transportation

Traffic Safety in Kansas

An average of 431 people were killed each year in motor vehicle accidents in Kansas from 2004 through 2008, according to the National Highway Transportation Safety Administration.¹⁰ In those five years, a total of 2,156 people lost their lives on Kansas' roads.

Chart 5. Traffic fatalities in Kansas from 2003 – 2007

Year	Fatalities
2004	459
2005	428
2006	468
2007	416
2008	385

Source: National Highway Traffic Safety Administration.

In 2008, Kansas had a traffic fatality rate of 1.33 fatalities per 100 million vehicle miles traveled, slightly higher than the national average of 1.27.¹¹

Motor vehicle crashes cost Kansas \$1.9 billion per year, \$701 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

Three major factors associated with fatal vehicle accidents are driver behavior, vehicle characteristics and roadway design. It is estimated that roadway design is an important factor in

one-third of fatal and serious traffic accidents. Improving safety on Kansas' roads and highway system can be achieved through further improvements in vehicle safety; improvements in driver, pedestrian and bicyclist behavior; and a variety of improvements in roadway safety features.

Where appropriate, roadway improvements such as adding turn lanes, removing or shielding obstacles, adding or improving medians, widening lanes, widening and paving shoulders, improving intersection layout, and providing better road markings and upgrading or installing traffic signals could reduce the severity and occurrences of serious traffic crashes. The Federal Highway Administration has found that every \$100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.¹²

Roads with poor geometry, insufficient clear distances, without turn lanes, inadequate shoulders for the posted speed limits, or poorly laid out intersections or interchanges, pose greater risks to motorists, pedestrians and bicyclists.

The following chart shows the correlation between specific needed road improvements and the reduction of fatal accident rates nationally.

Chart 6. Reduction in fatal accident rates after roadway improvements¹³

Type of Improvement	Reduction in Fatal Accident Rates after Improvements
New Traffic Signals	53%
Turning Lanes and Traffic Signalization	47%
Widen or Modify Bridge	49%
Construct Median for Traffic Separation	73%
Realign Roadway	66%
Remove Roadside Obstacles	66%
Widen or Improve Shoulder	22%

Source: TRIP analysis of U.S. Department of Transportation data

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Importance of Transportation to Economic Growth

The new culture of business demands that an area have well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. The advent of modern national and global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement. Consequently, the quality of a region's transportation system has become a key component in a business' ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the greater necessity to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and by accepting customer orders through the Internet. The result of these changes has been a significant improvement in logistics efficiency as businesses move away from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

Highways are vitally important to continued economic development in Kansas. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads. An analysis of commodity transport by the U.S. Bureau of Transportation Statistics (BTS) and the U.S. Census Bureau underscored the economic importance of Kansas' road system. The BTS report found that 73 percent of the \$95 billion in goods shipped annually

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from sites in Kansas are transported on highways and another six percent are carried by courier services, which use trucks for part of their deliveries.¹⁴ Similarly, 78 percent of the \$87 billion in goods shipped annually to sites in Kansas are carried by trucks and another 11 percent are carried by courier services.¹⁵

Trucking is a crucial part of Kansas' economy, as commercial trucks move goods from sites across the state to markets inside and outside the state. Commercial truck travel in Kansas is expected to increase significantly over the next decade. Based on federal projections, TRIP estimates that commercial trucking will increase by 30 percent in Kansas by 2020.¹⁶

Transportation Funding in Kansas

In August 2008, Kansas Governor Kathleen Sebelius created a 35-member task force of business, government and community leaders from across the state to examine the state of transportation in Kansas and to develop a set of recommendations for meeting the state's future transportation needs.

After hosting a series of regional consultation meetings and gathering information on the state's transportation system, the Transportation-Leveraging Investments in Kansas Task Force (T-LINK) found that Kansas faces a \$6.4 billion gap over the next 10 years in needed funding to allow the state to maintain the condition of its major roads, highways and bridges and to relieve traffic congestion and enhance economic development opportunities by expanding key sections of the state's roadway system and making improvements to the state's public transit system.¹⁷

In January 2009, T-LINK concluded that unless the state is able to close its transportation funding gap, the condition of the state's roads, highways and bridges will deteriorate, traffic congestion will worsen and economic development opportunities in the state will be lost.

If Kansas is able to fully fund its transportation program at the level recommended by T-LINK, it would be able to maintain roads, highways and bridges in their current condition and fund approximately half of the road and highway capacity expansions recommended by T-LINK to relieve traffic congestion and support economic opportunities in Kansas.¹⁸

At current investment levels, the T-LINK report found that traffic congestion in the state will worsen. By 2030, the miles of urban highways that are congested in Kansas will increase by two-and-a-half times, from 105 miles today to 265 miles. Miles of rural highways in the state experiencing periodic congestion will more than triple, increasing from 535 miles to 1,725 miles.¹⁹

The state's insufficient transportation funds have left many needed projects unable to proceed until additional funding is available. According to the Kansas Department of Transportation, numerous projects will not be able to move forward unless additional funding is made available to the state. These projects include critical bridge replacement or rehabilitation as well as the reconstruction and preservation of key roadways and highways.

Unless the state can secure additional transportation funding, significant bridge repairs and replacements can not proceed. These projects include the I-70 Polk-Quincy Viaduct in downtown Topeka, the US-24 bridge over Huntress Creek in Clay County, and K-25 bridge over the North Fork of Sappa Creek in Rawlins County.

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Chart 7. Significant bridge replacements that could not proceed unless additional funding was made available to the state.

Route	County	Route or feature intersected	ADT	Cost	Reason for Improvement
K-25	Rawlins	North Fork Sappa Creek	1,000	5	Preservation
US-50	Edwards	Arkansas River	2,000	7	Preservation
US-24	Topeka, Shawnee	BNSF RR	10,000	39	Preservation, safety
US-24	Shawnee	Topeka Blvd	15,000	10	Preservation, safety, economic development
K-10	Lawrence, Douglas	BNSF RR	30,000	8	Preservation
K-47	Neosho	Neosho River	2,000	6	Preservation
K-84	Graham	South Fork Solomon River	500	4	Preservation
US-24	Clay	Huntress Crk. and Abandoned RR	2,000	7	Preservation
I-70 (Polk-Quincy Viaduct)	Topeka, Shawnee	Downtown	34,000	100	Preservation, safety, economic development
K-47	Crawford	Second Cow Crk. and Clear Crk.	2,000	3	Preservation
K-177	Strong City, Chase	Fox Creek	1,000	2	Preservation
K-25	Thomas	North Fork Solomon River	1,000	1	Preservation
K-42	Kingman	Rose Bud Creek	500	2	Preservation
US-24	Shawnee	Bourbonais Creek	6,000	2	Preservation
K-181	Osborne	Carr Creek Drainage	500	1	Preservation
K-47	Crawford	First Cow Creek	2,000	2	Preservation
US-160	Attica, Harper	Camp Creek	1,000	1	Preservation
US-166	Montgomery	Bee Creek	4,000	2	Preservation
US-24	Shawnee	Ensign Creek	6,000	1	Preservation
U-81	Sumner	Ninnescah River Drainage	2,000	1	Preservation

Source: Kansas Department of Transportation

Unless additional funding can be secured, numerous projects to expand and modernize key sections of the state's highway network cannot proceed. These projects include US-69 from Pittsburg to I-44 at the Oklahoma state line, the Northwest Wichita bypass from K-96 to US-54, US-69 in Kansas City from 119th St. to I-435., and I-235 in Wichita at the US-54 and Central Avenue interchange.

Chart 8. Significant reconstruction of existing roadway/highway that could not proceed unless additional funding was made available to the state.

Route Name	County	From	To	Length (Mile)	Daily Traffic	Cost (mil)	Project benefit
K-27	Wallace	Wallace-Greely County Line	Wallace-Sherman County Line	31	1,000	71	Preservation, safety
US-69	Cherokee	Pittsburg	I-44 (Missouri)	28	6,000	850	Preservation, economic development
K-96	Reno & Rice	Nickerson	Sterling	18	3,000	42	Preservation, safety
US-83	Haskell, Finney, & Scott	Sublette	Scott City	72	3,000	166	Preservation, safety
K-254 (NW Wichita Bypass)	Sedgwick	K-96	US-54	8	25,000	400	Congestion relief, economic development
US-54 (Goddard Bypass)	Sedgwick	K-254 (Northwest Bypass)	west of Goddard	5	18,000	50	Congestion relief, economic development
US-54	Pratt	Pratt	Cairo	6	5,000	43	Preservation, safety
US-54	Kingman	Cunningham	K-14	9	5,000	63	Preservation, safety
K-18	Riley	Ogden	Manhattan	8	20,000	75	Preservation, economic development
US-69 (Pittsburg Bypass)	Crawford & Cherokee	K-103	north of Alma	6	10,000	50	Preservation, congestion relief
US-69	K.C. Metro, Johnson	119th St	I-435	4	80,000	250	Preservation, congestion relief
K-4 (Oakland Expressway)	Topeka, Shawnee County	US-40	NE 54th St	7	8,000	100	Safety, congestion relief
I-435	K.C. Metro, Johnson	I-35, K-10 Interchanges	---	2	120,000	500	Safety, congestion relief
I-70	K.C. Metro, Wyandotte	K-7 Interchange	---	1	25,000	150	Congestion relief, economic development
K-7	Johnson	K-7 and Johnson Drive	---	0.2	20,000	29	Safety, congestion relief
I-35	K.C. Metro, Johnson	New Interchange in Gardner	---	1	30,000	50	Congestion relief, economic development
I-235	Wichita, Sedgwick	US-54, Central Ave. Interchanges	---	2	45,000	200	Preservation, congestion relief
I-135	Wichita, Sedgwick	I-235, K-254, K-96 Interchanges	---	15	40,000	150	Preservation, congestion relief
US-50	Harvey	Anderson Ave	Old Main St	2	10,000	40	Safety, congestion relief

Source: Kansas Department of Transportation.

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Needed “mega projects” in Kansas that are unlikely to proceed without a boost in federal, state or local funding include the I-35/I-435/K-10 interchange in Kansas City and the I-235/Kellogg/Central interchange complex in Wichita.²⁰

Future Federal Surface Transportation Program

Transportation funding in Kansas comes from a variety of sources, including state-generated and federal funds. The federal government is an important source of funding for the ongoing modernization of Kansas’ roads, highways, bridges and public transit system.

Federal funds provide 32 percent of revenues used annually by the Kansas Department of Transportation to pay for road, highway and bridge construction, repairs and maintenance. Similarly, federal funding provides 36 percent of the revenue used to pay for the operation of and capital improvements to the state’s public transit systems, which includes the purchase and repair of vehicles and the construction of transit facilities.

To ensure that federal funding for highways and public transit in Kansas and throughout the nation continues beyond the expiration of the current federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), Congress will need to approve new long-term federal surface transportation legislation by September 30, 2009.

Approved in February 2009, the American Recovery and Reinvestment Act provides approximately \$348 million in stimulus funding for highway and bridge improvements and \$31 million for public transit improvements in Kansas, a total of \$379 million. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is

still not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

The crafting of a new federal highway and transit program will occur during a time when the nation's surface transportation program faces numerous challenges, including significant levels of deterioration, increasing traffic congestion, a high number of traffic deaths, increasing construction costs and a decline in revenues going into the Federal Highway Trust Fund.

