

Approved: 2/19/93  
Date

## MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by Chairperson Ben Vidrickson at 9:00 a.m. on February 18, 1993 in Room 254-E of the Capitol.

All members were present except:

Committee staff present: Hank Avila, Legislative Research Department  
Ben Barrett, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes  
Martha Ozias, Committee Secretary

Conferees appearing before the committee:

Rod Fogo, Chief Engineer-Manager, Kansas Turnpike Authority

Others attending: See attached list

The chairman welcomed Mr. Fogo who addressed the committee and spoke of the early history and the debate over the merits of building a toll highway in Kansas. (See Attachment A) He explained that the authority was created in 1953 and was given the powers of eminent domain. They are not under the control or supervision of any other state agency, municipality, county or the state. He distributed a chart which showed the predicted versus actual statistics (See Attachment B) and pointed out that one reason early revenue was less than predicted was because Oklahoma had promised to meet the KTA at the state line with a 4-lane and didn't do so for another 7 years. He spoke of the problems involved in trying to maintain the highway but explainted that during the past 10 years a replacement program was started and that most areas now are in excellent condition. Mr. Fogo pointed out that the most dramatic improvement has been that of installing a median barrier and that there have been no fatalities involving the median during those years where there was a barrier and this improvement is expected to save at least 10 lives each year.

In discussing new projects, Mr. Fogo pointed out that about 50% of KTA revenues come from out of state drivers. He mentioned the weather stations which are located at 30 mile intervals along the pike. At each site there are sensors in the pavement which relay information about the condition of the pavement to the maintenance dispatchers. This feature helps them in making cost effective decisions on when to start treating the pavement during inclement weather.

Another new project will be that of an electronic toll collection system. Mr. Fogo showed the committee a small transponder, that can be purchased or rented, which will eliminate the need to stop at either the entry or exit toll booth. This would operate on a prepaid account. He also discussed a fiber optic link that was being installed so that a video picture of a license will be transmitted to the Wichita office in the event of an insufficient balance or unauthorized user.

Mr. Fogo reviewed other new ventures including in the installation of convenience stores at the service plazas and distinctive new KTA uniforms and instruction in public relations skills for the toll collectors. He stressed that they have a very stringent audit procedure and that money handling is secure.

At the conclusion, Mr. Fogo distributed turnpike information facts to the committee and was available for discussion.

The chairman asked for a decision on the minutes. A motion was made to approve the minutes of the February 12th meeting by Senator Harris. This was seconded by Senator Tiahrt and the motion carried.

The next meeting is scheduled for February 19, 1993.

## GUEST LIST

## SENATE TRANSPORTATION COMMITTEE

DATE: February 18, 1993

[illegible]

**REPORT FOR THE KANSAS LEGISLATURE**  
**TRANSPORTATION AND UTILITIES COMMITTEE**

**FEBRUARY 18, 1993**

**R. D. FOGO, P. E.**  
**CHIEF ENGINEER-MANAGER**  
**KANSAS TURNPIKE AUTHORITY**

ATTACHMENT A

2/18/93

TRANS.  
2/18/93  
A-1

THANK YOU FOR INVITING US TO APPEAR BEFORE YOUR COMMITTEE TODAY TO BRIEF YOU ABOUT THE KANSAS TURNPIKE AUTHORITY. WE ARE HERE AT THE REQUEST OF YOUR CHAIRMAN. WE ARE A DIFFERENT KIND OF STATE AGENCY, WE DON'T RECEIVE ANY TAX DOLLARS NOR DO WE WANT ANY. AS A MATTER OF FACT, WE ARE NOT HERE TO ASK FOR ANYTHING. WE ARE JUST HERE TO INFORM YOU ABOUT KTA ACTIVITIES.

WE APPRECIATE THE CONFIDENCE PREVIOUS GOVERNORS AND LEGISLATORS HAVE SHOWN DURING THE PAST 40 YEARS OF KTA EXISTENCE. I HAVE BEEN WITH THE AUTHORITY 27 YEARS, 17 AS CHIEF ENGINEER AND GENERAL MANAGER AND THIS IS ONLY MY SECOND APPEARANCE BEFORE A LEGISLATIVE COMMITTEE.

I KNOW THERE ARE A LOT OF NEW MEMBERS ON THIS COMMITTEE SO I THOUGHT IT WOULD BE INFORMATIVE IF WE COULD REVIEW SOME OF OUR HISTORY; HOW KTA WAS STARTED, HOW IT IS ORGANIZED, HOW IT IS FUNDED. LATER ON I WILL ASK SOME OF MY STAFF TO HAND OUT A FEW STATISTICS THAT I HOPE YOU WILL FIND INTERESTING AND FINALLY I WILL TELL YOU ABOUT SOME OF THE CURRENT AND FUTURE ACTIVITIES WE ARE, OR WILL BE INVOLVED IN.

