

Quick Facts



**KANSAS
TRANSPORTATION**

**Compiled
December 2022**

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Cover photo:
A KDOT
Equipment
Operator clears
snow on I-70 just
west of Topeka
during a March
2022 storm.

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Comparison of Public Road Miles and Population

Public Road Miles

State	Ranking	Miles	Land Area	Population	People Per Mile
Texas	1	316,567	261,226	29,145,505	92
California	2	175,555	155,766	39,538,223	225
Illinois	3	147,071	55,518	12,812,508	87
Kansas	4	*139,181	**81,823	2,937,880	21

(Source - 2021 Highway Statistics, 2020 Census)

* This includes roads under the jurisdiction of KDOT, KTA and Kansas cities and counties. About 100,000 miles of Kansas roads are non-paved.

** Kansas ranks #15 in land area.

Kansas Transportation at a Glance - 2021

Background of Kansas

105 counties, 627 cities, 6 MPOs

139,181 miles of public roads

Land Area (square miles) 81,823

Population (2020) 2,937,880

State Tax Rates (cents/gal.)

Effective July 1, 2002

Gasoline 24

Diesel 26

Gasohol 24

Registered Vehicles (2020)

Autos 1,513,126

Pickups & Trucks 740,299

Trailers 126,529

Motorcycles 82,563

Motorized Bikes 4,016

RV 7,465

Total 2,474,008

Annual Vehicle

Miles of Travel 31.72 billion

Kansas Transportation at a Glance - 2021

Public Road Miles

Rural	125,456
Urban	13,725
Total	<u>139,181</u>

Crashes and Fatalities

Total Crashes	57,571
Fatal Crashes	381
Fatalities	424

Airports

Public Use	140
Commercial Service	7

Bridges (state and local)

Good	13,231
Fair	10,406
Poor	1,294
Total	<u>24,931</u>

Rail

Total Miles Operated	4,529
Shortline Miles Operated	1,765
Class I Miles Operated	2,723
Switching/Terminal Miles Operated	41

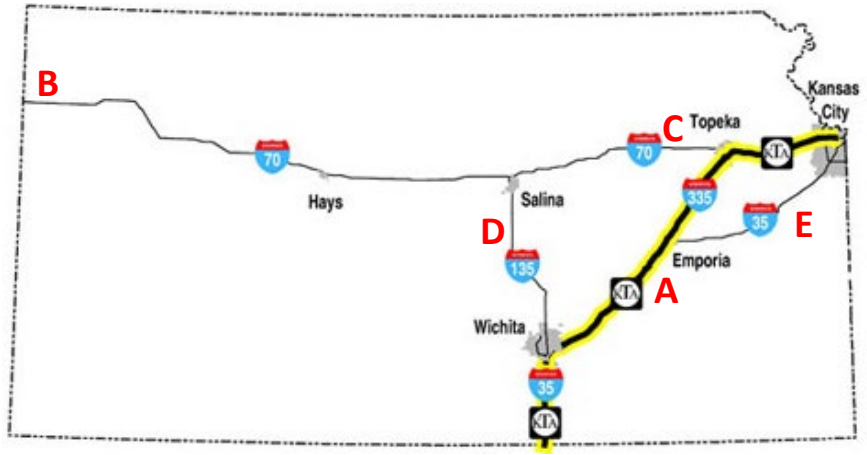
Travel in Calendar Year 2021

System	Center Line Miles	Percent of Total Miles	Daily Vehicle Miles Traveled	Percent of Total Travel
State Highway System	9,387	6.7%	28,805,085	33.1%
City Connecting Links	910	0.7%	16,674,991	19.2%
County/Township	112,491	80.8%	12,673,159	14.6%
Municipal	16,154	11.6%	23,641,325	27.0%
Turnpike	239	0.2%	5,285,205	6.1%
TOTAL	139,181	100.0%	86,899,765	100.0%

Travel was up 13.9% between 2020 and 2021 due to COVID-19 in 2020.