Due to inadequate revenue being collected into the Federal Highway Trust Fund, federal funding for highways and transit in Kansas may be cut significantly starting October 1, 2009. The Congressional Budget Office estimates that Kansas' federal highway dollars will be cut by 38 percent in FY 2010 unless Congress takes steps to eliminate the shortfall in the Federal Highway Trust Fund.

Recent declines in federal surface transportation revenues, as well as significant increases in the cost of transportation construction materials, will likely make it more difficult for Congress to authorize a new federal surface transportation program that adequately funds needed improvements to the nation's roads, highways, bridges and public transit systems.

Over the five-year period from May 2004 to May 2009, the average cost of materials used for highway construction – including asphalt, concrete, steel, lumber and diesel – increased by 37 percent.

Recommendations for the Nation's Surface Transportation System

When Congress approved SAFETEA-LU in 2005, it recognized the tremendous challenge the nation would continue to face in maintaining and improving its highway and transit systems in order to meet the country's future mobility needs. The 2005 legislation stipulated that

two national commissions be created to examine the condition of the nation's surface transportation system and its future needs, and to make recommendations about the future of the nation's surface transportation program.

The National Surface Transportation Policy and Revenue Study Commission (NSTPRSC) was created by Congress to examine the current condition and future funding needs of America's surface transportation program, develop a plan to ensure the nation's surface transportation system meets the nation's future mobility needs, and to examine funding alternatives for adequately funding the nation's future highway and transit needs.

Comprised of transportation officials, business leaders and members of academia, the Commission held numerous field hearings, was advised by a panel of transportation experts, commissioned numerous reports and held 12 executive sessions in preparing its report.

In January, 2008 the NSTPRSC released its findings. The Commission found that at the current level of investment in surface transportation in the U.S., the nation's highways and bridges would further deteriorate, traffic casualties would increase and traffic congestion would increase, jeopardizing the nation's economic leadership due to an erosion of transportation reliability.²¹ The Commission concluded that it is critical to the future quality of life of Americans that the nation create and sustain the preeminent surface transportation system in the world, one that is well-maintained, safe and reliable.²²

The Commission recommended a broad overhaul of the Federal Surface Transportation Program that would significantly boost funding, consolidate the program into fewer funding categories, speed up the project delivery process, require greater accountability in project selection and expand the use of alternate funding sources.

Key recommendations by the Commission include:

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- ✓ Allocate funding through outcome-based, performance-driven programs supported by cost/benefit evaluations rather than political earmarking.
- ✓ Consolidate the more than 100 current transportation funding programs into 10 programs focused on key areas of national interest, including congestion relief, preservation of roads and bridges, improved freight transportation, improved roadway safety, improved rural access, improved environmental stewardship and the development of environmentally-friendly energy sources.
- ✓ Speed up the project development process to reduce the excessive time required to move projects from initiation to completion by better coordinating the development and review process for transportation projects.
- ✓ Significantly boost federal funding for surface transportation. Options for increasing federal surface transportation revenues include reduced evasion of federal motor fuel taxes, moving costs of exemptions from motor fuel fees to the general fund, indexing the motor fuel tax, increasing the motor fuel tax, additional tolling, congestion pricing, increased use of public-private partnerships and freight fees.

Similarly, the National Surface Transportation Infrastructure Financing Commission (NSTIFC) was created by Congress to re-envision the way the federal government funds and finances the nation's surface transportation infrastructure. Comprised of individuals from diverse backgrounds, including economics, finance, government, industry, law and public policy, the NSTIFC sought out the best ideas, the latest data and the strongest research before deliberating over a variety of potential financing options.

In February, 2009, the NSTIFC released its findings. The NSTIFC found that the U.S. faces a \$2.3 trillion funding shortfall through 2035 in maintaining and making needed improvements to the nation's surface transportation system.²³ The Commission found that

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failure to address the immediate funding shortfall and provide adequate long-term funding for the nation's surface transportation system will lead to unimaginable levels of congestion, reduced safety, costlier goods and services, and eroded quality of life and diminished economic competitiveness.²⁴

The Commission found that the current federal surface transportation funding structure, which relies primarily on taxes imposed on petroleum-derived vehicle use, is not sustainable. Instead, the Commission recommended that the nation's future surface transportation investment be funded largely by a charge on motorists based on the number of miles driven. The NSTIFC recommended that a full deployment of a mileage-based federal transportation fee be completed by 2020 and that the federal motor fuel tax eventually be phased out as revenue from a federal motor fuel fee was replaced by a mileage fee.²⁵ Once implemented, the NSTIFC recommended that mileage charges be set at a rate that would provide enough revenue to provide adequate federal funding to ensure that the nation achieve an integrated national transportation system that is less congested and safer and that promotes increased productivity, stronger national competitiveness, and improved environmental outcomes.²⁶ The NSTIFC also recommended that in the short term, the nation's federal motor fuel tax be boosted significantly and indexed to inflation to allow the federal surface transportation program to be funded at an adequate level until the transition to a mileage-based federal transportation fee.

Another organization that has presented a vision for the nation's future surface transportation program is the American Association of State Highway and Transportation Officials (AASHTO), which represents the nation's state transportation departments.

AASHTO has recommended that a future federal surface transportation program be developed that would be accountable for results, would make investments based on community needs and would deliver projects on time and on budget. AASHTO has also called for a federal

surface transportation program that is based on state-driven performance measures and focused on six objectives of national interest: preservation and renewal, interstate commerce, safety, congestion reduction and connectivity for urban and rural areas, system operations and environmental protection.

Conclusion

As Kansas looks to enhance and build a thriving, growing and dynamic state, it is essential that the Sunflower State is able to provide a 21st century network of roads, highways, bridges and public transit that can accommodate the mobility demands of a modern society.

Insuring that the state's economy fully recovers and that the quality of life in Kansas is enhanced by a well-maintained, safe and efficient system of roads, highways, bridges and public transit, however, will require a boost in funding from either local, state or federal governments.

It is critical that Kansas develop and maintain a surface transportation system that can accommodate the state's growth in population, vehicle travel and economic development. Further modernization of Kansas' system of roads, bridges and public transit is crucial to providing a safer, more efficient transportation system, while improving the quality of life and economic livelihood of the state's residents.

The state has an immediate need to move forward with numerous projects to improve Kansas' roads, highways, bridges and transit systems, but without a substantial boost in funding, many of these projects will not be able to proceed. Completing these projects would increase mobility, better support commerce and tourism, enhance economic development and improve traffic safety statewide, boosting the quality of life for Kansas' residents and visitors alike.

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The federal stimulus package (ARRA) has provided a helpful down payment on an improved transportation system. However, without a substantial boost in federal or state surface transportation funding, numerous needed projects to expand capacity and upgrade the condition of Kansas's roads, bridges, highways and transit will not move forward, hampering the state's ability to enhance not only mobility, but also economic development statewide. The future provisions and funding levels of the next federal surface transportation program will be a critical factor in whether Kansas is able to reap the benefits of a modern surface transportation system.

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Endnotes

¹ U.S. Census data.

² Ibid

³ U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 2006.

⁴ TRIP estimate based on analysis of FHWA data.

⁵ Federal Highway Administration – National Bridge Inventory.

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⁷ Selecting a Preventative Maintenance Treatment for Flexible Pavements. R. Hicks, J. Moulthrop. Transportation Research Board. 1999. Figure 1.

⁸ Highway Development and Management: Volume Seven. Modeling Road User and Environmental Effects in HDM-4. Bennett, C. and Greenwood, I. 2000.

⁹ Your Driving Costs. American Automobile Association, 2006.

¹⁰ U.S. Department of Transportation - Federal Highway Administration: Highway Statistics, National Highway Traffic Safety Administration, 2004-2008 www.fhwa.dot.gov and www-fars.nhtsa.dot.gov.

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¹² Highway Safety Evaluation System, 1996 Annual Report on Highway Safety Improvement Programs, U.S. Department of Transportation.

¹³ Highway Safety Evaluation System; 1996 Annual Report on Highway Safety Improvement Programs; U.S. Department of Transportation.

¹⁴ 2002 Commodity Flow Survey, U.S. Census Bureau – Bureau of Transportation Statistics. www.census.gov.

¹⁵ Ibid.

¹⁶ U.S. Department of Transportation: Office of Freight Management and Operations. www.fhwa.dot.gov.

¹⁷ Ibid. EX-3.

¹⁸ Ibid. EX-3.

¹⁹ Ibid. P. 12.

²⁰ New Approaches for Transportation: Final Recommendations of the T-Link Task Force (2009). P. 13.

²¹ National Surface Transportation Policy and Revenue Study Commission. Transportation for Tomorrow, December 2007. P. 3.

²² Ibid. *P. 7.

²³ Paying Our Way. February, 2009. The National Transportation Infrastructure Financing Commission. P3. Summary Findings.

²⁴ Ibid. P. 12.

²⁵ Paying Our Way. February, 2009. The National Transportation Infrastructure Financing Commission.

²⁶ Ibid. P. 12.

TESTIMONY

Shelby Smith
Special Committee on Transportation
November 16, 2009

Since forming Economic Lifelines in 1987, I have followed with interest the 1989 CHP and the 1999 CTP.

I have 3 concerns or interests, to wit:

- Protecting our investment in highways---maintenance cuts should be challenged.
- A distinct policy shift from highway priorities to a state economic development focus.
- Inclusion of passenger rail service in a new ten-year CTP, emanating from your recommendations of the Amtrak analysis.

Thank You

Special Committee on
Transportation 2009
11/16/09
Attachment 8

KDOT Funding Resource Guide

Prepared for the Special Interim Committee on
Transportation—2nd Meeting

November 16, 2009

Special Committee on
Transportation 2009
11/16/09
Attachment 9

Definition of Terms

Programs

Traditional Program:

Similar to the Comprehensive Highway Plan and the Comprehensive Transportation Plan. A Traditional program includes steady levels of construction spending over life of the program. (Shown today in 6, 8 and 10 year programs)

Delayed Program:

This type of program would address only preservation for the first 3 years and then ramp up to include additional highway construction including modernization and expansion, and increases in modal and local programs over the remaining 7 years of the program.

Revenue Sources

Traditional Revenue:

Includes Motor Fuel Taxes, Registration Fees, Sales Tax Deposit and Bonding.

Mixed Revenue:

Traditional revenues +/- Indexing Motor Fuel Tax, Sales Tax on Motor Fuels, Oversize/Overweight Permit Fees, and Removal of the Aviation Fuel Exemption, etc.

Program Funding Sizes

T-LINK Recommended Funding Levels:

Meets 100% of the funding recommended by the T-LINK Task Force (Note: Compares favorably to the level of CTP spending if inflated to 2009 levels). For a Traditional Program this level equates to approximately \$5.8 Billion over 10 years. In a Delayed Program the recommended funding level is approximately \$4.47 Billion.

Partial Funding Level:

Partial Funding of recommended gap. For a traditional program this level is approximately \$3.5 Billion. In a Delayed Program this level is about \$2.7 Billion.

