Approved: August 23, 2010

Date

#### MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:37 a.m. on January 21, 2010, in Room 152-S of the Capitol.

All members were present except:

Senator Pat Apple- excused

#### Committee staff present:

Bruce Kinzie, Office of the Revisor of Statutes Daniel Yoza, Office of the Revisor of Statutes Julian Efird, Kansas Legislative Research Department Jill Shelley, Kansas Legislative Research Department Cindy Shepard, Committee Assistant

Conferees appearing before the Committee:

Deb Miller, Secretary, Kansas Department of Transportation

Others attending:

See attached list.

#### **Bill Introductions**

Senator Huntington requested the introduction of a bill on behalf of County Treasurers, relating to additional locations for vehicle registrations. Senator Huntington moved, Senator Schmidt seconded, to introduce the bill. Motion carried.

The Chairman called attention to the conclusions and recommendations, for a new Comprehensive Transportation Plan, from the Special Committee on Transportation (<u>Attachment 1</u>).

#### Presentation on "Status of Transportation in Kansas"

Deb Miller, Secretary, Kansas Department of Transportation (KDOT) gave an overview on current status of the department, and information on the previous twenty years of transportation during the 1989 Comprehensive Highway Plan (CHP) and 1999 Comprehensive Transportation Program (CTP). She stated "Kansas has 10,000 miles of state highways, the third most road miles in the nation, and our transportation system is what moves the Kansas economy."

Secretary Miller noted that KDOT has 3,100 employees, of which 2,200 are employed in six districts for road maintenance and construction inspection. The remaining 900 are at headquarters for planning and local projects, road and bridge design, aviation/rail/transit services, signs and speed limits. She also noted that the department had 4,700 employees in 1971.

She continued with reviewing State Highway Fund (SHF) sources and expenditures, how previous plans were funded, economic impact, current budget cuts to the SHF resulting in a 28% loss to agency revenues in 2010, Federal update, and the CHP and CTP programs and projects (<u>Attachment 2</u>). KDOT also provided CTP 2000-2009 total transportation spending maps (<u>Attachment 3</u>).

Questions and discussion followed. Chairman Umbarger requested a comparison of investments made in preservation and new construction 20 years ago to the present, showing the effect of the recent reductions in KDOT's budget.

The meeting was adjourned at 9:33 a.m. The next meeting is scheduled for January 26, 2010.

### SENATE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 1-21-10

NAME	REPRESENTING
Lindsey Douglas	KOOT
Terry Heidner	KOOT
Secretary Deb Miller	KOOT
Sarah Bowser	Lansas Grain & Feed
Tom WhITAKER	KS MOTOR CARRIERS ASSIN
KEVIN GREGG	KMCA
Scot Heidner	ACEC 15
BoB Totta	KCA
TUCK DUPCAN	KS, PUBLIC TRUSIT ASSH.

#### **Special Committee on Transportation**

#### COMPREHENSIVE TRANSPORTATION PLAN

#### CONCLUSIONS AND RECOMMENDATIONS

The Committee voted to offer two funding scenarios for debate in the Legislature during the 2010 Session. One would reduce the motor fuel tax by 5 cents a gallon but remove the sales tax exemption for motor fuels, beginning January 1, 2013. The other would increase the motor fuel tax by 7 cents a gallon and index future increases. Both scenarios would increase car registration by \$20 and truck registration by \$100, and both assumed approximately \$2 billion in additional bonding.

**Proposed Legislation:** The Committee voted to include certain programmatic elements into a new bill regarding legislative intent for a new transportation plan. Those elements include authorization for a bonding cap of 18 percent of adjusted KDOT revenues, a Transportation Economic Development Loan (T-EDL) program for use by local governments, removing the 2020 sunset on motor fuel taxes in current law, and removing obstacles to tolling additional highways or lanes.

The Committee also voted to introduce separate legislation to expand eligibility for the short-line rail program to include shippers, local governments, and industrial parks.

#### BACKGROUND

The Special Committee on Transportation was directed by the Legislative Coordinating Council to study the need and potential financing mechanisms for a new Comprehensive Transportation Plan, review the status of the Comprehensive Transportation Plan enacted in 1999, and examine 2009 SB 323 and 2009 HB 2382, which deal with creating a new comprehensive transportation plan.

