

**KDOT All Funds Pro Forma Statement as of November 19, 2008**  
**Barebones Preservation and All CTP Projects**

		<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	
Essential Operations & Routine Maintenance	<b>Beginning Balance<sup>1</sup></b>	<b>405</b>						
	<b>Existing State Revenues<sup>2</sup> (All Sources)</b>	<b>1,342</b>	<b>1,298</b>	<b>1,287</b>	<b>1,270</b>	<b>1,289</b>	<b>1,268</b>	
	Management & Buildings	74	74	76	78	80	82	
	Debt Service	124	172	172	172	164	155	
	Transfers to Other Agencies <sup>3</sup>	114	115	123	121	124	127	
	Local Support (SCCHF, Fed-Aid, Set-Asides)	286	332	305	286	276	271	
	Current Modes <sup>4</sup>	38	26	24	24	25	25	
	Routine Maintenance	148	149	152	156	160	164	
	<b>Subtotal</b>		<b>1,554</b>	<b>1,424</b>	<b>1,364</b>	<b>1,317</b>	<b>1,331</b>	<b>1,301</b>
	Capacity / Preservation	CTP Final Phase Payout <sup>5</sup>	599	276	222	116	85	49
Preservation <sup>6 &amp; 7</sup>		171	280	290	363	417	427	
Substantial Maintenance Priority Bridge								
<b>Hypothetical Running Cash Balance</b>		<b>193</b>	<b>68</b>	<b>(9)</b>	<b>(56)</b>	<b>(98)</b>	<b>(131)</b> *	

1. Minimum ending requirement balance has been reduced from the beginning balance.
  2. Revenue equals AASHTO data regarding Federal Funding, the November 2008 State Revenue Consensus data, the November 2008 Highway Revenue Estimating Group data and no SGF loan repayment in FY 2009 or 2010.
  3. Assumes continued KHP funding in FY2010 and beyond.
  4. \$3M for Rail in FY2009 only, \$3M yearly transfer to Aviation, \$6M yearly transfer to Public Transit and the remainder is federal pass-thru money for Public Transit.
  5. Assumes completion of all CTP projects.
  6. Preservation includes Pavement Resurfacing Set-Aside Programs (1R), Bridge Preservation Intersection Safety Improvements, Culvert and Bridge Painting and Repair, Signing Overlay, Pavement Marking and Highway Lighting.
- \* Total Funding Shortfall over 5 years.

**KDOT All Funds Pro Forma Statement as of November 19, 2008**  
**Full Preservation and All CTP Projects**

		<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
	<b>Beginning Balance<sup>1</sup></b>	<b>405</b>					
	<b>Existing State Revenues<sup>2</sup> (All Sources)</b>	<b>1,342</b>	<b>1,298</b>	<b>1,287</b>	<b>1,270</b>	<b>1,289</b>	<b>1,268</b>
Essential Operations & Routine Maintenance	Management & Buildings	74	74	76	78	80	82
	Debt Service	124	172	172	172	164	155
	Transfers to Other Agencies <sup>3</sup>	114	115	123	121	124	127
	Local Support (SCCHF, Fed-Aid, Set-Asides)	286	332	305	286	276	271
	Current Modes <sup>4</sup>	38	26	24	24	25	25
	Routine Maintenance	148	149	152	156	160	164
Capacity / Preservation	CTP Final Phase Payout <sup>5</sup>	599	276	222	116	85	49
	Preservation <sup>6 &amp; 7</sup>	171	359	422	454	485	493
	Substantial Maintenance						
	Priority Bridge						
	Subtotal	1,554	1,503	1,496	1,408	1,399	1,367
	<b>Hypothetical Running Cash Balance</b>	<b>193</b>	<b>(11)</b>	<b>(220)</b>	<b>(358)</b>	<b>(468)</b>	<b>(567)</b> *

1. Minimum ending requirement balance has been reduced from the beginning balance.
  2. Revenue equals AASHTO data regarding Federal Funding, the November 2008 State Revenue Consensus data, the November 2008 Highway Revenue Estimating Group data and no SGF loan repayment in FY 2009 or 2010.
  3. Assumes continued KHP funding in FY2010 and beyond.
  4. \$3M for Rail in FY2009 only, \$3M yearly transfer to Aviation, \$6M yearly transfer to Public Transit and the remainder is federal pass-thru money for Public Transit.
  5. Assumes completion of all CTP projects.
  6. Preservation includes Pavement Resurfacing Set-Aside Programs (1R), Bridge Preservation Intersection Safety Improvements, Culvert and Bridge Painting and Repair, Signing Overlay, Pavement Marking and Highway Lighting.
- \* Total Funding Shortfall over 5 years.