FORTY YEARS AGO TODAY, THE LEGISLATURE WAS IN THE MIDST OF DEBATE OVER THE RELATIVE MERITS OF BUILDING A TOLL HIGHWAY IN KANSAS. THE PROPOSED 4 LANE DIVIDED HIGHWAY WOULD PRIMARILY SERVE THREE OF THE LARGEST METROPOLITAN AREAS, KANSAS CITY, TOPEKA AND WICHITA.

IT IS IMPORTANT TO KEEP IN MIND, IN 1953, THE BEST RURAL 4-LANE HIGHWAY WAS OLD US81 BETWEEN NEWTON AND WICHITA. IT HAD A 4 FOOT MEDIAN AND HAS LONG SINCE BEEN REPLACED WITH THE NEW I-135.

POSTAGE TO MAIL A FIRST CLASS LETTER WAS 3 CENTS AND GASOLINE COST ABOUT 16 CENTS A GALLON OF WHICH 8 CENTS OR 50% OF ITS PRICE WENT FOR TAXES.

THERE WAS NO INTERSTATE SYSTEM THEN AND THERE WAS CONSIDERABLE RESISTANCE TO RAISING THE PRICE OF GASOLINE ANY HIGHER TO PAY FOR THE CONSTRUCTION OF SUCH A 4 LANE HIGHWAY THAT WOULD NOT PARTICULARLY BENEFIT THE PEOPLE IN WESTERN KANSAS.

TOLL HIGHWAYS WERE BEING BUILT IN MOST EASTERN STATES AND IN OKLAHOMA AND TEXAS.

ED ARN WAS GOVERNOR AND GALE MOSS WAS HIS DIRECTOR OF HIGHWAYS. APPARENTLY THEY AND OTHER LEGISLATIVE AND CIVIC LEADERS BECAME CONVINCED THAT THE QUICKEST WAY, AND CERTAINLY THE LEAST EXPENSIVE WAY FOR TAXPAYERS, WAS TO BUILD AND OPERATE THIS PARTICULAR FACILITY AS A TOLL HIGHWAY. THEY PROPOSED THAT IT WOULD ACT AS MUCH LIKE A BUSINESS AS POSSIBLE AND THAT IT WOULD SINK OR SWIM ON ITS OWN MERITS WITHOUT ANY HELP OR ASSISTANCE FROM THE STATE. NO FEDERAL OR STATE TAXES WERE TO BE USED.

BY LEGISLATIVE ACT THE AUTHORITY WAS CREATED IN 1953. THE ACT NAMED A BOARD OF DIRECTORS COMPOSED OF LEGISLATIVE TRANSPORTATION LEADERS, GOVERNOR APPOINTEES, AND THE DIRECTOR OF HIGHWAYS NOW THE KDOT SECRETARY.

THIS WAS AND IS TODAY IN MY OPINION THE BEST POSSIBLE COMBINATION OF INDIVIDUALS TO OVERSEE THE OPERATIONS OF THE AUTHORITY AND ITS STAFF. ABOVE ALL, THERE IS CONTINUITY FROM ADMINISTRATION TO ADMINISTRATION.

WE WERE GIVEN BROAD POWERS BY THE 1953 LEGISLATURE. THEY GAVE THE AUTHORITY POWERS OF EMINENT DOMAIN. THE ACT ALLOWS THE AUTHORITY TO SET THEIR OWN RULES AND REGULATIONS. THE ACT ALLOWS THE KTA TO CONTRACT WITH THE HIGHWAY PATROL FOR POLICE SERVICE PROVIDED WE PAY ALL OR THEIR OPERATIONAL EXPENSES. (INCIDENTALLY WE PAID THE PATROL NEARLY \$3 MILLION LAST YEAR FOR THOSE SERVICES). AND ABOVE ALL THE ACT SPECIFICALLY STATED THE AUTHORITY WOULD NOT BE UNDER THE CONTROL OR SUPERVISION OF ANY OTHER STATE AGENCY, MUNICIPALITY, COUNTY OR EVEN THE STATE.

IN ESSENCE THE LEGISLATURE TOLD THE KTA TO RUN THE TURNPIKE LIKE A BUSINESS. OUR EMPLOYEES ARE NOT PROTECTED BY CIVIL SERVICE.

THE LAWYERS REFER TO US AS A "QUASI-GOVERNMENTAL" AGENCY WHICH I GUESS MEANS WE ARE NEITHER FISH NOR FOWL. WE ARE NOT TAX SUPPORTED. OUR BONDHOLDERS ONLY RECEIVE INTEREST ON THEIR BONDS; THEY DO NOT RECEIVE ANY DIVIDENDS. ANY FUNDS NOT USED FOR MAINTENANCE AND OPERATIONS UNDER THE TERMS OF OUR TRUST INDENTURE GO TO BUY BONDS BACK ON THE OPEN MARKET.