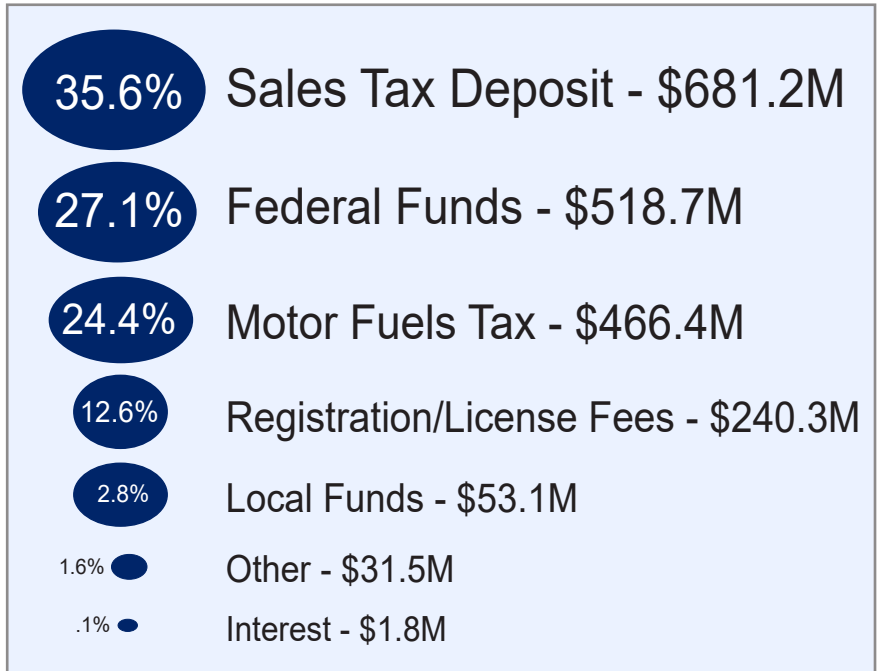
Source: Kansas Department of Transportation, "Mileage and Travel Tables," published July 2022, page 1.