#### COMMITTEE ACTIVITIES

The Committee devoted its first meeting, held September 29, to background on the issue and work completed to date on ideas for a new plan. Officials from the Kansas Department

of Transportation (KDOT) and legislative staff presented information on the following topics:

- History of the 1989 Comprehensive Highway Program (CHP) and the 1999 Comprehensive Transportation Program (CTP);
- Information received from constituents across the state by the 2008 Special Committee on a New Comprehensive Transportation Plan;
- 2009 Senate Bill 323 and 2009 House Bill 2392, which are transportation plan bills;
- Recommendations of the Governor's Transportation - Leveraging Investments in Kansas (T-LINK) Task Force;
- Federal bills to extend or replace the expiring federal transportation plan;

2009 TraSenate	Transportation
_	1-21-10
Attach	ment/

- The gap between funding levels recommended by the T-LINK Task Force and amounts expected from current funding streams;
- Bonding used in financing the CHP and the CTP;
- Fuel taxes in all 50 states;
- Recent enacted bills and other related transportation finance information from all 50 states;
- Kansas' history of sales tax as a transportation funding source;
- Registration fees;
- The gap between the T-LINK recommended program funding and the funding proposal in SB 323; and
- Transportation funding and financing ideas used in or proposed by other states or by national entities studying the issue.

The Committee also heard from representatives of the Northern Flyer Alliance and from a private citizen on the importance of action to advance passenger rail service in Kansas, including applying for federal grants.

A subcommittee was chosen to review options and recommend funding sources for a transportation plan.

At its second meeting, on November 16, the Committee heard an update on KDOT's pilot project selection process. The process varies by project type and whether the project is in a rural or urban area.

The organization Economic Lifelines presented an overview of priorities for a new transportation program and projects identified by city and county officials. The organization

provided each legislator with a notebook containing resolutions that include locally identified priorities in the legislator's district. A representative of the organization TRIP, a national transportation research nonprofit organization, presented findings from its report (released in September 2009) on improvements needed in Kansas transportation systems, safety concerns, funding available to meet transportation needs, and the economic impact of spending on transportation infrastructure.

KDOT officials also reviewed a set of scenarios for funding and financing a new program. Its scenarios included changes in several main variables: programs that would allow new projects to go forward in the first year versus programs that would address only preservation for three years; traditional funding sources (e.g., motor fuel taxes, registration fees, sales tax deposit) versus mixed revenue sources (e.g., indexing motor fuel tax, sales tax on motor fuels); meeting the funding recommendations of the T-LINK Task Force (\$5.8 billion over 10 years) versus partial funding (\$3.5 billion for a traditional program or \$2.7 billion for a program that would address only preservation for the first three years). Officials stressed that many additional types of scenarios were possible. The scenarios assumed federal spending would continue at current levels; at the time of the meeting, the federal program was being extended for short periods until a replacement bill could be determined.

The subcommittee met the days of the second and third meetings of the full Committee.

At the Committee's third meeting, on January 4, 2010, KDOT officials reviewed two scenarios the subcommittee requested be brought to the full Committee to address the gap of approximately \$5.7 billion between revenues from current sources and the amount needed for maintenance and other types of projects identified as necessary by the T-LINK Task Force:

- One scenario would reduce the motor fuel tax by 5 cents a gallon but remove the sales tax exemption for motor fuels, beginning January 1, 2013. It does not apply the sales tax to fuels that currently are exempt from the motor fuel gallon tax, such as off-road diesel. KDOT projected this would raise \$4 billion over ten years, filling about 70 percent of the overall gap but meeting 65 percent of the needs for modernization, expansion, non-highway, and local projects. This scenario would adjust the percentage of revenues into the Special City and County Highway Fund to ensure that the percentage of the gap to be filled would be the same for both KDOT and local governments.
- The other scenario would increase the motor fuel tax by 7 cents a gallon and index future increases to increases in the Consumer Price Index. This was projected to raise \$3.6 billion over 10 years, filling nearly 63 percent of the overall gap but meeting 56 percent of the needs for modernization, expansion, non-highway, and local projects.

Both scenarios would increase car registration by \$20 and truck registration by \$100, and both assumed approximately \$2 billion in bonds would be issued during the program. Increases would be partially implemented in 2013 and fully in 2014. KDOT officials reviewed the revenue effects of each and the gap between the amounts that would be raised and T-LINK-recommended spending on transportation infrastructure.

KDOT officials provided information on bonding strategies to allow KDOT to maintain highways and bridges in their current condition before new revenues would become available under those scenarios. KDOT suggested it be authorized to issue bonds up to 18 percent of adjusted agency revenues (a T-LINK recommendation), to use Build America Bonds (under which the federal government would pay a portion of the interest), and to use flexible

debt management tools (such as 25-year bond terms).

KDOT also provided a funding supplement, with surrounding state comparisons, requested by the subcommittee and a summary of expected reductions to the State Highway Fund in Fiscal Years 2010 and 2011.

KDOT officials also briefly reviewed several programmatic issues, including project selection, the consequences of not fully funding highway preservation, allowing design build bids for highway projects, determining a priority network for local roads, allowing local governments to exchange federal funds for state funds, efficiency efforts in and possible funding changes for transit, expanded eligibility for the short-line railroad loan/grant program, strategic improvements in airports, multimodal economic development projects, and tolling.

A representative of the Kansas Contractors Association testified in opposition to allowing design build bid procurement for highway projects.

