



Transportation Results

1989 - Comprehensive Highway Program

Improved system condition and safety

1999 – Comprehensive Transportation Program

Got system to cost effective condition

Increased investment in expansion

Investments in modes

Next program

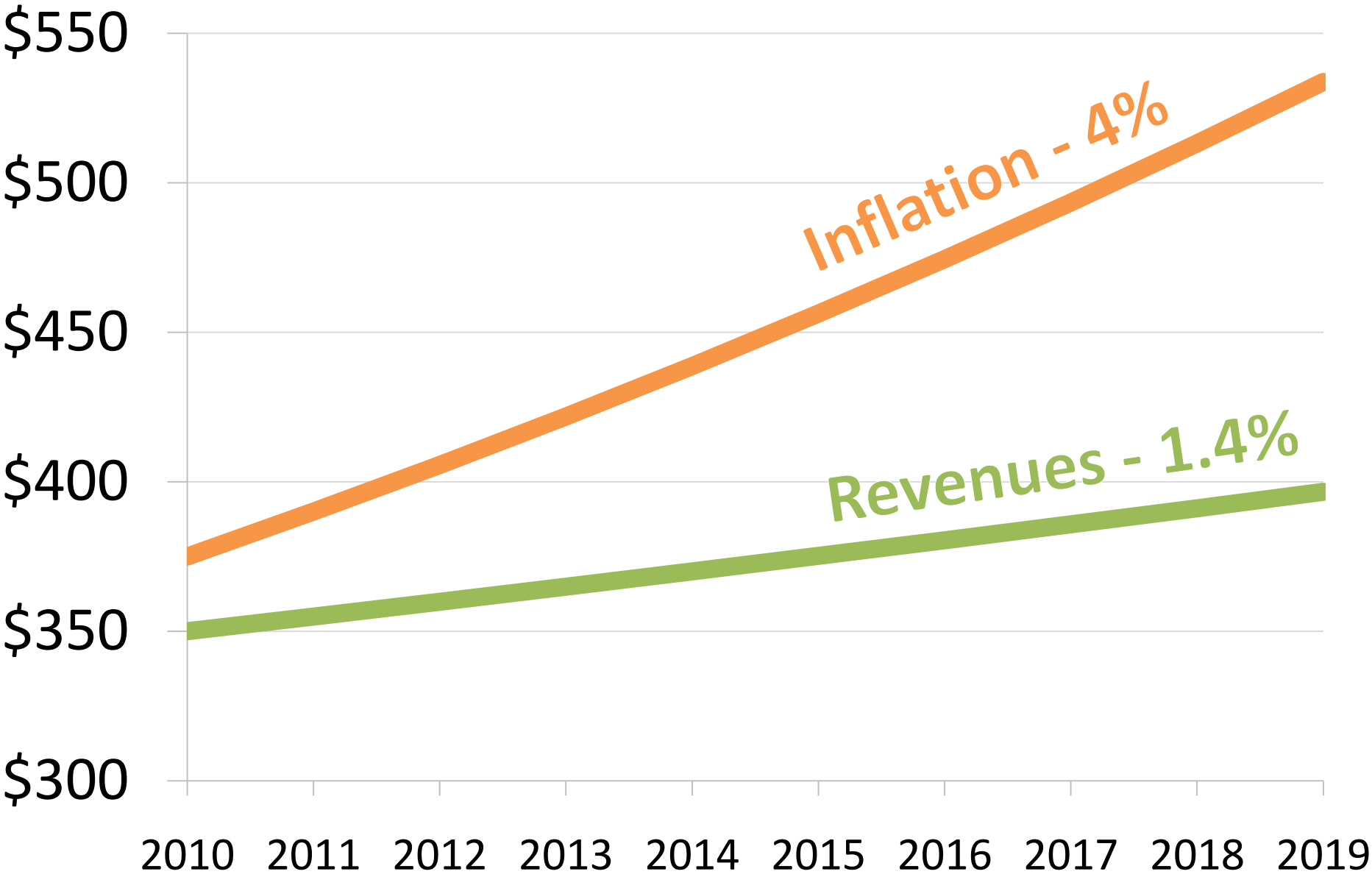
Continue to preserve system

More emphasis on economic impacts

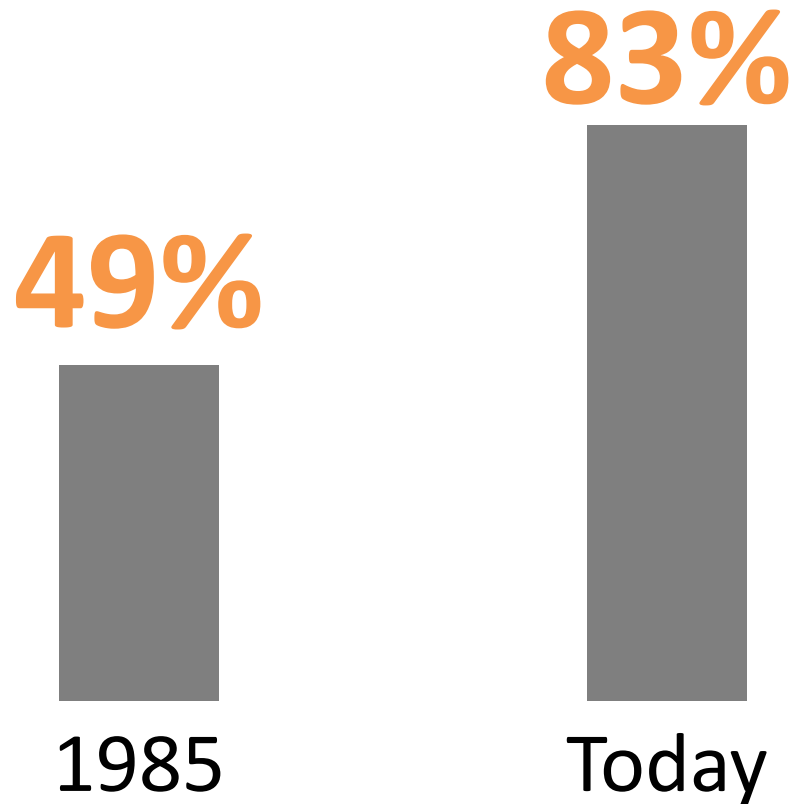
Increased and strategic modal investments

Looking forward if there is
no new program...