Traditional Program Expenditure Gap Chart T-LINK Recommended Lettings

Prepared for the Interim Special Committee on Transportation - November, 2009

All amounts in millions, unless otherwise noted

Letting Amounts (For State Fiscal Year)	2011	2012	2013	2014	2015	6 yr Program	2017	8 yr Program	2019	10 yr Program	Total
						2016		2018		2020	
Under Current Revenues											
CTP Lettings*	-	-	-	-	-	-	-	-	-	-	-
Major Mod**	112	70	-	-	-	-	-	-	-	-	182
Preservation	215	232	330	334	391	416	440	426	382	420	3,586
Total	327	302	330	334	391	416	440	426	382	420	3,768
T-LINK Recommendations											
Preservation	388	402	416	430	445	465	486	508	531	555	4,626
Preservation Gap	(61)	(100)	(86)	(96)	(54)	(49)	(46)	(82)	(149)	(135)	(858)
Modernization	36	37	39	40	41	43	45	47	49	51	429
GAP - In Aggregate	(97)	(137)	(124)	(136)	(96)	(92)	(91)	(129)	(198)	(186)	(1,287)
Expansion	300	311	321	333	344	360	376	393	411	429	3,577
GAP - In Aggregate	(397)	(447)	(446)	(469)	(440)	(452)	(467)	(522)	(609)	(615)	(4,864)
New Modes	20	21	21	22	23	24	25	26	27	29	238
GAP - In Aggregate	(417)	(468)	(467)	(491)	(463)	(476)	(492)	(548)	(636)	(644)	(5,103)
Local***	54	56	58	60	62	65	68	71	74	77	644
GAP - Annual Cumulative	(471)	(524)	(525)	(551)	(525)	(541)	(560)	(619)	(710)	(721)	(5,746)
Running Total Aggregate Gap	(471)	(995)	(1,520)	(2,070)	(2,595)	(3,136)	(3,696)	(4,315)	(5,025)	(5,746)	
Program Average Annual Gap						523		539		575	

Cumulative Gap



A & B—T-LINK & Partial Funding Level, Traditional Sources and Traditional Program

A - T-LINK Funding Level, Traditional Sources, Traditional Program	6 YEAR	8 YEAR	10 YEAR
	(all amounts in millions)		
15¢ Motor Fuel Tax (Yr 1-6¢, Yr2-5¢, Yr3-4¢)	913	1292	1682
\$27 Car Reg (Yr1-\$15, Yr2-\$12), \$200 Truck Reg (Yr1-\$100, Yr2-\$100)	586	813	1048
.3¢ Sales Tax	823	1139	1478
Bonds	1550	2050	2500
Less Debt Service	-317	-581	-924
Net New Cash Inflows to SHF	\$3,555	\$4,713	\$5,784
% T-LINK gap met	113.35%	109.22%	100.66%
% Preservation gap met	100.00%	100.00%	100.00%
% Modernization, Expansion, Modes & Local Gap Met After Preservation	100.00%	100.00%	100.00%

B— Partial Funding Level, Traditional Sources, Traditional Program	6 YEAR	8 YEAR	10 YEAR
	(all amounts in millions)		
9¢ Motor Fuel Tax (Yr1-4¢, Yr2-3¢, Yr3-2¢)	557	785	1018
\$20 Car Reg, \$50 Truck Reg	367	499	636
.15¢ Sales Tax	412	570	739
Bonds	1250	1550	1850
Less Debt Service	-265	-465	-714
Net New Cash Inflows to SHF	\$2,321	\$2,938	\$3,530
% T-LINK gap met	74.01%	68.10%	61.43%
% Preservation gap met	100.00%	100.00%	100.00%
% Modernization, Expansion, Modes & Local Gap Met After Preservation	69.70%	63.20%	54.66%



A. T-LINK Funding Level - Traditional Sources - Traditional Program

9-5

Amounts in millions, unless otherwise noted
Federal aid held constant at Fiscal Year 2009 SAFETEA-LU level.

Annual Incremental Revenue					
Funding Source	Unit Increment	Agency	Current Kansas Rate	National Average	Regional Average
Motor Fuel Tax	\$0.01	\$17 million	\$0.25	\$0.28	\$0.27
Car Registration	\$1	\$2.48 million	\$35	\$50	\$55
Truck Registration	\$1	\$0.16 million	\$1,770	\$1,675	\$2,072
Sales & Use Tax	\$0.001	\$41 million	5.3%*	5.09%	5.55%

* State Highway Fund currently receives 13/106ths of the 5.30%, the equivalent of a 0.65% tax rate.

REVENUE SCENARIO:
15¢ MFT Increase, \$27 Car Reg. Increase,
\$200 Truck Reg. Increase, Sales and Use Tax
Dedication of \$0.003, Bond \$2,500MM

Fiscal Year	Rate Increase	2011-2016						6-Year Total	2017-2018		8-Year Total	2019-2020		10-Year Total
		2011	2012	2013	2014	2015	2016		2017	2018		2019	2020	
MFT per gal. (cents)	\$0.15	0.06	0.05	0.04	-	-	-		-	-		-	-	
New MFT		\$ 96	\$ 187	\$ 263	\$ 273	\$ 276	\$ 280	\$ 1,375	\$ 284	\$ 288	\$ 1,947	\$ 291	\$ 295	\$ 2,534
Less: MFT to SCCHF		A (32)	(63)	(88)	(92)	(93)	(94)	(463)	(95)	(97)	(655)	(98)	(99)	(852)
Net MFT to SHF		64	124	175	181	183	186	913	188	191	1,292	193	196	1,682
Car Reg. fee (dollars)	27	15	12	-	-	-	-		-	-		-	-	
Truck Reg. fee (dollars)	200	100	100	-	-	-	-		-	-		-	-	
New Revenue		54	102	104	106	108	111	586	113	115	813	117	119	1,043
Sales & Use Tax (cents)	\$ 0.0030	\$ 0.0030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sales & Use Tax Rev.		121	131	135	140	145	150	823	155	161	1,139	167	172	1,473
Removal of Sales Tax Exemption on Fuel		-	-	-	-	-	-	-	-	-	-	-	-	-
Removal of Sales Tax Exemption on Aviation		-	-	-	-	-	-	-	-	-	-	-	-	-
Over Sized/Over Weight		-	-	-	-	-	-	-	-	-	-	-	-	-
Net New Revenue		239	357	414	428	437	447	2,321	457	467	3,244	477	487	4,203
Bonds	Issue	300	250	250	250	250	250	1,550	250	250	2,050	250	200	2,500
Less: Debt Service	\$2,500	B (6)	(22)	(42)	(62)	(82)	(102)	(317)	(122)	(142)	(581)	(162)	(181)	(924)
Net Bond Proceeds	Bonds	294	228	208	188	168	148	1,233	128	108	1,469	88	19	1,576
Net new cash inflows to SHF		\$ 533	\$ 585	\$ 622	\$ 615	\$ 605	\$ 594	\$ 3,555	\$ 584	\$ 574	\$ 4,713	\$ 564	\$ 507	\$ 5,784
Aggregate Debt Service		\$ 184	\$ 194	\$ 206	\$ 218	\$ 243	\$ 222		\$ 212	\$ 296		\$ 316	\$ 332	
Debt Service to ATAR		C 11.6%	11.8%	12.7%	13.3%	14.1%	12.4%		11.6%	15.7%		16.3%	16.7%	
Total Debt Outstanding		D \$ 1,782	\$ 1,918	\$ 2,049	\$ 2,176	\$ 2,284	\$ 2,421		\$ 2,575	\$ 2,652		\$ 2,715	\$ 2,714	
Percentage of T-LINK Gap Met								113.35%			109.22%			100.66%
Percentage of Modernization, Expansion, Modes & Local Met								100.00%			100.00%			100.00%

- A Special City and County Highway Fund (SCCHF) and State Highway Fund (SHF) currently receive 33.63% & 66.37% respectively of MFT.
- B Annual debt service is 8% of additional debt. Bonds are assumed to be issued at mid-year.
- C ATAR is Adjusted Total Agency Revenues which excludes bond proceeds, SCCHF revenues, and extraordinary cash receipts.
- D The highest debt issuance authority was granted to the SHF during the 2002 legislative session at a level of \$1,975. The maximum amount of SHF debt outstanding was \$1,890 at December 31, 2004.
- E As an internal policy matter, 1.5% of ATAR will be used toward debt issuance for emerging economic opportunities.



B. Partial Funding Level - Traditional Sources - Traditional Program

9-6

Amounts in millions, unless otherwise noted
Federal aid held constant at Fiscal Year 2009 SAFETEA-LU level.

REVENUE SCENARIO:
9¢ MFT Increase, \$20 Car Reg. Increase, \$50 Truck Reg. Increase, Sales and Use Tax Dedication of \$0.0015, Bond \$1,850MM.

Annual Incremental Revenue					
Funding Source	Unit Increment	Agency	Current Kansas Rate	National Average	Regional Average
Motor Fuel Tax	\$0.01	\$17 million	\$0.25	\$0.28	\$0.27
Car Registration	\$1	\$2.48 million	\$35	\$50	\$55
Truck Registration	\$1	\$0.16 million	\$1,770	\$1,675	\$2,072
Sales & Use Tax	\$0.001	\$41 million	5.3%*	5.09%	5.55%

* State Highway Fund currently receives 13/106ths of the 5.30%, the equivalent of a 0.65% tax rate.

Fiscal Year	Rate Increase	2011-2016						6 Year Total	2017-2018		8 Year Total	2019-2020		10 Year Total
		2011	2012	2013	2014	2015	2016		2017	2018		2019	2020	
MFT per gal. (cents)	\$0.09	0.04	0.03	0.02	-	-	-		-	-		-	-	
New MFT		\$ 64	\$ 119	\$ 158	\$ 164	\$ 166	\$ 168	\$ 839	\$ 170	\$ 173	\$ 1,182	\$ 175	\$ 177	\$ 1,534
Less: MFT to SCCHF	A	(21)	(40)	(53)	(55)	(56)	(57)	(282)	(57)	(58)	(398)	(59)	(60)	(516)
Net MFT to SHF		42	79	105	109	110	112	557	113	115	785	116	118	1,018
Car Reg. fee (dollars)	20	20	-	-	-	-	-		-	-		-	-	
Truck Reg. fee (dollars)	50	50	-	-	-	-	-		-	-		-	-	
New Revenue		58	59	61	62	63	64	367	65	67	499	68	69	636
Sales & Use Tax (cents)	\$ 0.0015	\$ 0.0015	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sales & Use Tax Rev.		61	65	68	70	73	75	412	78	80	570	83	86	739
Removal of Sales Tax Exemption on Fuel		-	-	-	-	-	-	-	-	-	-	-	-	-
Removal of Sales Tax Exemption on Aviation		-	-	-	-	-	-	-	-	-	-	-	-	-
Over Sized/Over Weight		-	-	-	-	-	-	-	-	-	-	-	-	-
Net New Revenue		161	204	233	240	246	251	1,336	256	262	1,854	267	273	2,393
Bonds	Issue	300	200	200	200	200	150	1,250	150	150	1,550	150	150	1,850
Less: Debt Service	\$1,850	(6)	(20)	(36)	(52)	(68)	(82)	(265)	(94)	(106)	(465)	(118)	(130)	(714)
Net Bond Proceeds	Bonds	294	180	164	148	132	68	985	56	44	1,085	32	20	1,136
Net new cash inflows to SHF		\$ 455	\$ 384	\$ 397	\$ 388	\$ 377	\$ 319	\$ 2,321	\$ 312	\$ 305	\$ 2,938	\$ 299	\$ 292	\$ 3,530
Aggregate Debt Service		\$ 184	\$ 192	\$ 200	\$ 207	\$ 229	\$ 202		\$ 184	\$ 260		\$ 272	\$ 282	
Debt Service to ATAR	C	12.3%	13.0%	14.0%	14.6%	15.2%	13.0%		11.6%	16.0%		16.3%	16.6%	
Total Debt Outstanding	D	\$ 1,782	\$ 1,869	\$ 1,952	\$ 2,033	\$ 2,096	\$ 2,142		\$ 2,208	\$ 2,201		\$ 2,183	\$ 2,155	
Percentage of T-LINK Gap Met								74.01%			68.10%			61.43%
Percentage of Modernization, Expansion, Modes & Local Met								69.70%			63.20%			54.66%

- A Special City and County Highway Fund (SCCHF) and State Highway Fund (SHF) currently receive 33.63% & 66.37% respectively of MFT.
- B Annual debt service is 8% of additional debt. Bonds are assumed to be issued at mid-year.
- C ATAR is Adjusted Total Agency Revenues which excludes bond proceeds, SCCHF revenues, and extraordinary cash receipts.
- D The highest debt issuance authority was granted to the SHF during the 2002 legislative session at a level of \$1,975. The maximum amount of SHF debt outstanding was \$1,890 at December 31, 2004.
- E As an internal policy matter, 1.5% of ATAR will be used toward debt issuance for emerging economic opportunities.