**KDOT All Funds Pro Forma Statement as of November 19, 2008  
Full Preservation, All CTP Projects and 1/2 CTP Program Phased-In**

		<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Essential Operations & Routine Maintenance	<b>Beginning Balance<sup>1</sup></b>	<b>405</b>					
	<b>Existing State Revenues<sup>2</sup> (All Sources)</b>	<b>1,342</b>	<b>1,298</b>	<b>1,287</b>	<b>1,270</b>	<b>1,289</b>	<b>1,268</b>
	Management & Buildings	74	74	76	78	80	82
	Debt Service	124	172	172	172	164	155
	Transfers to Other Agencies <sup>3</sup>	114	115	123	121	124	127
	Local Support (SCCHF, Fed-Aid, Set-Asides)	286	332	305	286	276	271
	Current Modes <sup>4</sup>	38	26	24	24	25	25
	Routine Maintenance	148	149	152	156	160	164
	CTP Final Phase Payout <sup>5</sup>	599	276	222	116	85	49
	Preservation <sup>6 &amp; 7</sup>	171	359	422	454	485	493
Substantial Maintenance Priority Bridge							
	<b>Subtotal</b>	<b>1,554</b>	<b>1,503</b>	<b>1,496</b>	<b>1,408</b>	<b>1,399</b>	<b>1,367</b>
	<b>1/2 Level of CTP Production (Phased In)</b>	<b>-</b>	<b>69</b>	<b>123</b>	<b>177</b>	<b>231</b>	<b>285</b>
	Modernization						
	System Enhancements						
	Slight Increase to Modes						
	No Increase to Local Programs						
	<b>Hypothetical Running Cash Balance</b>	<b>193</b>	<b>(80)</b>	<b>(412)</b>	<b>(727)</b>	<b>(1,068)</b>	<b>(1,452)</b>

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  3. Assumes continued KHP funding in FY2010 and beyond.
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  5. Assumes completion of all CTP projects.
  6. Preservation includes Pavement Resurfacing Set-Aside Programs (1R), Bridge Preservation Intersection Safety Improvements, Culvert and Bridge Painting and Repair, Signing Overlay, Pavement Marking and Highway Lighting.
- \* Total Funding Shortfall over 5 years.

**KDOT All Funds Pro Forma Statement as of November 19, 2008**  
**Full Preservation , All CTP Projects and CTP Level of Production**

	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<b>Beginning Balance<sup>1</sup></b>	<b>405</b>					
<b>Existing State Revenues<sup>2</sup> (All Sources)</b>	<b>1,342</b>	<b>1,298</b>	<b>1,287</b>	<b>1,270</b>	<b>1,289</b>	<b>1,268</b>
Management & Buildings	74	74	76	78	80	82
Debt Service	124	172	172	172	164	155
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Local Support (SCCHF, Fed-Aid, Set-Asides)	286	332	305	286	276	271
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Routine Maintenance	148	149	152	156	160	164
CTP Final Phase Payout <sup>5</sup>	599	276	222	116	85	49
Preservation <sup>6 &amp; 7</sup>	171	359	422	454	485	493
Substantial Maintenance						
Priority Bridge						
<b>Subtotal</b>	<b>1,554</b>	<b>1,503</b>	<b>1,496</b>	<b>1,408</b>	<b>1,399</b>	<b>1,367</b>
<b>CTP Level of Production</b>	<b>-</b>	<b>307</b>	<b>322</b>	<b>338</b>	<b>355</b>	<b>373</b>
Modernization						
System Enhancements						
Slight Increase to Modes						
No Increase to Local Programs						
<b>Hypothetical Running Cash Balance</b>	<b>193</b>	<b>(318)</b>	<b>(849)</b>	<b>(1,325)</b>	<b>(1,790)</b>	<b>(2,262)</b> *

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