

KANSAS DEPARTMENT OF TRANSPORTATION



E. DEAN CARLSON
SECRETARY

1995 SELECTED STATISTICS

KANSAS TRANSPORTATION AT A GLANCE

LAND AREA (sq. miles)	81,823
POPULATION	
RURAL	909,315
URBAN (Cities over 5,000)	1,588,259
TOTAL	2,477,574
HIGHWAY FUEL USE (1,000s gal.)	
GASOLINE	1,116,766
DIESEL	321,369
GASOHOL	51,939
TOTAL	1,490,074
REGISTERED VEHICLES	
AUTOS	1,336,689
PICKUPS & TRUCKS	629,981
TRAILERS	105,106
MOTORCYCLES	44,984
MOTORIZED BIKES	8,089
SPECIAL REGISTRATIONS	78,036
TOTAL	2,202,885
LICENSED DRIVERS	1,798,607
ANNUAL VEHICLE MILES OF TRAVEL (In 1,000s)	24,678,943
TAX RATES (cents/gal.)	
GASOLINE	18
DIESEL	20
GASOHOL	18
PUBLIC ROAD MILES	
RURAL	123,684
URBAN (Cities over 5,000)	9,592
TOTAL	133,276
ACCIDENTS AND FATALITIES	
TOTAL ACCIDENTS	66,835
FATAL ACCIDENTS	381
FATALITIES	442
BRIDGES	
STRUCTURALLY DEFICIENT	3,994
FUNCTIONALLY OBSOLETE	3,713
NON-DEFICIENT	17,825
NOT RATED	155
TOTAL	25,687
AIRPORTS	
PUBLICLY OWNED	128
PRIVATELY OWNED	256
MILITARY	3
TRANSIT	
PROVIDERS	157
COUNTIES SERVED	96
RAIL	
MILES OPERATED	6,113
COMMODITIES MOVED (tons)	238,246,985
CROSSINGS	7,928
WATERWAYS	
TERMINALS	17

NATIONAL RANKINGS

Public Road Miles	4th	Population	32nd
Bridges	3rd	Vehicle Miles of Travel	32nd
Rail Miles	4th	Highway Fuel Use	33rd
Airports	18th	Registered Vehicles	32nd
Land Area	13th	Licensed Drivers	31st

NOTE: Most data is for 1993-1994; population data is for 1990.

1995 SELECTED STATISTICS

**KANSAS DEPARTMENT OF TRANSPORTATION
DIVISION OF PLANNING AND DEVELOPMENT**

DECEMBER 1995

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INTRODUCTION

This publication, 1995 SELECTED STATISTICS, was designed to provide a summary of transportation-related data collected and reported by the Kansas Department of Transportation (KDOT).

Information regarding the following modes of transportation in the State of Kansas -- highway, public transit, rail, air, and water -- and the use of and finances associated with these modes, is presented in this document. Due to the predominance of highway transportation in the State, the publication is chiefly devoted to data concerning the financing of roads and highways, mileage and travel, and highway safety.

Data in SELECTED STATISTICS is collected based on three different yearly reporting periods: calendar year (January 1 - December 31); State Fiscal Year (July 1 - June 30); and Federal Fiscal Year (October 1 - September 30). The reporting period for each table/chart is identified for the reader's reference.

More information concerning the data presented in this document is available from KDOT's Division of Planning and Development.

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HIGHWAY FINANCE

HIGHWAY FINANCE

STATE REVENUES

Kansas has the fourth greatest number of public road miles in the nation. The majority of the State's public roads are not maintained by the Kansas Department of Transportation (KDOT). In fact, approximately 9,600 miles, or only 8 percent of the total number of public road miles, are included in the State Highway System.

The revenues to maintain the **State Highway System** are obtained from several sources. In addition to Federal funds, the major State sources of revenues to the State Highway Fund are motor fuel taxes, motor vehicle registration fees, sales tax revenue from the sale of new and used vehicles, and a sales and compensating use tax. Another State source of revenue is the monies received from license fees for the operation of motor vehicles. A 10-year depiction of State revenues to the State Highway Fund is on page 5.

LOCAL FUNDS

The State provides direct funding to cities and counties for highway and road construction and maintenance through the **Special City and County Highway Fund** and the **County Equalization and Adjustment Fund**. The major source of this revenue is motor fuel tax receipts. A graphic depiction of the distribution of motor fuel tax receipts appears on page 6.

The **Special City and County Highway Fund** is credited with 40.5 percent of the net motor fuel tax revenue (the State Highway Fund receives 59.5 percent). From the Fund's 40.5 percent share, \$625,000 is transferred quarterly to the **County Equalization and Adjustment Fund**. Following the transfer each quarter, the remaining receipts are distributed — 57 percent to the counties and 43 percent to the cities — on January 15, April 15, July 15 and October 15.

Each county initially receives \$5,000 from the county distribution of the 57 percent of the **Special City and County Highway Fund**. The remainder of the county apportionments are distributed to the counties through the following procedures:

- 1) Motor fuel tax receipts which are received from tax rates that were established prior to July 1, 1989, are distributed based on two factors — counties' motor vehicle registration fees and average daily vehicle miles traveled (ADVMT), excluding Interstate travel.

- 2) Motor fuel tax receipts which are received from the increased tax rates established on or after July 1, 1989, are distributed on a prorata basis using three factors: vehicle registration fees, ADVMT, and total road miles in each county.

The quarterly distribution of the motor fuel taxes through the **Special City and County Highway Fund** is depicted on page 7.

The Special City and County Highway Fund also receives a semiannual transfer from the State General Fund equal to the revenue from motor carrier property tax receipts. Motor carrier property taxes are distributed to the counties based on vehicle registration fees and ADVMT.

In 13 counties the revenue received by the county from the Special City and County Highway Fund is required to be divided between the **County Road and Bridge Fund** and the cities within the county. The required distribution to the cities ranges from 90 percent to 10 percent of the counties' total revenue from the fund. The 13 counties and the distribution rates to their County Road and Bridge Funds are: Wyandotte = 10 percent; Shawnee and Sedgwick = 50 percent; and Lyon, Cowley, Crawford, Montgomery, Butler, Saline, Leavenworth, Riley, Reno and Douglas = 90 percent. The distribution to each city is determined based on the ratio of the city's population to the population of all cities in the county. The remaining 92 counties must deposit their entire revenue from the Special City and County Highway Fund into their County Road and Bridge Fund.

Kansas cities receive their proportional share of the 43 percent of the Special City and County Highway Fund based on their population compared to the total population of all cities in the State (military bases annexed to a city after December 31, 1981 cannot be included in the city's population).

The **County Equalization and Adjustment Fund**, as previously mentioned, receives a transfer of \$625,000 per quarter from the Special City and County Highway Fund. On April 15th, the County Equalization and Adjustment Fund's total annual amount of \$2.5 million is distributed to the counties. This Fund was established to guarantee that each county would receive no less than the amounts received in 1970 by the county and its cities in total from four State-assistance funds which were abolished that year. In order to "equalize" the distribution, counties are reimbursed the difference of their total Special City and County Highway Fund amount minus their disbursements in 1970 from the defunct local aid programs. Following the reimbursement for the "shortfall" to each county, any remaining funds are distributed proportionally to the counties based on three factors: motor vehicle registration fees, ADVMT and total road miles.

The importance of motor fuel tax revenues to the State, counties and cities is obvious -- the distribution of the receipts provides funding for the maintenance and construction of the State's highways and bridges. The history of the State's tax rates is depicted on page 8. Data on the collection of taxes by source and the distribution of the receipts are presented on page 9.

As noted, other major factors which determine the amount of funds counties and cities receive for transportation purposes are motor vehicle registration fees, total road mileage and ADVMT. Vehicle registration data by county appears on page 10.

FEDERAL FUNDS

In addition to State funding sources, Federal highway funds are distributed to the State on an annual basis. Receipts from Federal excise taxes on highway motor fuels deposited into the **Federal Highway Trust Fund** provide the majority of this funding to the states. A table showing the Federal tax rates and the distribution of the tax receipts appears on page 11. A comparison of the State's contributions into the Highway Trust Fund and the funds received from it appears on page 12.

The most recent Federal transportation legislation is the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**. This act authorized funding for six years, Federal Fiscal Years (FFY) 1992-1997.

KDOT's highway apportionments from the ISTEA for FFY 1992-1995 appear on page 13 and obligation limitation data is presented on page 14. Preceding the ISTEA information on both pages, for purposes of comparison, are the State's highway apportionments from the previous Federal legislation, the **Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA)**, a five-year authorization for transportation funding. A brief description regarding the differences between the STURAA and the ISTEA is on page 15, and a description of the ISTEA core categorical programs is presented on page 16.

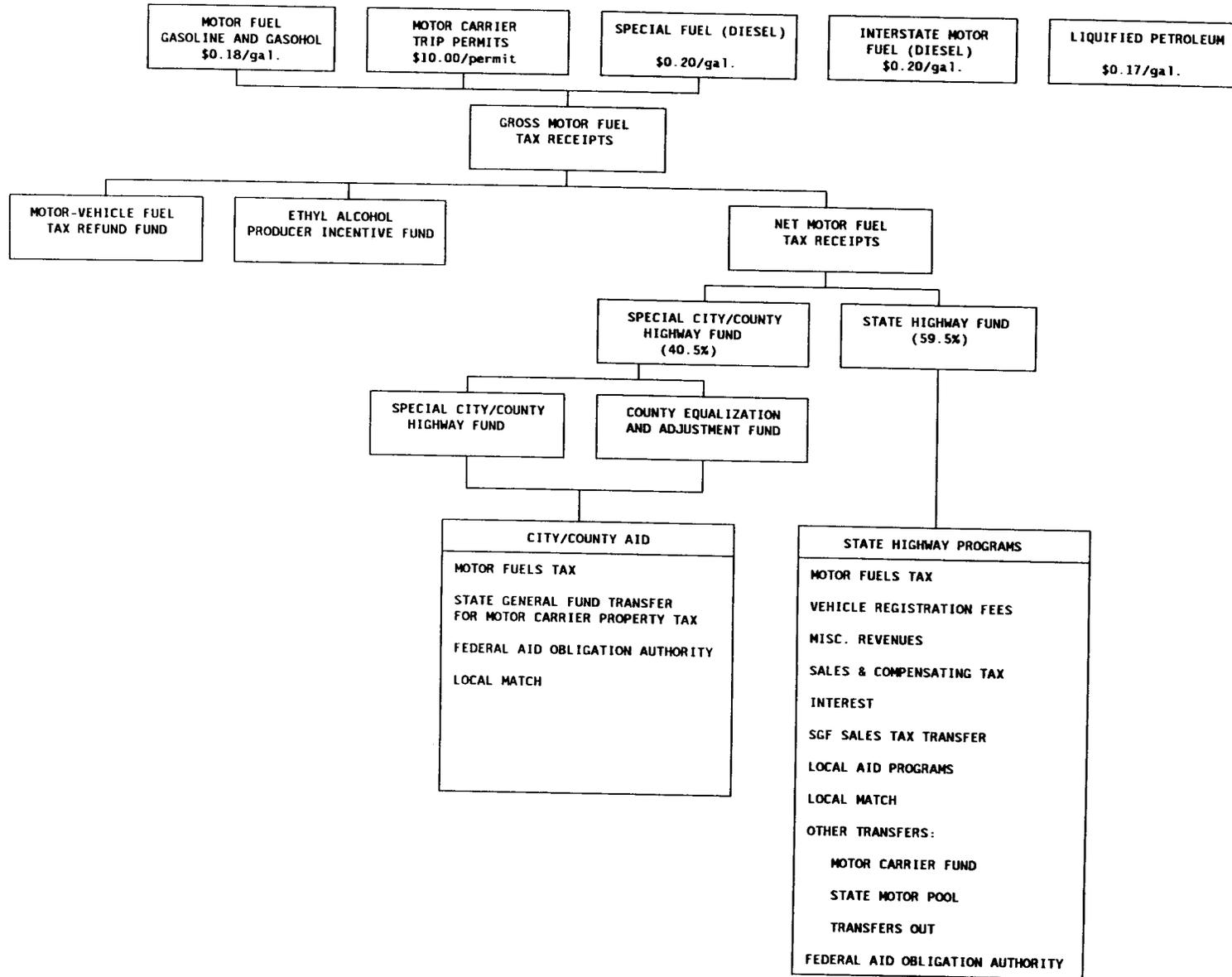
MAJOR STATE REVENUE SOURCES FOR THE STATE HIGHWAY FUND

STATE FYs 1985 - 1994
(Amounts in actual dollars)

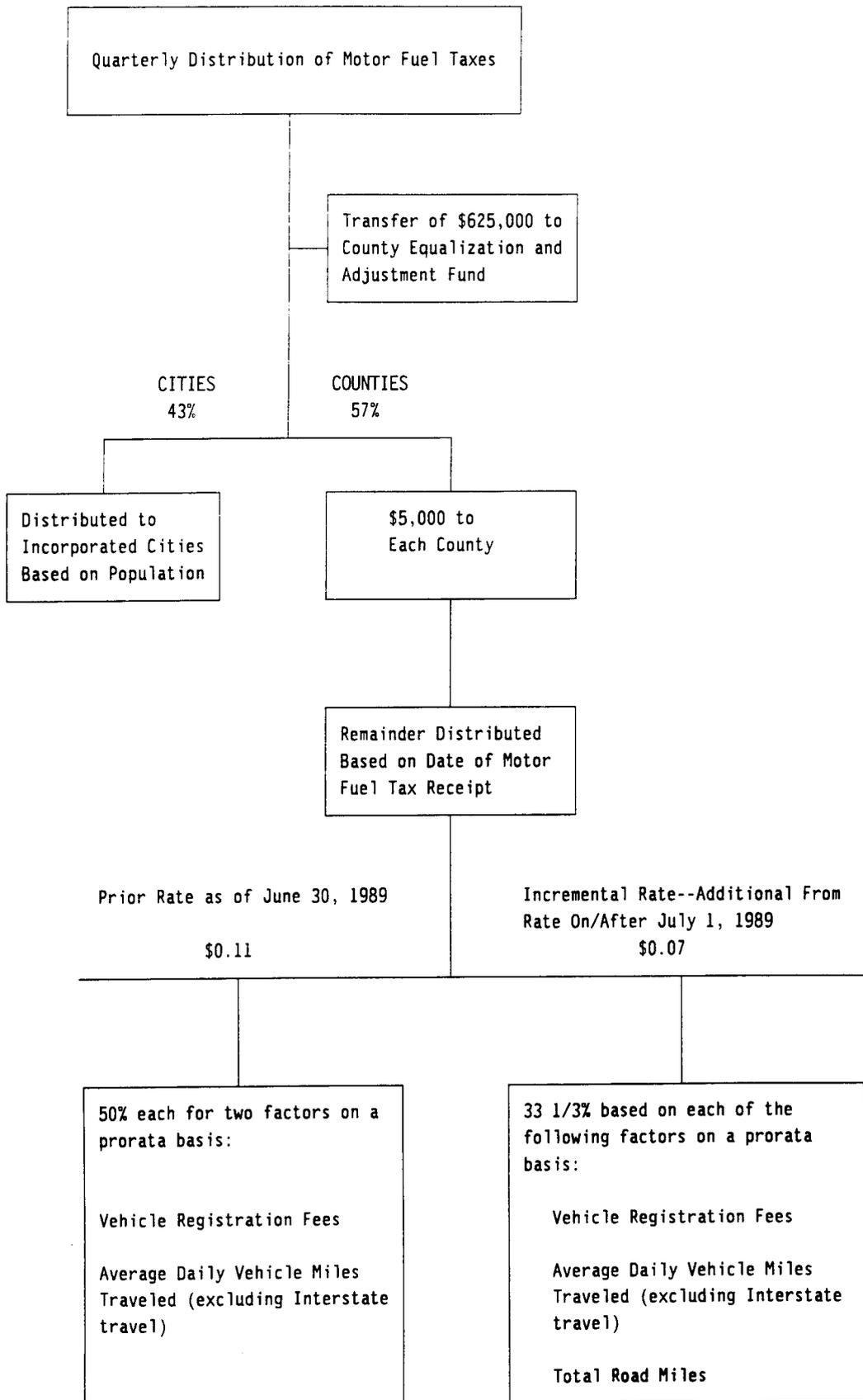
<u>SOURCE</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>
<u>Motor Fuels Tax</u>	72,257,656	73,629,721	76,016,681	81,642,278	81,864,910	113,791,829	120,467,148	129,277,903	157,998,398	167,157,555
<u>Licenses and Fees:</u>										
<u>Operate Motor Vehicle</u>	3,096,398	3,191,141	4,582,010	4,525,050	4,467,915	4,380,361	4,808,128	6,290,767	4,785,988	4,940,777
<u>Motor Vehicle Registration</u>	70,061,282	70,097,790	68,819,469	73,126,271	75,331,543	91,859,330	101,233,539	104,080,574	107,776,598	104,980,690
<u>Sales and Compensating Tax</u>						46,544,834	53,986,355	56,348,418	60,817,381	66,448,584
<u>Transfer From State General Fund:</u>										
<u>Sales Tax on Vehicles</u>	10,498,566	16,054,685	27,847,126	20,806,530	33,234,549	63,489,466	74,370,629	78,025,246	75,500,766	79,078,928

Source: Kansas Department of Transportation Budget Documents.

KANSAS MOTOR FUEL USER TAX RECEIPTS AND DISTRIBUTIONS



KANSAS SPECIAL CITY AND COUNTY HIGHWAY FUND



KANSAS MOTOR FUEL TAX RATES
Changes in State Fiscal Years Through 1994

STATE FISCAL YEAR	<u>Cents per Gallon</u>				<u>Dollars/Permit</u>
	<u>GASOLINE</u>	<u>GASOHOL</u>	<u>LIQUID PETROLEUM</u>	<u>DIESEL</u>	<u>MOTOR CARRIER TRIP PERMITS</u>
1926	2				
1930	3				
1942	3		3	3	
1946	4		4	4	
1950	5		5	5	
1956	5		7	7	
1957	5		5	7	
1958	5		7	7	
1959	5		5	7	
1970	7		5	8	
1972	7		5	8	3.00
1977	8		7	10	3.00
1978	8		7	10	5.00
1980	8	3	7	10	5.00
1981	8	4	7	10	5.00
1982	8	5	7	10	5.00
1983	8	6	7	10	5.00
1984	10/11	6/6	9/10	12/13	6.00/6.50
1985	11	6	10	13	6.50
1986	11	7	10	13	6.50
1987	11	8	10	13	6.50
1988	11	11	10	13	6.50
1990	15	15	14	17	8.50
1991	16	16	15	18	9.00
1992	17	17	16	19	9.50
1993	18	18	17	20	10.00
1994	18	18	17	20	10.00

NOTES:

With the following exceptions, changes in the above rates were effective at the beginning of the State's Fiscal Year (July 1st): 1946 and 1972, effective March 1st; 1956 and 1984, effective January 1st. The rates also changed in July in 1984.

SOURCE:

Kansas Department of Transportation, "Department Unit Financial Report for the Fiscal Year Ended June 30, 1994," pg. 64.

KANSAS MOTOR FUEL TAX RECEIPTS

FYs 1980-1994
(Amounts in \$1,000s)

STATE FISCAL YEAR	MOTOR GASOLINE	MOTOR CARRIER STATIONS	DIESEL (DEALERS)	INTERSTATE MOTOR FUEL	LIQUID PETROLEUM	TOTAL MOTOR FUEL		ETHYL ALCOHOL INCENTIVE FUND	NET MOTOR FUEL RECEIPTS
						RECEIPTS	REFUNDS		
1980	105,102	757	17,790	3,634	219	127,502	8,596		118,906
1981	99,466	872	17,518	4,152	392	122,400	7,767		114,633
1982	98,968	845	18,376	4,412	595	123,196	6,781		116,415
1983	96,730	828	18,942	4,222	676	121,398	6,112		115,286
1984	117,121	994	25,020	5,291	829	149,255	6,009		143,246
1985	120,517	975	26,952	6,422	755	155,621	6,796		148,825
1986	123,707	743	27,418	6,430	660	158,958	7,306		151,652
1987	127,770	662	27,668	6,106	526	162,732	5,979		156,753
1988	139,417	607	30,906	5,693	545	177,168	7,139	1,875	168,154
1989	139,656	485	31,848	5,415	464	177,868	6,755	2,500	168,613
1990	183,229	557	40,593	7,133	570	232,082	7,726	2,500	221,856
1991	190,364	514	43,221	8,608	584	243,291	8,507	2,500	232,284
1992	202,564	403	46,128	7,743	540	257,378	7,584	2,500	247,294
1993	216,142	274	50,191	4,551	551	271,709	3,666	2,500	265,543
1994	220,944	228	62,091	5,231	528	289,022	5,585	2,500	280,937

DISTRIBUTION OF KANSAS MOTOR FUEL TAX RECEIPTS

FYs 1980-1994
(Amounts in \$1,000s)

STATE FISCAL YEAR	GOVERNMENTAL FUNDS		AGENCY FUNDS		OTHER STATE FUND		REFUND	TOTALS
	STATE HIGHWAY	STATE FREEWAY	SPECIAL CITY AND COUNTY HIGHWAY	COUNTY EQUALIZATION & ADJUSTMENTS	ALCOHOL INCENTIVE FUND			
1980	63,732	18,172	34,502	2,500			8,596	127,502
1981	61,490	17,426	33,217	2,500			7,767	122,400
1982	62,599	17,591	33,725	2,500			6,781	123,196
1983	62,117	17,300	33,369	2,500			6,112	121,398
1984	66,036	16,434	58,276	2,500			6,009	149,255
1985	72,258	16,293	57,774	2,500			6,796	155,621
1986	73,630	16,603	58,919	2,500			7,306	158,958
1987	76,107	17,161	60,985	2,500			5,979	162,732
1988	81,642	18,410	65,602	2,500		1,875	7,139	177,168
1989	81,865	18,460	65,788	2,500		2,500	6,755	177,868
1990	113,792	18,212	87,352	2,500		2,500	7,726	232,082
1991	120,467	17,738	91,579	2,500		2,500	8,507	243,291
1992	129,278	17,862	97,654	2,500		2,500	7,584	257,378
1993	157,998	0*	105,045	2,500		2,500	3,666	271,709
1994	167,158	0	111,279	2,500		2,500	5,585	289,022

* NOTE: The State Freeway Fund was closed out on July 1, 1992.