C & D— T-LINK Funding Level, Mixed Sources, Traditional Program 1 & 2

C - T-LINK Funding Level, Mixed Sources, Traditional Program	6 YEAR	8 YEAR	10 YEAR
	(all amounts in millions)		
0¢ MFT			
\$36 Car Reg (Yr1-\$20, Yr2-\$16), \$200 Truck Reg (Yr1-\$100, Yr2-\$100)	718	996	1285
Removal of Sales Tax Exemption on Motor Fuel	1624	2250	2923
Increase Oversize/Overweight Permit Fees	37	49	62
Bonds	1550	2000	2400
Less Debt Service	-317	-579	-908
Net New Cash Inflows to SHF	\$3,612	\$4,716	\$5,761
% T-LINK gap met	115.17%	109.29%	100.26%
% Preservation gap met	100.00%	100.00%	100.00%
% Modernization, Expansion, Modes & Local Gap Met After Preservation	100.00%	100.00%	100.00%

D— T-LINK Funding Level, Mixed Sources, Traditional Program #2	6 YEAR	8 YEAR	10 YEAR
	(all amounts in millions)		
3¢ Increase and Indexing of Motor Fuel Tax *	454	744	1126
\$45 Car Reg (Yr1-\$25, Yr2-\$20), \$250 Truck Reg (Yr1-\$125, Yr2-\$125)	897	1245	1606
.25¢ Sales Tax	686	949	1232
Removal of Sales Tax Exemption on Aviation Fuel	66	88	110
Increase Oversize/Overweight Permit Fees	37	49	62
Bonds	1550	2050	2550
Less Debt Service	-317	-581	-926
Net New Cash Inflows to SHF	\$3,373	\$4,545	\$5,759
% T-LINK gap met	107.56%	105.32%	100.23%
% Preservation gap met	100.00%	100.00%	100.00%
% Modernization, Expansion, Modes & Local Gap Met After Preservation	100.00%	100.00%	100.00%

* With indexing the tax on total motor fuel is estimated to equal 9.3¢ after 6 years, 12¢ after 8 years and 15.7¢ after 10 years.



C. T-LINK Funding Level - Mixed Sources - Traditional Program

9-8

Amounts in millions, unless otherwise noted
Federal aid held constant at Fiscal Year 2009 SAFETEA-LU level.

Annual Incremental Revenue					
Funding Source	Unit Increment	Agency	Current Kansas Rate	National Average	Regional Average
Motor Fuel Tax	\$0.01	\$17 million	\$0.25	\$0.28	\$0.27
Car Registration	\$1	\$2.48 million	\$35	\$50	\$55
Truck Registration	\$1	\$0.16 million	\$1,770	\$1,675	\$2,072
Sales & Use Tax	\$0.001	\$41 million	5.3%*	5.09%	5.55%

* State Highway Fund currently receives 13/106ths of the 5.30%, the equivalent of a 0.65% tax rate.

REVENUE SCENARIO:
\$36 Car Reg. Increase, \$200 Truck Reg. Increase, Removal of Sales Tax Exemption on Fuel, Increase OS/OV, Bond \$2,400MM.

Fiscal Year	Rate Increase	2011	2012	2013	2014	2015	2016	6 Year Total	2017	2018	8 Year Total	2019	2020	10 Year Total
MFT per gal. (cents)	\$0.00	-	-	-	-	-	-	-	-	-	-	-	-	-
New MFT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Less: MFT to SCCHF	A	-	-	-	-	-	-	-	-	-	-	-	-	-
Net MFT to SHF														
Car Reg. fee (dollars)	36	20	16	-	-	-	-	-	-	-	-	-	-	-
Truck Reg. fee (dollars)	200	100	100	-	-	-	-	-	-	-	-	-	-	-
New Revenue		66	125	128	130	133	135	718	138	140	996	143	146	1,285
Sales & Use Tax (cents)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sales & Use Tax Rev														
Removal of Sales Tax Exemption on Fuel		246	256	265	275	286	296	1,624	307	319	2,250	331	343	2,923
Removal of Sales Tax Exemption on Aviation		-	-	-	-	-	-	-	-	-	-	-	-	-
Over Sized/Over Weight		6	6	6	6	6	6	37	6	6	49	6	6	62
Net New Revenue		319	387	399	412	425	438	2,379	451	465	3,295	480	494	4,270
Bonds	Issue	300	250	250	250	250	250	1,550	250	200	2,000	200	200	2,400
Less: Debt Service	\$2,400	(6)	(22)	(42)	(62)	(82)	(102)	(317)	(122)	(140)	(579)	(156)	(172)	(908)
Net Bond Proceeds	Bonds	294	228	208	188	168	148	1,233	128	60	1,421	44	28	1,492
Net new cash inflows to SHF		\$ 613	\$ 615	\$ 607	\$ 600	\$ 592	\$ 586	\$ 3,612	\$ 579	\$ 525	\$ 4,716	\$ 523	\$ 522	\$ 5,761
Aggregate Debt Service		\$ 184	\$ 194	\$ 206	\$ 218	\$ 243	\$ 222		\$ 212	\$ 294		\$ 310	\$ 324	
Debt Service to ATAR	C	11.1%	11.7%	13.0%	13.7%	14.5%	12.8%		12.0%	16.2%		16.7%	17.1%	
Total Debt Outstanding	D	\$ 1,782	\$ 1,918	\$ 2,049	\$ 2,176	\$ 2,284	\$ 2,421		\$ 2,575	\$ 2,603		\$ 2,618	\$ 2,620	
Percentage of T-LINK Gap Met								115.17%			109.29%			100.26%
Percentage of Modernization, Expansion, Modes & Local Met								100.00%			100.00%			100.00%

- A Special City and County Highway Fund (SCCHF) and State Highway Fund (SHF) currently receive 33.63% & 66.37% respectively of MFT.
- B Annual debt service is 8% of additional debt. Bonds are assumed to be issued at mid-year.
- C ATAR is Adjusted Total Agency Revenues which excludes bond proceeds, SCCHF revenues, and extraordinary cash receipts.
- D The highest debt issuance authority was granted to the SHF during the 2002 legislative session at a level of \$1,975. The maximum amount of SHF debt outstanding was \$1,890 at December 31, 2004.
- E As an internal policy matter, 1.5% of ATAR will be used toward debt issuance for emerging economic opportunities.



D. T-LINK Funding Level - Mixed Sources - Traditional Program #2

9-9

Amounts in millions, unless otherwise noted
Federal aid held constant at Fiscal Year 2009 SAFETEA-LU level.

Annual Incremental Revenue					
Funding Source	Unit Increment	Agency	Current Kansas Rate	National Average	Regional Average
Motor Fuel Tax	\$0.01	\$17 million	\$0.25	\$0.28	\$0.27
Car Registration	\$1	\$2.48 million	\$35	\$50	\$55
Truck Registration	\$1	\$0.16 million	\$1,770	\$1,675	\$2,072
Sales & Use Tax	\$0.001	\$41 million	5.3%*	5.09%	5.55%

* State Highway Fund currently receives 13/106ths of the 5.30%, the equivalent of a 0.65% tax rate.

REVENUE SCENARIO:
15.7% MFT Increase (3% in FY11 + Indexing), \$45 Car Reg. Increase, \$250 Truck Reg., Sales and Use Tax Dedication of \$0.0025, Removal of Sales Tax Exemption on Aviation Fuel, Increase OS/OW, Bond \$2,550MM

Fiscal Year	Rate Increase	2011-2016						6 Year Total	2017-2018		8 Year Total	2019-2020		10 Year Total
		2011	2012	2013	2014	2015	2016		2017	2018		2019	2020	
MFT per gal. (cents)	\$0.157	0.038	0.010	0.010	0.010	0.011	0.014	0.093	0.015	0.016	0.12	0.016	0.017	0.157
New MFT		\$ 61	\$ 83	\$ 102	\$ 122	\$ 144	\$ 172	\$ 684	\$ 202	\$ 235	\$ 1,122	\$ 269	\$ 306	\$ 1,697
Less: MFT to SCCHF	A	(20)	(28)	(34)	(41)	(48)	(58)	(230)	(68)	(79)	(377)	(91)	(103)	(571)
Net MFT to SHF		40	55	68	81	96	114	454	134	156	744	179	203	1,126
Car Reg. fee (dollars)	45	25	20	-	-	-	-	-	-	-	-	-	-	-
Truck Reg. fee (dollars)	250	125	125	-	-	-	-	-	-	-	-	-	-	-
New Revenue		83	156	160	163	166	169	897	172	176	1,245	179	182	1,606
Sales & Use Tax (cents)	\$ 0.0025	\$ 0.0025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sales & Use Tax Rev.		101	109	113	117	121	125	686	130	134	949	139	144	1,232
Removal of Sales Tax Exemption on Fuel		-	-	-	-	-	-	-	-	-	-	-	-	-
Removal of Sales Tax Exemption on Aviation		11	11	11	11	11	11	66	11	11	88	11	11	110
Over Sized/Over Weight		6	6	6	6	6	6	37	6	6	49	6	6	62
Net New Revenue		241	338	358	378	400	425	2,140	453	483	3,076	514	546	4,136
Bonds	Issue	300	250	250	250	250	250	1,550	250	250	2,050	250	250	2,550
Less: Debt Service	\$2,550	(6)	(22)	(42)	(62)	(82)	(102)	(317)	(122)	(142)	(581)	(162)	(183)	(926)
Net Bond Proceeds	Bonds	294	228	208	188	168	148	1,233	128	108	1,469	88	67	1,624
Net new cash inflows to SHF		\$ 535	\$ 566	\$ 566	\$ 566	\$ 567	\$ 573	\$ 3,373	\$ 581	\$ 591	\$ 4,545	\$ 601	\$ 613	\$ 5,759
Aggregate Debt Service		\$ 184	\$ 194	\$ 206	\$ 218	\$ 243	\$ 222		\$ 212	\$ 296		\$ 316	\$ 334	
Debt Service to ATAR	C	11.6%	12.0%	13.2%	13.8%	14.5%	12.6%		11.6%	15.6%		16.1%	16.4%	
Total Debt Outstanding	D	\$ 1,782	\$ 1,918	\$ 2,049	\$ 2,176	\$ 2,284	\$ 2,421		\$ 2,575	\$ 2,652		\$ 2,715	\$ 2,763	
Percentage of T-LINK Gap Met								107.56%			105.32%			100.23%
Percentage of Modernization, Expansion, Modes & Local Met								100.00%			100.00%			100.00%

- A Special City and County Highway Fund (SCCHF) and State Highway Fund (SHF) currently receive 33.63% & 66.37% respectively of MFT.
- B Annual debt service is 8% of additional debt. Bonds are assumed to be issued at mid-year.
- C ATAR is Adjusted Total Agency Revenues which excludes bond proceeds, SCCHF revenues, and extraordinary cash receipts.
- D The highest debt issuance authority was granted to the SHF during the 2002 legislative session at a level of \$1,975. The maximum amount of SHF debt outstanding was \$1,890 at December 31, 2004.
- E As an internal policy matter, 1.5% of ATAR will be used toward debt issuance for emerging economic opportunities.