The Committee voted to advance both funding scenarios — increasing and indexing the motor fuel tax and removing the current exemption on sales tax on motor fuels — for consideration by the Legislature. The Committee also voted to recommend certain programmatic changes be included in a bill expressing legislative intent for a highway plan and a separate bill to change eligibility for the grant/loan program for short-line railroads.

#### CONCLUSIONS AND RECOMMENDATIONS

The Committee voted to offer both scenarios heard at the January 4 meeting for debate on financing a new transportation plan.

The Committee voted to include the following elements in a bill otherwise similar to

the legislative intent section (Section 1) of 2009 SB 323 and 2009 HB 2382: authorization for a bonding cap of 18 percent of adjusted KDOT revenues, a 25-year term of debt from the issue date of any bond issue, allowing KDOT to refund bond principle and interest, a Transportation Economic Development Loan (T-EDL) program for use by local governments, removing the 2020 sunset on motor fuel taxes in current law,

and removing obstacles to tolling additional highways or lanes.

The Committee further voted to introduce separate legislation to expand eligibility for the short-line rail program to include shippers, local governments, and industrial parks.



#### SENATE COMMITTEE ON TRANSPORTATION

January 21, 2010

#### Transportation is a means to an end: It's about...

enhancing safety

supporting the economy

creating jobs

#### Transportation Moves People and the Kansas Economy



10,000 miles of state highways
2 million+ registered vehicles
Nearly 2 million licensed drivers
\$160 billion+ of goods shipped
to, from and within Kansas
each year

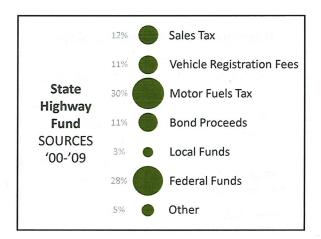
#### KDOT's Resources Strategically Deployed

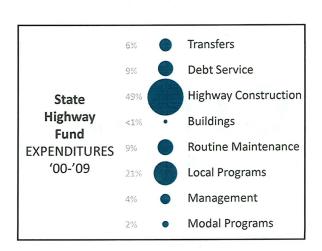
3,100 employees

**2,200 employees in 6 districts / 26 areas**Road maintenance and construction inspection

900 employees at headquarters

Planning and local projects Road and bridge design Aviation, rail, and transit services Signs, access, and speed limits



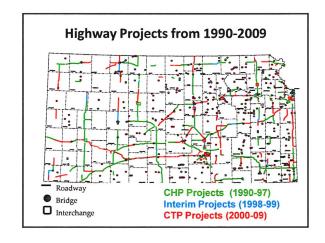


#### **20 Years of Transportation**

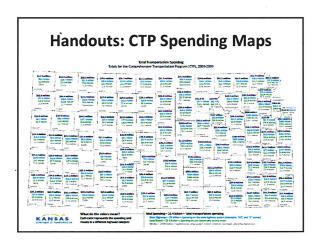
- Comprehensive Highway Program (CHP)
  - 1989-1997
  - Funded highways and transit
- Interim Program
  - 1998-1999
  - Funded highways and transit
- Comprehensive Transportation Program (CTP)
  - \_ 2000-2009
  - Funded highways, transit, aviation & rail

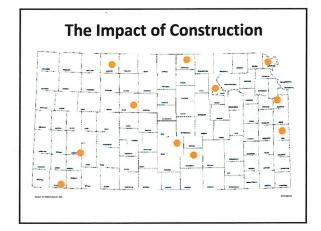
Different Programs for Different Goals										
	СНР	СТР								
Highways	\$3.1 B	\$5.6 B								
Transit	\$8 M	\$52 M								
Aviation		\$30 M								
Rail		\$30 M								

How they were funded											
	СНР	CTP as passed	<b>CTP</b> adjusted								
MFT	7¢ phased	4¢ phased	6¢ phased								
Sales Tax: Direct Deposit Transfer	.25¢ 10% → 6%	 12%	.45¢ increase								
Reg. Fees cars trucks	50% increase 33% increase	none none	\$5 per \$2-10 per								
Bonds	\$890 M	\$995 M	\$1.272 B								









#### The Impact of Construction

Total payroll of \$43,421,346

3,387 people employed

2,467 businesses benefitted

<b>Economic impacts: 5 Case Studies</b>										
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 –110 <sup>th</sup> St Interchange	\$50 M	5,700	\$186 M							
Overland Park – Nall Ave Interchange	\$48 M	17,500	\$4.1 B							
Hays – Commerce Pkwy Interchange	\$3.5 M	2,200	\$111 M							
TOTAL	\$231 M	50,800	\$6.1 B							

