

## Developing Regional Spending Ranges

To develop the regional spending ranges, KDOT looked at a wide range of categories that impact transportation needs such as population, miles of roadway, and daily vehicle miles of travel. Below is an analysis of some of the factors that KDOT looked at broken down by region of the state.

	Region					
	Northeast	North Central	Northwest	Southeast	South Central	Southwest
Population	46%	7%	3%	10%	28%	5%
Projected Population (2030)	53%	6%	2%	9%	26%	4%
State Highway Miles	19%	16%	16%	16%	19%	15%
Total Roadway Miles	17%	16%	17%	14%	22%	14%
Daily Miles Traveled on Highways	39%	11%	8%	12%	23%	6%
Daily Truck Miles Traveled on Highways	29%	17%	15%	11%	21%	7%
Daily Miles Traveled on all Roads	40%	10%	6%	11%	27%	6%
Employment by Place of Work	50%	7%	3%	8%	28%	4%
Employment by Place of Residence	46%	8%	4%	9%	28%	5%

### A closer look at the Northeast Region

- Kansas' 10,000+ miles of highways roads are evenly distributed throughout the state. As such the Northeast region has about the same number of miles (19%) as the other regions.
- The region has a relatively large population (46%) and is projected to increase in the future (53%)
- Just as the population is large, so are the number of daily vehicle miles of travel (40%).
- Truck traffic is lower (29%) than overall traffic in the region (40%) because trucks tend to have longer trip lengths that cross the entire state.

### Proposed Ranges of Regional Spending

#### Expansion and Modernization Projects

The above information was reviewed to develop ranges for distributing the \$1.7 billion in available funds for Expansion (4-lanes, passing lanes, etc.) and Modernization projects (shoulders, straightening curves, etc.). These proposed ranges are shown below (in millions):

\$75 to \$125	\$100 to \$200	\$500 to \$800
\$100 to \$150	\$300 to \$600	\$125 to \$225

Total Available Statewide: **\$1,700**

#### Total Highway Spending including Preservation

The most important aspect of the T-WORKS program is that it will fully fund preservation of the highway system. The graphic below illustrates the proposed spending when you add in the likely preservation spending (in millions):

\$675 to \$925	\$700 to \$1,000	\$1,700 to \$2,300
\$450 to \$650	\$1,000 to \$1,500	\$625 to \$875

Total Available Statewide: **\$6,300**