Truck Traffic Increasing on Kansas Interstate Routes

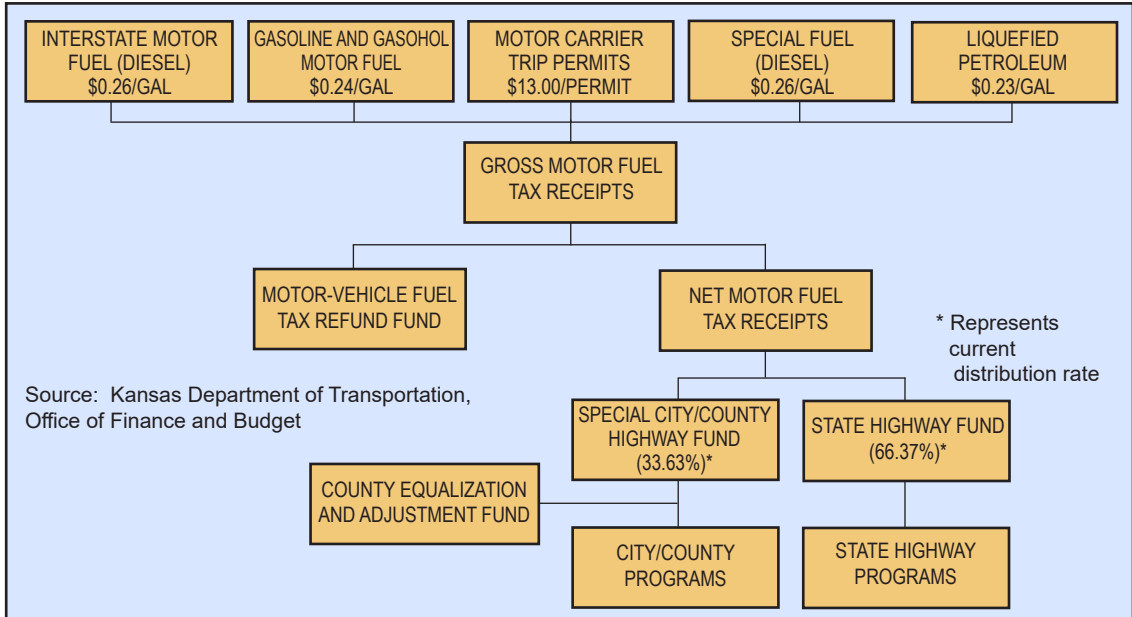


Interstate route	A. KTA average	Up 16%	Percent change before versus after COVID-19.
	B. I-70 at Kanorado	Up 4%	
	C. I-70 at Maple Hill	Up 7%	
	D. I-135 at McPherson	Up 2%	
	E. I-35 at Wellsville	Up 5%	

**KDOT
All Funds
Revenue
Sources
FY 2022
\$1,993M**



Kansas Motor Fuel Tax Receipts and Distributions



Source: Kansas Department of Transportation, Office of Finance and Budget

Gasoline Tax Rate Comparison

Includes other state taxes and fees ranked

Rank	State	Tax	Rank	State	Tax	Rank	State	Tax	Rank	State	Tax
1.	California	68.15	14.	Ohio	38.51	27.	Alabama	31.31	40.	New Hamp.	23.83
2.	Illinois	59.60	15.	Georgia	37.55	28.	Minnesota	30.60	41.	Delaware	23.00
3.	Pennsylvania	58.70	16.	Maryland	36.10	29.	Maine	30.01	42.	North Dakota	23.00
4.	Hawaii	51.69	17.	Connecticut	35.75	30.	Iowa	30.00	43.	Colorado	22.00
5.	New Jersey	50.70	18.	West Virginia	35.70	31.	South Dakota	30.00	44.	Louisiana	20.01
6.	Nevada	50.48	19.	Rhode Island	35.00	32.	Tennessee	27.40	45.	Oklahoma	20.00
7.	Indiana	49.79	20.	Virginia	34.40	33.	S. Carolina	26.75	46.	Texas	20.00
8.	Washington	49.40	21.	Dist. of Col.	33.80	34.	Massachu.	26.54	47.	Missouri	19.92
9.	New York	48.22	22.	Montana	33.25	35.	Kentucky	26.00	48.	Arizona	19.00
10.	Michigan	45.17	23.	Idaho	33.00	36.	Nebraska	25.70	49.	New Mexico	18.88
11.	Florida	43.55	24.	Wisconsin	32.90	37.	Arkansas	24.80	50.	Mississippi	18.79
12.	Oregon	38.83	25.	Vermont	32.14	38.	Kansas	24.03	51.	Alaska	15.13
13.	North Carolina	38.75	26.	Utah	31.91	39.	Wyoming	24.00	Average		33.41

*Includes environmental assurance fee and petroleum products inspection fee.

Source: American Petroleum Institute, 9/30/22

Diesel Tax Rate Comparison

Includes other state taxes and fees ranked highest to lowest

Rank	State	Tax	Rank	State	Tax	Rank	State	Tax	Rank	State	Tax
1.	California	99.91	14.	Oregon	38.06	27.	Maine	31.21	40.	New Hamp.	23.83
2.	Pennsylvania	75.20	15.	Maryland	36.85	28.	Minnesota	30.60	41.	Kentucky	23.00
3.	Illinois	67.02	16.	Florida	36.37	29.	Montana	30.30	42.	North Dakota	23.00
4.	New Jersey	57.70	17.	West Virginia	35.70	30.	South Dakota	30.00	43.	New Mexico	22.88
5.	Indiana	54.00	18.	Virginia	35.30	31.	Arkansas	28.80	44.	Delaware	22.00
6.	Hawaii	52.41	19.	Rhode Island	35.00	32.	Nevada	28.56	45.	Colorado	20.50
7.	Washington	49.40	20.	Dist. of Col.	33.80	33.	Tennessee	28.40	46.	Louisiana	20.01
8.	Michigan	47.16	21.	Idaho	33.00	34.	Arizona	27.00	47.	Oklahoma	20.00
9.	Ohio	47.01	22.	Wisconsin	32.90	35.	S. Carolina	26.75	48.	Texas	20.00
10.	New York	46.98	23.	Iowa	32.50	36.	Massachu.	26.54	49.	Missouri	19.92
11.	Georgia	41.39	24.	Alabama	32.25	37.	Kansas	26.03	50.	Mississippi	18.40
12.	Connecticut	40.10	25.	Vermont	32.00	38.	Nebraska	25.10	51.	Alaska	14.98
13.	North Carolina	38.75	26.	Utah	31.91	39.	Wyoming	24.00	Average		34.79