E — Partial Funding Level, Mixed Sources, Traditional Program

E—Partial Funding Level , Mixed Sources, Traditional Program	6 YEAR	8 YEAR	10 YEAR
	(all amounts in millions)		
-4¢ MFT	-428	-579	-735
\$10 Car Reg.	158	215	274
Removal of Sales Tax Exemption on Motor Fuel	1624	2250	2923
Increase Oversize/Overweight Permit Fees	37	49	62
Bonds	1100	1400	1700
Less Debt Service	-235	-411	-636
Net New Cash Inflows to SHF	\$2,257	\$2,924	\$3,588
% T-LINK gap met	71.96%	67.76%	62.44%
% Preservation gap met	100.00%	100.00%	100.00%
% Modernization, Expansion, Modes & Local Gap Met After Preservation	67.32%	62.81%	55.84%



E. Partial Funding Level - Mixed Sources - Traditional Program

9-11

Amounts in millions, unless otherwise noted
Federal aid held constant at Fiscal Year 2009 SAFETEA-LU level.

Annual Incremental Revenue					
Funding Source	Unit Increment	Agency	Current Kansas Rate	National Average	Regional Average
Motor Fuel Tax	\$0.01	\$17 million	\$0.25	\$0.28	\$0.27
Car Registration	\$1	\$2.48 million	\$35	\$50	\$55
Truck Registration	\$1	\$0.16 million	\$1,770	\$1,675	\$2,072
Sales & Use Tax	\$0.001	\$41 million	5.3%*	5.09%	5.55%

* State Highway Fund currently receives 13/106ths of the 5.30%, the equivalent of a 0.65% tax rate.

REVENUE SCENARIO:
4¢ MFT Decrease, \$10 Car Reg. Increase,
Removal of Sales Tax Exemption on Fuel,
Increase OS/OV, Bond \$1,700MM

Fiscal Year	Rate Increase	2011-2016						6 Year Total	2017-2018		6 Year Total	2019-2020		10 Year Total
		2011	2012	2013	2014	2015	2016		2017	2018		2019	2020	
MFT per gal. (cents)	-\$0.04	(0.04)	-	-	-	-	-	-	-	-	-	-	-	-
New MFT		\$ (64)	\$ (71)	\$ (72)	\$ (73)	\$ (74)	\$ (75)	\$ (428)	\$ (76)	\$ (77)	\$ (580)	\$ (78)	\$ (79)	\$ (736)
Less: MFT to SCCHF		A (2)	0	0	0	0	0	(0)	0	0	1	0	0	1
Net MFT to SHF		(66)	(70)	(71)	(72)	(73)	(74)	(428)	(76)	(76)	(579)	(77)	(78)	(735)
Car Reg. fee (dollars)	10	10	-	-	-	-	-	-	-	-	-	-	-	-
Truck Reg. fee (dollars)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Revenue		25	26	26	27	27	28	158	28	29	215	29	30	274
Sales & Use Tax (cents)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sales & Use Tax Rev		246	256	265	275	286	296	1,624	307	319	2,250	331	343	2,923
Removal of Sales Tax Exemption on Fuel		-	-	-	-	-	-	-	-	-	-	-	-	-
Removal of Sales Tax Exemption on Aviation Over Sized/Over Weight		6	6	6	6	6	6	37	6	6	49	6	6	62
Net New Revenue		212	217	226	236	245	256	1,391	266	277	1,935	283	300	2,523
Bonds	Issue	300	200	150	150	150	150	1,100	150	150	1,400	150	150	1,700
Less: Debt Service	\$1,700	B (6)	(20)	(34)	(46)	(58)	(70)	(235)	(82)	(94)	(411)	(106)	(118)	(636)
Net Bond Proceeds	Bonds	294	180	116	104	92	80	865	68	56	989	44	32	1,064
Net new cash inflows to SHF		\$ 506	\$ 397	\$ 342	\$ 340	\$ 337	\$ 335	\$ 2,257	\$ 334	\$ 333	\$ 2,924	\$ 332	\$ 332	\$ 3,588
Aggregate Debt Service		\$ 184	\$ 192	\$ 198	\$ 201	\$ 219	\$ 190		\$ 172	\$ 248		\$ 260	\$ 270	
Debt Service to ATAR		C 11.9%	12.9%	14.1%	14.5%	15.0%	12.6%		11.2%	15.9%		16.3%	16.6%	
Total Debt Outstanding		D \$ 1,782	\$ 1,869	\$ 1,903	\$ 1,936	\$ 1,954	\$ 2,004		\$ 2,075	\$ 2,074		\$ 2,062	\$ 2,040	
Percentage of T-LINK Gap Met								71.96%			67.76%			62.44%
Percentage of Modernization, Expansion, Modes & Local Met								67.32%			62.81%			55.84%

- A Special City and County Highway Fund (SCCHF) and State Highway Fund (SHF) currently receive 40.13% & 59.87% respectively of MFT.
- B Annual debt service is 8% of additional debt. Bonds are assumed to be issued at mid-year.
- C ATAR is Adjusted Total Agency Revenues which excludes bond proceeds, SCCHF revenues, and extraordinary cash receipts.
- D The highest debt issuance authority was granted to the SHF during the 2002 legislative session at a level of \$1,975. The maximum amount of SHF debt outstanding was \$1,890 at December 31, 2004.
- E As an internal policy matter, 1.5% of ATAR will be used toward debt issuance for emerging economic opportunities.

Delayed Program Expenditure Gap Chart T-LINK Recommended Lettings

9-12

Prepared for the Interim Special Committee on Transportation - November, 2009

All amounts in millions, unless otherwise noted

Letting Amounts (For State Fiscal Year)	2011	2012	2013	2014	2015	6 yr Program 2016	2017	8 yr Program 2018	2019	10 yr Program 2020	Total
	Under Current Revenues										
CTP Lettings*	-	-	-	-	-	-	-	-	-	-	-
Major Mod**	112	70	-	-	-	-	-	-	-	-	182
Preservation	215	232	330	334	391	416	440	426	382	420	3,586
Total	327	302	330	334	391	416	440	426	382	420	3,768
T-LINK Recommendations											
Preservation - Pay As You Go (1R)	194	201	208	215	223	233	243	254	265	277	2,313
Pay as you go Preservation Gap	133	101	122	119	168	183	197	172	117	143	1,455
Heavy Preservation (Reconstruction and Priority Bridge)	194	201	208	215	223	233	243	254	265	277	2,313
Heavy Preservation Gap	(61)	(100)	(86)	(96)	(55)	(50)	(46)	(82)	(148)	(134)	(858)
Modernization				40	41	43	45	47	49	51	317
GAP - In Aggregate	(61)	(100)	(86)	(136)	(96)	(93)	(91)	(129)	(197)	(185)	(1,175)
Expansion				333	344	360	376	393	411	429	2,645
GAP - In Aggregate	(61)	(100)	(86)	(469)	(441)	(453)	(467)	(522)	(608)	(614)	(3,820)
New Modes				22	23	24	25	26	27	29	177
GAP - In Aggregate	(61)	(100)	(86)	(491)	(464)	(477)	(492)	(548)	(635)	(643)	(3,997)
Local***				60	62	65	68	71	74	77	476
GAP - Annual Cumulative	(61)	(100)	(86)	(551)	(525)	(542)	(560)	(619)	(709)	(720)	(4,472)
Running Total Aggregate Gap	(61)	(161)	(247)	(798)	(1,323)	(1,864)	(2,424)	(3,043)	(3,752)	(4,472)	
Program Average Annual Gap						311		380		447	

Cumulative Gap



F & G—T-LINK & Partial Funding Levels, Traditional Sources, Delayed Program

F—T-LINK Funding Level, Traditional Sources, Delayed Program	6 YEAR	8 YEAR	10 YEAR
	(all amounts in millions)		
13¢ Motor Fuel Tax (Yr4-5¢, Yr5-4¢, Yr6-4¢)	318	647	985
\$35 Car Reg (Yr4-\$35), \$175 Truck Reg (Yr4-\$175)	377	641	914
.25¢ Sales Tax beginning in 2014	358	622	904
Bonds	1200	1800	2400
Less Debt Service	-174	-391	-704
Net New Cash Inflows to SHF	\$2,079	\$3,318	\$4,499
% T-LINK gap met	111.51%	109.05%	100.59%
% Preservation gap met	100.00%	100.00%	100.00%
% Modernization, Expansion, Modes & Local Gap Met After Preservation	100.00%	100.00%	100.00%

G—Partial Funding Level, Traditional Sources, Delayed Program	6 YEAR	8 YEAR	10 YEAR
	(all amounts in millions)		
10¢ Motor Fuel Tax (Yr4-4¢, Yr5-3¢, Yr6-3¢)	248	501	760
\$30 Car Reg (Yr4-\$30), \$100 Truck Reg (Yr4-\$100)	297	504	719
Bonds	950	1350	1750
Less Debt Service	-148	-309	-533
Net New Cash Inflows to SHF	\$1,346	\$2,046	\$2,696
% T-LINK gap met	72.20%	67.24%	60.28%
% Preservation gap met	100.00%	100.00%	100.00%
% Modernization, Expansion, Modes & Local Gap Met After Preservation	63.41%	59.59%	50.86%



F. T-LINK Funding Level, Traditional Sources, Delayed Program

9-14

Amounts in millions, unless otherwise noted
Federal aid held constant at Fiscal Year 2009 SAFETEA-LU level.

