

# The Statewide Transportation Funding Gap

Previous chapters have discussed the estimated needs and projected revenues of the individual components of the Kansas transportation system. Accumulating and tallying the needs, then comparing them with combined revenue sources, provides a more comprehensive look at the system and overall funding gaps. This statewide analysis will help inform discussions about the priorities for the Kansas transportation system and allow for tradeoff discussions within and between the different modes.

Preliminary discussions about priorities and tradeoffs occurred during the LRTP process. As the recommendations were discussed by the topical working groups and at statewide meetings, stakeholders participated in a tradeoff exercise. They were asked to allocate projected transportation revenues in two different scenarios. The first scenario assumed that no new transportation revenues were available and the second included a 30- percent increase in transportation funding.

Participants placed high importance on preservation of the state highway system. After funding preservation at or near its full need, the remain-

ing funds were distributed between modernization and capacity, with a small bias toward capacity.

When discussing other modes of transportation, opinions varied greatly. In the first scenario, when participants were given constrained revenues, they made only slight changes to existing funding distributions. Most felt that many of the modes needed additional funding but they were unwilling to make significant cuts in one mode in order to fund another.

In the second scenario, when participants were given additional revenue, the two categories receiving the most additional support were local roads and transit. Next in priority was rail-freight, with many expressing concern about increased freight projections. Aviation wasn't ignored, but fewer participants emphasized it.

Many participants felt that bicycle and pedestrian needs are important because they promote health and quality of life, but many commented that these were matters better left to local government to address.

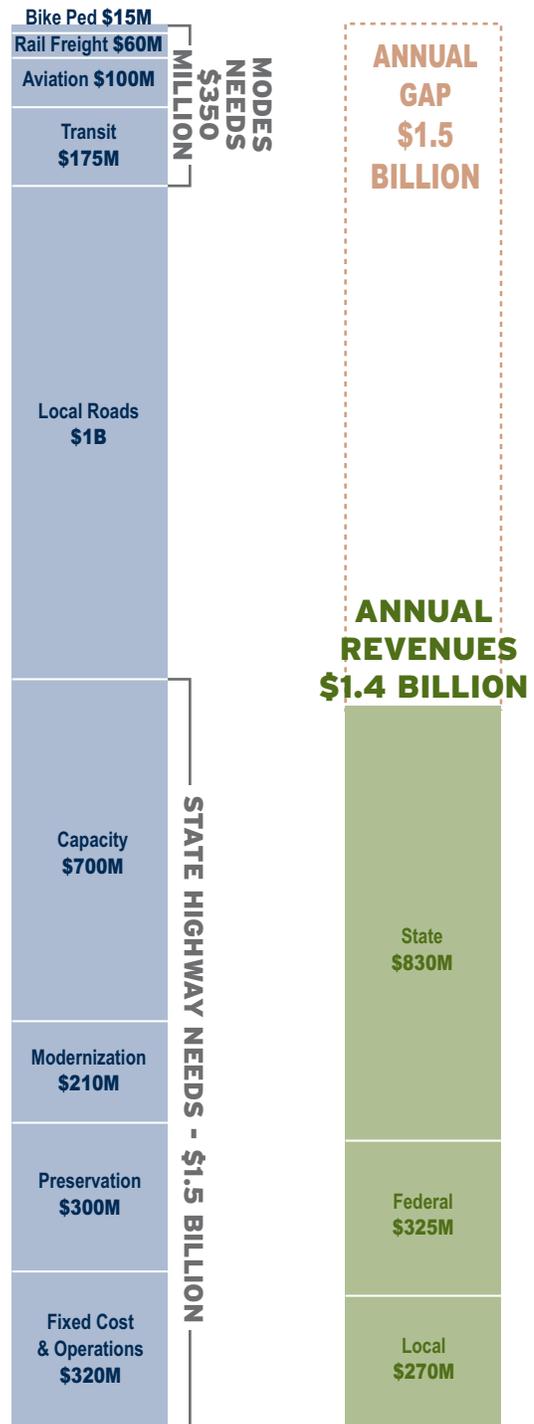
The discussions provide a good starting point for developing statewide priorities, but more discussion is needed.

The needs for the Kansas transportation system in the next 20 years are estimated to be \$2.9 billion annually. This figure includes costs for the state highway system, local roads, public transit, aviation, rail-freight, and bicycle and pedestrian needs. The individual needs of each mode are discussed in Chapters 2 through 4 and details about how the needs were calculated can be found in Appendix B.

Average annual state, federal and local revenue estimates were developed by projecting current funding sources at conservative rates. Those projections were then adjusted for inflation back to 2006, summed, and divided by 20 to reach an annual average revenue projection for the 20-year period covered by this LRTP. The average annual revenue is projected to be \$1.4 billion.

The estimated annual funding gap is \$1.5 billion. By identifying this gap, KDOT and its partners can begin discussion about priorities and tradeoffs.

**ANNUAL NEEDS  
\$2.9 BILLION**



Average annual figures in 2006 dollars