SOURCE: Kansas Department of Transportation, "Department Unit Financial Report for the Fiscal Year Ended June 30, 1994," pages 63 and 65.

KANSAS MOTOR VEHICLE REGISTRATION FEES BY COUNTY — CY 1994

<u>COUNTY</u>	<u>AMOUNT</u>	<u>COUNTY</u>	<u>AMOUNT</u>
Allen	\$502,145	Linn	\$374,157
Anderson	346,343	Logan	160,132
Atchison	524,598	Lyon	999,147
Barber	239,873	Marion	520,765
Barton	1,288,678	Marshall	488,646
Bourbon	451,445	McPherson	1,021,736
Brown	402,400	Meade	207,967
Butler	1,467,605	Miami	930,162
Chase	134,536	Mitchell	363,499
Chautauqua	176,478	Montgomery	1,156,939
Cherokee	701,468	Morris	276,052
Cheyenne	168,149	Morton	152,353
Clark	102,714	Nemaha	410,684
Clay	346,034	Neosho	618,191
Cloud	403,461	Ness	297,101
Coffey	404,736	Norton	248,595
Comanche	102,753	Osage	648,538
Cowley	1,124,508	Osborne	222,072
Crawford	1,071,746	Ottawa	253,641
Decatur	204,812	Pawnee	324,009
Dickinson	737,371	Phillips	300,337
Doniphan	302,045	Pottawatomie	742,637
Douglas	1,722,501	Pratt	479,995
Edwards	199,990	Rawlins	176,956
Elk	143,932	Reno	2,143,971
Ellis	977,139	Republic	292,878
Ellsworth	270,764	Rice	437,636
Finney	1,272,538	Riley	1,188,445
Ford	935,483	Rooks	310,996
Franklin	822,792	Rush	180,709
Geary	884,878	Russell	466,768
Gove	187,519	Saline	1,763,110
Graham	177,279	Scott	259,781
Grant	400,399	Sedgwick	11,874,003
Gray	278,578	Seward	616,253
Greeley	120,811	Shawnee	4,763,158
Greenwood	346,810	Sheridan	179,344
Hamilton	147,804	Sherman	293,770
Harper	299,792	Smith	243,948
Harvey	1,040,949	Stafford	277,582
Haskell	241,175	Stanton	133,451
Hodgeman	124,908	Stevens	262,117
Jackson	459,892	Sumner	917,056
Jefferson	765,862	Thomas	389,494
Jewell	214,587	Trego	187,321
Johnson	10,271,212	Wabaunsee	273,565
Kearny	198,636	Wallace	107,614
Kingman	419,142	Washington	325,853
Kiowa	197,495	Wichita	142,211
Labette	731,425	Wilson	392,472
Lane	130,062	Woodson	180,538
Leavenworth	1,275,806	Wyandotte	3,735,119
Lincoln	179,671		
		TOTAL	\$80,357,201

SOURCE: Kansas Department of Revenue, Research and Revenue Analysis, Report RVVI851B, January 23, 1995.

FEDERAL EXCISE TAX ON HIGHWAY MOTOR FUEL

Effective October 1, 1995

(Cents per Gallon)

		DISTRIBUTION OF TAX				
		<u>Highway Trust Fund</u>		<u>Leaking Underground Storage Tank Trust Fund</u>	<u>General Fund for</u>	
FUEL TYPE	TAX RATE	Highway Account	Mass Transit Account		Deficit Reduction	Not Specified
Gasoline	18.4¢	12¢	2¢	0.1¢	4.3¢	--
Diesel Fuel	24.4¢	16¢	1.5¢	0.1¢	6.8¢	--
Diesel Fuel Used in Intercity Buses	7.4¢	1.5¢	1.5¢	0.1¢	4.3¢	--
Gasohol with 10 percent Ethanol*	13¢	4¢	1.5¢	0.1¢	6.8¢	0.6¢
Liquified Petroleum Gases	18.3¢	10¢	1.5¢	0.1¢	6.8¢	--
Compressed Natural Gas	4.3¢	--	--	--	4.3¢	--

* There are different rates for 10 percent gasohol made with methanol and 7.7 and 5.7 percent gasohol made with ethanol and methanol. This table also does not include rates for Neat Alcohol (85 percent alcohol) made with ethanol or methanol.

NOTES:

January 1, 1996, the Leaking Underground Storage Tank Trust Fund financing rates are scheduled to terminate.
October 1, 1999, the Highway Trust Fund financing rate is scheduled to terminate.

SOURCE: Federal Highway Administration, "Fuel Tax Evasion Highlights."

**COMPARISON OF FEDERAL HIGHWAY TRUST FUND RECEIPTS
ATTRIBUTABLE TO THE STATE
AND FEDERAL-AID APPORTIONMENTS FROM THE FUND
FEDERAL FISCAL YEARS 1982-1994
(Amounts in \$1000's)**

<u>Federal Fiscal Year</u>	<u>Payments into the Fund</u>				<u>Apportionments from the Fund</u>				<u>Ratio of Apportionments to Payments</u>	
	<u>Kansas Payments</u>	<u>% of Total</u>	<u>Cumulated Since 7/1/56</u>	<u>% of Total</u>	<u>Kansas Apports.</u>	<u>% of Total</u>	<u>Cumulated Since 7/1/56</u>	<u>% of Total</u>	<u>Ratio for Current FY</u>	<u>Cumulated Since 7/1/56</u>
1982	87,893	1.303	1,679,002	1.359	106,162	1.317	1,821,374	1.378	1.21	1.08
1983	99,429	1.278	1,778,431	1.354	164,495	1.340	2,022,516	1.342	1.65	1.14
1984	130,574	1.243	1,909,005	1.346	184,794	1.574	2,207,973	1.360	1.42	1.16
1985	141,520	1.199	2,050,525	1.334	170,009	1.117	2,377,982	1.340	1.20	1.16
1986	145,807	1.190	2,196,332	1.324	212,454	1.402	2,590,436	1.343	1.46	1.18
1987	138,627	1.175	2,334,959	1.314	169,992	1.233	2,753,434	1.333	1.23	1.18
1988	163,793	1.276	2,498,752	1.311	148,364	0.990	2,908,793	1.315	0.91	1.16
1989	185,002	1.288	2,683,754	1.310	145,594	1.011	3,054,387	1.297	0.79	1.14
1990	153,751	1.233	2,837,505	1.305	146,279	1.028	3,200,666	1.282	0.95	1.13
1991	177,172	1.222	3,014,677	1.300	142,020	1.003	3,342,686	1.267	0.80	1.11
1992	182,503	1.165	3,197,180	1.292	242,942	1.358	3,585,626	1.272	1.33	1.12
1993	177,685	1.107	3,374,865	1.280	224,158	1.102	3,809,784	1.261	1.26	1.13
1994*	169,880	1.159	3,544,745	1.274	203,033	0.962	4,012,817	1.241	1.20	1.13

* Recorded payments into the fund nationwide are inaccurate for 1994 due to an error by the Department of the Treasury. The correction, a deposit of \$1.59 billion, was made after the close of FY 1994.

NOTES: Total Federal Highway Trust Fund receipts are reported by the U.S. Department of the Treasury.
 Payments into the Highway Trust Fund attributable to highway users in each state are estimated by FHWA.
 Includes revenues from highway-user taxes only; excludes interest.
 Includes all funds apportioned or allocated from the Highway Trust Fund except for the following programs:
 Indian reservation roads, highway safety information, and local transportation assistance.
 Obligations are used to represent allocations for some programs, such as Federal Lands.

SOURCES: FY 1982-1993 data -- Federal Highway Administration, "Highway Statistics" publications for the years 1982 - 1993.
 FY 1994 data -- Advance Copy of Highway Statistics Trust Fund Table FE-221, Federal Highway Administration, Memorandum HPM-10, April 5, 1995.

KANSAS FEDERAL-AID APPORTIONMENTS FOR CORE CATEGORICAL HIGHWAY PROGRAMS

FOR FEDERAL FISCAL YEARS 1987-1991

<u>FISCAL YEAR</u>	<u>PROGRAM</u>								
	<u>INTERSTATE CONSTRUCTION*</u>	<u>INTERSTATE 4-R*</u>	<u>CONSOLIDATED PRIMARY</u>	<u>RURAL SECONDARY</u>	<u>URBAN SYSTEM</u>	<u>BRIDGE REPLAC & REHAB</u>	<u>HAZARD ELIMINATION</u>	<u>RAIL-HIGHWAY CROSSING</u>	<u>TOTAL</u>
1987	13,126,313	37,177,521	33,224,762	11,995,077	6,217,747	32,820,671	2,640,091	4,808,488	142,010,670
1988	13,857,628	37,177,521	33,224,762	11,995,077	6,217,747	31,829,799	2,636,843	4,839,734	141,779,111
1989	13,857,628	37,027,107	32,777,248	11,767,789	6,217,747	28,752,329	2,640,966	4,816,086	137,856,900
1990	13,667,064	36,585,130	31,915,820	11,428,453	6,132,244	25,850,206	2,604,291	4,806,635	132,989,843
1991	13,771,436	36,834,774	32,085,809	11,469,931	6,182,851	24,795,838	2,624,484	4,870,650	132,635,773

FOR FEDERAL FISCAL YEARS 1992-1995

<u>FISCAL YEAR</u>	<u>PROGRAM</u>						
	<u>INTERSTATE MAINTENANCE</u>	<u>NATIONAL HIGHWAY SYSTEM</u>	<u>SURFACE TRANSPORTATION PROGRAM**</u>	<u>CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT</u>	<u>BRIDGE REPLACEMENT AND REHABILITATION</u>	<u>TOTAL</u>	
1992	32,934,846	40,166,429	68,973,616	4,130,305	33,790,457	179,995,653	
1993	39,841,692	48,022,239	60,078,450	4,935,942	40,523,652	193,401,975	
1994	39,454,544	47,770,031	62,173,441	4,910,499	40,698,905	195,007,420	
1995	39,436,685	46,929,269***	72,609,656***	4,824,312***	39,255,750	203,055,672	

* Funds were apportioned a year in advance.

** Includes apportionments for Hold Harmless, an Equity Adjustment category of funds.

*** Funds were reduced by 1.5 percent for failure to comply with 23 U.S.C. Sec. 153(h), regarding mandatory motorcycle helmet use.

SOURCE: Kansas Department of Transportation, Division of Planning and Development, and Bureau of Program Management.

KANSAS FEDERAL-AID APPORTIONMENTS AND OBLIGATION LIMITATIONS

FOR FEDERAL FISCAL YEARS 1987-1991

<u>FISCAL YEAR</u>	<u>TOTAL APPORTIONMENTS*</u>	<u>DISCRETIONARY FUNDS</u>	<u>DEMONSTRATION FUNDS</u>	<u>85% MINIMUM ALLOCATION</u>	<u>TOTAL FUNDS</u>	<u>OBLIGATION AUTHORITY</u>
1987	142,280,680	19,319,537	5,600,000		167,200,217	167,565,677
1988	142,053,389	(3,509,690)	5,600,000		144,143,699	124,765,851
1989	138,131,178	(1,193,771)	5,600,000		142,537,407	134,759,143
1990	133,260,349	219,152	9,221,991	3,607,240	146,308,732	143,247,111
1991	132,908,517	0	18,557,880		151,466,397	159,825,520

FOR FEDERAL FISCAL YEARS 1992-1995

<u>FISCAL YEAR</u>	<u>TOTAL APPORTIONMENTS*</u>	<u>DISCRETIONARY FUNDS</u>	<u>DEMONSTRATION TYPE FUNDS**</u>	<u>OTHER FUNDS***</u>	<u>TOTAL FUNDS</u>	<u>OBLIGATION AUTHORITY****</u>
1992	180,702,875	(197,754)	13,219,813	441,551	194,166,485	187,602,338
1993	194,248,484	0	19,772,187	667,850	214,688,521	168,360,037
1994	195,849,624	0	8,609,400	814,696	205,273,720	190,904,915
1995	203,895,694	0	13,432,000	989,443	218,317,137	192,121,019

NOTE: Negative amounts reflect withdrawn Interstate Discretionary funds.

* Includes all amounts for core categorical highway programs, plus apportionments for Metropolitan Planning.

** Includes ISTEA Special Projects and Demonstration Projects in U.S. DOT Appropriations bills.

*** Includes amounts for special programs, e.g. Scenic Byways, Pavement Markings, Thin Bonded Overlay, etc.

**** Includes amounts for special programs referenced in "Other Funds."

SOURCE: Kansas Department of Transportation, Bureau of Program Management.

STURAA / ISTEА DIFFERENCES

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) redesigned the majority of the core categorical highway programs of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA).

The Primary, Secondary and Urban systems of the STURAA (which served rural arterials; rural major collectors; and urban arterials and collectors, respectively), were basically replaced by the Surface Transportation Program (which funds all roads except those classified as Local or Rural Minor Collectors).

The STURAA's Hazard Elimination and Railway-Highway Crossing programs were folded into a Safety subprogram of the ISTEA's Surface Transportation Program. Another subprogram of the STP is Transportation Enhancement activities, which had no comparable counterpart in the STURAA.

The Interstate 4R program, for purposes of resurfacing, restoring, rehabilitating and reconstructing the Interstate System, was modified to basically fund only reconstruction and resurfacing under ISTEA's new Interstate Maintenance program.

The National Highway System (NHS) was offered in the ISTEA not as a replacement for the Interstate program, but as a new system of existing roads (including the Interstate System), which serve as the most important routes nationwide.

ISTEA CORE CATEGORICAL HIGHWAY PROGRAMS

BRIDGE REPLACEMENT AND REHABILITATION PROGRAM -- Provides funding for bridges on any public road, not just those which receive Federal-aid. Highway bridges over waterways, other topographical barriers, other highways, or railroads determined significantly important and deemed unsafe because of structural deficiencies, physical deterioration, or functional obsolescence, are eligible for funding.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM -- A program which directs funds toward transportation projects in EPA-designated non-attainment areas for ozone and carbon monoxide. The Federal Highway Administration (FHWA) has encouraged states without non-attainment areas to use the funds in PM-10 (particulate matter) non-attainment areas or to mitigate congestion problems in large urban areas.

INTERSTATE MAINTENANCE -- Eligible projects under this program include those to reconstruct, rehabilitate, restore and resurface the Interstate System. Construction projects for new lanes are eligible only if the lanes are for high-occupancy vehicles or are auxiliary lanes.

NATIONAL HIGHWAY SYSTEM (NHS) -- A program for funding a newly designated system of primarily existing highways, consisting of approximately 161,000 miles of major roads nationwide, including all Interstate routes, a large number of urban and rural principal arterials, the strategic defense highway network and major strategic highway connectors. Congress officially designated the NHS in November 1995. Kansas has approximately 3,800 miles on the National Highway System.

SURFACE TRANSPORTATION PROGRAM (STP) -- A block grant-type program that may be used to fund projects on public roads other than those functionally classified as Local or Rural Minor Collector, bridges on any public road, and transit capital projects. Each state must set-aside 10 percent of their apportioned STP funds for Safety programs -- Hazard Elimination and Rail-Highway Crossings -- and 10 percent for Transportation Enhancement projects. Half of a state's STP funds must be divided by population between each area over 200,000 and the remaining areas of the state. The remainder of the STP funds (30 percent) may be used in any area of the state.

HIGHWAYS: MILEAGE AND TRAVEL

HIGHWAYS: MILEAGE AND TRAVEL

This chapter is comprised of five sections: All Roads; State Highway System; Comprehensive Highway Program; Kansas Turnpike; and Highway Safety.

ALL ROADS

Kansas has the fourth largest number of public roads in the nation. Data for 1994 regarding the jurisdictional responsibility of the 133,276 miles of public roads in the State appear on page 19.

Public roads are functionally classified as Interstate, other principal arterials, minor arterials, collectors or local roads. Definitions of the functional classifications of public roads are presented on page 21. Mileage and travel data are shown on a statewide basis for rural and urban areas on page 22, and by county on pages 24-25.

Related to the amount of highway mileage in the State is the number of bridges. Kansas ranks third among all states in the total number of bridges. The jurisdictional responsibility for the State's bridges appears on page 26, and a look at the proportion of bridges which are considered deficient is presented on page 27.

A historical look at the growth of vehicle travel on all roads in the State from 1947 to 1994, appears on page 28, and a chart depicting the growth is on page 29. A comparative look at Kansas street and road mileage by surface type for 1942, 1962 and 1994 is on page 30.

STATE HIGHWAY SYSTEM

The rural State Highway System comprises only 9,600 miles, or 8 percent, of the more than 133,000 miles of public roads in Kansas. However, the State Highway System and its City Connecting Links carry 50 percent of the State's total travel. Page 31 presents information on total mileage and travel on the State Highway System by functional classification. Maintenance responsibility for the State Highway System and a breakdown of the System by lane class appears on page 32.

An explanation of the Kansas Highway Classification System is presented on page 33. Mileage and travel data by system classification is on page 34.

COMPREHENSIVE HIGHWAY PROGRAM

The Comprehensive Highway Program, established in 1989 by the Kansas Legislature, provided assistance to KDOT for investing in the State Highway System. A review of the CHP's four categories of projects and estimated construction costs for 1990-1997, by program, appears on page 35, and a chart depicting the costs is on page 36. A detailed look at each program, by category, for State Fiscal Year 1996, is presented on pages 37-38. Estimated programmed miles and number of bridges in the CHP for State Fiscal Years 1990-1995 is on page 39.

KANSAS TURNPIKE

Opened to traffic in October 1956, the 238-mile Kansas Turnpike connects the three largest cities in the State. The facility runs from the Kansas City area west to Topeka, then southwest to Wichita, ending at the Oklahoma border. A map showing the location of the Turnpike in the State and the interchanges is on page 40.

Between 1993 and 1994 there were increases in every important facet of the Turnpike's operation — passenger vehicle and commercial traffic volume, number of miles driven, and amount of toll revenues collected. For the first time in the history of the facility, more than one billion miles of travel were recorded in 1994.

In 1994, the average trip distance on the Turnpike for all vehicles was 43 miles, with 40 miles for passenger vehicles and 60 miles for commercial vehicles. Passenger vehicles comprised 85 percent of the total number of vehicles and 79 percent of the total miles traveled on the Kansas Turnpike during the year. During 1994 the peak month for toll revenue was July. There were nine fatalities on the Turnpike during the year — a fatality ratio of less than one per 100 million miles traveled. There were no head-on accidents reported during 1994 on the Turnpike. The lowest number of fatalities ever recorded in the 38-year history of the facility, five, occurred in 1992.

Information on total mileage and travel on the Turnpike by functional classification for 1994, and historical usage and toll revenue data for selected years including 1994, appears on page 41.

HIGHWAY SAFETY

The lowest number of fatal accidents and fatalities ever recorded in the State occurred in 1992. Unfortunately, these numbers increased in 1993 and again in 1994. In 1994 there was, however, a decline from 1993 in the total number of accidents, along with a decrease in the accident rate per million vehicle miles.

A historical review of motor vehicle accidents and fatalities, from 1947 to 1994, appears on page 42. Information on accidents and fatalities for 1994 by classification of the trafficway on which they occurred is on page 43. Two-thirds of all accidents and slightly more than 50 percent of the fatalities in the State in 1994 occurred on local roads and streets. A look at differences in month, day and time of occurrence of 1994's accidents and fatalities is on page 44. During the year the greatest number of accidents occurred between 5 and 6 p.m., on Fridays, and in December.