*Includes environmental assurance fee and petroleum products inspection fee.

Source: American Petroleum Institute, 9/30/22

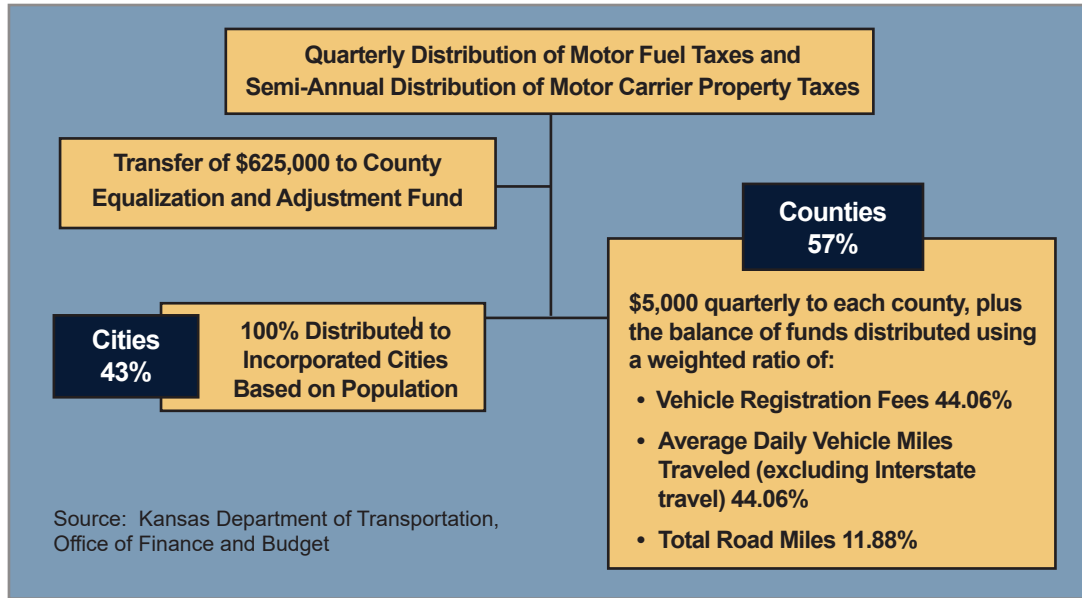
Comparison of Fuel Taxes and Revenues

	Gasoline	Diesel
Kansas	24.03 ¢/gal.	26.03 ¢/gal.
National Avg.	33.41 ¢/gal.	34.79 ¢/gal.
Regional Avg.	34.10 ¢/gal.	36.27 ¢/gal.
Border States' Avg.	21.91 ¢/gal.	21.38 ¢/gal.
Annual Yield	1 cent = \$14 M	1 cent = \$5 M

2022 Information

Midwest region per Bureau of Labor Statistics: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota and Wisconsin.

Kansas Special City and County Highway Fund



The Eisenhower Legacy Transportation Program (IKE) is a 10-year program that preserves our existing system and gives us flexibility to address current and future opportunities and challenges.



