

***Spanning
the
Future***



Kansas Turnpike Authority



About the Turnpike

- The Kansas Turnpike Authority is a privately financed business that operates as an independent instrumentality of the state, performing an essential government function, specifically providing toll-supported transportation services.
- The Turnpike was planned and constructed prior to the federal Interstate highway system. Federal planners later designated the Turnpike as Interstate highway rather than building parallel roads, saving millions of dollars.
- The KTA has never received any federal or state tax dollars. Maintenance and operations are funded from tolls, which also support repayment of revenue bonds used to fund capital improvements. Some additional revenue is received by non-tolling sources such as leases and other contractual agreements.
- \$9.2 million in motor fuel and sales tax collected from the Turnpike's six service areas is paid to the state of Kansas for use unrelated to the Turnpike.
- The Turnpike's 236 miles of Interstate roadway generate federal aid that is used by the state of Kansas. This additional federal aid goes into the state highway fund to help fund other Kansas transportation needs.

There are no free roads.*

**Trademark of International Bridge, Tunnel & Turnpike Association*

Tolling in Kansas

In the early 1950s – prior to the Interstate system’s arrival in Kansas – highway supporters, including the Chambers of Commerce in Wichita, Topeka and Kansas City, saw advantages in connecting the state’s three largest cities. But some opponents honestly believed the cost was prohibitive. Others, particularly legislators from western Kansas and rural areas, did not see why their constituents should pay for an expensive highway they would seldom use. Using tax money or raising gasoline taxes several cents per gallon weren’t considered viable options for building the highway. A toll road was the only alternative because only travelers who used the roadway would pay for it. It was financed from the sale of revenue bonds.

Key points in Turnpike history

- The Kansas Legislature created the KTA in April 1953 to construct, operate and maintain a toll road connecting the three largest cities in Kansas.
- Construction began near Lawrence on New Year’s Eve 1954.
- The roadway opened 22 short months later on October 25, 1956.

Toll Increases on the Kansas Turnpike

Year	Class 2 Percentage Increase	Class 5 Percentage Increase
1961	12%	5%
1962 (Class 2 only)	5%	0%
1965	10%	5%
1969	6%	6%
1976	10%	14%
1979	6%	10%
1980	10%	30%
1986	5%	10%
1991 (Class 5 only)	0%	12%
1995	10%	10%
2001	5%	5%
2004	5%	5%
2007	5%	5%
2009 (Cash only)	15%	5%

These percentages represent approximate increases based on average tolls. In comparison, the cost of living index has gone up 701 percent. If the KTA’s original toll of \$3.80 had kept up with inflation, the cost to drive the entire length of the roadway would be \$30.77 for a passenger car. However, the toll today is only \$10.75 for cash customers.

All roads are paid for by taxes, user fees or a combination of private and public financing.



Online Resources

- www.ksturnpike.com or www.myktag.com
- “Driven by Vision: The Story of the Kansas Turnpike”, at <http://www.ksturnpike.com/about/history>
- Sign up to receive emergency text messages on your cell phone by clicking on “KTA Alerts” at www.ksturnpike.com
- View photos at www.flickr.com/ksturnpike
- Follow us on Twitter at www.twitter.com/kansasturnpike



Key Leadership

The Kansas Turnpike Authority consists of five members, two appointed by the Governor, the Secretary of Transportation, the Chairman of the Senate Committee on Transportation and Utilities and a member of the House of Representatives Committee on Transportation.

The Kansas Turnpike Authority employs approximately 340 full-time and 100 part-time people, including 47 uniformed Highway Patrol troopers. The employees are charged with maintaining and improving the roadway and its function as a vital corridor to move people and goods in Kansas. They are led by President/CEO Michael L. Johnston and his team of eight executive managers.



K-TAG Electronic Tolling

K-TAG is the electronic tolling system used on the Kansas Turnpike. It was created in 1995 and has grown in usage ever since. Electronic tolling allows the Kansas Turnpike to move additional traffic through its interchanges in a more efficient manner. It helps decrease congestion and avoids the cost of building additional lanes at the toll plazas.

Electronic customers enter and exit the roadway using dedicated lanes at the interchanges, although many cash lanes are also equipped with K-TAG reading technology. **These customers also save 15-25 percent as compared to cash customers.**

Occasionally, the KTA will close a dedicated lane to communicate an emergency situation or as a traffic-metering device during heavy congestion due to an accident or construction.

There are two different payment methods available for K-TAG:



The No Fee Program

These accounts must be backed by a payment card. Tolls are charged to or deducted from the payment card on a monthly basis. There are no monthly fees associated with this program. Additional tags can be purchased and added to the same account.

This program is best if you spend less than \$10 per month in tolls or if you don't want to prepay.



The Prepaid Program

Start your account with \$40. Every time you use your K-TAG, we'll deduct the amount from your balance. By maintaining a positive balance in your account, you receive an extra 10 percent discount. You pay a \$1 monthly fee per tag; the tags are free.

This program is best if you spend more than \$10 per month in tolls.

Maintenance, Service & Safety

The importance of continued investment

KTA makes repairs and upgrades on a consistent basis in order to keep the roadway in a sound and safe condition. Those investments are funded through tolls and proceeds from revenue bond issues. Ultimately, toll revenue from Turnpike customers funds all operating and bond debt-service costs.

The Turnpike contracts with business partners for the operations at six service areas. These partners provide fuel, food and other products and services expected by today's travelers.