The ages of all drivers, and the ages of drinking drivers, involved in traffic accidents on Kansas roads in 1994 are presented in separate tables on page 45. Data on alcohol-related motor vehicle accidents and fatalities in the State since 1983 appear on page 46. Although the lowest total number of alcohol-related accidents reported in 12 years occurred in 1994, there was an increase over 1993 in the number of alcohol-related fatal accidents and fatalities reported during the year.

KANSAS PUBLIC ROAD MILES AND TRAVEL

BY JURISDICTION

1994

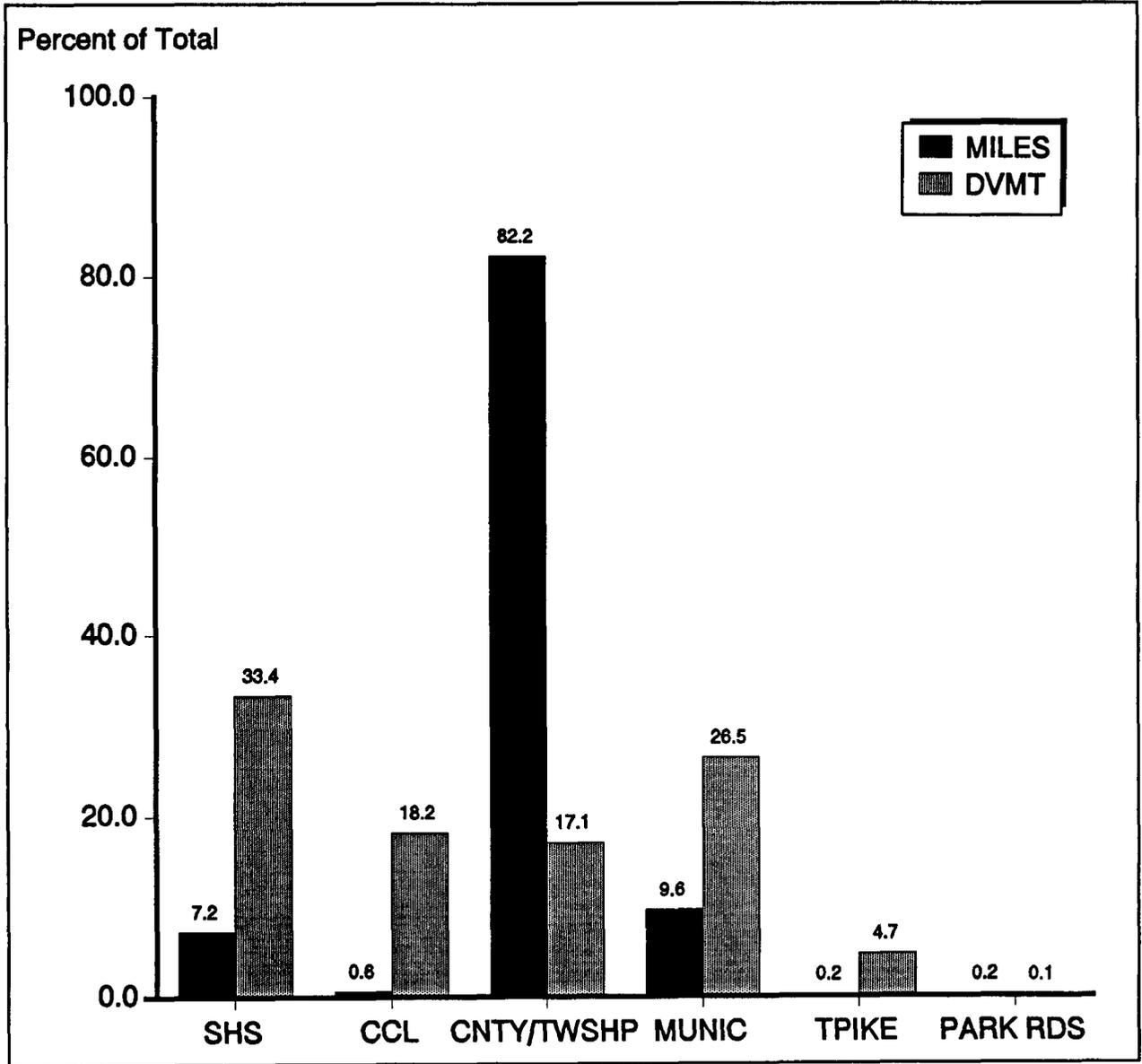
SYSTEM	CENTER LINE MILES	PERCENT OF TOTAL MILES	DAILY VEHICLE MILES TRAVELED	PERCENT OF TOTAL TRAVEL
State Highway System	9,602	7.2	22,562,897	33.4
City Connecting Links	840	0.6	12,298,898	18.2
County/Township	109,565	82.2	11,581,506	17.1
Municipal	12,793	9.6	17,910,009	26.5
Turnpike	238	0.2	3,158,452	4.7
State Park Roads	236	0.2	99,884	0.1
TOTAL	133,276	100.0	67,611,646	100.0

NOTES: Totals may not add due to rounding.

Type A roads are not included. They are unclassified, unimproved roads which are not eligible for public maintenance.

SOURCE: Kansas Department of Transportation, "Mileage and Travel Tables, 1994" page 1.

KANSAS PUBLIC ROADS 1994 MILES AND TRAVEL BY JURISDICTION



SHS = State Highway System
 CNTY/TWSHP = County and Township
 TPIKE = Turnpike
 DVMT = Daily Vehicle Miles Traveled

CCL = City Connecting Links
 MUNIC = Municipal
 PARK RDS = State Park Roads

SOURCE: Kansas Department of Transportation, "Mileage and Travel Tables, 1994," pg.1.

FUNCTIONAL CLASSIFICATION OF PUBLIC ROADS

Roads serve two distinct purposes -- they provide access and they move traffic. While the majority of roads serve both functions, the degree to which one predominates determines the classification of the road. Functional classification is the process of grouping roads into systems according to the service they provide.

There are three major categories of routes -- arterial, collector and local. These functional systems are separately established for rural areas (classified as places with less than 5,000 inhabitants) and urban areas. The separate systems are based on the many different characteristics of the rural and urban areas, such as the density of the network of roads and streets, the travel patterns on them, and the types of land use and its density. The hierarchy of the rural and urban functional systems is presented below, followed by short descriptions of the three major functional classes.

<u>RURAL</u>	<u>URBAN</u>
PRINCIPAL ARTERIALS <ul style="list-style-type: none"> - Interstate System - Other (all non-Interstate) 	PRINCIPAL ARTERIALS <ul style="list-style-type: none"> - Interstate System - Other Freeways & Expressways - Other Principal Arterials
MINOR ARTERIAL ROADS	MINOR ARTERIAL STREETS
COLLECTOR ROADS <ul style="list-style-type: none"> - Major Collectors - Minor Collectors 	COLLECTOR STREETS
LOCAL ROADS	LOCAL STREETS

Arterials -- Routes which are characterized by high volumes of traffic, long-distance statewide and interstate travel and higher travel speeds. Arterials are typically constructed to higher design standards, particularly those classified as principal arterials, such as the Interstate System. In rural areas arterials provide interstate and intercounty service with minimal interference. In urban areas arterials carry important intraurban traffic and often serve as intercity bus routes.

Collectors -- Routes that generally have shorter travel distances than arterials with more moderate speeds. In rural areas collectors serve as the more important routes for intracounty travel and connect small towns with larger cities and with arterial routes. Collectors in urban areas provide access to residential and commercial areas, and conversely, collect traffic from local streets and connect it with arterial routes.

Locals -- Routes with lower speeds that are usually used for relatively short distances. In rural areas local roads provide access to farms and adjacent land. Local streets in urban areas provide access to residences and businesses.

References:

U.S. Department of Transportation, "Highway Functional Classification: Concepts, Criteria and Procedures," March 1989. Pub. No. FHWA-ED-90-006.
 U.S. Department of Transportation, "America On The Move," August 1993. Publication No. FHWA-PL-93-016.

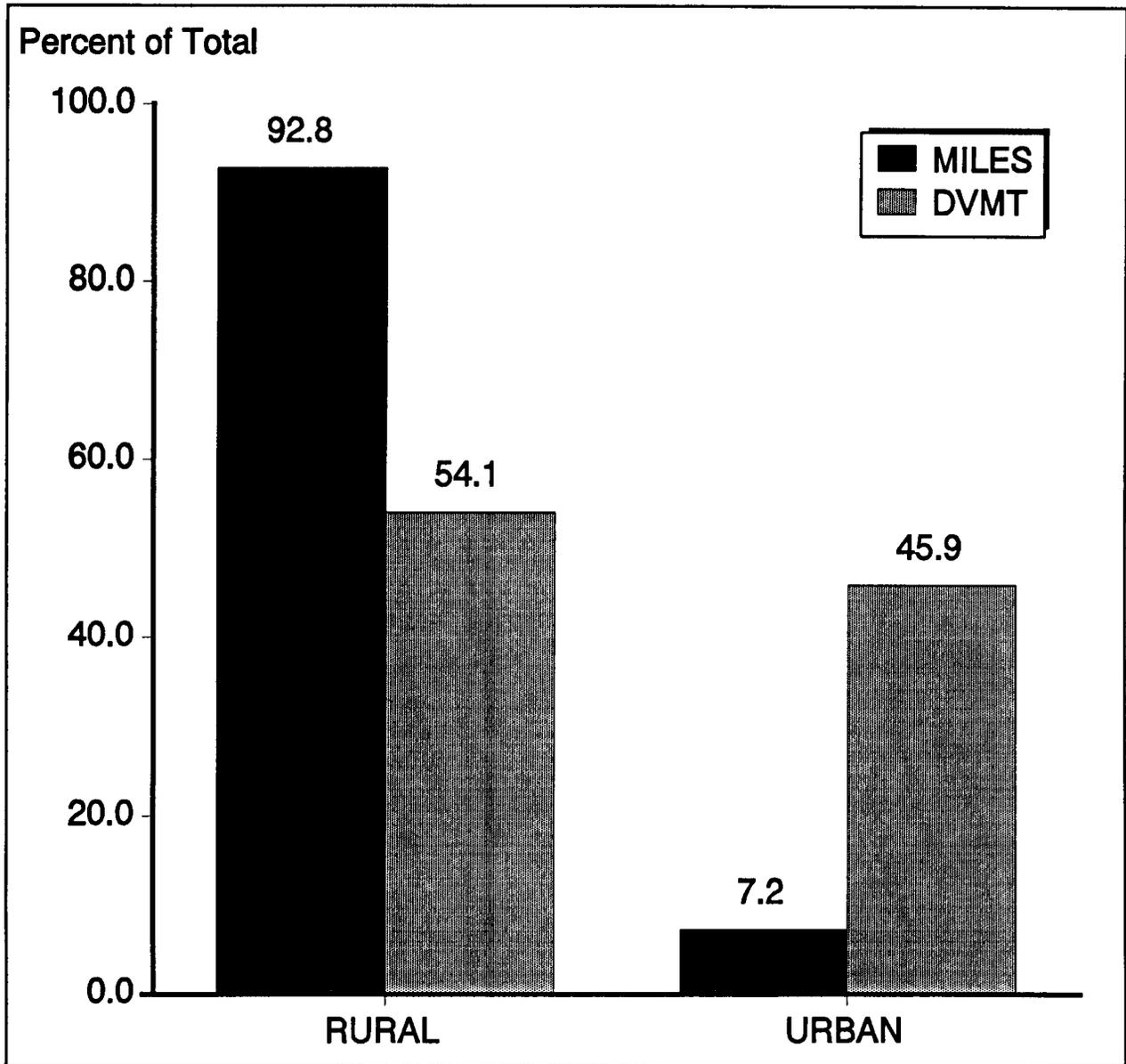
**STATEWIDE MILEAGE AND
DAILY VEHICLE MILES TRAVELED
BY RURAL AND URBAN FUNCTIONAL CLASSIFICATION
1994**

FUNCTIONAL CLASSIFICATION	MILES	DAILY VEHICLE MILES TRAVELED
RURAL		
Interstate	698	7,562,336
Other Principal Arterials	3,166	10,238,170
Minor Arterials	4,300	5,789,035
Major Collectors	22,848	8,011,094
Minor Collectors	9,220	734,217
Locals	83,451	4,265,390
TOTAL RURAL	123,684	36,600,242
URBAN		
Interstate	174	6,719,904
Freeway	135	2,694,625
Other Principal Arterials	633	7,599,866
Minor Arterials	1,059	6,619,821
Collectors	955	2,276,386
Locals	6,636	5,100,802
TOTAL URBAN	9,592	31,011,404
GRAND TOTAL	133,276	67,611,646

NOTE: Type A roads are not included. The Kansas Turnpike is included.

SOURCE: Kansas Department of Transportation, "Mileage and Travel Tables, 1994," pg. 13.

KANSAS PUBLIC ROADS 1994 MILEAGE AND TRAVEL BY RURAL/ URBAN



DVMT = Daily Vehicle Miles Traveled

SOURCE: Kansas Department of Transportation, "Mileage and Travel Tables, 1994," pg. 13.

TOTAL ROAD, STREET AND HIGHWAY MILES AND TRAVEL
RURAL AND URBAN - BY COUNTY
CY 1994

<u>COUNTY</u>	<u>TOTAL RURAL</u>		<u>TOTAL URBAN</u>		<u>GRAND TOTAL</u>	
	<u>Miles</u>	<u>DVMT</u>	<u>Miles</u>	<u>DVMT</u>	<u>Miles</u>	<u>DVMT</u>
Allen	994.4	282,172	61.4	76,319	1,055.8	358,491
Anderson	1,089.6	227,605	0.0	0	1,089.6	227,605
Atchison	788.0	199,993	95.1	123,546	883.1	323,539
Barber	1,010.0	176,962	0.0	0	1,010.0	176,962
Barton	1,749.5	488,445	131.5	212,949	1,881.0	701,394
Bourbon	1,110.2	285,409	75.2	109,610	1,185.4	395,019
Brown	1,210.9	346,061	0.0	0	1,210.9	346,061
Butler	2,321.7	1,447,190	139.5	218,323	2,461.1	1,665,513
Chase	644.8	372,518	0.0	0	644.8	372,518
Chautauqua	741.9	107,036	0.0	0	741.9	107,036
Cherokee	1,240.8	647,537	0.0	0	1,240.8	647,537
Cheyenne	1,231.6	114,331	0.0	0	1,231.6	114,331
Clark	734.5	110,021	0.0	0	734.5	110,021
Clay	1,181.8	207,154	0.0	0	1,181.8	207,154
Cloud	1,327.4	249,246	44.2	66,308	1,371.6	315,554
Coffey	1,197.9	392,761	0.0	0	1,197.9	392,761
Comanche	690.1	75,282	0.0	0	690.1	75,282
Cowley	1,603.7	522,326	220.9	288,049	1,824.6	810,375
Crawford	1,215.6	427,344	162.2	312,611	1,377.7	739,955
Decatur	1,234.9	139,583	0.0	0	1,234.9	139,583
Dickinson	1,537.9	590,061	61.2	77,304	1,599.1	667,365
Doniphan	690.2	199,189	14.9	27,132	705.1	226,321
Douglas	886.8	1,040,972	280.7	929,056	1,167.5	1,970,028
Edwards	1,016.4	144,089	0.0	0	1,016.4	144,089
Elk	803.1	96,661	0.0	0	803.1	96,661
Ellis	1,384.7	550,681	111.8	190,898	1,496.5	741,579
Ellsworth	1,161.2	434,532	0.0	0	1,161.2	434,532
Finney	1,236.6	422,181	146.7	283,128	1,383.4	705,309
Ford	1,569.8	398,141	162.9	303,335	1,732.7	701,476
Franklin	1,130.2	665,881	77.2	151,792	1,207.4	817,673
Geary	476.8	483,068	122.0	315,450	598.8	798,518
Gove	1,151.9	367,472	0.0	0	1,151.9	367,472
Graham	1,241.8	129,469	0.0	0	1,241.8	129,469
Grant	782.9	150,408	38.1	38,666	821.1	189,074
Gray	1,275.1	258,236	0.0	0	1,275.1	258,236
Greeley	670.8	60,282	0.0	0	670.8	60,282
Greenwood	1,410.7	290,338	0.0	0	1,410.7	290,338
Hamilton	728.2	110,351	0.0	0	728.2	110,351
Harper	1,394.3	209,200	0.0	0	1,394.3	209,200
Harvey	1,128.4	608,626	126.6	301,221	1,255.1	909,847
Haskell	868.0	201,987	0.0	0	868.0	201,987
Hodgeman	1,075.8	98,184	0.0	0	1,075.8	98,184
Jackson	1,218.5	350,065	0.0	0	1,218.5	350,065
Jefferson	1,122.7	464,176	0.0	0	1,122.7	464,176
Jewell	1,648.5	153,780	0.0	0	1,648.5	153,780
Johnson	610.3	839,511	2,019.2	8,848,386	2,629.5	9,687,897
Kearny	805.5	171,964	0.0	0	805.5	171,964
Kingman	1,452.2	332,701	0.0	0	1,452.2	332,701
Kiowa	871.0	209,438	0.0	0	871.0	209,438
Labette	1,202.8	371,127	103.6	133,253	1,306.4	504,380
Lane	728.2	80,331	0.0	0	728.2	80,331
Leavenworth	796.5	832,023	162.4	407,883	959.0	1,239,906
Lincoln	1,142.8	171,724	0.0	0	1,142.8	171,724
Linn	1,090.7	273,290	0.0	0	1,090.7	273,290

COUNTY	TOTAL RURAL		TOTAL URBAN		GRAND TOTAL	
	Miles	DVMT	Miles	DVMT	Miles	DVMT
Logan	916.6	125,180	0.0	0	916.6	125,180
Lyon	1,498.1	630,357	129.9	330,444	1,628.0	960,801
Marion	1,823.5	446,571	0.0	0	1,823.5	446,571
Marshall	1,673.8	322,014	0.0	0	1,673.8	322,014
McPherson	1,746.3	753,810	80.2	131,080	1,826.5	884,890
Meade	1,006.8	183,882	0.0	0	1,006.8	183,882
Miami	1,219.4	722,195	0.0	0	1,219.4	722,195
Mitchell	1,266.9	190,258	0.0	0	1,266.9	190,258
Montgomery	1,240.1	541,108	207.2	327,875	1,447.3	838,983
Morris	1,053.5	164,351	0.0	0	1,053.5	164,351
Morton	705.3	102,403	0.0	0	705.3	102,403
Nemaha	1,428.0	225,070	0.0	0	1,428.0	225,070
Neosho	1,061.1	292,750	114.6	115,235	1,175.7	407,985
Ness	1,392.5	157,510	0.0	0	1,392.5	157,510
Norton	1,343.2	171,096	0.0	0	1,343.2	171,096
Osage	1,394.2	578,271	0.0	0	1,394.2	578,271
Osborne	1,257.7	128,103	0.0	0	1,257.7	128,103
Ottawa	1,207.2	247,681	0.0	0	1,207.2	247,681
Pawnee	1,380.0	212,534	0.0	0	1,380.0	212,534
Phillips	1,488.4	197,147	0.0	0	1,488.4	197,147
Pottawatomie	1,353.0	471,891	3.2	20,961	1,356.1	492,852
Pratt	1,280.3	274,148	54.0	73,868	1,334.3	348,016
Rawlins	1,280.4	121,186	0.0	0	1,280.4	121,186
Reno	2,371.9	787,768	330.2	570,469	2,702.1	1,358,237
Republic	1,445.7	235,796	0.0	0	1,445.7	235,796
Rice	1,417.0	305,150	0.0	0	1,417.0	305,150
Riley	739.3	396,037	189.3	701,161	928.5	1,097,198
Rooks	1,433.4	199,893	0.0	0	1,433.4	199,893
Rush	1,310.5	153,267	0.0	0	1,310.5	153,267
Russell	1,425.5	446,759	0.0	0	1,425.5	446,759
Saline	1,167.4	748,498	273.1	647,811	1,440.6	1,396,309
Scott	853.1	190,528	0.0	0	853.1	190,528
Sedgwick	1,834.6	1,772,804	1,856.9	7,295,303	3,691.5	9,068,107
Seward	756.7	256,100	115.5	210,860	872.2	466,960
Shawnee	1,013.9	1,076,218	707.0	2,944,541	1,720.9	4,020,759
Sheridan	1,331.8	126,898	0.0	0	1,331.8	126,898
Sherman	1,245.7	393,120	0.0	0	1,245.7	393,120
Smith	1,504.1	155,740	0.0	0	1,504.1	155,740
Stafford	1,450.0	222,855	0.0	0	1,450.0	222,855
Stanton	721.5	95,290	0.0	0	721.5	95,290
Stevens	1,061.7	193,842	0.0	0	1,061.7	193,842
Sumner	2,275.8	879,312	73.8	77,609	2,349.7	956,921
Thomas	1,406.7	446,794	52.3	76,073	1,459.0	522,867
Trego	1,207.1	355,557	0.0	0	1,207.1	355,557
Wabaunsee	1,013.9	497,038	0.0	0	1,013.9	497,038
Wallace	691.6	74,426	0.0	0	691.6	74,426
Washington	1,720.1	215,006	0.0	0	1,720.1	215,006
Wichita	816.9	92,952	0.0	0	816.9	92,952
Wilson	988.3	273,833	0.0	0	988.3	273,833
Woodson	825.3	160,850	0.0	0	825.3	160,850
Wyandotte	7.7	9,280	1,047.5	4,072,895	1,055.2	4,082,175
TOTAL	123,683.7	36,600,242	9,592.4	31,011,404	133,276.1	67,611,646

NOTES: "Urban" is defined as areas with 5,000 or more population.
Type A roads are excluded.
Mileage data is rounded to the nearest tenth; totals may not agree.