REVENUE SCENARIO:
13¢ MFT Increase, \$35 Car Reg. Increase,
\$175 Truck Reg. Increase, Sales and Use Tax
Dedication of \$0.0025, Bond \$2,400MM

Annual Incremental Revenue					
Funding Source	Unit Increment	Agency	Current Kansas Rate	National Average	Regional Average
Motor Fuel Tax	\$0.01	\$17 million	\$0.25	\$0.28	\$0.27
Car Registration	\$1	\$2.48 million	\$35	\$50	\$55
Truck Registration	\$1	\$0.16 million	\$1,770	\$1,675	\$2,072
Sales & Use Tax	\$0.001	\$41 million	5.3%*	5.09%	5.55%

* State Highway Fund currently receives 13/106ths of the 5.30%, the equivalent of a 0.65% tax rate.

Fiscal Year	Rate Increase	2011-2016						6 Year Total	2017-2018		8 Year Total	2019-2020		10 Year Total
		2011	2012	2013	2014	2015	2016		2017	2018		2019	2020	
MFT per gal. (cents)	\$0.13	-	-	-	0.05	0.04	0.04		-	-		-	-	
New MFT		\$ -	\$ -	\$ -	\$ 83	\$ 160	\$ 237	\$ 480	\$ 246	\$ 249	\$ 975	\$ 253	\$ 256	\$ 1,484
Less: MFT to SCCHF	A	-	-	-	(28)	(54)	(80)	(161)	(83)	(84)	(328)	(85)	(86)	(499)
Net MFT to SHF					55	106	157	318	163	165	647	168	170	985
Car Reg. fee (dollars)	35	-	-	-	35	-	-		-	-		-	-	
Truck Reg. fee (dollars)	175	-	-	-	175	-	-		-	-		-	-	
New Revenue					123	126	128	377	131	133	641	135	138	914
Sales & Use Tax (cents)	\$ 0.0025	\$ -	\$ -	\$ -	\$ 0.0025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sales & Use Tax Rev.					112	121	125	358	130	134	622	139	144	904
Removal of Sales Tax Exemption on Fuel		-	-	-	-	-	-	-	-	-	-	-	-	-
Removal of Sales Tax Exemption on Aviation		-	-	-	-	-	-	-	-	-	-	-	-	-
Over Sized/Over Weight		-	-	-	-	-	-	-	-	-	-	-	-	-
Net New Revenue					291	353	410	1,053	423	433	1,909	442	451	2,802
Bonds	Issue	300	0	0	300	300	300	1,200	300	300	1,800	300	300	2,400
Less: Debt Service	\$2,400	B (6)	(12)	(12)	(24)	(48)	(72)	(174)	(96)	(120)	(391)	(144)	(168)	(704)
Net Bond Proceeds	Bonds	294	(12)	(12)	276	252	228	1,026	204	180	1,409	156	132	1,696
Net new cash inflows to SHF		\$ 294	\$ (12)	\$ (12)	\$ 567	\$ 605	\$ 638	\$ 2,079	\$ 627	\$ 612	\$ 3,318	\$ 597	\$ 583	\$ 4,499
Aggregate Debt Service		\$ 184	\$ 184	\$ 176	\$ 179	\$ 209	\$ 192		\$ 186	\$ 274		\$ 298	\$ 320	
Debt Service to ATAR	C	13.7%	14.5%	15.1%	12.4%	13.2%	11.3%		10.7%	15.2%		16.1%	16.9%	
Total Debt Outstanding	D	\$ 1,782	\$ 1,672	\$ 1,564	\$ 1,757	\$ 1,929	\$ 2,130		\$ 2,347	\$ 2,487		\$ 2,611	\$ 2,720	
Percentage of T-LINK Gap Met								111.51%			109.05%			100.59%
Percentage of Modernization, Expansion, Modes & Local Met								100.00%			100.00%			100.00%

- A Special City and County Highway Fund (SCCHF) and State Highway Fund (SHF) currently receive 33.63% & 66.37% respectively of MFT.
- B Annual debt service is 8% of additional debt. Bonds are assumed to be issued at mid-year.
- C ATAR is Adjusted Total Agency Revenues which excludes bond proceeds, SCCHF revenues, and extraordinary cash receipts.
- D The highest debt issuance authority was granted to the SHF during the 2002 legislative session at a level of \$1,975. The maximum amount of SHF debt outstanding was \$1,890 at December 31, 2004.
- E As an internal policy matter, 1.5% of ATAR will be used toward debt issuance for emerging economic opportunities.



REVENUE SCENARIO:
 10¢ MFT Increase, \$30 Car Reg. Increase,
 \$100 Truck Reg. Increase, Bond \$1,750MM

G. Partial Funding Level, Traditional Sources, Delayed Program

9-15

Amounts in millions, unless otherwise noted
 Federal aid held constant at Fiscal Year 2009 SAFETEA-LU level.

Annual Incremental Revenue					
Funding Source	Unit Increment	Agency	Current Kansas Rate	National Average	Regional Average
Motor Fuel Tax	\$0.01	\$17 million	\$0.25	\$0.28	\$0.27
Car Registration	\$1	\$2.48 million	\$35	\$50	\$55
Truck Registration	\$1	\$0.16 million	\$1,770	\$1,675	\$2,072
Sales & Use Tax	\$0.001	\$41 million	5.3%*	5.09%	5.55%

* State Highway Fund currently receives 13/106ths of the 5.30%, the equivalent of a 0.65% tax rate.

Fiscal Year	Rate Increase	Annual						6-Year Total	Annual		8-Year Total	Annual		10-Year Total
		2011	2012	2013	2014	2015	2016		2017	2018		2019	2020	
MFT per gal. (cents)	\$0.10	-	-	-	0.04	0.03	0.03	-	-	-	-	-	-	-
New MFT		\$ -	\$ -	\$ -	\$ 67	\$ 124	\$ 182	\$ 373	\$ 189	\$ 192	\$ 754	\$ 194	\$ 197	\$ 1,145
Less: MFT to SCCHF		A	-	-	(22)	(42)	(61)	(126)	(64)	(65)	(254)	(65)	(66)	(385)
Net MFT to SHF					44	83	121	248	126	127	501	129	131	760
Car Reg. fee (dollars)	30	-	-	-	30	-	-	-	-	-	-	-	-	-
Truck Reg. fee (dollars)	100	-	-	-	100	-	-	-	-	-	-	-	-	-
New Revenue					97	99	101	297	103	105	504	107	108	719
Sales & Use Tax (cents)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sales & Use Tax Rev														
Sales Tax on Motor Fuel														
Aviation Fuel														
Over Sized/Over Weight														
Net New Revenue					141	181	222	544	228	232	1,005	235	239	1,479
Bonds	Issue	300	0	0	250	200	200	950	200	200	1,350	200	200	1,750
Less: Debt Service	\$1,750	(6)	(12)	(12)	(22)	(40)	(56)	(148)	(72)	(88)	(309)	(104)	(120)	(533)
Net Bond Proceeds	Bonds	294	(12)	(12)	228	160	144	802	128	112	1,041	96	80	1,217
Net new cash inflows to SHF		\$ 294	\$ (12)	\$ (12)	\$ 369	\$ 341	\$ 366	\$ 1,346	\$ 356	\$ 344	\$ 2,046	\$ 331	\$ 319	\$ 2,696
Aggregate Debt Service		\$ 184	\$ 184	\$ 176	\$ 177	\$ 201	\$ 175		\$ 162	\$ 242		\$ 258	\$ 272	
Debt Service to ATAR		C	13.7%	14.5%	15.1%	13.7%	14.3%	11.8%	10.6%	15.5%		16.1%	16.7%	
Total Debt Outstanding		D	\$ 1,782	\$ 1,672	\$ 1,564	\$ 1,707	\$ 1,783	\$ 1,890	\$ 2,017	\$ 2,071		\$ 2,112	\$ 2,141	
Percentage of T-LINK Gap Met								72.20%			67.24%			60.28%
Percentage of Modernization, Expansion, Modes & Local Met								63.41%			59.59%			50.86%

- A Special City and County Highway Fund (SCCHF) and State Highway Fund (SHF) currently receive 33.63% & 66.37% respectively of MFT.
- B Annual debt service is 8% of additional debt. Bonds are assumed to be issued at mid-year.
- C ATAR is Adjusted Total Agency Revenues which excludes bond proceeds, SCCHF revenues, and extraordinary cash receipts.
- D The highest debt issuance authority was granted to the SHF during the 2002 legislative session at a level of \$1,975. The maximum amount of SHF debt outstanding was \$1,890 at December 31, 2004.
- E As an internal policy matter, 1.5% of ATAR will be used toward debt issuance for emerging economic opportunities.

H & I—T-LINK and Partial Funding Levels, Mixed Sources, Delayed Program

H—T-LINK Funding Level, Mixed Sources, Delayed Program	6 YEAR	8 YEAR	10 YEAR
	(all amounts in millions)		
\$30 Car Reg (Yr4-\$30), \$75 Truck Reg (Yr4-\$75)	284	482	687
.10¢ Sales Tax beginning in 2014	143	249	362
Removal of Sales Tax Exemption on Motor Fuel in 2014	872	1510	2195
Increase Oversize/Overweight Permit Fees in 2014	18	31	43
Bonds	900	1300	1700
Less Debt Service	-138	-291	-507
Net New Cash Inflows to SHF	\$2,079	\$3,280	\$4,480
% T-LINK gap met	111.53%	107.80%	100.17%
% Preservation gap met	100.00%	100.00%	100.00%
% Modernization, Expansion, Modes & Local Gap Met After Preservation	100.00%	100.00%	100.00%

I—Partial Funding Level, Mixed Sources, Delayed Program	6 YEAR	8 YEAR	10 YEAR
	(all amounts in millions)		
3¢ Increase in Motor Fuel Tax and Indexing beginning in 2014*	174	379	665
\$26 Car Reg (Yr4-\$26), \$125 Truck Reg (Yr4-\$125)	277	471	672
Removal of Sales Tax Exemption on Aviation	33	55	77
Increase Oversize/Overweight Permit Fees in 2014	18	31	43
Bonds	1000	1400	1800
Less Debt Service	-154	-323	-555
Net New Cash Inflows to SHF	\$1,349	\$2,013	\$2,702
% T-LINK gap met	72.34%	66.15%	60.42%
% Preservation gap met	100.00%	100.00%	100.00%
% Modernization, Expansion, Modes & Local Gap Met After Preservation	63.59%	58.25%	51.02%

* With indexing the tax on total motor fuel is estimated to equal 6.1¢ after 6 years, 8.9¢ after 8 years and 11.9¢ after 10 years.

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H. T-LINK Funding Level, Mixed Sources, Delayed Program

9-17

Amounts in millions, unless otherwise noted
Federal aid held constant at Fiscal Year 2009 SAFETEA-LU level.

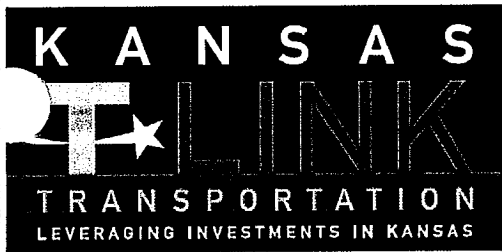
Annual Incremental Revenue					
Funding Source	Unit Increment	Agency	Current Kansas Rate	National Average	Regional Average
Motor Fuel Tax	\$0.01	\$17 million	\$0.25	\$0.28	\$0.27
Car Registration	\$1	\$2.48 million	\$35	\$50	\$55
Truck Registration	\$1	\$0.16 million	\$1,770	\$1,675	\$2,072
Sales & Use Tax	\$0.001	\$41 million	5.3%*	5.09%	5.55%

* State Highway Fund currently receives 13/106ths of the 5.30%, the equivalent of a 0.65% tax rate.