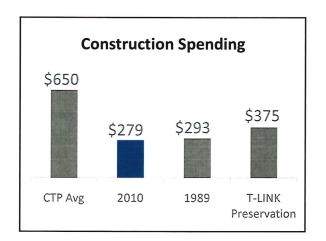
2009 Update

Governor makes sweeping cuts

Series Blake | Paris | Paris Paris

The result is a **28% loss** in agency revenues in 2010

Revenue Losses											
	2009	2010	2011								
Receipt Losses	-\$24 M	-\$52 M	-\$51 M								
CTP Debt Transfer		-\$25 M	-\$25 M								
Loan Repayment	-\$31 M	-\$31 M	-\$31 M								
KHP		-\$36 M	-\$36 M								
SCCHF Transfer		-\$5 M									
Governor's Budget		-\$80 M	-\$80 M								
TOTALS	-\$55 M	-\$229 M	-\$223 N								



#### **Managing Uncertainty**

Federal Update

#### **Federal Update**

- SAFETEA-LU expired on September 30<sup>th</sup> and has not been reauthorized
- The Federal Trust Fund is going broke
- Jobs for Main Street would extend SAFETEA-LU and fix the HTF

#### **Managing Uncertainty**

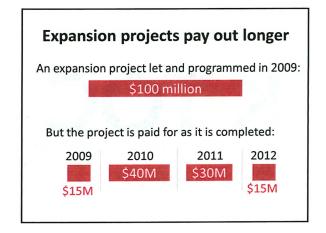
KDOT operates on a cash flow basis

#### **Cash Flow Example**

A preservation project let and programmed in 2009:

\$10 million

# Cash Flow Example A preservation project let and programmed in 2009: \$10 million But the project is paid for as it is completed: 2009 2010 \$6M \$3M \$1M



#### **What It Means**

- Costs are paid out for years after a project is let
- \$2 in cuts are required to save \$1 in a given year's budget
- If revenues fall too far, existing construction contracts could be at risk



#### **Testimonials**

"My Missouri hat is off to Kansas DOT for the road information web site and keeping your roads clear"

"Thanks to you and your employees for helping make our holidays safe."

"The KTA and KDOT employees deserve a lot of praise for their efforts."