SOURCE: Kansas Department of Transportation, "Mileage and Travel Tables, 1994," pages 8-13.

KANSAS BRIDGES BY JURISDICTION

1988 - 1994

<u>JURISDICTION</u>	<u>1988</u>	<u>1989*</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993**</u>	<u>1994</u>
<u>State Highway System</u>							
Total Bridges	4,737	4,718	4,733	4,752	4,753	4,714	4,763
Structurally Deficient	119	131	323	297	266	269	243
Functionally Obsolete	975	967	1,143	1,108	909	866	775
Non-Deficient	3,643	3,620	3,267	3,347	3,578	3,579	3,698
Not Rated***							47
<u>City</u>							
Total Bridges	840	814	822	837	853	879	901
Structurally Deficient	138	166	158	136	126	121	104
Functionally Obsolete	235	159	156	160	157	164	137
Non-Deficient	467	489	508	541	570	594	658
Not Rated ***							2
<u>County</u>							
Total Bridges	19,757	19,760	19,746	19,644	19,600	19,644	19,659
Structurally Deficient	4,875	6,735	6,419	5,034	4,090	3,799	3,622
Functionally Obsolete	6,360	1,714	1,747	2,265	2,795	2,765	2,578
Non-Deficient	8,522	11,311	11,580	12,345	12,715	13,080	13,353
Not Rated ***							106
<u>Turnpike</u>							
Total Bridges	382	385	386	375	374	360	364
Structurally Deficient	29	24	39	24	25	24	25
Functionally Obsolete	126	123	230	238	238	187	223
Non-Deficient	227	238	117	113	111	149	116
Not Rated ***							0
<u>TOTAL</u>							
Total Bridges	25,716	25,677	25,687	25,608	25,580	25,597	25,687
Structurally Deficient	5,161	7,056	6,939	5,491	4,507	4,213	3,994
Functionally Obsolete	7,696	2,963	3,276	3,771	4,099	3,982	3,713
Non-Deficient	12,859	15,658	15,472	16,346	16,974	17,402	17,825
Not Rated ***							155

* 1989 was the first year that three Appraisal Ratings were no longer subjective values. These ratings, Structural Evaluation, Deck Geometry, and Underclearance - Vertical and Horizontal, are now calculated by Federal software. Because the ratings are directly related to the deficiency or obsolescence of a bridge, the number of deficient bridges has changed significantly since 1989.

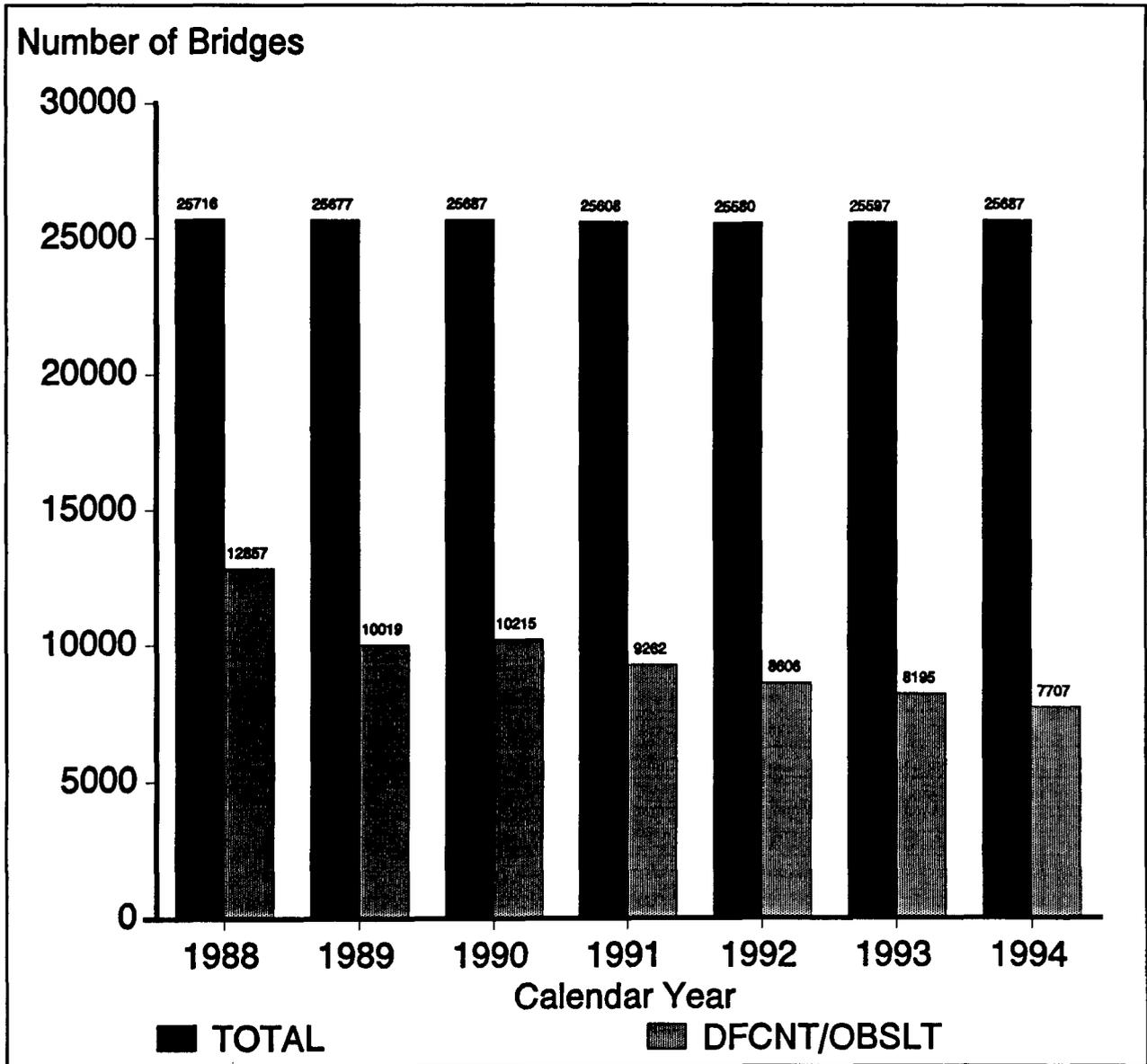
** In 1993, federal determination of deficient or obsolete bridges changed. Bridges which have had major reconstruction or were built within the last 10 years are no longer eligible to be deficient or obsolete.

*** In 1994, an appraisal rating of Not Rated was added for structures not carrying highway traffic (rail, pedestrian, utilities, etc.). The bridges in this category were previously in the Non-Deficient category.

NOTES: Structurally deficient bridges can be: 1) posted with a weight limit; 2) in immediate need of rehabilitation to remain open; or 3) closed due to structural inadequacies. Functionally obsolete bridges are considered inadequate to handle the traffic of the road (e.g., the bridge is more narrow than the road, including shoulders), although they are structurally sound. Bridges which are considered both structurally deficient and functionally obsolete are classified as structurally deficient.

SOURCE: Kansas Department of Transportation, Division of Planning and Development, Bureau of Transportation Planning.

KANSAS BRIDGES TOTAL VS. DEFICIENT/OBSOLETE 1988-1994



SOURCE: Kansas Department of Transportation, Bureau of Transportation Planning.

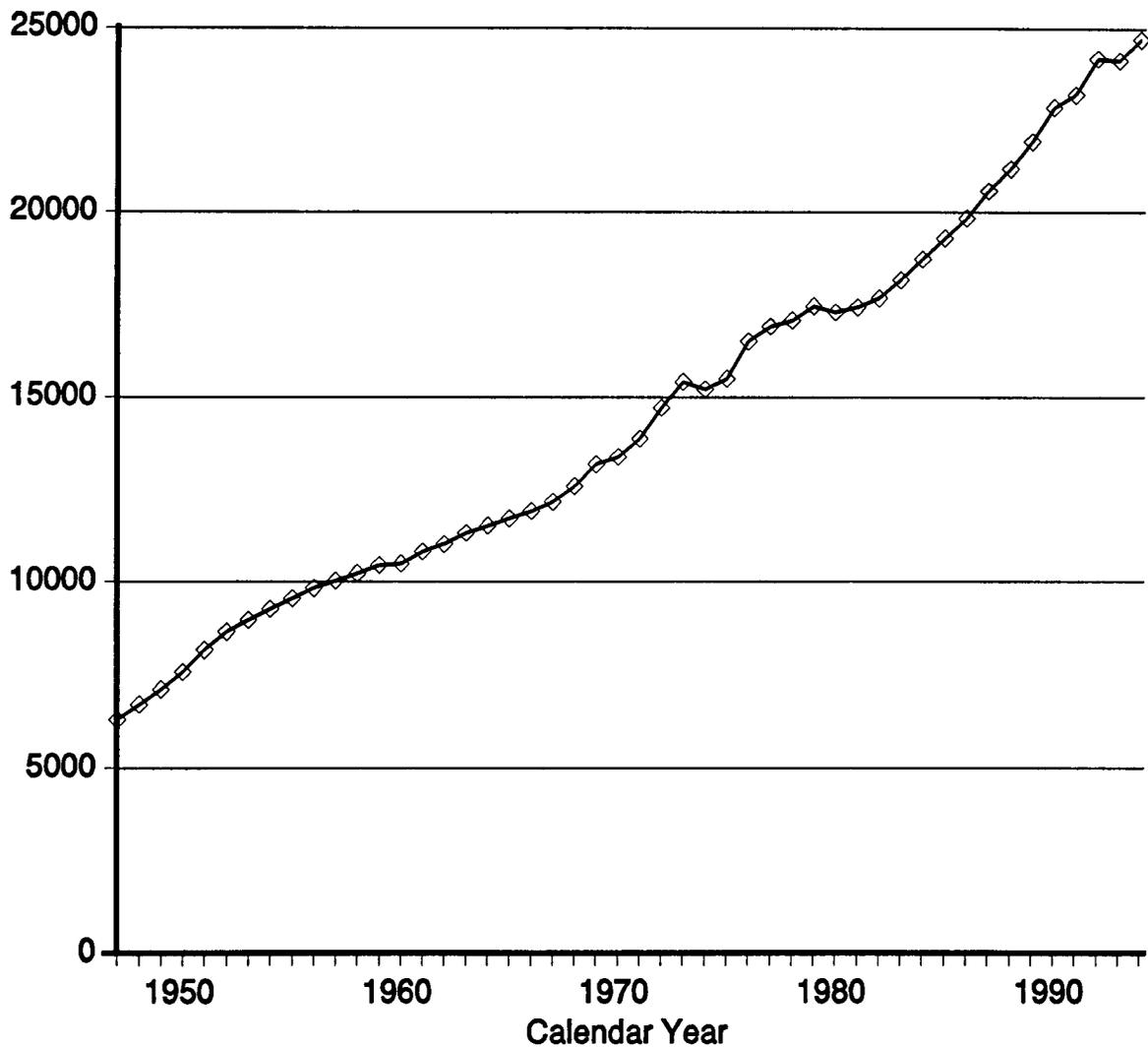
TOTAL ANNUAL VEHICLE MILES OF TRAVEL IN KANSAS 1947-1994

<u>CALENDAR YEAR</u>	<u>VEHICLE MILES (In 1,000s)</u>	<u>PERCENT CHANGE</u>	<u>CALENDAR YEAR</u>	<u>VEHICLE MILES (In 1,000s)</u>	<u>PERCENT CHANGE</u>
1947	6,299,506	--	1971	13,861,000	3.63
1948	6,714,242	6.58	1972	14,696,000	6.02
1949	7,115,756	5.98	1973	15,402,000	4.8
1950	7,580,022	6.52	1974	15,203,000	(0.99)
1951	8,167,387	7.75	1975	15,485,000	1.85
1952	8,649,400	5.90	1976	16,501,000	6.56
1953	8,975,258	3.77	1977	16,906,000	2.45
1954	9,266,790	3.25	1978	17,072,623	1.01
1955	9,546,600	3.02	1979	17,452,219	2.22
1956	9,821,526	2.88	1980	17,290,593	(0.93)
1957	10,018,360	2.00	1981	17,425,333	0.78
1958	10,212,330	1.94	1982	17,668,740	1.40
1959	10,437,003	2.20	1983	18,154,566	2.75
1960	10,474,000	0.35	1984	18,717,574	3.10
1961	10,800,000	3.11	1985	19,277,213	2.99
1962	11,000,000	1.85	1986	19,822,200	2.83
1963	11,300,000	2.73	1987	20,563,754	3.74
1964	11,500,000	1.77	1988	21,161,597	2.91
1965	11,700,000	1.74	1989	21,913,309	3.55
1966	11,900,000	1.71	1990	22,850,344	4.28
1967	12,150,000	2.10	1991	23,187,043	1.47
1968	12,578,000	3.52	1992	24,163,413	3.93
1969	13,177,000	4.76	1993	24,114,099	(0.20)
1970	13,376,000	1.51	1994	24,678,943	2.34

SOURCE: Kansas Department of Transportation, "Mileage and Travel Tables, 1994," page 2.

KANSAS TOTAL ANNUAL VEHICLE MILES OF TRAVEL 1947-1994

Total AVMT in Millions



SOURCE: Kansas Department of Transportation, "Mileage and Travel Tables, 1994," page 2.

**KANSAS STREET AND ROAD MILEAGE BY SURFACE TYPE
1942, 1962, and 1994**

<u>SURFACE</u>	<u>1942</u>		<u>1962</u>		<u>1994</u>	
	<u>Miles</u>	<u>% of Total</u>	<u>Miles</u>	<u>% of Total</u>	<u>Miles</u>	<u>% of Total</u>
Bituminous or Portland Cement Concrete	7,952	6.1	23,215	17.5	34,393	25.3
Soil-Surfaced/Gravel/Stone	28,519	22.0	62,725	47.2	75,107	55.3
Non-Surfaced*	93,431	71.9	46,846	35.3	26,326	19.4
TOTAL	129,902	100.0	132,786	100.0	135,826	100.0

* Includes Type A roads.

SOURCE: Kansas Department of Transportation, Bureau of Transportation Planning.

STATE HIGHWAY SYSTEM TOTAL MILEAGE AND TRAVEL
BY FUNCTIONAL CLASSIFICATION AND RURAL/CITY
1994

FUNCTIONAL CLASSIFICATION	MILES			ANNUAL AVERAGE DAILY VEHICLE MILES OF TRAVEL		
	RURAL	CITY	TOTAL	RURAL	CITY	TOTAL
INTERSTATE RURAL	498.0	4.6	502.6	5,171,662	67,306	5,238,968
INTERSTATE URBAN	10.6	121.4	132.0	185,974	5,698,846	5,884,820
OTHER FREEWAYS & EXPRESSWAYS	31.8	87.9	119.7	475,671	1,969,722	2,445,393
OTHER PRINCIPAL ARTERIALS-RURAL	3,055.7	111.0	3,166.7	9,752,938	485,232	10,238,170
OTHER PRINCIPAL ARTERIALS-URBAN	75.3	273.5	348.9	447,981	3,448,517	3,896,498
MINOR ARTERIALS-RURAL	4,145.8	154.4	4,300.3	5,369,294	419,741	5,789,035
MINOR ARTERIALS-URBAN	9.8	17.3	27.1	56,029	114,060	170,089
MAJOR COLLECTORS-RURAL	1,762.5	67.6	1,830.2	1,097,658	90,815	1,188,473
COLLECTORS-URBAN	0.0	1.9	1.9	22	2,486	2,508
MINOR COLLECTORS-RURAL	7.1	0.3	7.4	3,175	570	3,745
LOCAL ROADS-RURAL	5.4	0.5	5.9	2,493	1,603	4,096
LOCAL STREETS-URBAN						
TOTAL	9,602.0	840.5	10,442.5	22,562,897	12,298,898	34,861,795

SOURCE: Kansas Department of Transportation, "Mileage and Travel Tables, 1994," page 22.

**STATE HIGHWAY SYSTEM AND CITY CONNECTING LINKS
CENTER LINE AND LANE MILES
1994**

BY MAINTENANCE RESPONSIBILITY

	STATE HIGHWAY SYSTEM	CITY CONNECTING LINKS			TOTAL		
	KDOT	KDOT	CITIES	TOTAL	KDOT	CITIES	TOTAL
Center Line	9,602.0	511.2	329.3	840.5	10,113.2	329.3	10,442.5
Lane	20,803.9	1,742.7	1,088.7	2,831.4	22,546.6	1,088.7	23,635.3

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BY LANE CLASS

LANE CLASS	STATE HIGHWAY SYSTEM		CITY CONNECTING LINKS		TOTAL	
	Center Line Miles	Lane Miles	Center Line Miles	Lane Miles	Center Line Miles	Lane Miles
2-Lane	8,802.2	17,604.5	340.8	681.7	9,143.0	18,286.2
4-Lane	799.7	3,198.6	429.5	1,718.0	1,229.2	4,916.6
6-Lane or >	0.1	0.8	70.1	431.8	70.2	432.6
Total	9,602.0	20,803.9	840.5	2,831.5	10,442.5	23,635.4

SOURCE: Kansas Department of Transportation, "Mileage and Travel Tables, 1994," page 26.

KANSAS HIGHWAY CLASSIFICATION SYSTEM

In an effort to better prioritize and scope projects, the Kansas Department of Transportation developed a detailed classification system for the State Highway System. The routes are categorized in the following five levels:

CLASS A -- The Interstate System, including the Kansas Turnpike.

CLASS B -- Routes that serve as the most important statewide and interstate corridors for travel. The routes serve distinct trip movements as they are widely spaced throughout the State. On major sections of the routes traffic volumes are relatively constant. A significant number of out-of-state vehicles use Class B routes, and trips on the routes are typically very long.

CLASS C -- Defined as arterials, these routes are closely integrated with Class A and B routes in service to all parts of the State. Major locations that are not on A or B routes are connected by a C route. Average trip lengths are typically long.

CLASS D -- These routes provide access to arterials that serve small urban areas not on a Class A, B, or C route, or access to county seat cities. The routes are vitally important for intercounty movement.

CLASS E -- Primarily for local service only, these routes are typified by very short trips. Class E routes are frequently used on a daily basis, sometimes several times a day, to connect rural residents with other routes or to provide access to small towns in the area.

Reference:

Kansas Department of Transportation, "Policies For The Rehabilitation Of Highways And Bridges For Other Than Interstate And Freeways On The State Highway System Of Kansas," February 1990.

**MILEAGE AND TRAVEL ON THE STATE HIGHWAY SYSTEM
BY KANSAS HIGHWAY CLASSIFICATION SYSTEM
1994**

<u>CLASS</u>	<u>CENTER LINE MILES</u>	<u>PERCENT</u>	<u>DAILY VEHICLE MILES TRAVELED</u>	<u>PERCENT</u>	<u>DAILY TRUCK MILES TRAVELED</u>	<u>PERCENT</u>
A	872.31	8.2	14,282,262	37.6	2,268,376	42.2
B	2,178.42	20.4	8,516,347	22.4	1,384,387	25.8
C	2,419.48	22.7	7,603,052	20.0	890,117	16.6
D	3,314.26	31.0	5,831,150	15.3	648,512	12.1
E	1,896.03	17.8	1,791,953	4.7	183,323	3.4
TOTAL	10,680.50	100.0	38,024,764	100.0	5,374,715	100.0

NOTES:

- The Kansas Turnpike is included.
- City connecting links are included.
- Truck VMT includes travel for heavy commercial trucks only.

SOURCE: Kansas Department of Transportation CANSYS Database, December 31, 1994.

KANSAS COMPREHENSIVE HIGHWAY PROGRAM

The Kansas Comprehensive Highway Program consists of four categories of projects:

Substantial Maintenance -- designed to protect the State's investment in the highway system by preserving existing roadways and bridges.

Major Modification -- focus on extending service life and enhancing safety.

Priority Bridge -- target the most deficient bridges on the State Highway System for replacement or modernization.

System Enhancement -- substantially improve safety, relieve congestion, improve access or enhance economic development.