REVENUE SCENARIO:
\$30 Car Reg. Increase, \$75 Truck Reg. Increase, Sales and Use Tax Dedication of \$0.001, Removal of Sales Tax Exemption on Fuel, Bond \$1,700MM

Fiscal Year	Rate Increase	2011-2016						6 Year Total	2017-2018		6 Year Total	2019-2020		10 Year Total
		2011	2012	2013	2014	2015	2016		2017	2018		2019	2020	
MFT per gal. (cents)	\$0.00	-	-	-	-	-	-	-	-	-	-	-	-	-
New MFT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Less: MFT to SCCHF		-	-	-	-	-	-	-	-	-	-	-	-	-
Net MFT to SHF		-	-	-	-	-	-	-	-	-	-	-	-	-
Car Reg. fee (dollars)	30	-	-	-	30	-	-	-	-	-	-	-	-	-
Truck Reg. fee (dollars)	75	-	-	-	75	-	-	-	-	-	-	-	-	-
New Revenue					93	95	96	284	98	100	482	102	104	687
Sales & Use Tax (cents)	\$ 0.0010	\$ -	\$ -	\$ -	\$ 0.0010	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sales & Use Tax Rev.					45	48	50	143	52	54	249	56	57	362
Removal of Sales Tax Exemption on Fuel		-	-	-	280	291	302	872	313	325	1,510	337	349	2,195
Removal of Sales Tax Exemption on Aviation		-	-	-	-	-	-	-	-	-	-	-	-	-
Over Sized/Over Weight		-	-	-	6	6	6	18	6	6	31	6	6	43
Net New Revenue					424	440	454	1,318	469	484	2,271	500	516	3,287
Bonds	Issue	300	0	0	200	200	200	900	200	200	1,300	200	200	1,700
Less: Debt Service	\$1,700	(6)	(12)	(12)	(20)	(36)	(52)	(138)	(68)	(84)	(291)	(100)	(116)	(507)
Net Bond Proceeds	Bonds	294	(12)	(12)	180	164	148	762	132	116	1,009	100	84	1,193
Net new cash inflows to SHF		\$ 294	\$ (12)	\$ (12)	\$ 604	\$ 604	\$ 602	\$ 2,079	\$ 601	\$ 600	\$ 3,280	\$ 600	\$ 600	\$ 4,480
Aggregate Debt Service		\$ 184	\$ 184	\$ 176	\$ 175	\$ 197	\$ 171		\$ 158	\$ 238		\$ 253	\$ 268	
Debt Service to ATAR	C	13.7%	14.5%	15.0%	13.5%	14.3%	12.1%		10.9%	16.1%		16.8%	17.3%	
Total Debt Outstanding	D	\$ 1,782	\$ 1,672	\$ 1,564	\$ 1,658	\$ 1,736	\$ 1,844		\$ 1,973	\$ 2,028		\$ 2,071	\$ 2,103	
Percentage of T-LINK Gap Met								111.53%			107.80%			100.17%
Percentage of Modernization, Expansion, Modes & Local Met								100.00%			100.00%			100.00%

- A Special City and County Highway Fund (SCCHF) and State Highway Fund (SHF) currently receive 33.63% & 66.37% respectively of MFT.
- B Annual debt service is 8% of additional debt. Bonds are assumed to be issued at mid-year.
- C ATAR is Adjusted Total Agency Revenues which excludes bond proceeds, SCCHF revenues, and extraordinary cash receipts.
- D The highest debt issuance authority was granted to the SHF during the 2002 legislative session at a level of \$1,975. The maximum amount of SHF debt outstanding was \$1,890 at December 31, 2004.
- E As an internal policy matter, 1.5% of ATAR will be used toward debt issuance for emerging economic opportunities.



I. Partial Funding Level, Mixed Sources, Delayed Program

9-18

Amounts in millions, unless otherwise noted
Federal aid held constant at Fiscal Year 2009 SAFETEA-LU level.

Annual Incremental Revenue					
Funding Source	Unit Increment	Agency	Current Kansas Rate	National Average	Regional Average
Motor Fuel Tax	\$0.01	\$17 million	\$0.25	\$0.28	\$0.27
Car Registration	\$1	\$2.48 million	\$35	\$50	\$55
Truck Registration	\$1	\$0.16 million	\$1,770	\$1,675	\$2,072
Sales & Use Tax	\$0.001	\$41 million	5.3%*	5.09%	5.55%

* State Highway Fund currently receives 13/106ths of the 5.30%, the equivalent of a 0.65% tax rate.

REVENUE SCENARIO:
11.9% MFT Increase (3% in FY14+ indexing); \$26 Car Reg. Increase; \$125 Truck Reg.; Removal of Sales Tax Exemption on Aviation Fuel; Increase OS/OW, Bond \$1,800MM

Fiscal Year	Rate Increase	2011-2016						6 Year Total	2017-2018		8 Year Total	2019-2020		10 Year Total
		2011	2012	2013	2014	2015	2016		2017	2018		2019	2020	
MFT per gal. (cents)	\$0.119	-	-	-	0.038	0.010	0.013	0.061	0.014	0.014	0.089	0.015	0.015	0.119
New MFT		\$ -	\$ -	\$ -	\$ 63	\$ 87	\$ 112	\$ 262	\$ 140	\$ 168	\$ 570	\$ 200	\$ 232	\$ 1,002
Less: MFT to SCCHF		A -	-	-	(21)	(29)	(38)	(88)	(47)	(57)	(192)	(67)	(78)	(337)
Net MFT to SHF					42	58	74	174	93	112	379	133	154	665
Car Reg. fee (dollars)	26	-	-	-	26	-	-	-	-	-	-	-	-	-
Truck Reg. fee (dollars)	125	-	-	-	125	-	-	-	-	-	-	-	-	-
New Revenue					91	92	94	277	96	98	471	100	101	672
Sales & Use Tax (cents)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sales & Use Tax Rev.														
Removal of Sales Tax Exemption on Fuel		-	-	-	-	-	-	-	-	-	-	-	-	-
Removal of Sales Tax Exemption on Aviation		-	-	-	11	11	11	33	11	11	55	11	11	77
Over Sized/Over Weight		-	-	-	6	6	6	18	6	6	31	6	6	43
Net New Revenue					150	167	186	503	206	227	936	249	272	1,457
Bonds	Issue	300	0	0	250	250	200	1,000	200	200	1,400	200	200	1,800
Less: Debt Service	\$1,800	B (6)	(12)	(12)	(22)	(42)	(60)	(154)	(76)	(92)	(323)	(108)	(124)	(555)
Net Bond Proceeds	Bonds	294	(12)	(12)	228	208	140	846	124	108	1,077	92	76	1,245
Net new cash inflows to SHF		\$ 294	\$ (12)	\$ (12)	\$ 378	\$ 375	\$ 326	\$ 1,349	\$ 330	\$ 335	\$ 2,013	\$ 341	\$ 348	\$ 2,702
Aggregate Debt Service		\$ 184	\$ 184	\$ 176	\$ 177	\$ 203	\$ 179		\$ 166	\$ 246		\$ 262	\$ 276	
Debt Service to ATAR	C	13.7%	14.5%	15.0%	13.7%	14.7%	12.5%		11.2%	16.0%		16.4%	16.7%	
Total Debt Outstanding	D	\$ 1,782	\$ 1,672	\$ 1,564	\$ 1,707	\$ 1,832	\$ 1,938		\$ 2,063	\$ 2,115		\$ 2,154	\$ 2,182	
Percentage of T-LINK Gap Met								72.34%			66.15%			60.42%
Percentage of Modernization, Expansion, Modes & Local Met								63.59%			58.25%			51.02%

- A Special City and County Highway Fund (SCCHF) and State Highway Fund (SHF) currently receive 33.63% & 66.37% respectively of MFT.
- B Annual debt service is 8% of additional debt. Bonds are assumed to be issued at mid-year.
- C ATAR is Adjusted Total Agency Revenues which excludes bond proceeds, SCCHF revenues, and extraordinary cash receipts.
- D The highest debt issuance authority was granted to the SHF during the 2002 legislative session at a level of \$1,975. The maximum amount of SHF debt outstanding was \$1,890 at December 31, 2004.
- E As an internal policy matter, 1.5% of ATAR will be used toward debt issuance for emerging economic opportunities.



TRANSPORTATION FUNDING OPTIONS

<u>Description:</u>	<u>Variable Unit:</u>	<u>Resulting Net Annual Incremental Revenue:</u>
T-Link Recommendations:		
1. Motor Fuel Gallon Tax*	\$0.01	\$17MM
2. Car & Light Duty Vehicle Registration Fees*	\$10	\$25MM
3. Truck Registration Fees*	\$100	\$16MM
4. Bond Capacity Under Current Revenues	Debt Service at 18% of ATAR	\$100MM (Per year at 10 years)
Other Options:		
5. Increase Level of Sales Tax Deposit to SHF*	0.10	\$41MM
6. Sales Tax on Motor Fuels (\$3/gallon)	5.3%	\$318MM
7. Vehicle Miles Traveled	1¢ per mile	\$295MM
8. Per Ton Tax for Highway	\$0.01	\$5.3MM
9. Per Ton Tax for Rail	\$0.01	\$2.7MM
10. Kansas Highway Patrol Speeding Tickets	\$20 per ticket	\$1.6MM
11. Adding a Surcharge on New Car Sales	\$10	\$1.15MM
12. Adding a Surcharge on Rental Cars	0.10%	\$100K
13. Jet Fuel Tax - Remove Exemption from Interstate Commerce (Potential T-Link Rec. for Aviation)	5.30%	\$11MM
14. Aviation Fuel Tax	5.30%	\$2MM
15. Sales Tax Generated on Bicycle Sales dedicated to SHF	5.30%	\$3MM
16. Adding a Surcharge on Real Estate transactions	0.01%	\$2MM
17. Jet Fuel Excise per gallon	\$0.01	\$410K
18. Aircraft Registration	\$60	\$240K
19. Local Motor Fuel Tax Option	\$0.01	\$17MM
20. Reallocation of Motor-Carrier Corporate Tax	10% of Corp. Income Tax	\$750K
21. Reallocation of Railroad Corporate Tax	10% of Corp. Income Tax	\$550K
22. Adding a Surcharge to KTA Tolls	10%	\$8MM
23. Aviation Gas Excise Per Gallon	\$0.01	\$90K
24. Broadening of the States Tax Base	1% Reduction in Exemptions	\$41MM
25. Dedicate a Portion of Gaming Revenues	10%—25%	TBD
26. Partial Removal of Tax Exemption on Exempt Real Estate	0.10%	\$686K
27. Tolling of Additional Roads	To be discussed at a later date	
28. Indexing Motor Fuels Tax	\$1 Billion in new revenue over 10 years	

* Updated from prior distribution to T-LINK members.

DEBT SERVICE TO REVENUE CAP

CREDIT RATINGS PRESERVED

The proposed debt service to revenue cap will allow the Agency to retain its high credit ratings.

ADDED FLEXIBILITY

The policy would provide the Agency additional flexibility in the timing of debt issuance and the Agency's planning process.