IKE Project Selection Criteria

Program	Engineering Factors	Regional Priorities	Economic Impact	Other
Preservation	100%			
Modernization	80%	20%		
Expansion	50%	25%	25%	
Local Construction				100%

IKE highlights:

- ◆IKE highway modernization and expansion projects will be selected every two years for the development pipeline to allow KDOT to address pressing needs and adjust to fluctuating revenues.
- ◆IKE highway modernization and expansion projects will be moved from the development pipeline to the construction pipeline once funding has been made available every fiscal year.
- ◆For information about the IKE program, projects in the pipeline, program details, the local consult process and other materials, go to the IKE website at **www.ksdotike.org**.



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IKE highlights:

- ◆ KDOT is continuing to fund its partnership programs (Cost Share, Local Bridge, Economic Development) between the state and local governments to address more needs.
- ◆ IKE includes investments in broadband and new technologies.
- ◆ This program continues KDOT's commitment to public transit, aviation, short line rail and bike/pedestrian programs.
- ◆ IKE is working to successfully deliver on promises made during T-WORKS and will continue to do so until all T-WORKS projects are done.



Modal Highlights

Since the **Kansas Airport Improvement Program** began in FY 2000, the program has supported 756 projects at 140 public use airports totaling more than \$133.2 million in airport improvements to the state.

Public Transit - Provision of public transportation across the state.

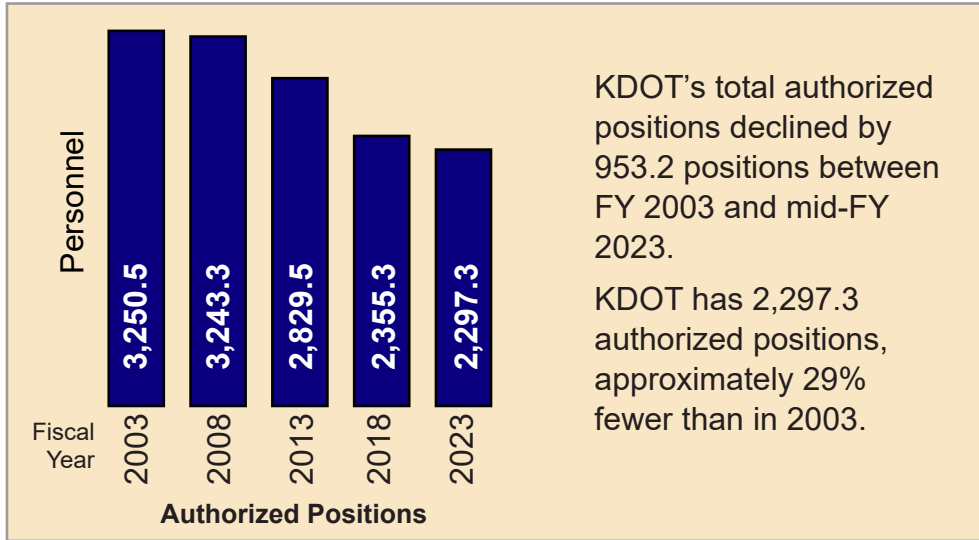
Statewide transit ridership - all programs

	FY20*	FY21*	FY22*
Urban	6,115,467	3,386,886	4,807,272
Rural	2,194,746	1,111,907	1,804,527
Total	8,310,213	4,498,793	6,611,799

Rail - In 2022, the state's Rail Service Improvement Fund awarded approximately \$10.6 million to 16 new projects.

**Ridership significantly impacted by COVID-19.*

Kansas Department of Transportation Authorized Positions



Innovative Technology Program

The Innovative Technology Program provides financial assistance to partners for innovative technology projects that improve safety, increase total technology investment and help both rural and urban areas of the state improve the transportation system. The program accepts applications on an annual basis.

Short Line Rail Improvement Fund

The Short Line Rail Improvement Fund will be entering its final year of funding in FY 2023. The IKE transportation program provides \$5 million annually for FY 2021, 2022 and 2023. Qualified applicants are Kansas short line railroads and shippers located on short line railroads. Qualified projects include major track rehabilitation, bridge improvements, capacity enhancements, shipper siding improvements and extension and locomotive acquisition.