## Collaboration in new ways KANSAS TRANSPORTATION ONLINE COMMUNITY



#### **Looking Forward**

www.ktoc.net





#### STATE HIGHWAY FUND

Sources and Expenditures FY 2000-2009

Based on 2009 Cash Flow

#### SOURCES



Sales Tax



Vehicle Registration Fees



Motor Fuels Tax



Bond Proceeds



Local Funds

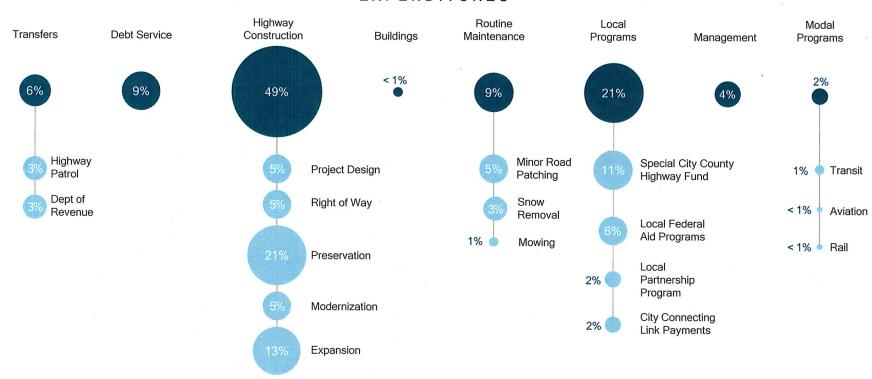


Federal Funds



Other

#### **EXPENDITURES**



#### **Total Transportation Spending**

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

\$12.9 millio \$8.1 millio \$4.4 millio \$410k	\$2 \$5 \$3	.9 million 5.7 million .9 million 10k	\$28.1 millio \$21.9 million \$5.1 million \$1.1 million	\$68.0 million \$8.4 million	\$26.7 million \$17.3 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 REPUBLIC	\$29.6 r \$16.2 \$9.8 n \$3.6 n	million \$19.1 nillion \$16.7	nillion \$26.5 m million \$12.8 n million \$9.7 mi million \$4.0 mi	nillion \$12.9 mill llion \$2.4 million llion BROWN	ion \$44.5 million \$37.2 million \$6.5 million \$1.0 million	Sen Sen
	RAWLINS		DECATUR	NORTON	PHILLIPS	SMITH	JEWELL	\$32.0 million	-! Washingt	ON MARSHALL	NEMAHA		79.6 million	
\$62.4 millio \$47.4 millio \$14.0 millio \$1.0 millio	on \$3	5.4 million 33.6 million 10.8 million 1.0 million	\$19.7 millio \$12.6 millio \$6.1 millior \$1.0 millior	\$22.0 million \$4.0 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 MITCHELL	\$18.2 million \$12.2 million \$1.7 million CLOUD \$28.6 million	,	\$129 M   \$129 M   \$100   \$82.7 M   \$43.2 M   \$3.2 million   \$3.2 million   \$3.2 million   \$4.3.2 M	\$23.3 million \$16.8 million \$2.8 million	\$35.1 million \$ \$21.6 million \$ \$12.3 million \$ \$1.2 million \$ \$12.4 million \$ \$12.5 million \$	4.3 million ATCHI  5.5 million LEAVE  9.6 million \$98.0  1.0 million \$33.	NWORTH  OM  NWANDO
	T THOMAS		SHERIDAN	GRAHAM	ROOKS	OSBORNE	\$17.0 million	\$20.1 million \$7.0 million	CLAY		Frankra-1-59	Cane million	\$5.9	0 M \$534 M \$392 M \$133 M \$9.6 N
\$11.4 million \$8.7 million \$2.7 million	\$20.1 \$3.9	million million million 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	\$10.5 million \$5.8 million \$1.0 million	\$1.5 million  OTTAWA  \$200 million  \$131 million	\$85.6 m \$60.4 m \$17.7 m	to pt the 2 the p to the common or	. CO/ D million	n \$120 million	\$165 M \$81.9 million \$76.8 million \$6.6 million	SP67 million \$396 million \$396 million \$501 million
WALLACE	LOGAN		GOVE	TREGO			\$63.9 million \$52.0 million	\$47.5 million	\$7.5 mi	llion 522.0 mill	<b>■ WARAUNZEE</b>	\$61.3 million	DOUGLAS	\$69.5 million