ACTIVE DEBT MANAGEMENT

The policy would offer market participants with further assurance that the Agency is operating off of a long-term plan and is actively managing its degree of leverage.

The Traditional Approach:

Historically, the Kansas Legislature has authorized a specific amount of State Highway Fund (SHF) debt that may be issued over a designated time horizon in order to fund the construction of transportation infrastructure.

Proposed Policy:

Rather than authorize a specific amount of debt, an alternative is that the legislature impose a debt service to revenue restriction. This restriction would allow the Agency to issue debt so long as the SHF's total annual debt service expense does not exceed 18% of Adjusted Total Agency Revenues (ATAR). ATAR includes all annual agency revenues less extraordinary cash inflows and Special City and County Highway Funds. It is the intent of KDOT and TLINK that debt issued under this approach be used for expansion/enhancement type projects and not for preservation/maintenance.

Benefits of the Approach:

- **Flexibility:** The policy would offer the Agency flexibility in the timing of debt issuance allowing for unanticipated economic development projects to be undertaken that may not otherwise receive funding due to the absence of issuance authority.
- **Planning:** Relating future debt service to revenues will require the Agency to follow a long-term planning horizon. Though the Agency currently plans on this horizon, the legislatively imposed requirement to do so will provide investors with further assurance and positively influence the Agency's cost of borrowing.
- **Active Management:** The policy would enable the Agency to more efficiently manage its debt portfolio by timing debt issuances when market conditions are most desirable or when unforeseen emerging needs occur.

Why is 18% a Suitable Measure?

- The 18% debt service to revenue test is considered by industry analysts to be a fiscally responsible ceiling in the management of debt and provides stronger coverage than is required by KDOT's bond covenants.
- Following a cap of 18% with prudent management of other leverage measures will allow the Agency to retain its current high credit ratings of Aa2, AAA, and AA on long term debt by Moody's, S&P, and Fitch respectively.
- The relatively low annual debt service obligation afforded by the 18% cap would again offer the Agency a degree of flexibility in year-to-year construction spending.

Legislative Questions:

In the September 29th meeting of the Special Interim Committee on Transportation, the following questions were raised regarding the cap:

1. What happens, or are the consequences, if KDOT were to issue additional debt over the cap?
2. Under the proposed cap would the Agency be able to continue issuing Variable Rate Demand Obligation (VRDO) bonds?

In response to these questions, draft bond legislation was prepared and thus provide the following responses:

1. Under the proposed legislation the test for issuance of new bonds would be at the time of issuance. The test would include provisions to estimate revenues into the future and variable rate debt for the life of the bonds assuming traditional growth patterns for revenue and recent variable rate debt interest rates.
2. Issuing debt that causes debt service to exceed the 18% ceiling would be the same violation of a statute (a reportable event for the auditors) as issuing more than \$1.272 billion of new money bonds for the CTP.

Indexing Motor Fuel Tax

INDEXING CURRENT MOTOR FUEL TAX TO CURRENT CONSTRUCTION INFLATION PROJECTIONS IS ESTIMATED TO RAISE \$1 BILLION IN NEW REVENUE OVER A 10 YEAR PROGRAM

MAINE AND FLORIDA INDEX MOTOR FUEL TAX TO THE CONSUMER PRICE INDEX

KENTUCKY, NORTH CAROLINA AND WEST VIRGINIA INDEX MFT TO THE AVERAGE WHOLESALE PRICE OF FUEL

MOST STATES USE 1/10 OF A CENT FOR INCREMENTAL INCREASES

Kansas history:

- Kansas used indexing of Motor Fuel Tax (MFT) beginning in 1983.
- The tax was indexed to a Petroleum index.
- The rate never increased because the minimum incremental rate was 1 full cent.
- There was an attempt in the 1987 Special Session to change the index to the Consumer Price Index (CPI), however, that initiative failed.
- Indexing was removed completely in the 1989 session with the passage of the Comprehensive Highway Plan.

Indexing Policies of Other States:

- Maine and Florida index MFT to the CPI.
- Other states such as Kentucky, North Carolina and West Virginia index MFT to the average wholesale price of fuel.
- North Carolina indexes only part of their MFT.
- Nebraska has a variable portion of MFT in which their Director of the Department of Roads sets the variable percentage at an "amount sufficient to ensure adequate funding for highway projects, including maintenance and improvements."
- Wisconsin recently ended their indexing of MFT which had been in effect since 1985.
- The California Legislature is currently considering a bill that would raise MFT by 18 cents and index that tax to inflation plus add an additional 7 cents each year over the next 10 years.

Options:

MFT could be tied to many indices such as the CPI or one of many construction price indexes such as the Producer Price Index for Highway and Street Construction which is used in Nevada. Each of these indices has its own set of strengths and weaknesses, some provide stability and as a general rule do not decline while others allow funding to be more closely tied to the current cost of construction materials and actual highway construction.

Additionally, the increment in which an increase is triggered should be considered. 1/10 of 1 cent appears to be the most common among states that use indexing and it is a small enough increment that it remains sensitive to the market even in years without large increases or decreases in inflation.

Considerations:

- Currently State Highway Fund (SHF) revenues are increasing at 1.4% per year while inflation is projected at 4%.
- Indexing makes revenues more difficult to forecast.
- The more fuel efficient vehicles become the less a flat MFT will be a viable funding source into the future.
- Indexing Kansas MFT to construction inflation would increase revenue by approximately \$1 Billion over 10 years.



Sales Tax on Motor Fuels

As of January 1, 2008, 15 states had some form of variable tax rate on motor fuels. However, there are several ways of implementing this type of tax including sales tax based on retail price, wholesale price or an estimated price.

Considerations:

- Sales tax on motor fuels would require the Department of Revenue to develop new procedures and processes because motor fuel is not currently taxed at the first point of distribution not at the point of final sale.
- If the tax is applied at the first point of distribution there are 2 options for applying a sales tax:
 - create a retail or wholesale price for purposes of calculating the amount of sales tax; or
 - base the tax on the actual wholesale price.
- Current law would divide this between the State General Fund and the State Highway Fund (SHF) and therefore would have to be amended to direct all sales tax on motor fuels to the SHF.

* A procedural/legal question will need to be addressed on whether the sales tax can or should be applied on either the federal or state motor fuel excise taxes.

Replacement of Motor Fuel Tax by Sales Tax

The imposition of sales tax on motor fuel could be substituted for a portion of the current motor fuel tax rate if the entire sales tax were directed to the SHF.

- Currently, a penny of gas tax produces \$17 million therefore we could reduce the motor fuel tax on gasoline between 13 and 14 cents per gallon and hold the SHF revenue neutral.
- If the motor fuel tax on gasoline is replaced by sales tax, the amount of money currently distributed to cities and counties through the Special City & County Highway Fund (SCCHF) would decrease. In order to hold the cities and counties harmless either a portion of the sales tax would need to be distributed through the SCCHF or the amount of motor fuel tax allocated to the fund would need to increase.

Impact of Sales Tax on Gasoline

If gasoline has an average pump price of \$3.00, the State would collect approximately \$205 million in sales tax on the pump price based on FY 08 sales rates.

If the sales tax was not applied to either the federal motor fuel tax or the state motor fuel tax, the total sales tax collected would decline to approximately \$176 million dollars.

Impact of Sales Tax on Special Fuels (Diesel)

If diesel has an average pump price of \$3.00, the State would collect approximately \$77 million in sales tax on the pump price based on FY 08 sales rates.

If the sales tax was not applied to either the federal motor fuel tax or the state motor fuel tax, the total sales tax collected would decline to approximately \$64 million dollars.

The imposition of sales tax on Special fuels (diesel) raises questions which are different from the imposition of the tax on gasoline.

- Currently, truckers are effectively taxed on diesel where they consume the fuel, not where they buy it. Truckers pay or are rebated tax differences between the point of purchases and the reported point of consumption through the International Fuel Tax Agreement (IFTA).
- Since sales tax is generally applied at the point of sale, the application of the sales tax on all diesel fuel purchased in Kansas, might affect the purchase decision of truckers who could choose to purchase the fuel in other states.
- An alternative would be to apply a sales tax equivalent at the wholesale level which could be handled within IFTA.

Removal of Sales Tax Exemptions

There have been numerous options suggested for increasing revenue to the State Highway Fund. Few options raise enough revenue to justify the cost of implementation, however, removing some or all of the current sales tax exemptions and directing them to the State Highway Fund would raise significant revenues and would be a minimal cost to implement.

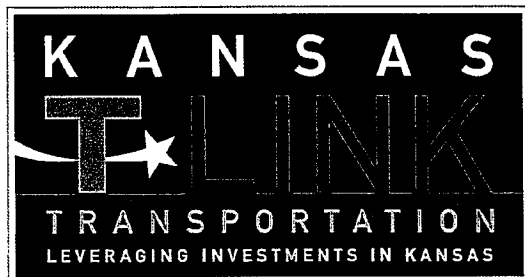
Current Exemptions:

- Projected sales tax exemptions for FY 2008 totaled \$4,072 million
- Over half or \$2,172 million were categorized as exemptions on "property which becomes an ingredient or component part of property or services produced or manufactured for ultimate sale at retail" (i.e. the sale of goods or inputs at the wholesale level).
- The Table below details the top 10 Kansas Sales Tax Exemptions.

Considerations:

Though several other categorical exemptions exist, there are two problems that may arise pending their removal:

1. Creation pyramiding effect of taxation and the movement of certain business to other states (dependent upon the type of exemptions removed). For example, if the sales tax exemptions on wholesale goods were removed while sales tax at the point of retail sale remained in place, these goods would effectively be taxed twice.
2. Also, if exemptions on certain industries (i.e. exemptions for non-profit organizations) were removed, incentive may be created that would prompt businesses to move their operations elsewhere.



TOP 10 KANSAS SALES TAX EXEMPTIONS	Amount in Millions
Property which becomes an ingredient or component part of property or services produced or manufactured for ultimate sale at retail.	\$2,172
Property or services purchased by state of Kansas, political subdivisions, nonprofit hospitals or blood/donor banks.	\$320
Property consumed in the production, manufacturing, processing, mining, drilling, refining or compounding of property; or irrigation of crops for ultimate sale at retail.	\$285
Motor fuels and items taxed by sales or excise tax (\$3/gallon, FY08 sales).	\$282
Labor services of installing or applying property in original construction of a building or facility or the construction, reconstruction, restoration, replacement or repair of a residence, bridge or highway.	\$176
Sales of animals, fowl, aquatic plants, and animals used in agriculture or aquaculture, for production of food for human consumption, the production of animal, dairy, poultry, or aquatic products, fiber or fur or the production of offspring.	\$160
Property or services purchased by contractor for building or repair of buildings for nonprofit hospital, elementary or secondary schools or nonprofit educational institutions, and for state correctional institutions.	\$115
Machinery and equipment used directly and primarily in the manufacture, assemblage, processing, finishing, storing, warehousing or distributing of property for resale by the plant or facility.	\$112
Sales of natural gas, electricity, heat and water delivered through mains, lines or pipes to residential premises for noncommercial use, for agricultural use (to include propane gas), for use in serving oil and any property exempt from property taxation.	\$105
Sales of prescription drugs.	\$70

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