THE AUTHORITY BORROWED \$160,000,000 AT 3 3/8% FOR 40 YEARS ON OCT 1, 1954. THE INTEREST ON THE DEBT COST NEARLY \$15,000 PER DAY. BECAUSE THE INTEREST COSTS WERE SO HIGH IT WAS IMPORTANT TO BUILD THE HIGHWAY AS QUICKLY AS POSSIBLE.

GROUND BREAKING CEREMONIES TOOK PLACE ON THE LAST DAY OF DECEMBER 1954 OVER AT LAWRENCE AND 1 YEAR AND 10 MONTHS LATER ON OCTOBER 26, 1956, THE TURNPIKE OPENED TO TRAFFIC. I AM SURE IT IS SAFE TO SAY NO OTHER HIGHWAY IN THE HISTORY OF THE WORLD WAS BUILT SO QUICKLY. 236.5 MILES OF GRADING, PAVING, FENCING, INCLUDING 345 BRIDGES, 6 SERVICE PLAZAS AND 14 INTERCHANGES WERE ALL BUILT IN RECORD TIME. (WE HAVE SINCE ADDED 5 NEW INTERCHANGES AND SOON WE WILL ADD 2 MORE FOR A TOTAL OF 21).

HOW COULD SUCH AN UNDERTAKING BE ACCOMPLISHED IN SUCH A SHORT TIME? FOR ONE THING THERE WAS NO ENVIRONMENTAL IMPACT STATEMENT AND NO FEDERAL REGULATIONS. NEARLY EVERY ENGINEERING FIRM IN THE STATE, MOST OF THE CONTRACTORS, AND MANY ATTORNEYS AND APPRAISERS WERE USED.

LANDOWNERS WERE GIVEN 15 DAYS TO ACCEPT THE APPRAISED AMOUNT FOR THEIR PROPERTY BEFORE THE BULLDOZERS STARTED TO WORK. IF THE LANDOWNER DIDN'T ACCEPT THE APPRAISED PRICE, THE DISTRICT COURTS WOULD DETERMINE THE FAIR MARKET VALUE.

AS OPENING DAY NEARED THERE WERE PREDICTIONS THAT THE KTA BONDS COULD BE PAID OFF IN 20 YEARS. THERE WERE OTHER PREDICTIONS THAT IT WOULD NEVER PAY OFF AND THE STATE WOULD HAVE TO STEP IN TO AVOID DEFAULT EVEN THOUGH THEY WEREN'T OBLIGATED TO DO SO. BOTH PROVED TO BE WRONG.

THE SPEED LIMIT WOULD BE "REASONABLE AND PRUDENT". THE DAY BEFORE OPENING, TRAFFIC WAS ALLOWED TO RIDE FREE. MANY A ROADMASTER BUICK OR 98 OLDSMOBILE TRAVELLED FROM WICHITA TO KANSAS CITY IN LESS THAN 2 HOURS. JOE SORKIN, A PARTNER WITH THE GENERAL CONSULTING ENGINEERS, HOWARD NEEDLES TAMMEN AND BERGENDOFF ONCE TOLD ME THAT HE CAME TO WICHITA THE DAY BEFORE OPENING AND THE ROADWAY WAS FILLED WITH CARS. ON OPENING DAY TRAFFIC AGAIN WAS HEAVY AS MANY DIGNITARIES CAME OUT FROM EACH CITY ALONG THE WAY TO HELP WITH OPENING CEREMONIES. MR. SORKIN SAID ON THE DAY FOLLOWING WHEN TOLLS WERE BEING CHARGED, HE MET 3 CARS WHILE DRIVING FROM WICHITA TO BONNER SPRINGS NEAR KANSAS CITY.

I HAVE SOME CHARTS I WOULD LIKE TO HAVE MY STAFF HAND OUT TO YOU WHICH GIVES THE PREDICTED VERSUS ACTUAL STATISTICS. YOU WILL NOTICE TRAFFIC AND REVENUES WERE SUBSTANTIALLY BELOW WHAT THE TRAFFIC ENGINEERS PREDICTED. SHORTLY AFTER OPENING THE TOTAL INCOME WAS \$9,290 PER DAY WHILE THE INTEREST ON OUTSTANDING DEBT WAS \$14,795 PER DAY. EVEN BEFORE EXPENSES, BEFORE ANY DEBT RETIREMENT THERE WAS A SHORTAGE OF \$5,505 PER DAY.

(SHOW PHOTO) ONE REASON REVENUE WAS LESS THAN PREDICTED WAS BECAUSE OKLAHOMA HAD PROMISED TO MEET THE KTA AT THE STATE LINE WITH A 4-LANE AND DIDN'T DO SO FOR ANOTHER 7 YEARS. THE FIRST BOND WAS NOT RETIRED FROM REVENUE UNTIL 1967, AND REVENUE DID NOT MATCH PREDICTIONS UNTIL 1978. TRAFFIC FINALLY MET PREDICTIONS IN 1992.