KANSAS COMPREHENSIVE HIGHWAY PROGRAM ESTIMATED* CONSTRUCTION COSTS STATE FISCAL YEARS 1990-1997 (In \$1,000s)

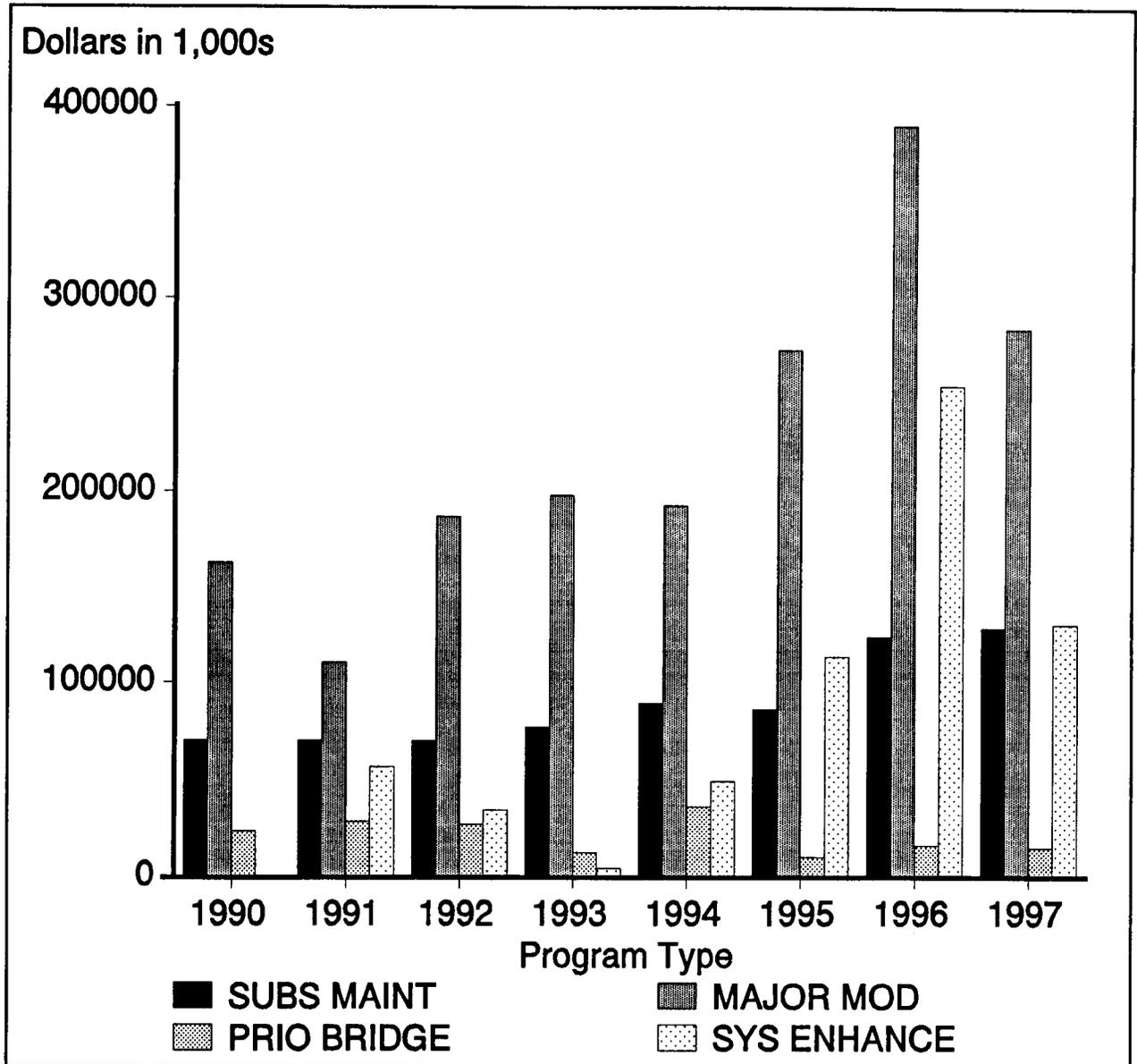
STATE FISCAL YEAR	SUBSTANTIAL MAINTENANCE	MAJOR MODIFICATION	PRIORITY BRIDGES	SYSTEM ENHANCEMENTS	TOTAL
1990	70,635	162,792	24,189	0	257,616
1991	70,541	110,508	29,010	57,002	267,061
1992	70,288	186,955	27,379	34,900	319,522
1993	77,221	197,882	12,708	4,613	292,424
1994	89,414	192,648	36,509	49,786	368,357
1995	88,944	270,038	10,344	107,725	477,051
1996	123,990	390,057	16,311	254,250	784,608
1997	128,496	284,088	15,357	130,451	558,392
TOTAL	719,529	1,794,968	171,807	638,727	3,325,031

* Actual construction costs shown for FY 1990-1995.

SOURCE: Kansas Comprehensive Highway Program FY 1996-1997 Plan, Kansas Department of Transportation, Division of Planning and Development, Bureau of Program Management, June 1995, page I-1.

COMPREHENSIVE HIGHWAY PROGRAM

Estimated* Construction Costs State Fiscal Years 1990-1997



* Actual construction costs are shown for FYs 1990-1994.

SOURCE: Kansas Department of Transportation, Bureau of Program Management.

KANSAS COMPREHENSIVE HIGHWAY PROGRAM STATE FISCAL YEAR 1996

SUBSTANTIAL MAINTENANCE PROGRAM

CATEGORY	SET-ASIDE FUNDS (\$1,000s)	MILES	NUMBER OF PROJECTS/ BRIDGES
Non-Interstate Resurfacing	63,947	1,057	113
Interstate Resurfacing*	27,274	26	7
KLINK Resurfacing	5,317	26	28
Contract Maintenance*	4,349		4
Bridge Repair	7,409		42
Culvert Repair	270		4
Bridge Painting	842		10
Safety Projects*	473		5
Signing Overlay	4,759		8
Emergency Repair*	350		
Pavement Marking*	9,000		
TOTAL	123,990	1,109	221

* Not all projects in the indicated categories had been identified at the time this table was compiled.

NOTE: The amount of funds set-aside for each Substantial Maintenance program includes the local matching amounts, except for KLINK resurfacing which includes State funds.

MAJOR MODIFICATION PROGRAM

CATEGORY	PROJECT COST (\$1,000s)	MILES	NUMBER OF PROJECTS/ BRIDGES
INTERSTATE:			
Roadway	35,334	5	3
Associated Bridges	4,912	--	10
NON-INTERSTATE:			
Roadway	285,550	238	27
Associated Bridges	37,171	--	113
SET-ASIDE PROGRAMS:			
Geometric Improvement	5,738	5	11
Economic Development	10,411	8	11
Hazard Elimination*	2,341	--	--
Railroad/Highway Crossing*	1,600	--	--
Guard Fence Upgrades	7,000	--	4
TOTAL	390,057	256	189

* Not all projects in the indicated categories had been identified at the time this table was compiled.

KANSAS COMPREHENSIVE HIGHWAY PROGRAM STATE FISCAL YEAR 1996

PRIORITY BRIDGE PROGRAM Replacement/Rehabilitation

NUMBER OF BRIDGES	COSTS (\$1,000s)
10	\$16,311

SYSTEM ENHANCEMENT PROGRAM

COSTS	PROJECTS	
	TYPE	NUMBER
\$600 million for one-time program	Interchange/Separation	8
\$28 million for geometric improvements on city connecting links and economic development set-aside programs	Corridor	18
	Bypass	7

SOURCE: Kansas Comprehensive Highway Program FY 1996-1997 Plan, Kansas Department of Transportation, Division of Planning and Development, Bureau of Program Management, June 1995.

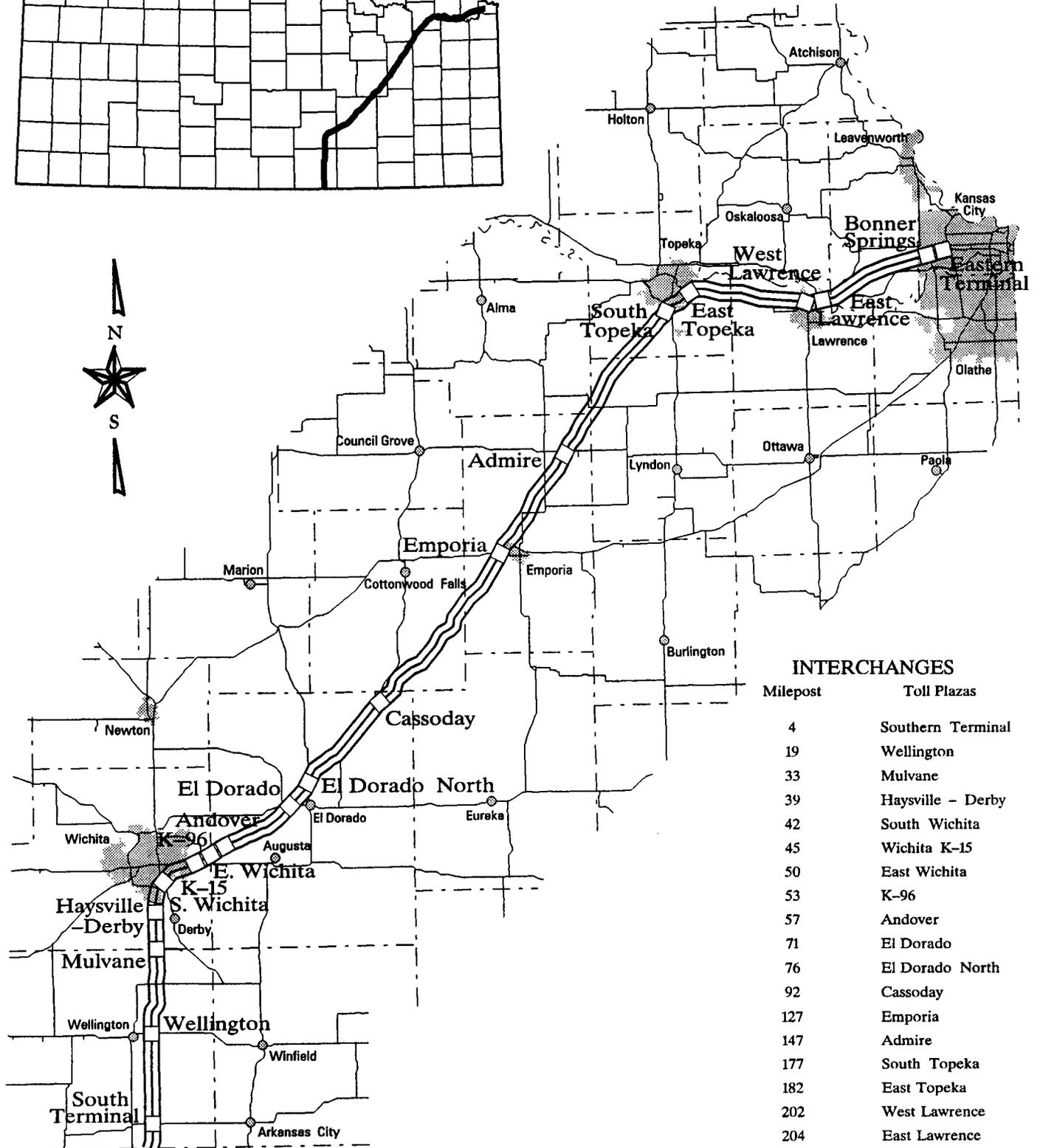
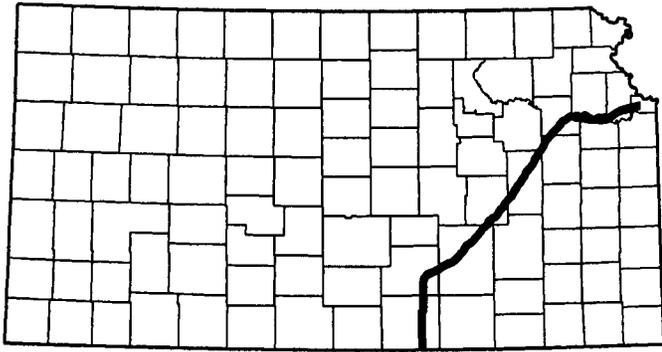
KANSAS COMPREHENSIVE HIGHWAY PROGRAM
As Let Programmed Miles and Number of Bridges
FY 1990-1995*

<u>PROGRAM</u>	<u>STATE FISCAL YEAR</u>						
	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>
<u>SUBSTANTIAL MAINTENANCE PROGRAM</u>							
PMS 1R Pavement Resurfacing	1240.5	1249.7	1337.4	977.1	1175.6	865.4	1136.9
PMS Contract Maintenance	19.9	81.4	19.3	51.0	4.4	98.3	18.2
Interstate Resurfacing	85.9	62.5	9.4	57.6	67.5	64.9	42.9
City Connecting Link Resurfacing	19.2	19.2	20.0	21.1	12.4	15.2	14.3
Intersection Safety Improvements				0.1			
Emergency Repair Program							
Bridge and Culvert Repair	12	39	38	53	37	44	46
Bridge Painting	6	34	31	21	15	3	7
Signing Overlay							
Subtotal - Substantial Maintenance Miles	<u>1365.5</u>	<u>1412.8</u>	<u>1386.1</u>	<u>1106.9</u>	<u>1259.9</u>	<u>1043.8</u>	<u>1212.3</u>
<u>MAJOR MODIFICATION PROGRAM</u>							
Interstate Roadway Improvements	15.6	20.2	6.2	16.0	15.3	18.8	27.0
Associated Bridges	25	33	8	15	29	16.0	27.0
Associated Priority Bridges	0	0	0	0	0	0.0	0.0
Associated Bridges - Guard Fence Only	1	3	1	7	9	6.0	15.0
Subtotal - Interstate Roadway	<u>15.6</u>	<u>20.2</u>	<u>6.2</u>	<u>16.0</u>	<u>15.3</u>	<u>18.8</u>	<u>27.0</u>
Non-Interstate Roadway Improvements	41.7	301.1	190.9	159.9	178.8	169.9	165.0
Associated Bridges	16	38	17	39	49	49.0	46.0
Associated Priority Bridges	0	0	0	0	6	2.0	5.0
Associated Bridges - Guard Fence Only	4	57	17	17	5	14.0	3.0
Subtotal - Non-Interstate Roadway Miles	<u>41.7</u>	<u>301.1</u>	<u>190.9</u>	<u>159.9</u>	<u>178.8</u>	<u>169.9</u>	<u>165.0</u>
Subtotal - Roadway Miles	<u>57.3</u>	<u>321.3</u>	<u>197.1</u>	<u>175.9</u>	<u>194.1</u>	<u>188.7</u>	<u>192.0</u>
<u>Major Mod Set-Asides</u>							
Economic Development	5.6	16.7	1.1	3.5	2.4	2.0	2.9
City Connecting Link Geometric Improvements	1.6	1.8	4.5	4.1	4.5	2.6	4.9
Railroad Crossing Improvements							
HES Safety Projects							0.4
Oil Overcharge Projects	9.7	8.3	36.9	0.0	12.1	0.0	0.0
Subtotal - Major Modification Set-Aside Miles	<u>16.9</u>	<u>26.8</u>	<u>42.5</u>	<u>7.6</u>	<u>19.0</u>	<u>4.6</u>	<u>8.2</u>
TOTAL - Major Modification Miles	<u>74.2</u>	<u>348.1</u>	<u>239.6</u>	<u>183.5</u>	<u>213.1</u>	<u>193.3</u>	<u>200.2</u>
<u>PRIORITY BRIDGE PROGRAM</u>							
Bridge Replacement/Rehabilitation	24	31	30	35	18	35	15
Total - Priority Bridges	<u>24</u>	<u>31</u>	<u>30</u>	<u>35</u>	<u>18</u>	<u>35</u>	<u>15</u>
TOTAL - Major Mod & Substan Maint Miles	1439.7	1760.9	1625.7	1290.4	1473.0	1237.1	1412.5
<u>SYSTEM ENHANCEMENT PROGRAM</u>							
Interchanges/Separations	0.0	0.0	0.0	1.9	0.0	0.4	0.0
Corridors	0.0	0.0	1.0	2.0	0.0	8.1	40.8
Bypasses	0.0	0.0	6.0	4.5	0.0	2.0	16.4
TOTAL - System Enhancement Miles	<u>0.0</u>	<u>0.0</u>	<u>7.0</u>	<u>8.4</u>	<u>0.0</u>	<u>10.5</u>	<u>57.2</u>
<u>GRAND TOTAL MILES</u>	<u>1439.7</u>	<u>1760.9</u>	<u>1632.7</u>	<u>1298.8</u>	<u>1473.0</u>	<u>1247.6</u>	<u>1469.7</u>

* NOTE: Data for FY 1989 is shown for purposes of comparison only; the CHP began in 1990.

SOURCE: Kansas Department of Transportation, Bureau of Program Management.

KANSAS TURNPIKE



INTERCHANGES	
Milepost	Toll Plazas
4	Southern Terminal
19	Wellington
33	Mulvane
39	Haysville - Derby
42	South Wichita
45	Wichita K-15
50	East Wichita
53	K-96
57	Andover
71	El Dorado
76	El Dorado North
92	Cassoday
127	Emporia
147	Admire
177	South Topeka
182	East Topeka
202	West Lawrence
204	East Lawrence
224	Bonner Springs
231	Eastern Terminal

KANSAS TURNPIKE

TOTAL MILEAGE AND TRAVEL BY FUNCTIONAL CLASS AND RURAL/CITY Calendar Year 1994

FUNCTIONAL CLASS	MILES			ANNUAL AVERAGE DAILY VEHICLE MILES OF TRAVEL		
	Rural	City	Total	Rural	City	Total
Interstate Rural	193	3	196	2,274,508	48,860	2,323,368
Interstate Urban	15	27	42	177,446	657,638	835,084
TOTAL	208	30	238	2,451,954	706,498	3,158,452

USAGE TREND Selected Calendar Years Through 1994

YEAR	NUMBER OF VEHICLES (in 1000s)			MILES TRAVELED (in 1000s)		
	Passenger Vehicles	Commercial Vehicles	Total Vehicles	Passenger Vehicles	Commercial Vehicles	Total Vehicles
1957	3,411	202	3,613	199,688	15,789	215,477
1967	6,858	991	7,849	334,949	60,702	395,651
1977	9,467	2,237	11,704	418,095	115,334	533,429
1987	13,585	2,734	16,319	565,619	155,973	721,592
1993	19,741	3,465	23,206	788,614	204,151	992,765
1994	20,821	3,679	24,500	835,688	220,222	1,005,910

TOLL REVENUE AND AVERAGE TOLL PER TRIP Selected Calendar Years Through 1994

YEAR	TOLL REVENUE (\$1,000s)			AVERAGE TOLL/TRIP (\$s)		
	Passenger Vehicles	Commercial Vehicles	Total Vehicles	Passenger Vehicles	Commercial Vehicles	Total Vehicles
1957	3,372	505	3,877	0.99	2.50	1.07
1967	7,588	2,392	9,980	1.09	2.41	1.25
1977	11,492	6,130	17,622	1.21	2.74	1.51
1987	18,942	13,155	32,097	1.39	4.81	1.97
1993	26,379	18,426	44,805	1.34	5.32	1.93
1994	27,928	19,883	47,811	1.34	5.40	1.95

SOURCES: Table #1 -- Kansas Department of Transportation, "Mileage and Travel Tables, 1994," p. 22.
Tables #2 & #3 -- Kansas Turnpike Authority, "1994 Annual Report," pgs. 14-18.

**MOTOR VEHICLE ACCIDENTS AND FATALITIES IN KANSAS
1947-1994**

<u>CALENDAR YEAR</u>	<u>TOTAL ACCIDENTS</u>	<u>ACCIDENTS PER MILLION VEHICLE MILES</u>	<u>FATAL ACCIDENTS</u>	<u>FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES</u>	<u>FATALITIES</u>	<u>FATALITIES PER 100 MILLION VEHICLE MILES</u>
1947	9,155	1.45	361	5.73	411	6.52
1948	11,032	1.64	409	6.09	489	7.28
1949	12,568	1.77	416	5.85	497	6.98
1950	13,226	1.74	436	5.75	534	7.04
1951	18,167	2.22	510	6.24	611	7.48
1952	19,906	2.30	479	5.54	568	6.57
1953	21,052	2.35	476	5.30	579	6.45
1954	21,133	2.28	530	5.72	611	6.59
1955	24,084	2.52	477	5.00	592	6.20
1956	25,435	2.59	566	5.76	683	6.95
1957	26,481	2.64	472	4.71	585	5.84
1958	45,080	4.41	438	4.29	554	5.42
1959	46,173	4.42	457	4.38	567	5.43
1960	38,596	3.68	413	3.94	512	4.89
1961	N/A	N/A	441	4.08	548	5.07
1962	31,630	2.88	484	4.40	596	5.42
1963	33,726	2.98	488	4.32	609	5.39
1964	37,465	3.26	530	4.61	669	5.82
1965	38,555	3.30	531	4.54	666	5.69
1966	41,861	3.52	556	4.67	733	6.16
1967	47,927	3.94	541	4.45	664	5.47
1968	51,785	4.12	534	4.25	649	5.16
1969	55,599	4.22	619	4.70	780	5.92
1970	55,100	4.12	547	4.09	657	4.91
1971	54,114	3.90	549	3.96	678	4.89
1972	61,830	4.21	552	3.76	666	4.53
1973	59,644	3.87	518	3.36	623	4.04
1974	54,861	3.61	442	2.91	519	3.41
1975	62,102	4.01	440	2.84	517	3.34
1976	65,385	3.96	473	2.87	563	3.41
1977	72,127	4.27	493	2.92	562	3.32
1978	74,923	4.39	498	2.92	572	3.35
1979	73,630	4.22	451	2.58	520	2.98
1980	67,051	3.88	506	2.93	595	3.44
1981	66,534	3.82	510	2.93	578	3.32
1982	62,263	3.52	436	2.47	498	2.82
1983	66,173	3.64	361	1.99	411	2.26
1984	69,902	3.73	452	2.41	510	2.72
1985	72,683	3.77	429	2.23	486	2.52
1986	61,984	3.13	413	2.08	500	2.52
1987	64,431	3.13	415	2.02	491	2.39
1988	63,256	2.99	406	1.92	483	2.28
1989	63,642	2.90	371	1.69	428	1.95
1990	62,825	2.75	391	1.71	444	1.94
1991	61,920	2.67	350	1.69	409	1.76
1992	63,964	2.65	337	1.39	387	1.60
1993	69,641	2.89	375	1.56	428	1.77
1994	66,835	2.77	381	1.58	442	1.83

SOURCE: Kansas Department of Transportation, Bureau of Transportation Planning.