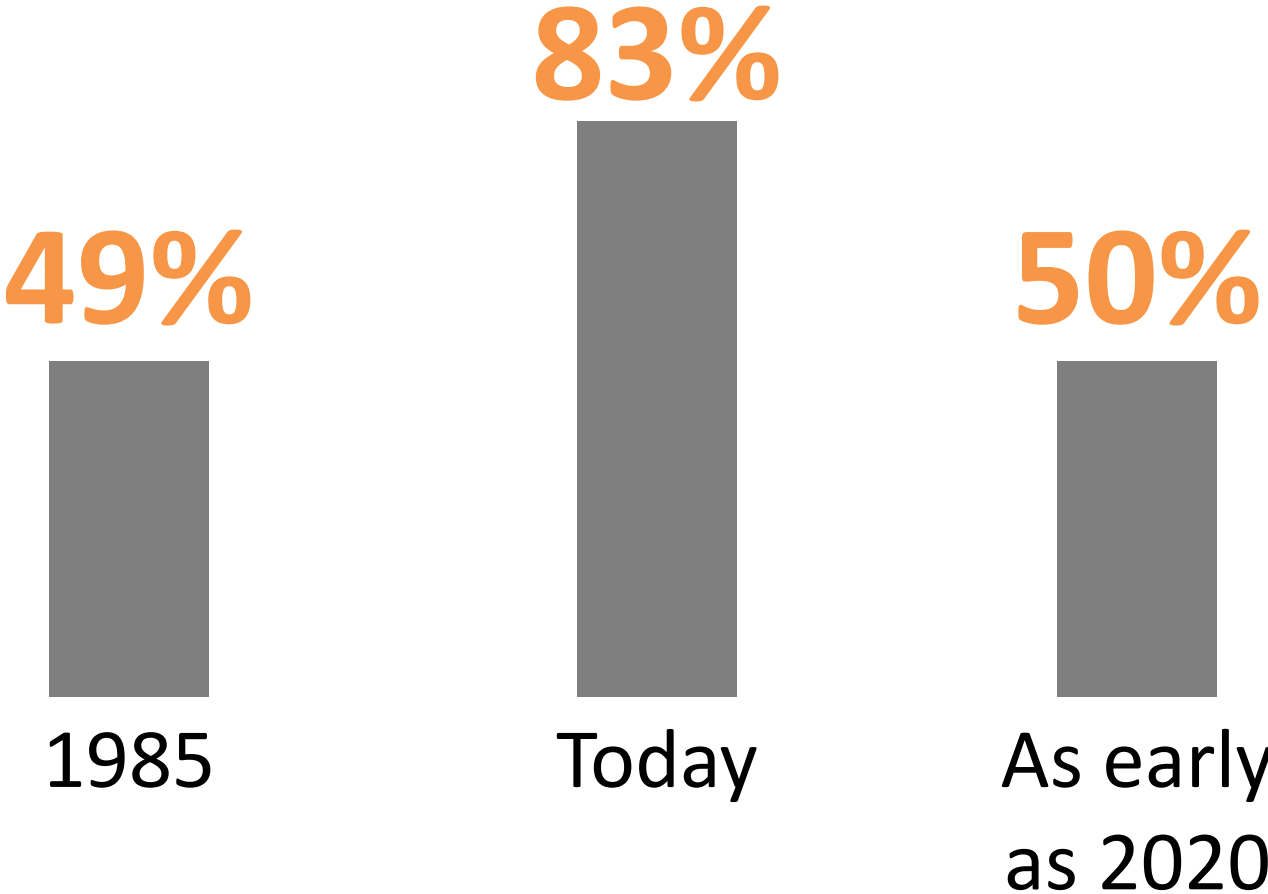
Preservation Gap Grows



Today **four out of five**
highways are in good condition



Without a revenue increase,
we'll be right **back where we started**



Future work without a new program

Preservation is the first priority –
very little funding for other needs

Continue development work on a
pool of other priority projects

The **plan** is in place



KDOT is piloting a new project selection process that:

Considers **economic impact**

Aligns with **regional priorities**