A SECOND PROJECT WAS AUTHORIZED WHEN THE KTA SOLD 18TH STREET EXPRESSWAY BONDS IN 1957. UNLIKE THE MAIN

TURNPIKE BONDS, KDOT WAS OBLIGATED TO PAY DEBT SERVICE ON THIS 5 MILE PROJECT IN KANSAS CITY IF EXPRESSWAY TOLL FUNDS WERE NOT AVAILABLE.

IT WAS REALLY TOUGH TRYING TO MAINTAIN THE ROAD DURING THE EARLY YEARS. THE ASPHALT PORTION OF THE ROAD WAS BUILT ON A ROCK BASE WITH ONLY 4 INCHES OF ASPHALT. THAT COMPARES WITH 14 INCHES OF ASPHALT ON THE INTERSTATE OUT IN WESTERN KANSAS. BECAUSE REVENUES WERE SO LOW MAINTENANCE WAS DEFERRED FOR SEVERAL YEARS.

EVERY ONE EXPECTS HIGHWAYS TO LAST FOREVER BUT THE FACT IS ASPHALT SURFACES CARRYING INTERSTATE TYPE LOADS NEED OVERLAYS ABOUT EVERY 7 YEARS AND CONCRETE PAVEMENTS SUBJECTED TO SALT NEED TOTAL REPLACEMENT ABOUT EVERY 25 YEARS.

WE HAVE FOUND IT NECESSARY TO REPLACE THE ORIGINAL BRIDGE DECKS DUE TO SALT DETERIORATION. TO REPLACE THE DECK COST MORE THAN THE COST OF THE ORIGINAL BRIDGE. ALL OF OUR BRIDGES WERE ALL ABOUT THE SAME AGE SO THEY ALL BEGAN TO DETERIORATE AT THE SAME TIME. ABOUT 10 YEARS AGO WE STARTED A REPLACEMENT PROGRAM AND THEY NOW ARE NEARLY ALL IN EXCELLENT CONDITION. WITH BETTER QUALITY CONCRETE, BETTER CONSTRUCTION TECHNIQUES, EPOXY COATED STEEL REBARS, WE EXPECT TO EXTEND THEIR LIFE FOR 40 OR 50 YEARS.

TRAFFIC ON THE EXPRESSWAY WAS ABOUT 13 MILLION VEHICLES ANNUALLY. EVEN AT 10c, TOLL REVENUE AMOUNTED TO \$1.3 M ANNUALLY. ALL OF THAT CHANGED WHEN I-635 WAS BUILT A MILE AWAY. TRAFFIC FELL FROM 13 TO 1 MILLION CARS ANNUALLY. RESERVES WERE USED UP TO PAY DEBT SERVICE UNTIL IN 1978 WE WERE FORCED TO REFINANCE TO CAPITALIZE INTEREST AND PRINCIPAL INTO A BALLOON PAYMENT WHENEVER MAIN TURNPIKE FUNDS WOULD BECOME AVAILABLE.

BY 1984, WE HAD SEVERAL CRITICAL DECISIONS TO MAKE. WE NEEDED TO SPEND ABOUT \$24 M ON THE KC EXPRESSWAY OR CLOSE



IT. WE NEEDED TO REBUILD ABOUT 100 KTA TWIN BRIDGES AND WE NEEDED TO UPGRADE THE SAFETY STANDARDS ON BOTH PROJECTS.

AFTER CONSULTATIONS WITH THEN KDOT SECRETARY JOHN KEMP, IT BECAME OBVIOUS THE BEST SOLUTION FOR US WAS TO REFINANCE ALL OF OUR OUTSTANDING BONDS. IT TOOK ABOUT \$50 M TO ESCROW OUTSTANDING KTA AND EXPRESSWAY BONDS. IT TOOK ABOUT \$24M TO RECONSTRUCT THE EXPRESSWAY TO MEET KDOT REQUIREMENTS. IT TOOK ABOUT \$32M TO REPLACE KTA BRIDGE DECKS, TO UPGRADE GUARDRAIL STANDARDS, TO PLACE MEDIAN BARRIER BETWEEN KC AND TOPEKA AND FOR MISCELLANEOUS PAYING REPAIRS. BY REFINANCING, FOR THE FIRST TIME, WE WERE ABLE TO COMBINE THE TWO PROJECTS INTO ONE

THIS PLAN INCREASED OUR DEBT TO OVER \$100 M AND EXTENDED THE BOND LIFE TO 2024. AS INTEREST RATES FELL THIS DATE WAS LATER LOWERED TO 2015.