Local Bridge Improvement Program

The Local Bridge Improvement Program was reinstated by KDOT in 2019 to assist cities and counties by providing funds toward the replacement or rehabilitation of a bridge on the local roadway system.

Of the nearly 25,000 total bridges on the roadway system (about 19,000 of them owned by local entities), over 5,100 have ratings or characteristics that make them eligible for replacement under this program.

More information on this program is available on KDOT's website, www.ksdot.org, on the middle right side of main page.

Three rounds of projects have been announced since October 2019, with a total of 73 counties and three cities selected to receive a combined total of \$35.65 million.

Cost Share Program

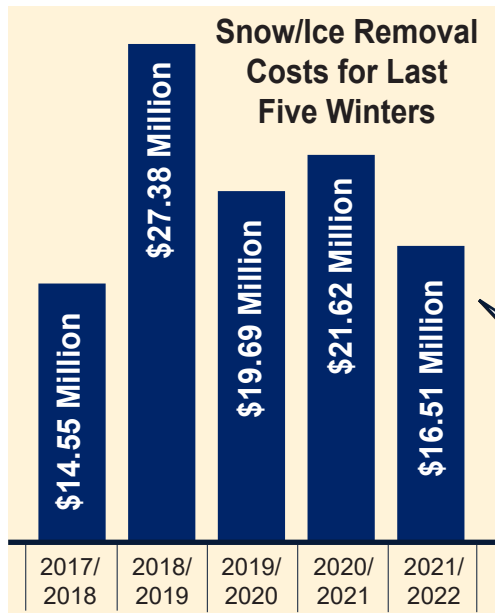
KDOT's Cost Share Program provides financial assistance to local entities for construction projects that improve safety, support job retention and growth, improve access or mobility, relieve congestion and help areas across the state improve the transportation system.



A minimum of 15% non-state cash match is required. Additional consideration will be given to project applications that commit more than the minimum required match amount.

The first round of projects were selected in fall 2019. Since then, six more rounds have taken place in the spring and fall of 2020, 2021 and 2022. In these seven rounds, a total of 135 projects with \$114 million in grant awards has been announced.

KDOT Maintenance Efforts



Cost per registered vehicle for snow and ice control

\$6.67

Winter Equipment Resources

- 591** - Trucks
- 106** - Motor graders
- 4** - Snow blowers
- 7** - Tow plows
- 245** - Front loaders

Winter 2021-22 - Cost Breakdown

Labor	\$6,633,415
Equipment	\$5,691,270
Materials	\$4,187,606
Total	\$16,512,291

KDOT Maintenance Efforts

When KDOT maintenance crews are not battling snow and ice, they work to:

- ♦ Provide temporary traffic control and assist law enforcement with localized emergencies such as flooding, etc.
- ♦ Repair/maintain guard rails, drainage structures, bridges, shoulders, slide areas, concrete barriers, rumble strips, lighting, culverts, curb/gutters, rest areas, etc.
- ♦ Repair pavement cracks and joints, fill potholes and wheel ruts, mudjack pavement, filling edge drop offs.
- ♦ Mow/maintain more than 145,000 acres of right-of-way along highways and weed control.
- ♦ Repair/replace highway traffic signs.
- ♦ Place striping on pavements.
- ♦ Remove litter/brush, broom roadways and bridges.

State interoperability radio system for public safety agencies statewide:

- ♦ KDOT has a statewide radio system that utilizes 80 towers across Kansas.
- ♦ More than 1,300 agencies have access to the statewide radio system.
- ♦ More than 31 million calls were processed on the statewide system last year.