A few of the Turnpike's safety features include:

- median barrier to prevent crossover accidents
- limited access to reduce merging traffic
- summer peak travel period State Farm Safety Assist
- roadside communication via digital message signs
- 47 uniformed Highway Patrol troopers
- rumble strips on both the inside and outside shoulders, as well as prior to three mainline toll plazas



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KTA Mission

To provide safe, high-quality highway transportation services to our customers for the lowest reasonable cost.



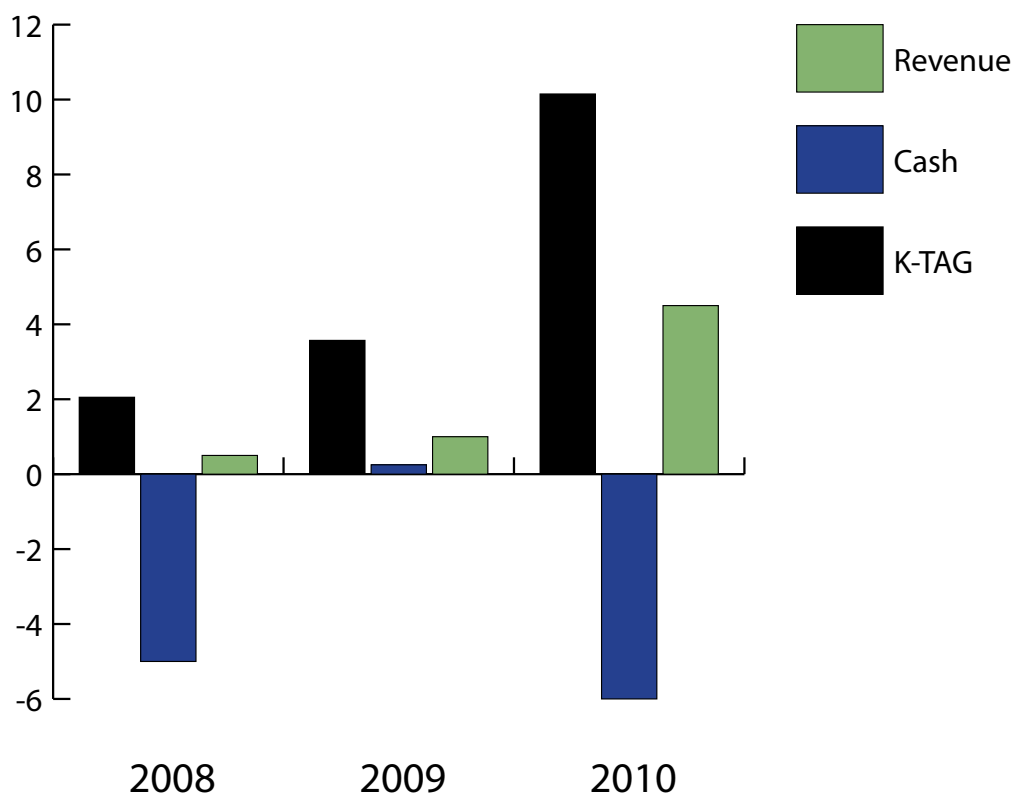
Today's Projects

- **Kansas River Bridges Replacement and Plaza Improvement Project:** This project will replace the east- and westbound bridges over the Kansas River near Lawrence. It also changes the westbound exit/entry connection to Plaza 202, West Lawrence, and includes rebuilding Plaza 204, East Lawrence. The project began in June 2008 and is expected to be complete in the fall of 2011. At an estimated cost of \$130 million, this multiphase project is the costliest ever undertaken by the KTA. It costs nearly the amount spent to construct the entire 236-mile roadway in the mid-1950s. More information can be found on the project's web site at www.SpanningTheFuture.com.
- **Roadway Replacement:** In the summer and fall of 2010, crews replaced more than three miles of original, 1950s concrete pavement east of Lawrence. In 2011, an additional three miles, as well as the service area ramps, were in the process of being replaced. The project began in June 2010 and is scheduled to be completed in late fall 2011.
- **Technology Upgrades:** To reduce operating costs and offer customers a self-pay option, Kansas Turnpike crews have finished installing Automatic Toll Payment Machines (ATPM's) in new and existing toll plaza exit lanes. ATPM's were installed in eighteen exit lanes at fourteen toll plazas.
- **Information Upgrades:** In an ongoing effort to communicate with travelers and aid in the flow of traffic, the KTA installed eight dynamic message signs (DMS) along I-70 in the initial phase of the project.
- **Accommodating Casino Traffic:** With the construction of the Kansas Star Casino near the Turnpike's Mulvane interchange, KTA personnel have been working with contractors to build an additional interchange that would serve casino traffic only. The interchange will have six lanes. The casino is scheduled for an early 2012 opening.

Traffic & Revenue

In 2010, KTA experienced modest traffic growth — an increase of .94 percent compared to 2009 — confirms that our modest economic recovery is underway. After a sharp decline in 2008 that the KTA had not yet recovered, the small progress of 2010 was a welcome change.

In contrast, K-TAG usage increased 10 percent as compared to 2009. A convenient retail presence and discounts for electronic users continue to make K-TAG a strong choice for customers. Due to a toll increase for cash customers in August 2009, toll collection revenue has remained a steady funding source throughout the last 3 year's economic downturn.



“This was an ‘out-of-the-box’ idea for Kansas: that user fees would pay for construction and operation of a roadway through some of the most beautiful rural landscapes in the country.”

*Michael Johnston, KTA President/CEO
about the building of the road in the early 1950s*