Is more **flexible**

An expanded Economic Development program

Nimble to meet **emerging needs**

Eligibility to include **other modes**

Other business models:

Transportation Revolving Fund

18% Bonding Cap

TREC legislation

Rolling program

Local Roads would benefit too

T-LINK:

**Any revenue increases
must be shared** with
local governments

WARNING:

The following message
is not a proposal



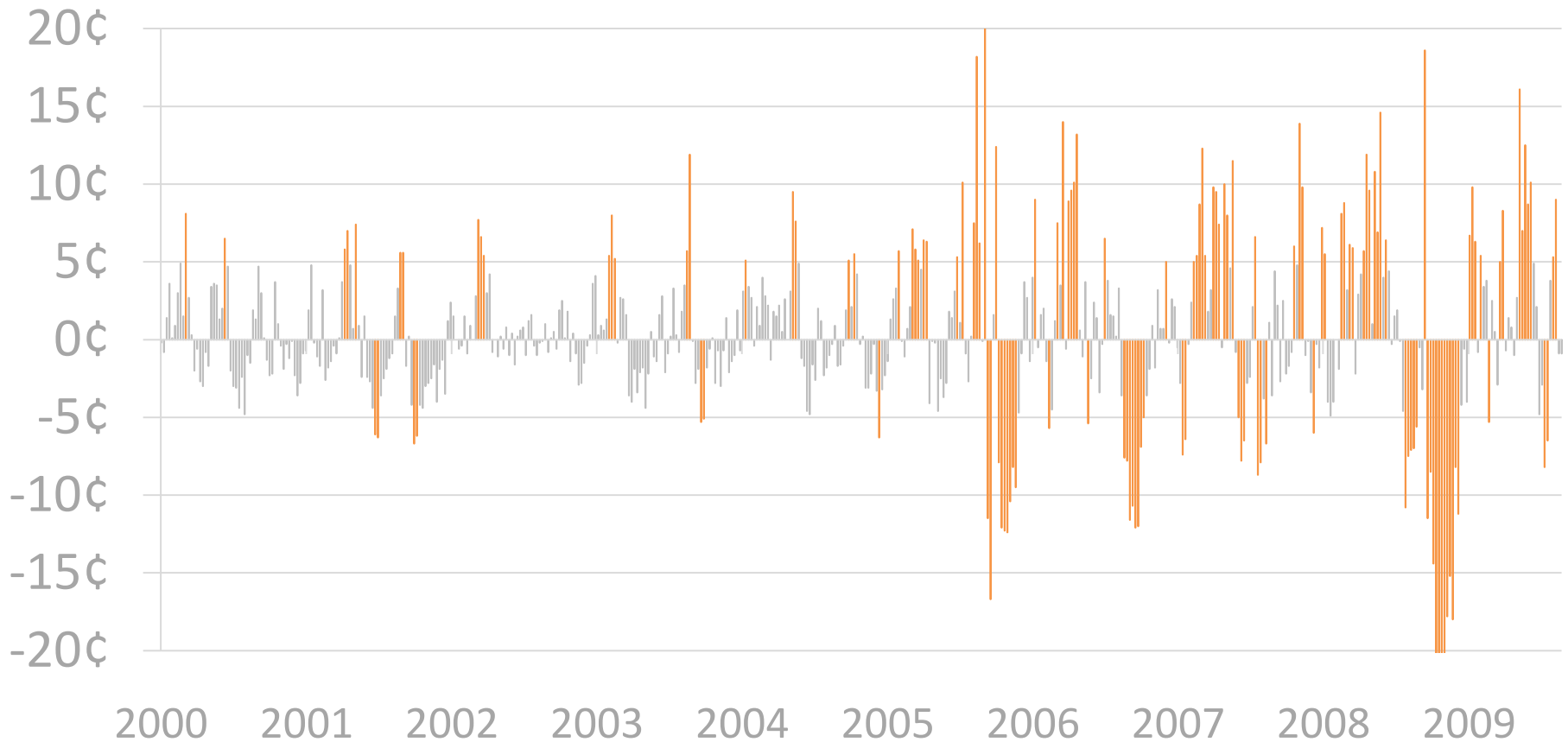
The reality of a
nickel gas tax increase