KANSAS MOTOR VEHICLE ACCIDENTS AND FATALITIES

1994

<u>TRAFFICWAY CLASSIFICATION</u>	<u>NUMBER OF ACCIDENTS</u>	<u>PERCENT</u>	<u>NUMBER OF FATALITIES</u>	<u>PERCENT</u>
<u>URBAN</u>				
Interstate	2,719	6.36	12	12.50
Controlled Access, Other	36	0.08	0	0.00
Other U.S. Numbered	6,757	15.82	18	18.75
Other State Numbered	2,153	5.05	5	5.21
Local Streets	31,081	72.69	61	63.54
TOTAL URBAN	42,746	100.00	96	100.00
<u>RURAL</u>				
Interstate	1,872	7.79	28	8.09
Controlled Access, Other	87	0.36	3	0.86
Other U.S. Numbered	5,292	21.99	98	28.32
Other State Numbered	3,433	14.25	52	15.04
Local Roads	13,405	55.61	165	47.69
TOTAL RURAL	24,089	100.00	346	100.00
<u>TOTAL</u>				
Interstate	4,591	6.87	40	9.05
Controlled Access, Other	123	0.18	3	0.68
Other U.S. Numbered	12,049	18.03	116	26.24
Other State Numbered	5,586	8.36	57	12.90
Local Roads	44,486	66.56	226	51.13
TOTAL RURAL	66,835	100.00	442	100.00

SOURCE: Kansas Department of Transportation, Bureau of Transportation Planning.

1994 ACCIDENTS AND FATALITIES ON KANSAS ROADWAYS BY MONTH, DAY AND TIME OF OCCURRENCE

MONTH	TOTAL ACCIDENTS	TOTAL FATALITIES	MONTH	TOTAL ACCIDENTS	TOTAL FATALITIES
January	4,991	26	August	5,476	50
February	4,932	27	September	5,552	28
March	4,707	28	October	6,224	40
April	5,661	37	November	6,285	41
May	5,646	37	December	6,574	38
June	5,371	41	Unknown	67	--
July	5,349	49	TOTAL	66,835	442

DAY	TOTAL ACCIDENTS	TOTAL FATALITIES
Sunday	6,998	78
Monday	9,249	43
Tuesday	9,673	45
Wednesday	9,640	63
Thursday	9,404	49
Friday	11,389	73
Saturday	10,453	91
Unknown	29	--
Total	66,835	442

TIME OF DAY	TOTAL ACCIDENTS	TOTAL FATALITIES	TIME OF DAY	TOTAL ACCIDENTS	TOTAL FATALITIES
12 Midnight	1,364	24	1 p.m.	3,534	20
1 a.m.	1,195	17	2 p.m.	3,794	19
2 a.m.	1,211	18	3 p.m.	5,383	22
3 a.m.	719	9	4 p.m.	5,088	33
4 a.m.	525	7	5 p.m.	5,615	25
5 a.m.	897	13	6 p.m.	4,198	25
6 a.m.	1,729	10	7 p.m.	3,184	20
7 a.m.	3,748	18	8 p.m.	2,605	24
8 a.m.	2,781	16	9 p.m.	2,711	18
9 a.m.	2,169	12	10 p.m.	2,237	19
10 a.m.	2,571	18	11 p.m.	1,757	17
11 a.m.	3,344	16	Unknown	494	8
12 Noon	3,982	14	Total	66,835	442

SOURCE: Kansas Department of Transportation, Bureau of Transportation Planning.

**DRIVERS INVOLVED IN TRAFFIC ACCIDENTS
ON KANSAS TRAFFICWAYS
1994**

<u>AGE OF DRIVER</u>	<u>Number of Drivers</u>			<u>PROPERTY DAMAGE ONLY ACCIDENTS</u>
	<u>TOTAL ACCIDENTS</u>	<u>FATAL ACCIDENTS</u>	<u>INJURY ACCIDENTS</u>	
15-17	10,803	44	3,528	7,231
18-20	11,558	65	3,822	7,671
21-25	14,527	58	4,904	9,565
26-30	11,681	64	3,878	7,739
31-40	22,238	94	7,300	14,844
41-50	14,791	78	4,636	10,077
51-60	8,175	55	2,518	5,602
61-70	5,982	35	1,768	4,179
Over 70	5,954	59	1,794	4,101
Unknown	4,870	23	1,011	3,836
TOTAL	110,579	575	35,159	74,845

**DRINKING DRIVERS INVOLVED IN TRAFFIC ACCIDENTS
ON KANSAS TRAFFICWAYS
1994**

<u>AGE OF DRIVER</u>	<u>Number of Drivers</u>			<u>PROPERTY DAMAGE ONLY ACCIDENTS</u>
	<u>TOTAL ACCIDENTS</u>	<u>FATAL ACCIDENTS</u>	<u>INJURY ACCIDENTS</u>	
15-17	131	2	58	71
18-20	412	15	228	169
21-25	733	14	415	304
26-30	578	22	307	249
31-40	997	24	573	400
41-50	421	9	232	180
51-60	153	6	80	67
61-70	75	6	32	37
Over 70	30	0	17	13
Unknown	79	0	20	59
TOTAL	3,609	98	1,962	1,549

SOURCE: Kansas Department of Transportation, Bureau of Transportation Planning, "Highway Safety Plan," 1994.

ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS AND FATALITIES IN KANSAS

1983-1994

<u>YEAR</u>	<u>TOTAL ALCOHOL-RELATED ACCIDENTS</u>	<u>ACCIDENTS PER MILLION VEHICLE MILES</u>	<u>ALCOHOL-RELATED FATAL ACCIDENTS</u>	<u>FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES</u>	<u>ALCOHOL- RELATED FATALITIES</u>	<u>FATALITIES PER 100 MILLION VEHICLE MILES</u>
1983	5,026	0.28	126	0.69	143	0.79
1984	5,083	0.27	155	0.83	175	0.93
1985	4,740	0.25	135	0.70	155	0.80
1986	4,759	0.24	182	0.92	224	1.13
1987	4,559	0.22	182	0.89	214	1.04
1988	4,607	0.22	159	0.75	185	0.87
1989	4,443	0.20	114	0.52	134	0.61
1990	3,988	0.17	112	0.49	125	0.55
1991	3,895	0.17	102	0.44	112	0.48
1992	3,771	0.16	91	0.38	104	0.43
1993	3,572	0.15	80	0.33	92	0.38
1994	3,554	0.15	98	0.41	109	0.45

NOTE: The above accidents include those pedestrians and pedalcyclists whose prior condition was "alcohol present" or "alcohol contributing" to accident.

SOURCE: Kansas Department of Transportation, Bureau of Transportation Planning.

PUBLIC TRANSIT

PUBLIC TRANSIT

Kansas receives Federal-aid for transit services and related programs through the Federal Transit Act. The principal programs of the Act provide funding for capital and operating assistance for transport of persons with disabilities, older adults and the general public.

The Federal transit programs are typically referred to by the section of the original act with which they are associated. A brief description of the major transit funding programs follows.

SECTION 3

The funds provided by this program are discretionary grants to urbanized areas for capital improvements in rail and other fixed guideways. Nationally, the funds are divided 40 percent for New Starts, 40 percent for Rail Modernization, and 20 percent for major bus purchases and other projects. Topeka received Section 3 funds in FFY 1994.

SECTION 8 and SECTION 26(a)(2)

Funds for public transit planning purposes are apportioned to the states through both the Section 8 and Section 26(a)(2) programs. By Federal law each urban area with a population of more than 50,000 must have a Metropolitan Planning Organization (MPO). There are five MPOs in Kansas -- Kansas City, Wichita, Topeka, Lawrence, and Elwood/St. Joseph, Missouri. Section 8 funds are used for transit planning by MPOs. The funds are apportioned by a statutory formula to the states for allocation by them to MPOs. Section 26(a)(2) funds are also apportioned to the states by a statutory formula for transit planning and research.

SECTION 9

Funds for public transit operations in urbanized areas are provided through the Section 9 program. The funds are directly apportioned by statutory formula to Kansas City and Wichita. The State receives the funds for the other urban areas. Section 9 funds can be used for capital and operating assistance. In areas without public transit, the funds may be used for planning purposes or they can be transferred to other transit programs.

SECTION 16

The Section 16 program provides capital assistance to transport older adults and persons with disabilities. The funds are apportioned by statutory formula to the State. The funds are then programmed to the private non-profit organizations which provide the services.

SECTION 18

Capital and operating assistance for transportation services in nonurbanized areas is provided through the Section 18 program. The funds are apportioned by statutory formula to the states for allocation to local units of government and private, non-profit organizations in rural and small urban areas of less than 50,000 population, which provide transportation services to the general public.

STATE FUNDING

Prior to 1989, Kansas was one of only five states which did not appropriate state funds for public transportation. On July 1, 1989, the Kansas Legislature implemented legislation which provided state financial aid to public transportation for older adults and persons with disabilities. On an annual basis, \$390,000 was to be expended from the State Highway Fund for this purpose.

In 1994, the Legislature increased state funding for public transit to \$1 million annually, with the funds drawn from the State Highway Fund. Public input was sought regarding distribution of the annual funds and the following allocation plan resulted:

\$200,000	--	Section 9 programs
400,000	--	Operating expenses for Section 16 and 18 programs
400,000	--	Vehicle purchases for Section 16 and 18 programs and Section 18 drug/alcohol testing

Federal apportionments for transit programs in Kansas appear on the following page. A detailed look at the Section 9 apportionments for the Metropolitan Planning Organizations is also presented. Statistical information on the number of vehicles, providers, ridership and miles traveled for the Section 16, 18, and State programs for Calendar Year 1994 is presented on page 50.

KANSAS FEDERAL TRANSIT PROGRAM APPORTIONMENTS

FEDERAL FISCAL YEARS 1987-1995

FOR ALL MAJOR PROGRAMS

<u>FISCAL YEAR</u>	<u>SECTION 8</u>	<u>SECTION 9</u>	<u>SECTION 16</u>	<u>SECTION 18</u>	<u>SECTION 26(a)(2)</u>
1987		10,417,643	445,534	1,269,896	
1988		9,498,954	446,565	1,102,969	
1989		8,666,425	444,518	1,125,208	
1990		8,897,503	444,542	1,116,659	
1991		9,399,443	495,091	1,160,461	
1992	226,547	10,286,909	630,413	1,692,847	54,315
1993	192,848	8,652,097	546,615	1,447,061	46,974
1994	214,302	12,089,602	650,827	2,052,253	51,369
1995	214,460	12,486,978	652,722	2,102,355	51,369

SECTION 9 PROGRAM FUNDS BY METROPOLITAN PLANNING ORGANIZATION

<u>FISCAL YEAR</u>	<u>KANSAS CITY*</u>	<u>WICHITA</u>	<u>TOPEKA</u>	<u>LAWRENCE</u>	<u>ELWOOD/ ST. JOSEPH*</u>
1987	6,830,354	2,266,619	878,664	434,811	7,195
1988	6,305,293	2,010,609	787,105	389,502	6,445
1989	5,749,896	1,831,533	721,866	357,219	5,911
1990	5,954,165	1,841,670	733,032	362,633	6,033
1991	6,235,678	1,988,307	782,130	386,923	6,405
1992	6,840,069	2,121,712	819,159	501,827	4,142
1993	5,756,944	1,760,973	701,132	429,503	3,545
1994	7,923,974	2,543,067	1,003,058	614,431	5,072
1995	8,256,969	2,555,695	1,035,052	634,029	5,233

* Reflects funding for Kansas and Missouri.

SOURCE: Kansas Department of Transportation, Division of Planning and Development, and Bureau of Transportation Planning.

**KANSAS SPECIALIZED SERVICES (SECTION 16)
RURAL PUBLIC TRANSPORTATION (SECTION 18)
AND STATE-FUNDED TRANSIT PROGRAM**

Calendar Year 1994

TOTAL PROVIDERS, ALL PROGRAMS = 157

TOTAL COUNTIES SERVED, ALL PROGRAMS = 96

PROGRAM	VEHICLE FLEET	RIDERSHIP	MILES TRAVELED
Section 16	193	889,551	2.7 Million
Section 18	228	755,544	1.9 Million
State-Funded	37	166,939	0.5 Million

Section 16 — —

Kansas Specialized Services program provides capital assistance grants for transportation of older adults and persons with disabilities.

Section 18 — —

Kansas Rural Public Transportation program provides planning, capital, operating and administration assistance grants for transportation of the general public.

State-Funded — —

Vehicles purchased with funds from the State Highway Fund provide transportation for older adults, persons with disabilities and the general public.

Source: Kansas Department of Transportation, and the Federal Transit Administration.

RAIL TRANSPORTATION

RAIL TRANSPORTATION

Two types of rail carriers operate approximately 6,000 miles of track in Kansas -- Class I and Class III. Classified by the Interstate Commerce Commission on the basis of adjusted annual operating revenues for three consecutive years, Class I are major, main and branch line carriers which have revenues of \$250 million or more per year. Class III carriers, also known as Shortlines, have revenues of less than \$20 million per year over three years.

A map depicting all the rail companies which operated in the State in 1994, can be found on the following page. A listing of the rail companies, including the total number of miles they owned and operated as of December 1994, is displayed on page 54. A historical depiction of miles of track operated by Main Line, Branch Line and Shortline carriers is presented on page 55.

The types and total tons of commodities moved by the eight Class I carriers for 1992-1994 is presented on page 56. Data on total carloads of commodities moved by Class I carriers which originated and/or terminated in Kansas in 1994, is displayed on page 57. Kansas ranks second in the nation in the total amount of originated rail-tons of farm products. Included in the "Other" category on both commodities tables are products such as automobiles, aircraft engines, machinery, sand/gravel, and paper.

A comparison of Class I track mileage and tons of commodities moved in the State since 1984, is displayed on page 58. Although track mileage is decreasing, total tonnage moved is remaining steady and even increasing over the years.

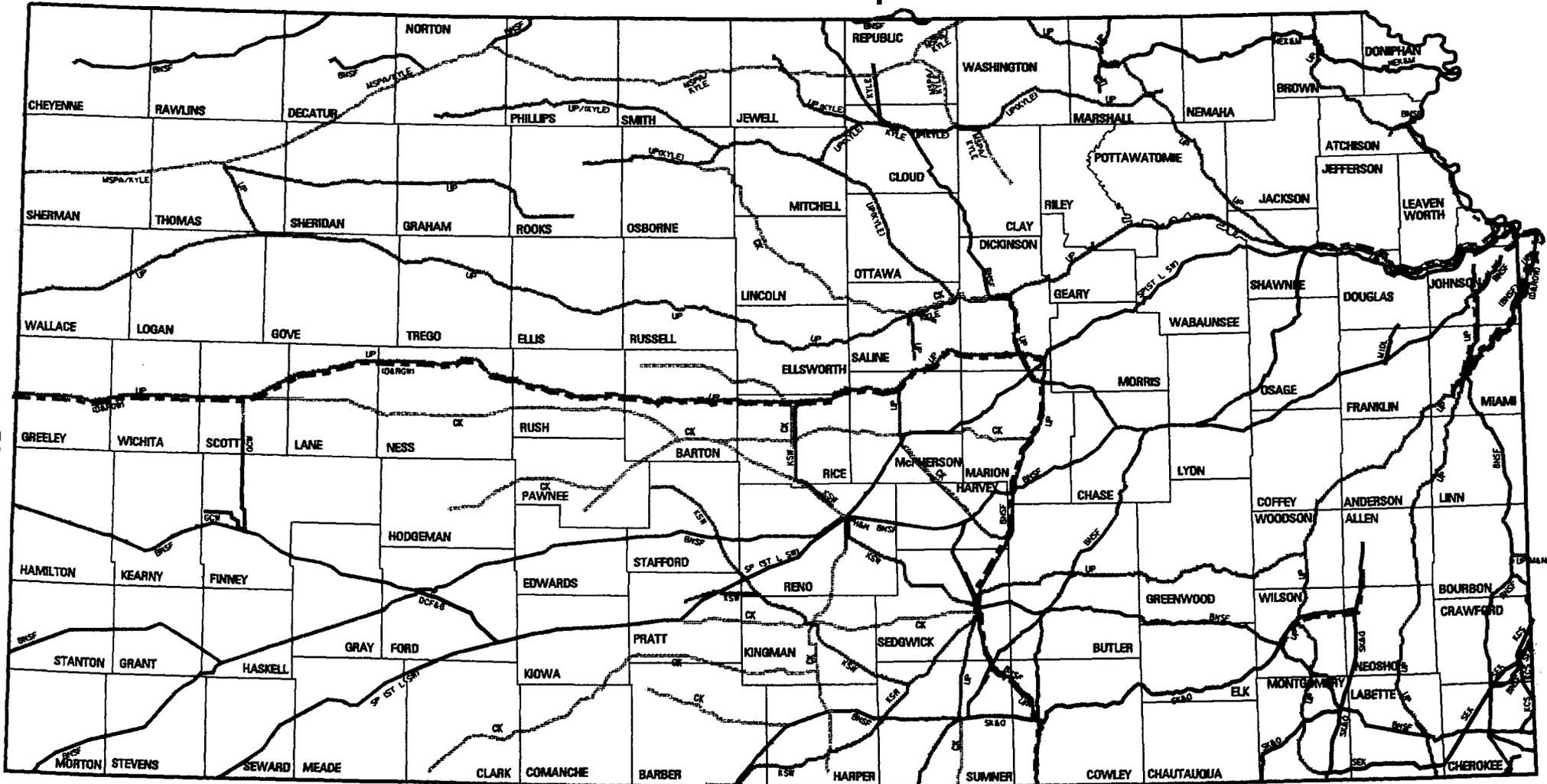
Although Kansas now ranks fourth in the nation in the total number of rail miles, with approximately 6,000 miles, in the early 1900s there were 3,000 miles more which served all 105 counties in the State. The greatest number of abandonments were during the 1930s and the 1980s. In recent years the number of abandonments has decreased, reflecting a trend of major carriers to sell non-profitable lines to Shortline carriers rather than abandon the lines. Information on the number of abandonments by carrier from 1991 to 1995, and the history of abandonments in the State since 1921, is presented on page 59.

In an effort to reduce abandonments and improve rail service, the Federal Local Rail Freight Assistance (LRFA) program provides grants to local governments, railroad companies, shipper groups and other qualified applicants. Rail lines must be included in the State Rail Plan before they can be approved for assistance by the Federal Railroad Administration. The federal share of the cost of a project is 70 percent. In FFY 1995, Kansas received \$385,405 in discretionary funds and \$36,000 in entitlements from the Local Rail Freight Assistance program.

The total number of rail-highway grade crossings in the State, in 1994, by jurisdiction and by type of warning system, is presented on page 60.

Rail-highway grade crossing safety data also appears on page 60. Although the total number of rail-highway grade crossing accidents reported in Kansas in 1994 was identical to the number reported in 1993 — 90 — both the number of injuries and the number of fatalities increased over the year. Since statistics began to be recorded in 1965, the lowest number of rail-highway grade crossing fatalities reported was 4 in 1993. The number of injuries resulting from rail-highway accidents in 1993 — 27 — was the second lowest number of injuries reported since 1965.