(REFER TO ACCIDENT CHART) YOU WILL NOTICE WE HAVE BEEN MAKING SOME MAJOR IMPROVEMENTS IN OUR FATALITY RATE. NOTHING HAS BEEN MORE DRAMATIC THAN THE INSTALLATION OF THE MEDIAN BARRIER. FEDERAL GUIDLINES DON'T REQUIRE A BARRIER EVEN TODAY. WE VOLUNTARILY STARTED INSTALLING BARRIER BETWEEN TOPEKA & KC IN 1985. BETWEEN 1985 & 1990 THAT PROJECT WAS COMPLETED. NO FATALITIES INVOLVING THE MEDIAN OCCURRED DURING THOSE YEARS WHERE THERE WAS A BARRIER.

WITH THOSE STATISTICS WE HAD TO REACT QUICKLY. IN LATE 1990 WE BORROWED \$28M AND COMPLETED THE PROJECT LAST DECEMBER. WE EXPECT THE BARRIER WILL SAVE 10 LIVES EACH YEAR FROM NOW ON.

BEFORE WE MOVE ON TO SOME OF THE NEW THINGS WE ARE DOING, I SHOULD POINT OUT THAT ABOUT 50% OF OUR REVENUES COMES FROM OUT OF STATE DRIVERS. AS WE MENTIONED EARLIER, THE TURNPIKE RECEIVES MOST OF ITS REVENUE FROM THE TOLL GATE. THE FUEL TAXES COLLECTED AT THE GAS PUMPS GOES TO THE STATE AND FEDERAL GOVERNMENTS TO BE SPENT ON ALL ROADS, HIGH-

WAYS, CITY STREETS IN THE STATE EXCEPT THE TURNPIKE. WE HAVE PREPARED A CHART TO ILLUSTRATE OUR ESTIMATE OF HOW MUCH MONEY OUR CUSTOMERS HELP SUBSIDIZE THE VARIOUS OTHER STREET AND HIGHWAY DEPARTMENTS.

YOU MAY HAVE NOTICED THE WEATHER STATIONS LOCATED AT ABOUT 30 MILE INTERVALS ALONG THE PIKE. AT EACH SITE THERE ARE SENSORS LOCATED IN THE PAVEMENT WHICH RELAY INFORMATION ABOUT THE CONDITION OF THE PAVEMENT TO EACH OF OUR 10 MAINTENANCE AREAS AND TO THE PATROL DISPATCHER. EACH FOREMAN KNOWS WHAT THE AIR TEMPERATURE, PAVEMENT TEMPERATURE, WHETHER THE PAVEMENT IS WET OR DRY, THE SALINE CONTENT OF THE SURFACE AND OTHER INFORMATION. WE USE THE DATA TO TELL OUR CREWS WHEN TO START TREATING THE PAVEMENT. SAND TRUCKS JUST NEVER COME BACK TO THE MAINTENANCE YARD FULL SO WE TRY NOT TO SEND THEM OUT UNLESS NEEDED.

WITHIN ABOUT A COUPLE OF YEARS, WE HOPE TO HAVE INSTALLED A NEW ELECTRONIC TOLL COLLECTION SYSTEM. I HAVE HERE IN MY HAND A SMALL TRANSPONDER THAT CAN BE PURCHASED FOR ABOUT \$40 OR RENTED FOR ABOUT \$1 PER MONTH. WITH THIS TRANSPONDER VELCROED TO THE WINDSHIELD OF YOUR CAR, YOU WILL NO LONGER NEED TO STOP AT EITHER THE ENTRY OR EXIT TOLL BOOTH.

THE WAY THE SYSTEM WORKS IS THIS. OVERHEAD AT EACH TOLL LANE WILL BE A UNIT THAT RECEIVES AND SENDS OUT SIGNALS FROM THE TRANSPONDER IN YOUR CAR OR TRUCK. AS SOON AS YOUR TRANSPONDER IS IDENTIFIED, ON ENTRY, DATA IS SENT TO WICHITA AND TO YOUR TRANSPONDER TO RECORD WHERE YOU ENTERED THE TURNPIKE. ON EXIT, AFTER IDENTIFICATION, THE COMPUTER CHECKS YOUR CASH BALANCE IN YOUR ACCOUNT AND IF SUFFICIENT, DEBITS YOUR ACCOUNT AND A GATE WILL OPEN OR GREEN LIGHT WILL BE FLASHED TO ALLOW YOU TO PASS WITHOUT STOPPING.