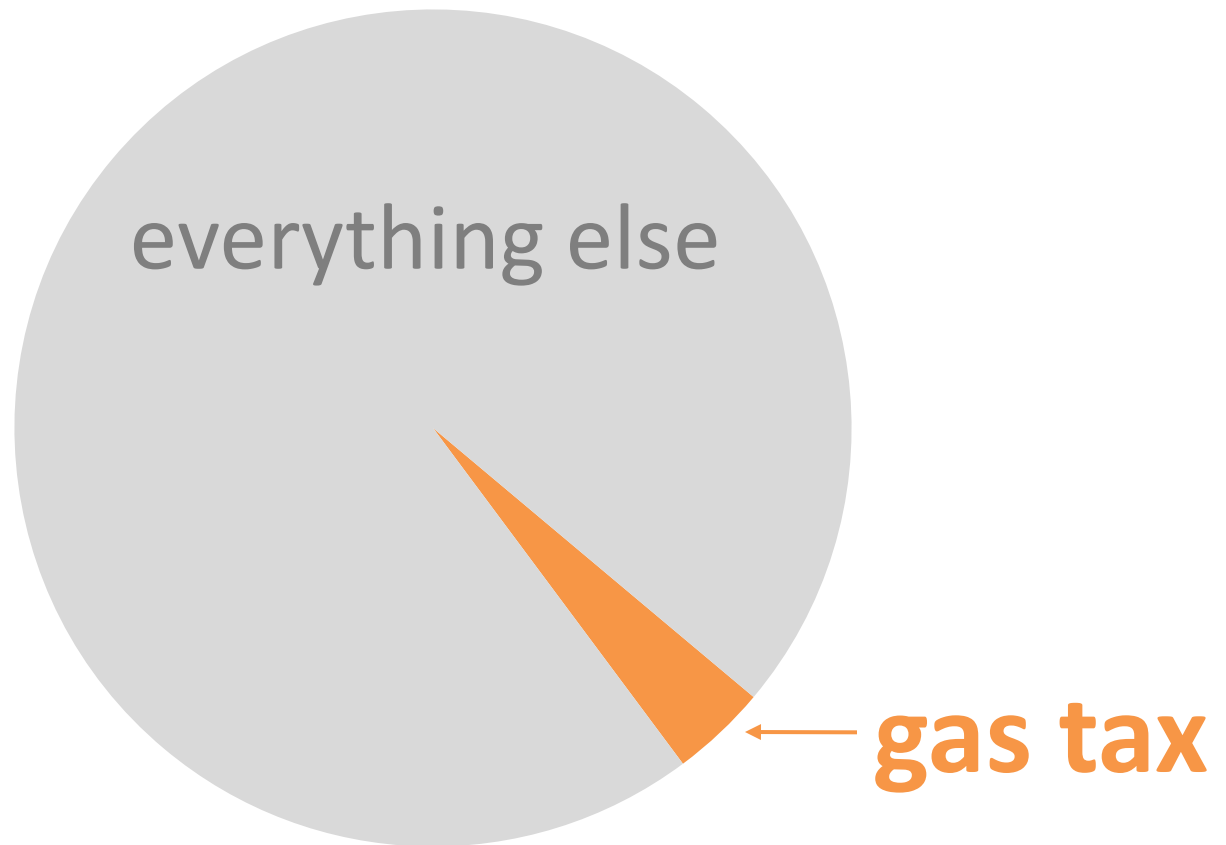
Average fluctuation up or down:
4 cents per week