\$16.9 million \$12.4 million \$3.2 million \$1.3 million	\$3.4 million \$1.0 million	\$23.4 millio \$14.0 millio \$8.8 millio \$1.0 millio	\$13.4 million on \$8.0 million \$4.9 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	\$9.6 million \$2.4 million ELLSWORTH \$30.2 million \$15.1 million	\$21.3 million  SALINE  \$132 million  \$95.9 million  \$30.1 million	\$72.1	MORRIS  million \$38.9 m	on \$146 millio \$105 millio \$36.8 millio \$4.5 millio	\$15.0 million \$3.3 million on OSAGE	\$165 million \$142 million \$20.6 million \$2.8 million FRANKLIN	\$234 million \$181 million \$38.8 million \$14.2 million MIAMI \$161 million
25.4 million \$19.5 million	\$29.0 million			\$9.9 million \$5.4 million	\$24.2 million \$15.5 million \$8.2 million \$460k	\$15.4 million	\$12.7 million \$2.4 million RICE	\$5.5 million     MCPHERSON   \$126	\$2.6	million \$28.3 r nillion \$6.8 m \$3.8 m	illion	\$42.3 million \$10.0 million \$1.0 million	\$21.7 million \$7.7 million \$11.4 million \$2.6 million	\$145 million \$6.4 million \$4.5 million
\$3.7 million \$2.3 million	\$22.8 million \$5.7 million \$480k	\$94.1 mil \$37.0 mil \$5.5 milli	lion on	\$4.2 million \$200k HODGEMAN		\$9.3 million WNEE \$5.7 million \$409k	\$162 millio \$80.5 millio \$64.1 millio \$16.9 millio	n \$88.0 on \$9.8 on HARVEY	0 million 5 million million	\$151.2 million	\$33.5 million \$21.9 million \$10.9 million	\$10.6 million \$5.4 million \$5.2 million	\$32.7 million \$13.0 million \$16.8 million	\$92.2 million \$76.9 million \$13.7 million
MILTON	KEARNY	FINNEY	\$ <b>22.5 millio</b> i \$11.5 millioi	, i \$103 million	\$1.0 million	ļ.,	RENO	\$885 mi		\$84.8 million \$56.4 million	\$1.0 million	\$20k WOODSON	\$2.9 million	\$1.6 million
18.6 million \$15.4 million \$2.8 million \$400k	\$19.8 million \$5.9 million \$13.2 million \$1.0 million	\$19.5 milli \$11.3 milli \$6.7 millio \$1.5 millio	on \$9.7 million ion \$1.2 million	\$57.1 million \$40.0 million \$5.4 million	\$13.2 million \$8.2 million \$4.5 million \$456k	\$45.4 million \$29.8 million \$14.6 million \$1.0 million	\$61.8 million \$47.7 million \$11.6 million	\$289 m \$445 m \$152 m	nillion	\$10.0 million	GREENWOOD \$29.4 millior \$24.3 millior	\$47.6 million \$33.4 million \$9.7 million	\$61.4 million \$40.2 million \$17.9 million \$3.3 million	\$91.6 million \$45.7 million \$34.4 million
NTON	GRANT	HASKELL			KIOWA	10 N 100 N 1	\$2.5 million KINGMAN				\$3.8 million	WILSON	NEOSHO	\$11.5 million
25.2 million 517.4 million 55.9 million 51.9 million	\$20.9 million \$13.1 million \$7.1 million \$1.0 million	\$66.6 milli \$36.4 mill \$28.6 milli \$1.6 millio	ion \$24.0 milli ion \$6.3 millio	on \$14.8 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 milli	on \$20.0 m on \$8.0 mill	illion illion	\$80.1 million \$37.5 million \$34.6 million \$8.0 million	\$1.3 million  ELK  \$12.4 million  \$5.2 million  \$7.1 million  \$170k	\$110 million	\$65.3 million \$41.4 million \$21.4 million \$2.5 million	\$43.6 million
TON	STEVENS	SEWARD	MEADE	CLARK	COMANCHE	BARBER	HARPER	SUMNER		COWLEY	CHAUTAUQUA	MONTGOMERY	LABETTE	CHEROKEE