WE ARE IN THE PROCESS OF INSTALLING A FIBER OPTIC LINK WITH EACH TOLL PLAZA SO THAT A VIDEO PICTURE OF YOUR LICENSE

PLATE WILL BE FLASHED TO THE PATROL OFFICE IN WICHITA IN THE EVENT YOUR CASH BALANCE IS NEGATIVE OR YOU DON'T HAVE A VALID TRANSPONDER. IT IS POSSIBLE WE MAY NEED TO ASK YOU FOR LEGISLATION IN THE FUTURE TO AUTHORIZE VIDEO ENFORCEMENT BY MAIL AND/OR TO AUTHORIZE STIFF PENALTIES IF THE NUMBER OF VIOLATORS BECOMES SIGNIFICANT.

THE NEW SYSTEM WILL CALL FOR SOME MODIFICATION AT KEY INTERCHANGES. PARTICULARLY WE NEED TO MAKE CHANGES AT EASTERN TERMINAL NEAR BONNER SPRINGS. WE WILL NEED TO MAKE CHANGES AT BOTH INTERCHANGES HERE IN TOPEKA AND ELSEWHERE TO ADEQUATELY ACCOMMODATE TRAFFIC.

THERE ARE OTHER NEW VENTURES WE ARE UNDERTAKING. WE RECENTLY BUILT NEW CONVENIENCE STORES AT THE 6 SERVICE PLAZAS TO MEET EXPECTATIONS FROM OUR CUSTOMERS. FUEL PRICES ARE COMPETITIVE DUE TO THE INNOVATIVE WAY THE STATIONS ARE BID. INSTEAD OF WHICH COMPANY WILL PAY THE HIGHEST ROYALTY AS IN PREVIOUS TIMES, THEY ARE NOW BID AS TO WHICH COMPANY WILL CHARGE THE LEAST TO OPERATE THE STORES AFTER PAYING A FIXED RENT TO AMORTIZE THE COST OF THE FACILITIES.

OUR MAINTENANCE EMPLOYEES NOW WEAR DISTINCTIVE KTA UNIFORMS AND TOLL COLLECTORS HAVE NOW ATTENDED "CHARM SCHOOL" AS THEY CALL IT TO BETTER HELP THEM PRESENT A FAVORABLE IMAGE FOR OUR CUSTOMERS. THIS IS NOT TO SAY THAT WE ALWAYS HANDLE CUSTOMER PROBLEMS IN THE BEST POSSIBLE WAY, BUT WE ARE TRYING CONSTANTLY TO IMPROVE.

WE HAVE VERY STRINGENT AUDIT PROCEDURES IN PLACE TO BE SURE THAT OUR MONEY HANDLING IS SECURE. SOMETIMES THOSE PROCEDURES CAN BE FRUSTRATING TO HONEST INDIVIDUALS WHO FORGET THEIR MONEY OR LOSE THEIR TICKET.

THERE ARE ABOUT 450 EMPLOYEES WHO ARE TRYING TO PROVIDE YOU OUR CUSTOMERS WITH THE BEST SERVICE POSSIBLE. WE PARTICULARLY SPEND EXTRA MONEY TO CLEAR THE ROADWAY DURING SNOW STORMS BECAUSE WE REALIZE THE CUSTOMERS HAVE

**PAID EXTRA TO RIDE ON OUR HIGHWAY. WE WANT TO MAKE YOU  
FEEL YOU ARE GETTING YOUR MONEYS WORTH.**

**WE WELCOME CONSTRUCTIVE CRITICISM AND IF WE CAN BE OF  
ASSISTANCE TO YOU COLLECTIVELY OR INDIVIDUALLY, PLEASE DO  
NOT HESITATE TO LET US KNOW.**