**Since 2000, the weekly price of gas
has changed by more than five cents**

139 times

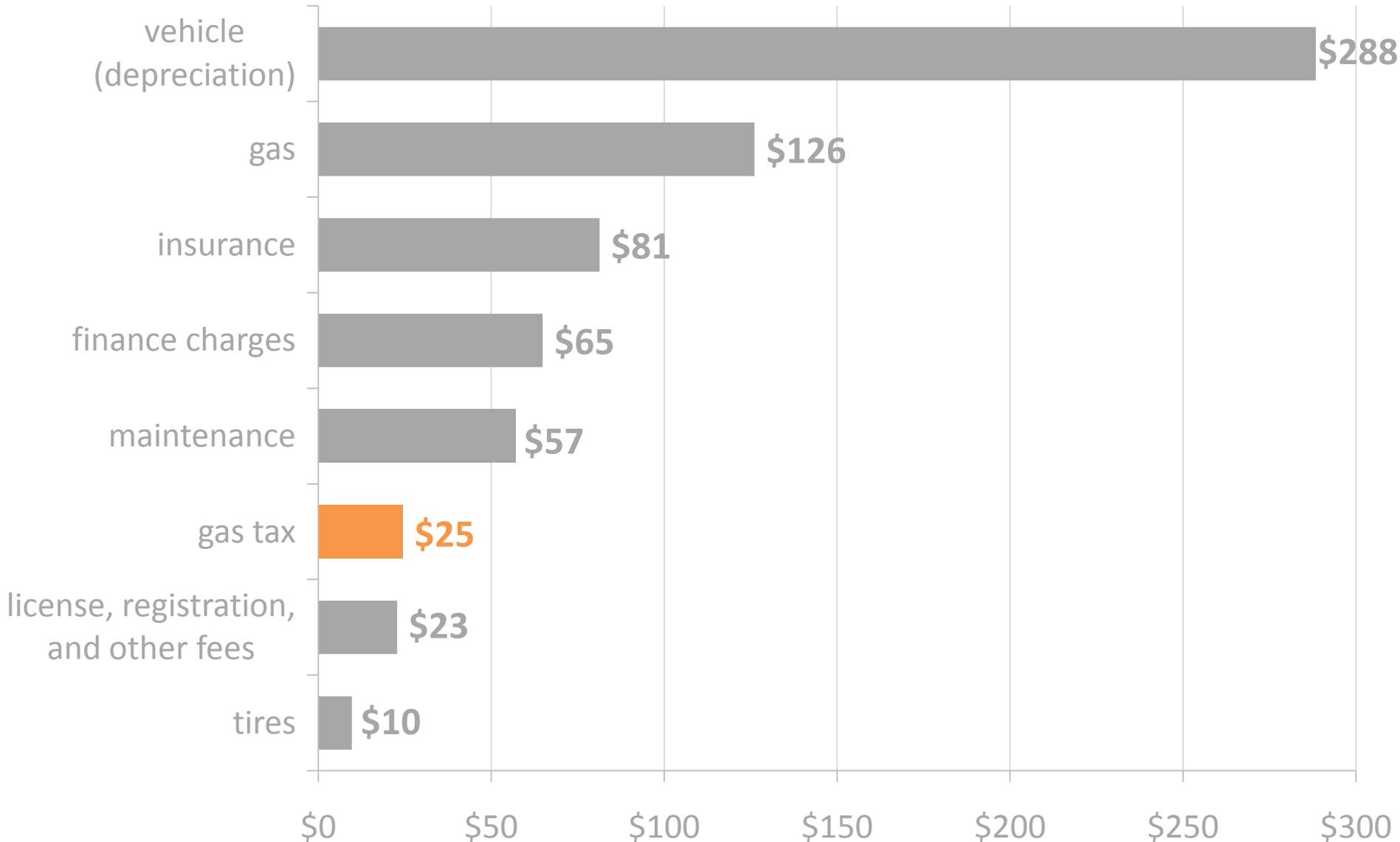


The gas tax makes up **3.7%** of the average cost to drive a car



National average monthly costs to own a car

Total: \$675/month



The Average Kansan...

drives 13,300 miles per year...

gets 21 miles per gallon...

buys 640 gallons of gas per year...

and pays **\$13 per month** in state gas tax

A nickel increase would
cost the average Kansan

\$2.65 per month

A nickel increase would raise
\$85 million per year

Why 2010?