2021 Crash Stats

Traffic Crashes

381 – Fatal
 12,871 – Injury
 44,319 – Property-Damage-Only
57,571

All Persons Involved in Traffic Crashes

424 – Fatally Injured
 17,476 – Non-Fatally Injured
 104,844 – Unharmed or Unknown
123,760 – All Occupants and Pedestrians

Persons Fatally Injured in Traffic Crashes

140 – Occupants of Cars
 76 – Occupants of Pickup Trucks
 76 – Occupants of SUVs
 47 – Occupants of Motorcycles, Motor
 Scooters, and Mopeds
 44 – Pedestrians
 13 – Occupants of Vans
 12 – Occupants of CMVs
 11 – Other Occupants and Pedestrians
 5 – Pedal cyclists

424 – All Occupants and Pedestrians

Most Crashes Occur:

During daylight hours	61.0%
In good weather conditions	86.3%
With dry road surface conditions	84.1%
Not in work zones	97.8%
In urban areas	61.8%
Where road is straight/level	75.8%

Top 5 Contributing Circumstances:

Failed to give full time/attention	18.1%
Animal	13.2%
Right of way violations	10.0%
Followed too closely	7.0%
Too fast for conditions	6.0%

Note: 4 out of 5 are driver-related

Fatalities/Disabling Injuries from Traffic Crashes

	2018	2019	2020	2021	2022*
Disabling injuries	1,007	1,407	1,588	1,763	1,274
Fatalities	403	411	426	424	347

Kansas adopted a new nationally standardized definition for a disabling injury (also called suspected serious injury) effective Jan. 1, 2019.

***2022 stats include data up to Nov. 30**

Source:
KDOT
annual
observational
survey

Don't drive distracted

- ♦ If driver is belted, other passengers are belted at 97%. If driver is not belted, rate drops to 31%.
- ♦ 9% of drivers are distracted by phones, texting and other things.

Driving requires
100% of your
attention; when
behind the wheel -
JUST DRIVE.

Seat Belt Usage Rates

	2018	2019	2020	2021	2022
Adult 18 and older	84%	85%	85%	86%	87%
Ages 15 to 17	85%	87%	N/A*	N/A*	86%

**Survey did not take place due to COVID-19.*



Facts about the Turnpike:

- Opened to traffic on Oct. 25, 1956
- 236 miles, Kansas City, Kan., to the Oklahoma border south of Wichita
- Used by 36.6 million vehicles in Fiscal Year 2022
- 65% of travelers pay tolls electronically
- Includes 23 interchanges
- Provides six service areas:
Lawrence, Topeka, Emporia,
Matfield Green, Towanda and
Belle Plaine
- KTA has never received any federal, state or local funding and is supported by user fees. By statute, toll revenue is reinvested into Turnpike improvement projects.

Electronic Toll Collection



K-TAG is the electronic toll collection program of the Kansas Turnpike. Placing a K-TAG on the windshield allows tolls to be paid electronically without stopping at a toll plaza. Sticker K-TAGs are free and customers save up to 35% on tolls compared to the cash rate. Order a K-TAG at www.myktag.com.

K-TAG works in Oklahoma and Texas, and compatibility with other states is in progress. Find the current compatibility list on www.ksturnpike.com

Cashless Tolling - The Kansas Turnpike will become cashless in 2024. When this happens, tolls will be collected electronically using a compatible transponder, like K-TAG or by using video equipment to identify the vehicle's registered owner and mailing a bill.

Contact Us:

KDOT Headquarters in Topeka:

(785) 296-3566

KDOT website:

www.ksdot.org

KTA Headquarters in Wichita:

(316) 682-4537

KTA website:

www.ksturnpike.com

Road/weather website:

www.kandrive.org (highway condition information updated 24/7)

Road/weather info:

In Kansas, call 511, or 1-866-511-KDOT (5368) anywhere in the U.S.

KDOT District One Office:

Topeka, (785) 296-3881

KDOT District Two Office:

Salina, (785) 823-3754

KDOT District Three Office:

Norton, (785) 601-6000

KDOT District Four Office:

Chanute, (620) 902-6400

KDOT District Five Office:

Hutchinson, (620) 860-7400

KDOT District Six Office:

Garden City, (620) 765-7074

K-TAG Customer Service:

1-800-USE KTAG (873-5824)