Kansas Railroad Map



RAILROAD	MILEAGE
BURLINGTON NORTHERN SANTA FE RAILWAY	1,786
CENTRAL KANSAS	98
DENVER & RIO GRANDE WESTERN	4
DODGE CITY PORT & BUCKLIN	25
GARDEN CITY WESTERN	45
HUTCHINSON & NORTHERN	3
JOHNSON COUNTY INDUSTRIAL AIRPORT RAILWAY	4

RAILROAD	MILEAGE
KANSAS CITY SOUTHERN	28
KANSAS CITY TERMINAL RAILWAY	6
KANSAS SOUTHWESTERN	40
KOPKA, HARDY & PACIFIC	10
KYLE	16
MID-STATES PORT AUTHORITY	324
MIDLAND RAILWAY	11
MISSOURI & NORTHERN ARKANSAS	00

RAILROAD	MILEAGE
NORFOLK SOUTHERN NORFOLK & WESTERN	0
NORTHEAST KANSAS & MISSOURI	107
500-500-LINE	0
SOUTHEAST KANSAS	71
SOUTH KANSAS & OKLAHOMA	26
SOUTHERN PACIFIC LINES (SP, DARCH, SSW)	348
UNION PACIFIC SYSTEM (MT, MP, OT, UP)	2,596
WICHITA UNION TERMINAL	2



KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF RAIL AFFAIRS
AND
BUREAU OF TRANSPORTATION PLANNING
REVISED OCTOBER 1995

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KANSAS RAIL MILES OWNED AND OPERATED

December 1994

<u>RAIL CARRIER</u>	<u>MILES OWNED</u>			<u>TRACKAGE RIGHTS & LEASES</u>	<u>TOTAL MILES OPERATED</u>
	<u>MAIN LINE</u>	<u>BRANCHLINE</u>	<u>TOTAL</u>		
<i>Class I Carriers</i>					
Atchison, Topeka & Santa Fe	850	358	1,208	72	1,280
Burlington Northern	394	184	578	53	631
Denver & Rio Grande Wester	0	0	0	445	445
Kansas City Southern	18	0	18	0	18
Norfolk Southern	0	0	0	2	2
Soo Line	0	0	0	7	7
Southern Pacific Lines	348	0	348	295	643
Union Pacific System	1530	628	2,158	380	2,538*
Class I Total	3,140	1,170	4,310	1,254	5,564
<i>Class III Carriers</i>					
Blue Rapids Railroad			9	0	9
Central Kansas			814	62	876
Dodge City, Ford & Bucklin			25	0	25
Garden City Western			45	0	45
Hutchinson & Northern			3	0	3
Johnson County Industrial Airport			4	0	4
Kansas City Terminal			6	0	6
Kansas Southwestern			10	319	329
Kyle/Mid-States Port Authority			340	359	699
Midland			11	0	11
Missouri & Northern Arkansas			0	7	7
Northeast Kansas & Missouri			107	6	113
Southeast Kansas			71	3	74
South Kansas & Oklahoma			216	5	221
Wichita Union Terminal			2	0	2
Class III Total			1,663	761	2,424
GRAND TOTAL			6,113	2,015	8,128**

NOTE: Data reflected is only common carrier mileage; not included are privately-owned, not-for-hire miles, business tracks, parallel tracks, etc.

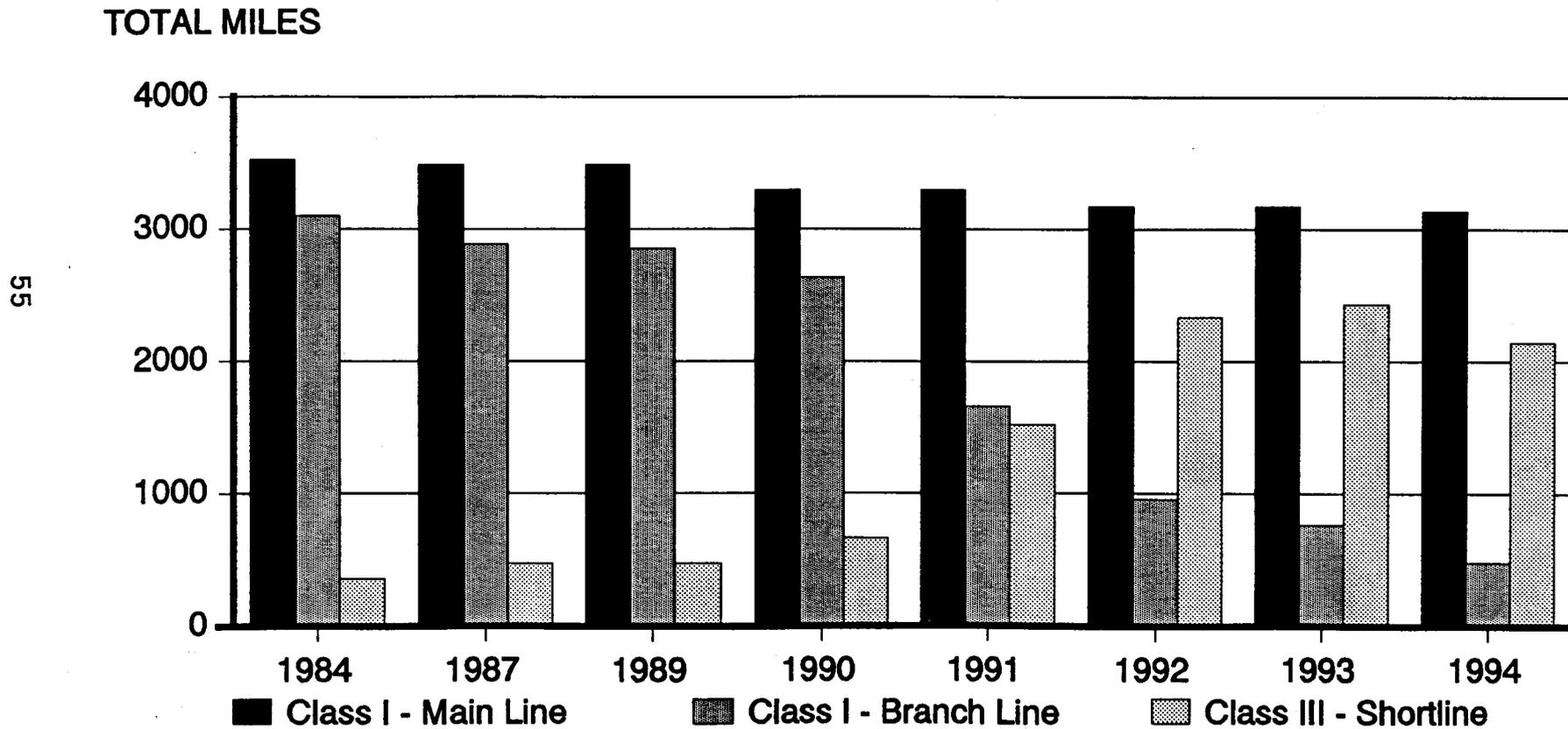
* Includes 275 miles leased to Kansas Southwestern; 346 miles leased to Kyle Railroad and 7 miles leased to Missouri & Northern Arkansas.

** In addition to the above miles leased by Union Pacific, the Total also reflects 10 miles leased by Kiowa-Hardtner Pacific to Union Pacific.

SOURCE: Compiled from various documents by the Kansas Department of Transportation, Bureau of Rail Affairs.

KANSAS RAIL MILES OPERATED

By Railroad Classification 1984-1994



SOURCE: Kansas Department of Transportation, Bureau of Rail Affairs

COMMODITIES MOVED BY CLASS I RAIL CARRIERS IN KANSAS

Calendar Years 1992-1994

(In Total Tons)

<u>RAIL CARRIER</u>	<u>YEAR</u>	<u>FARM PRODUCTS</u>	<u>COAL</u>	<u>FOOD & KINDRED PRODUCTS</u>	<u>CHEMICALS & ALLIED PRODUCTS</u>	<u>OTHER*</u>	<u>TOTAL</u>
Atchison, Topeka & Santa Fe	1994	9,411,284	9,058,599	6,297,978	5,131,706	22,328,126	52,227,693
	1993	9,108,381	7,590,745	5,841,679	4,508,609	19,744,375	46,793,789
	1992	8,608,313	7,311,479	5,828,040	4,292,490	17,549,787	43,590,109
Burlington Northern	1994	618,848	773,705	205,752	132,345	399,072	2,129,722
	1993	798,902	21,324	210,838	101,385	400,129	1,532,578
	1992	925,951	1,038,257	223,060	105,149	263,925	2,556,342
Denver & Rio Grande**	1993	198,067	5,321,258	1,341,742	589,886	4,720,185	12,171,138
	1992	206,276	3,117,625	1,399,930	590,927	4,851,856	10,166,614
Kansas City Southern	1994	3,030,404	10,052,879	1,143,723	1,485,770	2,752,952	18,465,728
	1993	2,195,978	7,404,537	739,571	1,305,734	3,666,594	15,312,414
	1992	1,711,458	8,639,950	815,127	1,301,208	2,193,697	14,661,440
Norfolk Southern	1994	1,476	4,692	20,127	13,261	405,395	444,951
	1993	5,527	0	21,247	24,177	238,697	289,648
	1992	19,988	0	60,079	52,206	575,067	707,340
Soo Line	1994	N/A	N/A	N/A	N/A	N/A	N/A
	1993	2,475	0	1,440	101	1,123	5,139
	1992	0	0	5,392	70	1,944	7,406
Southern Pacific**	1994	2,228,993	20,828,198	5,953,589	2,190,781	22,963,706	54,165,267
	1993	2,381,570	6,460,325	3,621,427	1,548,741	11,598,612	25,610,675
	1992	2,549,013	3,756,549	3,345,575	1,403,782	12,113,740	23,168,659
Union Pacific System***	1994	13,158,148	66,499,491	7,793,872	8,169,904	15,192,209	110,813,624
	1993	13,669,143	61,728,455	7,172,827	7,301,240	14,145,267	104,016,932
	1992	14,384,241	53,362,173	7,350,820	7,315,471	13,769,424	96,182,129
TOTAL TONS	1994	28,449,153	107,217,564	21,415,041	17,123,767	64,041,460	238,246,985
	1993	28,360,043	88,526,644	18,950,771	15,379,873	54,514,982	205,732,313
	1992	28,405,240	77,226,033	19,028,023	15,061,303	51,319,440	191,040,039

* Includes products such as automobiles, aircraft engines, machinery, paper, textile materials, sand, gravel and cement.

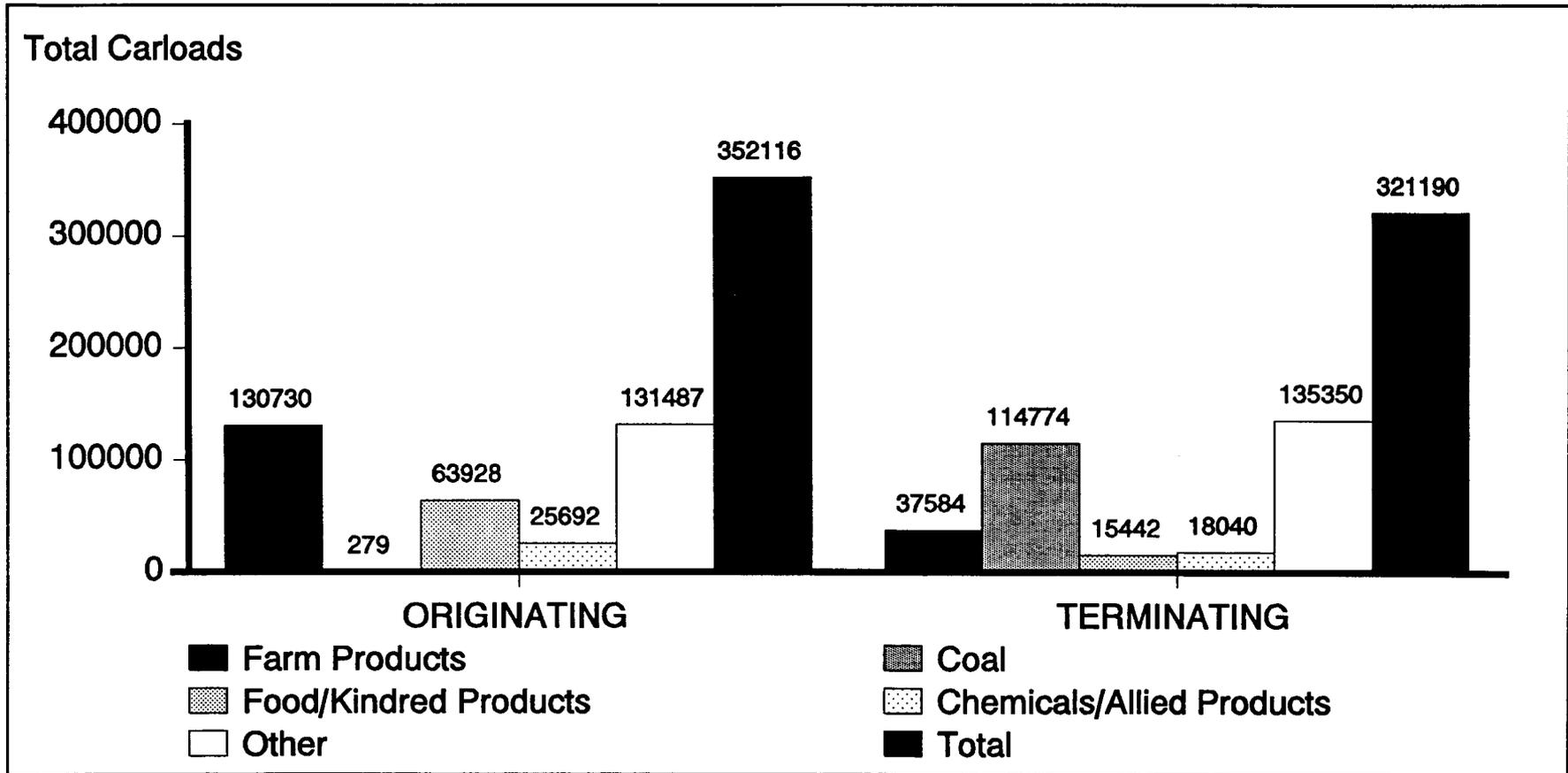
** Data for Denver & Rio Grande and Saint Louis Southwestern are included in the data for Southern Pacific in 1994.

*** Data for Missouri Pacific, Missouri-Kansas-Texas, and Oklahoma-Kansas-Texas carriers are included in the data for Union Pacific in 1994.

SOURCE: Rail Carriers' annual reports (R-1) to the Interstate Commerce Commission.

1994 RAIL COMMODITIES ORIGINATING / TERMINATING IN KANSAS Moved By Class I Carriers

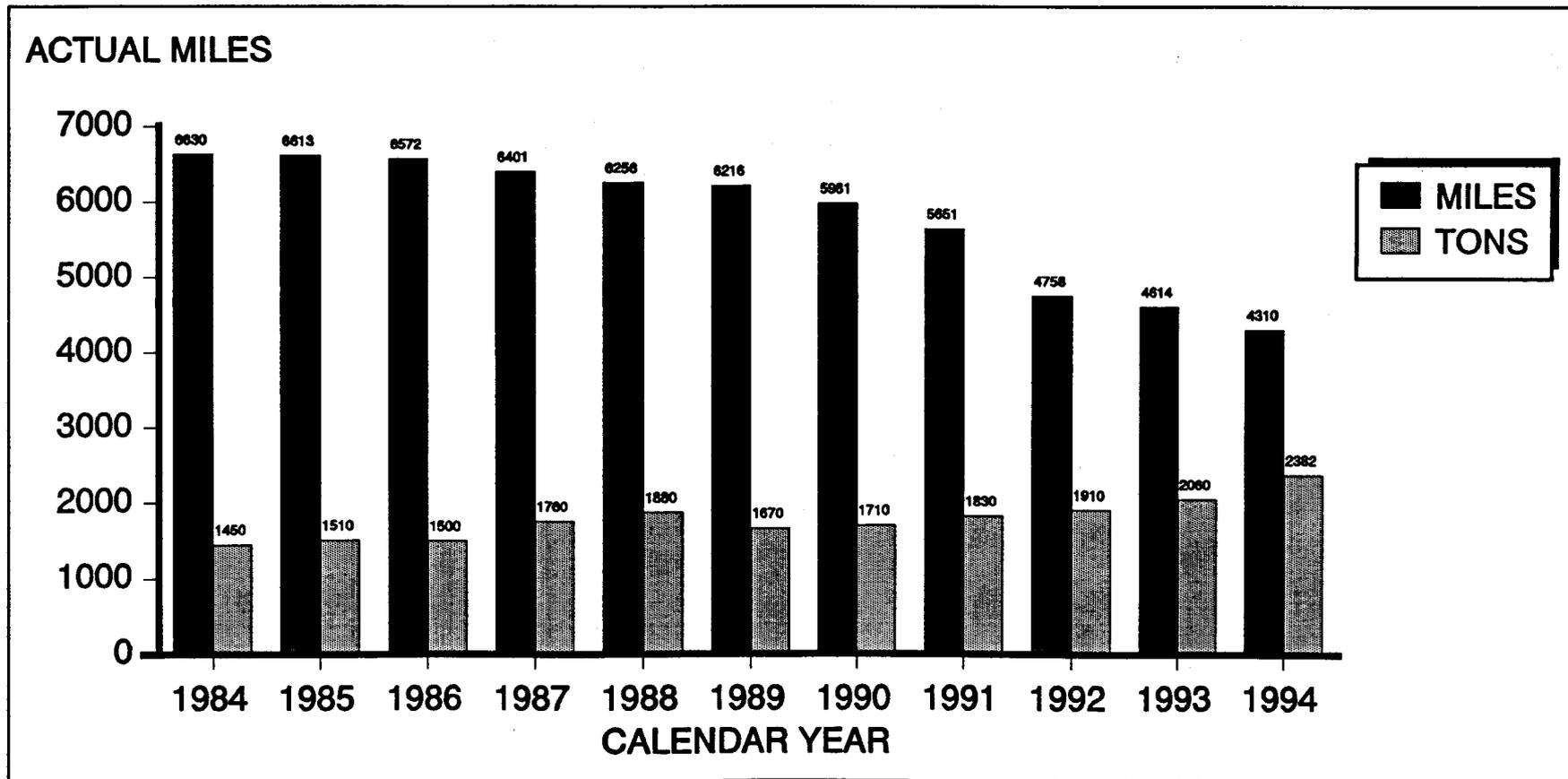
57



SOURCE: Compiled by Kansas Department of Transportation, Bureau of Rail Affairs, from reports submitted by carriers to the Kansas Corporation Commission.

CLASS I RAIL OPERATIONS

Total Miles Of Track And Total Tons Shipped 1984-1994



58

NOTE: Tons are in 100,000s

SOURCE: Data compiled by Kansas Department of Transportation, Bureau of Rail Affairs, from reports submitted by carriers to the Kansas Corporation Commission.

RAIL ABANDONMENTS IN KANSAS

TOTAL MILES ABANDONED 1921 - 1995

YEARS	MILES	YEARS	MILES
1921-1930	17	1961-1970	385
1931-1940	787	1971-1980	435
1941-1950	130	1981-1990	797
1951-1960	261	1991-1995	562

TOTAL MILES ABANDONED BY CARRIER 1991 - 1995

CARRIER	1991	1992	1993	1994	1995	TOTAL
Atchison, Topeka and Santa Fe	1.3			6.4		7.7
Burlington Northern				36.1	3.4	39.5
Central Kansas				23.8		23.8
Kansas City Southern				6.2		6.2
Kansas Colorado Texas	50.2					50.2
Mid-States Port Authority					45.7	
Missouri Pacific*		5.8	9.8	113.6	98.9	228.1
South Kansas & Oklahoma			2.7			2.7
Topeka Parnell**			41.0			41.0
Union Pacific				102.0	14.9	116.9
TOTAL	51.5	5.8	53.5	288.1	162.9	561.8

- * Currently part of Union Pacific
- ** Purchased from Santa Fe

Source: Kansas Corporation Commission, Interstate Commerce Commission, and Department of Transportation, Bureau of Rail Affairs.

KANSAS 1994 RAIL-HIGHWAY GRADE CROSSINGS

TOTAL NUMBER OF CROSSINGS BY JURISDICTION

JURISDICTION	NUMBER
KDOT	445
County	5,011
City	2,472
TOTAL	7,928

SOURCE: Kansas Department of Transportation, CANSYS Railroad Database, November 1994.

TYPE OF WARNING SYSTEM AT CROSSINGS

WARNING SYSTEM	STATE HIGHWAY SYSTEM ONLY	TOTAL STATEWIDE
Active Warning System	307	1,818
X-Bucks Only	137	5,873
Stop Signs	1	93
No Warning System	0	144
TOTAL	445	7,928

SOURCE: Kansas Department of Transportation, CANSYS Railroad Database, November 1994.

RAIL-HIGHWAY GRADE CROSSING SAFETY DATA

Grade Crossing Accidents	90
Injuries at Grade Crossings	33
Fatalities at Grade Crossings	14

SOURCE: Kansas Corporation Commission, "Kansas Railroad Safety Statistics, 1994."

AVIATION

AVIATION

The fact that two-thirds of all business and private aircraft in the United States are built in Kansas makes the slogan "Air Capital of the World" a fitting one for the State. In addition to production of aircraft, Kansas also ranks high in the number of general aviation aircraft per capita with 4,430 in 1993 (17.5 per 10,000 population). The State ranks in the top 10 nationwide in the number of public-use airports per capita.