#### 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

#### **State Highway Spending and Results**

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

\$8.1 milli 143 mile 2 bridge	on   s   5   \$:	7.0 million 135 miles 5 bridges 18.7 million 16 miles	\$14.6 millio 184 miles 8 bridges \$7.3 millior 7 miles	127 miles 30 bridges \$54.8 million 46 miles	\$17.3 million 185 miles 2 bridges	\$ <b>7.8 million</b> 140 miles 1 bridge	\$12.9 million 252 miles 15 bridges \$12.5 million 15 miles	\$17.4 million 219 miles 18 bridges \$51.1 million 9 miles REPUBLIC	\$16.2 ml 398 mil 6 bridge	es 301 i	niles 203 m	iles \$27.2 mill ges 8 miles BROWN	\$9.3 million es 161 mi, 11 ion \$14.3 M, 6	br ) mi 、
\$18.2 mill 100 mile 7 bridge \$28.6 mill 30 miles	ion es \$ s	32.3 million 254 miles 4 bridges	\$12.6 millio 136 miles 1 bridge	\$8.5 million 143 miles 8 bridges \$13.5 million 13 miles	\$11.0 million 153 miles 2 bridges \$10.1 million 6 miles	\$11.2 million 125 miles 11 bridges \$ 8.7 million 7 miles	\$13.3 million 201 miles 4 bridges	\$11.7 million 280 miles 11 bridges \$6.4 million 6 miles CLOUD	\$17.7 millio 145 miles 6 bridges	\$52.4 M 229 mi 18 br \$30.3 M 1 mile	317 miles 12 bridges	\$9.2 million \$5 233 miles \$5 4 bridges \$12.0 million 1 interchange \$2 IACKSON 2	231 mi, 12 br .1,M, 4 mi 9.8 M, 4 mi ATCH \$18.0 9.6 million 200 33 miles 9 br	ENWORTH
\$8.7 million 154 miles 5 bridges WALLACE	23	million O miles ridges	\$17.6 million 97 miles 5 bridges	\$22.2 million 87 miles 16 bridges \$24.6 million 22 miles	\$41.8 million 148 miles 4 bridges \$23.1 million 15 miles \$13.0 million FILIS 2 miles	\$50.9 million 223 miles 3 bridges	\$10.5 million 238 miles 5 bridges LINCOLN \$20.3 million 283 miles	208 miles 7 bridges OTTAWA \$121.2 million 221 miles 49 bridges \$10.0 million	\$59.6 milli 325 miles 29 bridge	\$19.3 million 200 ml, 23 br \$16.5 million 3 mi, 1 inter.	\$86.9 million 184 miles 36 bridges	\$79.3 M	\$12.2 M \$12.2 M \$12.2 M \$14 miles \$69.2 M \$13 miles DOUGLAS	niles   151 ml, 112 br 7 Mi, \$82.7 M, 4 mi קון הוא וואסט \$93.3 million 211 ml, 88 br \$7.2 million \$295.7 million 6 ml, 4 inter
\$3.9 million 55 miles 6 bridges \$8.5 million 16 miles GREELEY	\$9.6 million 108 miles 2 bridges	\$14.0 milli 222 mile scorr		\$11.5 million 144 miles 3 bridges	\$8.1 million 149 miles 3 bridges	\$15.3 million 202 miles 18 bridges \$17.2 million 17 miles	25 bridges \$31.1 million 21 miles ELLSWORTH \$15.1 million 162 miles 5 bridges	1 interchange SALINE  \$28.9 million 210 miles 2 bridges \$66.5 million 14 miles	\$21.1 m 160 m 30 brid \$51.0 m	iles 212 mi iges 7 bridg	\$59.0 millio 136 miles 41 bridge es \$45.7 millio 1 interchar	280 miles 20 bridges on S OSAGE on 146 miles	\$75.9 million 105 miles 58 bridges \$65.6 million 8 miles FRANKLIN \$7.7 million	\$29.7 million 44 miles 95 bridges \$151.4 million 36 miles MIAMI \$14.5 million 124 miles
\$8.4 million 104 miles 17 bridges \$11.1 million 12 miles	\$7.4 million 113 miles 15 bridges \$15.4 million 15 miles	\$19.3 milli 393 mile 11 bridge \$1.8 millio 1 mile \$73.0 milli	s es n	\$5.4 million 94 miles 1 bridge HODGEMAN	\$8.9 million	\$9.2 million NNEE 144 miles 1 bridge	\$24.2 million 381 miles, 43 b \$ 6.1 million 8 miles	MCPHERSON \$87.4 r	iles	\$3.6 mill 1 mile CHASE \$30.6 million		\$6.5 million 2 interchanges COFFEY  \$4.9 million 78 miles	151 miles 3 bridges	44 bridges \$135.4 million 26 miles LINN \$27.5 million 154 mi, 46 br \$10.7 million
\$4.6 million 108 miles 3 bridges	KEARNY \$5.9 million	10 miles FINNEY \$11.3 milli	\$11.5 million 217 miles	\$22.4 million 216 miles 13 bridges \$6.3 million 4 miles \$28.4 M 3 miles	126 mi, 7 br \$6.7 million 9 miles EDWARDS \$8.2 million	\$7.2 million 131 miles 19 bridges	\$50.2 million 9 miles, 1 inter RENO \$28.9 million 162 miles	276 mil \$10.8 mil \$145.1 m	es 165 br lion illion	236 miles 39 bridges \$36.9 million 30 miles \$17.3 million 10 miles	196 miles 9 bridges GREENWOOD	2 bridges  WOODSON  \$7.6 million  129 miles	6 bridges  ALLEN  \$38.4 million  158 miles  16 bridges	3 miles \$38.7 million 13 miles BOURBON \$19.3 million 139 miles
\$10.8 million 12 miles STANTON  \$2.8 million	131 miles  GRANT  \$4.7 million	159 miles  HASKELL  \$12.6 milli 140 mi, 3	GRAY DIN \$15.5 milli	PORD CALL TO THE C	137 miles 5 bridges KIOWA	\$22.6 million 4 miles PRATT	27 bridges \$18.8 million 6 miles KINGMAN		BU	\$23.9 million 209 miles	\$12.1 million 77 miles 8 bridges \$12.2 million ELK 9 miles	\$25.8 million 14 miles	\$1.7 million 1 mile NEOSHO \$17.1 million	31 bridges \$26.4 million 11 miles CRAWFORD
112 miles 5 bridges \$14.6 million 20 miles	111 miles 4 bridges \$8.4 million 11 miles	\$1.3 millio 13 miles \$22.3 mill 8 miles SEWARD	n \$8.5 millio	150 miles	\$6.1 million 73 miles 2 bridges	\$17.3 million 185 miles 5 bridges	\$14.7 millio 214 miles 17 bridges	8 bric	iles iges	9 bridges \$1.5 million \$12.1 million 2 miles	\$5.2 million 78 miles 1 bridge	228 miles 22 bridges \$44.6 million 7 miles MONTGOMERY	172 miles 23 bridges \$24.2 millior 24 miles LABETTE	203 miles 28 bridges