# KANSAS TURNPIKE AUTHORITY

## TRAFFIC & REVENUE REPORT

YEAR	TRAFFIC			TOLL REVENUE		
	PREDICTED	ACTUAL	ACCUMULATED DIFFERENCE	PREDICTED	ACTUAL	ACCUMULATED DIFFERENCE
1956	936,000	608,177	(327,823)	\$1,522,000	\$631,748	(\$890,252)
1957	7,193,000	3,612,857	(3,907,966)	\$8,415,000	\$3,876,612	(\$5,428,640)
1958	8,200,000	4,141,263	(7,966,703)	\$9,594,000	\$4,505,145	(\$10,517,495)
1959	8,938,000	4,712,471	(12,192,232)	\$10,457,000	\$5,108,065	(\$15,866,430)
1960	9,251,000	4,978,311	(16,464,921)	\$10,824,000	\$5,268,503	(\$21,421,927)
1961	9,575,000	5,155,208	(20,884,713)	\$11,203,000	\$5,763,849	(\$26,861,078)
1962	9,910,000	5,331,064	(25,463,649)	\$11,595,000	\$6,237,931	(\$32,218,147)
1963	10,257,000	5,718,822	(30,001,827)	\$12,001,000	\$6,879,048	(\$37,340,099)
1964	10,616,000	6,175,952	(34,441,875)	\$12,421,000	\$7,591,167	(\$42,169,932)
1965	10,988,000	6,685,116	(38,744,759)	\$12,856,000	\$8,453,727	(\$46,572,205)
1966	11,360,000	7,484,181	(42,620,578)	\$13,291,000	\$9,458,267	(\$50,404,938)
* 1967	11,732,000	7,848,963	(46,503,615)	\$13,726,000	\$9,950,918	(\$54,180,020)
1968	12,104,000	8,453,978	(50,153,637)	\$14,162,000	\$10,839,583	(\$57,502,437)
1969	12,476,000	8,890,287	(53,739,350)	\$14,596,000	\$12,046,335	(\$60,052,102)
1970	12,848,000	9,145,649	(57,441,701)	\$15,032,000	\$12,567,742	(\$62,516,360)
1971	13,220,000	9,417,163	(61,244,538)	\$15,467,000	\$13,572,671	(\$64,410,689)
1972	13,592,000	9,980,752	(64,855,786)	\$15,903,000	\$14,259,564	(\$66,054,125)
1973	13,964,000	10,405,133	(68,414,653)	\$16,338,000	\$14,946,742	(\$67,445,383)
1974	14,336,000	9,396,052	(73,354,601)	\$16,773,000	\$13,138,890	(\$71,079,493)
1975	14,708,000	10,219,884	(77,842,717)	\$17,208,000	\$13,883,688	(\$74,403,805)
1976	15,080,000	10,865,122	(82,057,595)	\$17,644,000	\$16,136,169	(\$75,911,636)
1977	15,452,000	11,703,794	(85,805,801)	\$18,079,000	\$17,622,443	(\$76,368,193)
** 1978	15,824,000	12,510,793	(89,119,008)	\$18,514,000	\$18,540,846	(\$76,341,347)
1979	16,196,000	12,346,346	(92,968,662)	\$18,949,000	\$18,834,846	(\$76,455,501)
1980	16,568,000	12,096,337	(97,440,325)	\$19,385,000	\$20,759,518	(\$75,080,983)
1981	16,940,000	12,210,980	(102,169,345)	\$19,820,000	\$23,325,070	(\$71,575,913)
1982	17,312,000	12,577,847	(106,903,498)	\$20,255,000	\$24,117,610	(\$67,713,303)
1983	17,684,000	13,055,228	(111,532,270)	\$20,690,000	\$24,938,729	(\$63,464,574)
1984	18,056,000	13,802,769	(115,785,501)	\$21,126,000	\$26,445,909	(\$58,144,665)
1985	18,428,000	14,580,849	(119,632,652)	\$21,561,000	\$26,710,402	(\$52,995,263)
1986	18,800,000	15,254,193	(123,178,459)	\$21,996,000	\$29,947,857	(\$45,043,406)
1987	19,172,000	16,319,724	(126,030,735)	\$22,431,000	\$32,096,753	(\$35,377,653)
1988	19,544,000	17,569,053	(128,005,682)	\$22,866,000	\$34,663,558	(\$23,580,095)
1989	19,916,000	18,638,572	(129,283,110)	\$23,302,000	\$36,569,464	(\$10,312,631)
1990	20,288,000	19,825,348	(129,745,762)	\$23,737,000	\$38,282,710	\$4,233,079
1991	20,660,000	20,543,038	(129,862,724)	\$24,172,000	\$39,879,283	\$19,940,362
*** 1992	21,032,000	22,195,081	(128,699,643)	\$24,607,000	\$43,058,606	\$38,391,968
1993	21,404,000			\$25,043,000		
1994	21,776,000			\$25,479,000		