During the 1994 calendar year there were 128 publicly owned, 256 privately owned, and three military airports in Kansas. Public-use airports in the State numbered 148. In 1994, there were 387 airports and landing strips in Kansas that were approved by the Federal Aviation Administration. Of the 148 public-use airports, 110 of them had paved runways. A map depicting all the airports in the State appears on the following page.

Two very important uses for aviation services in Kansas are emergency medical services and agricultural spraying (approximately 6 million acres of cropland are sprayed annually). In terms of air freight, 15,000 tons of freight were moved by air in the State in 1993. A chart depicting the trend from 1987 to 1993 in tons of freight and mail carried in Kansas by aircraft is presented on page 63.

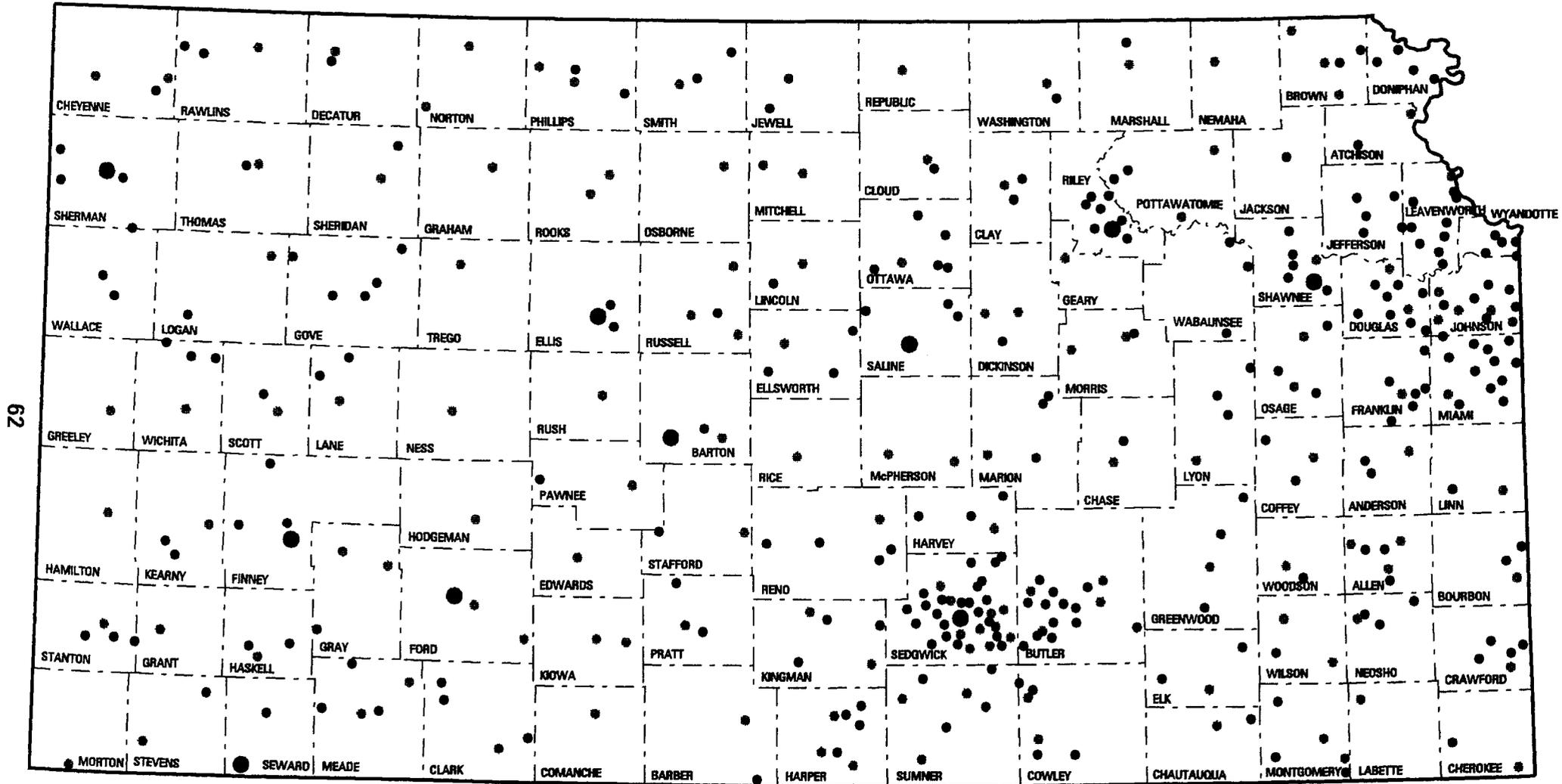
There were 10 airports in Kansas in 1993 which received scheduled commercial service. Wichita Mid-Continent, a Primary Commercial Service airport, was one of the nation's 100 busiest. Forbes in Topeka and the Manhattan Municipal airport are also considered Primary Commercial Service airports. The other seven airports in the State which had scheduled service in 1993 — Dodge City, Garden City, Goodland, Great Bend, Hays, Liberal and Salina — primarily had commuter and air taxi service.

Commercial service activity, including passengers, freight and mail enplaned at the eight major commercial airports in the State in 1993 is shown on page 64.

Concerning financing of airport development, Federal funds are the only non-local financing available in Kansas. Grant amounts from the Federal Airport Improvement Program to Kansas for Federal Fiscal Years 1990-1994 are presented on page 65.

The only State funds for aviation support are appropriated for the Kansas Department of Transportation's Division of Aviation budget -- approximately \$250,000 in 1994.

All Airports in Kansas



62

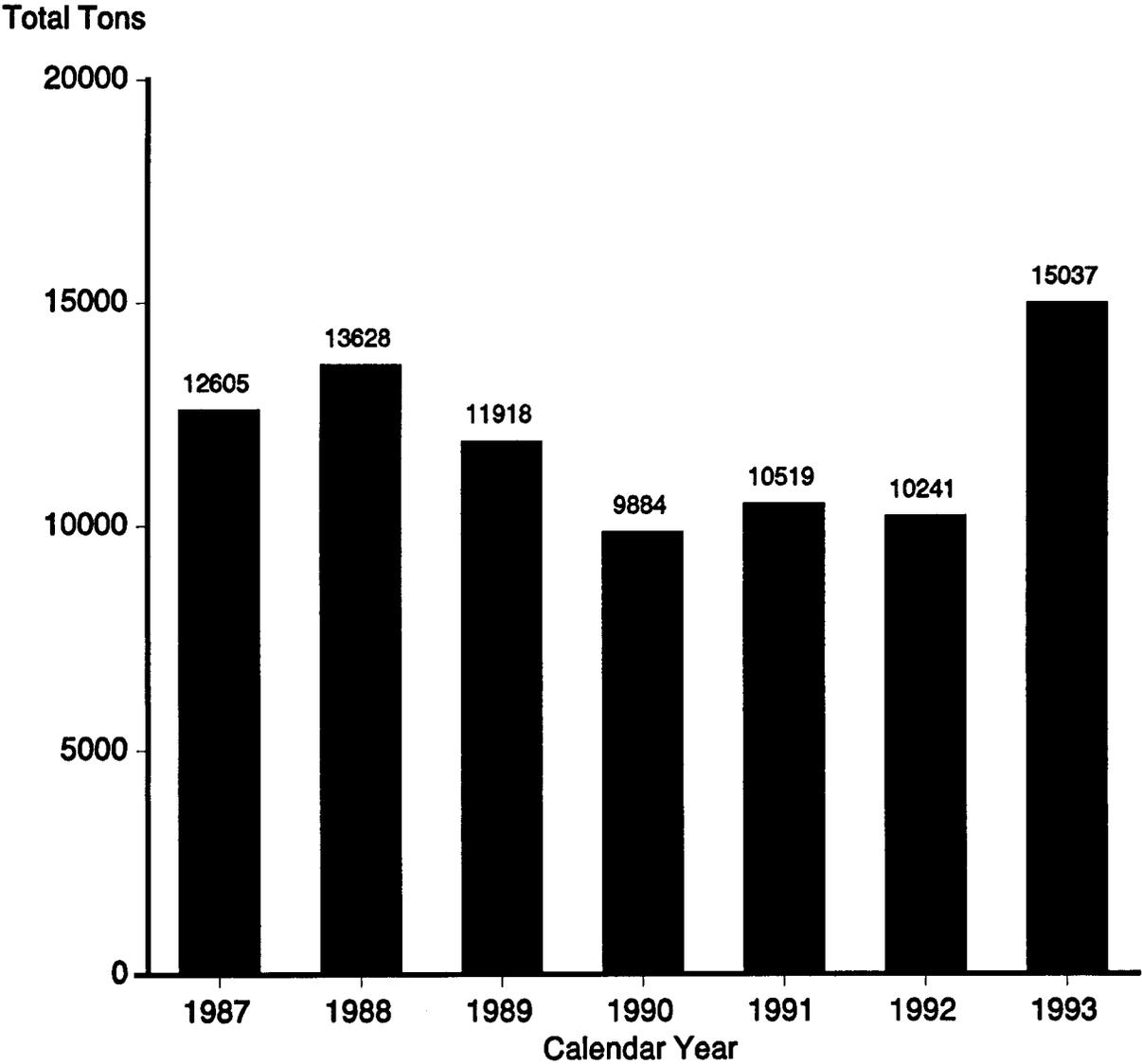
- Private Use Airports
- Public Use Airports
- Commercial and Public Use Airports



PREPARED BY THE
 KANSAS DEPARTMENT OF TRANSPORTATION
 BUREAU OF TRANSPORTATION PLANNING
 AND
 DIVISION OF AVIATION
 MAP DATE: NOVEMBER 15, 1995

KANSAS AIR FREIGHT AND MAIL TONS MOVED

Calendar Years 1987-1993



SOURCE: Compiled by Kansas Department of Transportation, Division of Aviation,
from Federal Aviation Administration Airport Activity Statistics.

COMMERCIAL SERVICE ACTIVITY AT KANSAS AIRPORTS

Passengers, Freight And Mail Enplaned By Type Of Carrier

Calendar Year 1993

Commercial Service Airports	Passengers On Large Certificated Carriers	Passengers On Commuter & Air Taxi Carriers	Total Passenger Enplanements	Percent Of U.S. Passenger Enplanements	Tons Of Freight And Mail*
Wichita Mid-Continent	544,374	48,259	592,633	0.12	14,701
Topeka Forbes	7,422	10,142	17,564	NA	NA
Manhattan Municipal	0	19,290	19,290	NA	NA
Salina Municipal	857	5,367	6,224	NA	0.88
Garden City Municipal	146	6,487	6,633	NA	83.85
Hays Municipal	0	5,774	5,774	NA	NA
Dodge City Municipal	0	5,431	5,431	NA	1.28
Liberal Municipal	802	4,069	4,871	NA	0.75
Goodland	0	1,038	1,038	NA	NA
Great Bend	0	1,445	1,445	NA	NA
Subtotal	553,601	107,302	660,903	0.12	14,787.76
All Other Kansas Airports	0	6,287	6,287	NA	249.45
TOTAL FOR ALL AIRPORTS	553,601	113,589	667,190	0.12	15,037.21

* Does not include freight or mail enplaned by USAir Express or United Express.

SOURCE: Compiled by the Kansas Department of Transportation, Division of Aviation, from Federal Aviation Administration reports.

**FEDERAL AIRPORT IMPROVEMENT PROGRAM GRANTS
TO KANSAS AIRPORTS
FEDERAL FISCAL YEARS 1990-1994**

In Actual Dollars

<u>AIRPORT</u>	<u>FFY 1990</u>	<u>FFY 1991</u>	<u>FFY 1992</u>	<u>FFY 1993</u>	<u>FFY 1994</u>	<u>TOTAL</u>
Augusta			130,730	302,040	428,931	861,701
Beloit	1,218,600					1,218,600
Coffeyville	1,256,663					1,256,663
Concordia		22,320				22,320
Dodge City	36,000	986,400		289,902	185,476	1,497,778
El Dorado				1,646,410		1,646,410
Emporia				418,273		418,273
Fort Scott			40,500			40,500
Garden City	3,886,000	1,642,728	1,541,100	135,180	349,300	7,554,308
Goodland		579,893		531,900		1,111,793
Great Bend	585,000	143,855	621,627	85,948		1,436,430
Greensburg				48,600		48,600
Hays		2,000,600	119,508		631,800	2,751,908
Hill City			64,575			64,575
Hoxie				47,700		47,700
Hutchinson		478,493	254,512			733,005
Independence			290,172			290,172
Iola		829,710	1,576,100			2,405,810
Kansas City	70,200					70,200
Kingman		45,000				45,000
Lawrence	1,180,800	472,140				1,652,940
Liberal		260,802	1,045,134			1,305,936
Manhattan	843,322	310,860		127,265	106,312	1,387,759
McPherson					1,006,847	1,006,847
Meade		249,570	1,465,695			1,715,265
Newton			334,229	1,309,300		1,643,529
Olathe Executive		838,231	239,475	506,223	233,997	1,817,926
Olathe New Century	4,552,659		780,110	667,080	225,720	6,225,569
Oswego		38,070				38,070
Paola	29,250					29,250
Phillipsburg				328,874		328,874
Pittsburg				75,055	1,521,011	1,596,066
Pratt		38,354		1,269,945		1,308,299
Salina	1,002,050	921,585		218,527	1,950,433	4,092,595
Scott City				838,170		838,170
Sharon Springs		43,200				43,200
Syracuse		45,000				45,000
Topeka Billard		977,016	1,463,356			2,440,372
Topeka Forbes	310,722	813,159	161,550	368,682		1,654,113
Ulysses	850,000	1,665,000				2,515,000
Wichita Jabara		2,295,607	548,348		323,100	3,167,055
Wichita Mid-Continent	2,032,255	8,050,374	4,481,561	4,592,725	1,931,066	21,087,981
Winfield	541,800					541,800
TOTAL	18,395,321	23,747,967	15,158,282	13,807,799	8,893,993	80,003,362

SOURCE: Compiled by the Kansas Department of Transportation, Division of Aviation, from Federal Aviation Administration Records of the Central Region Airports Division.

WATER FREIGHT TRANSPORTATION

WATER FREIGHT TRANSPORTATION

The only significant water freight movement in Kansas occurs on the Missouri River. The Missouri originates in Montana and flows south and east, bordering the eastern corner of Kansas, and finally meeting the Mississippi River near St. Louis, Missouri, approximately 2,315 miles later.

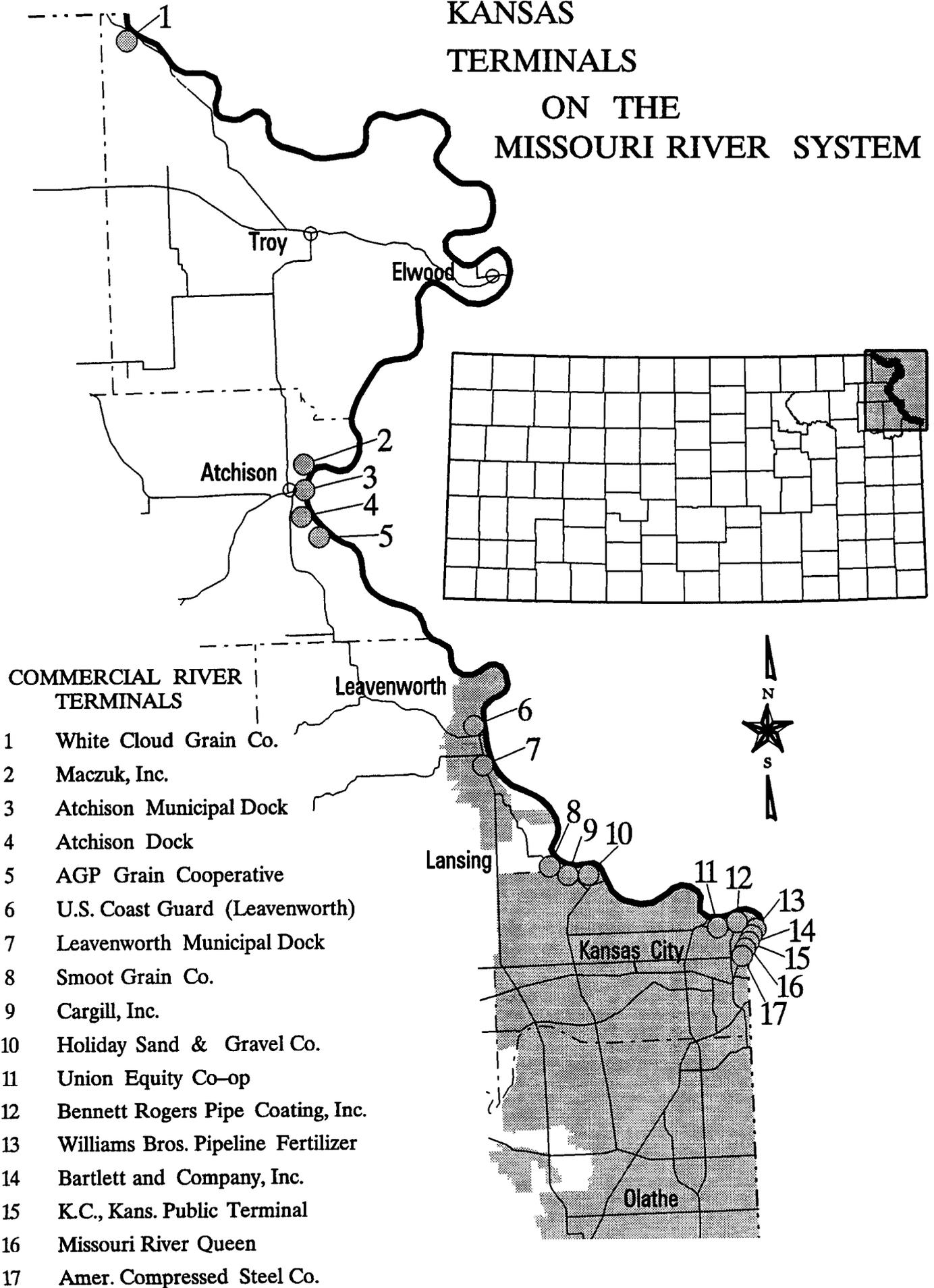
There are 17 commercial terminals, located in five Kansas cities, on the Missouri River which receive and/or send freight. A map depicting the terminals' location appears on the following page, and a listing of the terminals, their respective location, and the type of facility at each terminal is on page 68.

Products typically moved by water freight in Kansas include grain (primarily wheat), fertilizer, molasses, vegetable oils, sand and gravel. Barges come up the river from New Orleans, via St. Louis, and down the river from Omaha to the Kansas terminals. Products which are unloaded are sent on to other locations by rail or by truck. Some terminals re-load barges with other products and ship them up or down stream to terminals in other states.

According to the U.S. Corps of Engineers, which is responsible for the operation and maintenance of the river, the commercial navigation season on the Missouri typically runs from late March to early December. Although the length of the water transportation season does vary by year, low water levels and ice blockages prohibit year-round navigation.

The Missouri River flooded in the summer of 1993. Some of the terminals in Kansas were unable to operate for a period of up to a month due to high water levels and damaged docks. According to the facilities' operators, it was the first time that the terminals had ever been forced to close during the navigation season. At least one Kansas facility permanently closed its operations due to total destruction of the dock by the flood waters. General offices at another facility were completely demolished, and other facilities required major repairs in order to resume operations. However, some Kansas terminals were able to remain open to traffic throughout the flooding period and were not seriously damaged by the high waters.

KANSAS TERMINALS ON THE MISSOURI RIVER SYSTEM



KANSAS TERMINALS ON THE MISSOURI RIVER SYSTEM

<u>TERMINAL</u>	<u>FACILITY</u>	<u>LOCATION</u>
White Cloud Grain Company	Grain loading dock	White Cloud
Maczuk, Inc.	Fertilizer unloading dock	Atchison
Atchison Municipal Dock	Loading dock	Atchison
Atchison Dock	Loading and unloading dock	Atchison
AGP Grain Cooperative	Grain loading dock	Atchison
U.S. Coast Guard (Leavenworth)	Transfer of governmental materials and dock	Leavenworth
Leavenworth Municipal Dock	Dock	Leavenworth
Smoot Grain Company	Grain loading dock	Wolcott
Cargill, Inc.	Molasses unloading dock	Wolcott
Holiday Sand and Gravel Co.	Sand and gravel unloading dock	Wolcott
Union Equity Co-op	Grain loading dock	Kansas City
Bennett Rogers Pipe Coating, Inc.	Bulk and liquid unloading dock	Kansas City
Williams Bros. Pipeline Fertilizer	Liquid fertilizer solutions unloading dock	Kansas City
Bartlett and Company, Inc.	Grain loading dock	Kansas City
Kansas City, Kansas Public Terminal	Loading and unloading dock	Kansas City
Missouri River Queen	Passenger loading and unloading dock	Kansas City
American Compressed Steel Company	Scrap steel loading dock	Kansas City

Source: U.S. Army Corps of Engineers, "Missouri River Navigation Charts," 1993.