#### What do the colors mean?

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

Preservation – Taking care of what we have, like repair and reconstructing roads and bridges Modernization – Improvements to the existing roadway, like adding shoulders Expansion – Adding something new, like more lanes or interchanges

#### Transportation Spending on Alternate Modes: Public Transit, Aviation, Rail, and Bike/Pedestrian

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

\$410k \$400l \$10k CHEYENNE	k	<b>\$310k</b> \$100k \$210k	\$1.1 million \$140k \$300k \$640k	\$2.6 million \$130k \$1.7 million \$800k	\$1.2 million \$140k \$700k \$370k	<b>\$2.1 million</b> \$31k \$1.5 million \$600k	<b>\$960k</b> \$50k \$400k \$510k	\$2.4 million \$270k \$100k \$2 million REPUBLIC	<b>\$3.6 milli</b> \$2.6 mill \$1 millio \$40k	on \$600k	\$500k \$3.5 mill	\$300k ion \$1.9 millio BROWN	\$800k \$800k DONIPHAN	35
of the same a beautiful to the same		erit. Ein wasse prompt de seemp was e ven	DECATUR	NORTON	PHILLIPS	SMITH	JEWELL	\$166 million	WASHINGTON	MARSHALL	NEMAHA		رم 3 million.	
\$1 millio \$120k \$400k \$500k SHERMAN	тнома	\$950k \$130k \$300k \$520k	\$990k \$70k \$600k \$320k SHERIDAN	\$1.4 million \$1.4 million	\$450k \$370k \$30k \$50k	<b>\$400k</b> \$300k \$100k	MITCHELL	\$460k \$100k \$1.1 million CLOUD \$1.5 million \$260k	<b>\$280k</b> \$280k	\$3.2 M \$1.7M \$700k \$800k	\$600k \$200k \$2 million OTTAWATOMIE	1.2 million   \$ \$600k \$200k	\$900k \$5.9 \$700k \$2. \$200k \$2	ENWORTH  TM  WYANDOT  OOK  CO ENT. CE
None	\$:	L <b>Ok</b> 130k 30k 700k	\$2 million \$100k \$1.9 million	\$820k \$120k \$200k \$500k	\$7.1 million \$5.7 million \$1.4 million	\$1.2 million \$300k \$500k \$400k	\$680k \$260k \$50k \$370k LINCOLN \$2.4 million \$180k	\$400k \$800k OTTAWA \$21.3 million \$8.1 million \$13.2 million	\$7.5 millio \$380k \$500k \$6.6 millio	\$1.6M \$400k \$400k \$800k GEARY		67.4 III - 67.7:	\$6.6 M	\$600k \$600k \$3. 7/M \$600k \$3. JOHNSON \$69.5 million \$15.4M \$500k \$41.9M \$11.7M
\$1.3 million \$1.2 million \$50k	\$600k \$500k \$100k WICHITA	\$530k \$30k \$300k \$200k \$cott	\$460k \$60k \$100k \$300k	\$1.2 million \$200k \$1 million	\$1 million \$140k \$200k \$700k RUSH	\$5.9 million \$3.2 million \$300k \$1.6 million \$800k	\$900k \$1.3 million ELLSWORTH \$2.4 million \$500k \$1.7 million	\$5.5 million \$1.8 million \$600k \$3.1 million	\$2.7 mill \$45k \$700k	\$ <b>3.8 mill</b> \$240k	\$4.5 million \$2.5 million \$40k \$1.4 million \$600k	\$500k \$2.2 million \$300k OSAGE \$1 million	\$1.2 million \$1.4 million \$200k FRANKLIN \$2.6 million	\$14.2 million \$2.6 million \$400k \$11.2 million MIAMI \$4.5 million
<b>\$2.3 million</b> \$110k \$1.7 million	\$480k \$80k	<b>\$5.5 mil</b> \$3.8 mi		<b>\$200k</b> \$200k	\$460k \$60k \$300k \$100k	\$409k	\$200k RICE \$16.9 million	MCPHERSON \$9.8 mil		ion \$300k \$3.3 mil	lion LYON	\$600k \$400k COFFEY	\$300k \$80k \$2.2 million ANDERSON	\$300k \$1.1 million \$3.1 million
\$50k \$400k	\$400k	\$840k \$90k	\$1.2 million \$40k \$1 million	\$5.4 million \$1.5 million	\$603k \$3k \$600k LEDWARDS	\$200k \$200k \$1 million	\$7.6 million \$2.1 million \$5.8 million \$1.4 million	\$1.61VI \$6.6M HARVEY \$151.9 n \$16.2 m	1.6M nillion	\$10 million \$1.2 million \$1.5 million \$4.6 million	<b>\$700k</b> \$500k \$200k	\$20k \$20k woodson	\$2.7 million \$160k 2.1M \$300k \$300k ALLEN	\$1.6 million \$400k \$200k \$1 million
\$400k \$200k \$200k	\$700k \$200k \$500k GRANT	\$1.5 million \$1 million \$300k \$200k HASKELL	9200k \$200k	\$2.9 million \$1 million FORD	\$456k \$56k \$400k	\$240k \$200k \$580k PRATI	\$2.5 million \$800k \$900k \$800k	\$800k \$104.7 \$30.2 m	illion	\$2.7 million	\$1.3 million \$360k	\$4.5 million \$500k \$400k \$3.6 million	\$3.3 million \$1.3 million \$100k \$1.9 million NEOSHO	\$11.5 million \$4.7 million \$500k \$5.4 million \$900k
1.9 million \$1.7 million \$200k	\$660k \$130k \$500k \$30k STEVENS	\$1.6 millio \$260k \$900k \$400k	\$28k \$100k	\$ <b>530k</b> \$80k \$50k \$400k	\$1.6 million \$1.6 million	\$3.7 million \$3k \$80k \$3.6 million	\$3.6 million \$700k \$500k \$2.4 million	\$70k \$6.5 mi	llion	\$8 million \$2.3 million \$5.7 million	\$900k ELK \$170k \$160k \$10k	\$6.4 million \$800k \$5.6 million	\$2.5 million \$400k \$1.6 million \$500k	\$6.3 million \$1.6 million \$4.7 million
	OIEVEND	SEWARD	MEADE	CLARK	COMANCHE	BARBER	HARPER	SUMNER	i co		CHAUTAUQUA	MONTGOMERY	LABETTE	CHEROKEE



#### 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 – \$70 million – Trails and paths (all Federal funds)