\* First bonds redeemed from revenues

\*\* Revenues matched prediction

\*\*\* Traffic matched prediction

# KANSAS TURNPIKE AUTHORITY

## KTA USERS FUEL TAX REPORT

YEAR	KTA MILES DRIVEN	ESTIMATED AVERAGE MILES PER GALLON*	COMBINED CAR & TRUCK ESTIMATED GALLONS USED	MINIMUM FEDERAL & STATE FUEL TAX PER GALLON	ESTIMATED ACCUMULATED FUEL TAX REVENUE FROM KTA USERS**
1956	36,129,232	7.00	5,161,319	\$0.080	\$412,905.51
1957	215,477,449	7.28	29,608,088	0.080	\$2,368,647.03
1958	244,725,985	7.56	32,391,257	0.080	4,959,947.56
1959	273,880,543	7.83	34,965,118	0.090	8,106,808.15
1960	282,384,439	8.11	34,816,628	0.090	11,240,304.67
1961	292,145,281	8.39	34,827,814	0.090	14,374,807.92
1962	295,468,538	8.67	34,095,422	0.090	17,443,395.88
1963	317,173,332	8.94	35,463,780	0.090	20,635,136.09
1964	341,403,587	9.22	37,023,609	0.090	23,967,260.93
1965	363,295,104	9.50	38,246,039	0.090	27,409,404.39
1966	390,169,048	9.78	39,908,664	0.090	31,001,184.14
1967	405,650,753	10.05	40,346,378	0.090	34,632,358.14
1968	438,479,304	10.33	42,439,532	0.090	38,451,916.03
1969	465,632,737	10.61	43,888,221	0.090	42,401,855.90
1970	482,780,523	10.89	44,343,987	0.110	47,279,694.45
1971	506,909,663	11.16	45,402,383	0.110	52,273,956.60
1972	537,832,415	11.44	47,003,133	0.110	57,444,301.29
1973	553,836,514	11.72	47,255,131	0.110	62,642,365.69
1974	475,730,276	12.00	39,651,492	0.110	67,004,029.83
1975	503,445,251	12.28	41,012,383	0.110	71,515,391.95
1976	512,298,127	12.55	40,810,487	0.110	76,004,545.54
1977	533,428,541	12.83	41,574,213	0.120	80,993,451.10
1978	555,916,639	13.11	42,409,159	0.120	86,082,550.14
1979	537,728,127	13.39	40,170,739	0.120	90,903,038.85
1980	532,439,970	13.66	38,967,424	0.120	95,579,129.72
1981	551,100,009	13.94	39,529,817	0.120	100,322,707.82
1982	572,079,490	14.22	40,233,370	0.120	105,150,712.18
1983	591,028,268	14.50	40,769,891	0.170	112,081,593.66
1984	622,665,713	14.77	42,145,078	0.190	120,089,158.49
1985	635,323,035	15.05	42,208,560	0.200	128,530,870.50
1986	670,016,052	15.33	43,707,198	0.200	137,272,310.16
1987	721,592,130	15.61	46,234,256	0.201	146,565,395.55
1988	784,370,639	15.88	49,378,194	0.201	156,490,412.58
1989	831,683,051	16.16	51,457,209	0.201	166,833,311.50
1990	864,334,455	16.44	52,574,225	0.240	179,451,125.51
1991	892,153,552	16.72	53,365,089	0.301	195,514,017.24
1992	949,034,729	17.00	55,840,091	0.311	212,880,285.45
1993				0.321	

\* Estimated combined average of car and truck miles per gallon of fuel consumption

\*\* Estimated accumulated amount KTA travellers subsidize non-turnpike highways, city streets and county roads

TRANS.  
2/18/93  
B-2

# KANSAS TURNPIKE AUTHORITY

## FATALITY STATISTICS

YEAR	KTA MILES DRIVEN	FATALITIES	FATALITY RATE	SPEED LIMIT AND/OR REMARKS
1956	36,129,232	1	2.77	Reasonable and Prudent
1957	215,477,449	13	6.03	Feb 1957 Speed limit reduced to 80 mph
1958	244,725,985	20	8.17	
1959	273,880,543	15	5.48	
1960	282,384,439	12	4.25	
1961	292,145,281	14	4.79	
1962	295,468,538	17	5.75	
1963	317,173,332	21	6.62	
1964	341,403,587	22	6.44	
1965	363,295,104	26	7.16	
1966	390,169,048	38	9.74	
1967	405,650,753	24	5.92	
1968	438,479,304	27	6.16	
1969	465,632,737	26	5.58	
1970	482,780,523	31	6.42	Jun 1970 Speed limit reduced to 75 day, 70 night
1971	506,909,663	31	6.12	
1972	537,832,415	43	8.00	Fall 1972 Pier protection added
1973	553,836,514	21	3.79	Radar speed enforcement
1974	475,730,276	22	4.62	Mar 1974 Speed limit reduced to 55 mph
1975	503,445,251	10	1.99	
1976	512,298,127	12	2.34	
1977	533,428,541	13	2.44	
1978	555,916,639	14	2.52	
1979	537,728,127	12	2.23	
1980	532,439,970	10	1.88	
1981	551,100,009	17	3.08	
1982	572,079,490	12	2.10	
1983	591,028,268	9	1.52	
1984	622,665,713	18	2.89	
1985	635,323,035	9	1.42	
1986	670,016,052	20	2.99	Jul 1986 Seat belt law enacted
1987	721,592,130	6	0.83	Mar 1987 Speed limit raised to 65 mph w/exceptions
1988	784,370,639	19	2.42	Dec 1988 40 miles of median barrier installed
1989	831,683,051	16	1.92	Dec 1989 60 miles of median barrier installed
1990	864,334,455	12	1.39	Dec 1990 80 miles of median barrier installed
1991	892,153,552	9	1.01	Dec 1991 160 miles of median barrier installed
1992	949,034,729	5	0.53	Dec 1992 236.5 miles of median barrier installed
1993				
1994				
TOTALS	18,779,742,501	647	3.45	

TRANS.  
2/18/93  
B-3