

IDENTIFYING THE RULE AND REGULATION							NECESSITY			TIES TO FEDERAL PROGRAMS				ADDITIONAL INFORMATION					
Number	Article Title	Rule and Regulation Title	Type (new, amended)	Effective Date (history)	Authorizing KSA(s)	Implementing KSA(s)	Is the rule and regulation necessary for the implementation and administration of state law, or could it be revoked?	Does the rule and regulation serve an identifiable public purpose in support of state law?	Is the rule and regulation broader than necessary to meet its public purpose?	Briefly describe the public purpose of the rule and regulation.	Briefly describe how revocation would affect Kansans.	If the rule and regulation is not in active use, would revocation require a change to the authorizing or implementing statute?	If the rule and regulation is not in active use and revocation would require a change to the authorizing or implementing statute, which change(s)?	Is the rule and regulation federally required for state participation in a federal program or authority?	Is the rule and regulation necessary for federal delegation of enforcement authority to the State?	If the rule and regulation is federally required, the state and federal program names and the federal agency name	Could federal moneys be in jeopardy under current law if the rule and regulation were repealed?	If federal moneys could be in jeopardy, the approximate amount received for the most recent fiscal year	Additional information necessary to understanding the necessity of this rule and regulation
							necessary/ could be revoked	yes/no	yes/no	limited to 400 characters	limited to 600 characters	in active use/ yes/ no	limited to 400 characters	yes/no	yes/no		yes/no		limited to 1,200 characters
39-1-1	Article 1.-Limitations on Use of Turnpike	Entry upon and use of turnpike prohibited; application	Amended	Jan. 8, 1999	68-2004		necessary	Yes	Yes	Describes specific vehicles that are prohibited from entry on the turnpike including overweight and overweight vehicles.	Revocation would remove requirements for operating vehicles safety on the turnpike.	In active use	N/A	No	No		No		Regulation could be revised to update the requirements of overweight and overweight as KTA policy is different than the regulation. Need to delete the portion requiring toll collectors to enforce the provisions as toll collectors no longer exist on the turnpike.
39-1-2	Article 1.-Limitations on Use of Turnpike	Hitchhiking and loitering	New	Jan. 1, 1966	68-2004		necessary	Yes	No	Provides specific and clear prohibitions about loitering and hitchhiking on turnpike authority property.	Revocation would provide less clarity around what is permissible on turnpike property.	In active use	N/A	No	No		No		
39-1-3	Article 1.-Limitations on Use of Turnpike	Waste and rubbish	New	Jan. 1, 1966	68-2004		could be revoked	No	Yes	The public purpose behind the regulation is to prevent littering on the turnpike.	Revocation would not affect Kansans. KSA 21-5815 and 68-545 prohibit littering.	No	N/A	No	No		No		Neither KHP nor KTA utilize this regulation. KHP cites those that litter under Kansas statutes previously cited.
39-1-4	Article 1.-Limitations on Use of Turnpike	Damage to property	New	Jan. 1, 1966	68-2004		could be revoked	No	Yes	The public purpose is to prohibit damage to property on the Kansas Turnpike.		No	N/A	No	No		No		Neither KTA nor KHP utilize this regulation to prevent or charge individuals for damaging property. KHP utilizes the criminal damage to property statutes previously cited.
39-1-5	Article 1.-Limitations on Use of Turnpike	Alcoholic beverages, gambling and weapons	New	Jan. 1, 1966	68-2004		could be revoked	No	Yes	The public purpose is to prohibit alcohol, gambling, banishing of weapons on the Kansas Turnpike. It also prohibits entry on the turnpike for persons that are under the influence.	Revocation would not affect Kansans. Driving with alcohol, gambling in most circumstances, and banishing of weapons are prohibited under state law. This regulation is duplicative and unnecessary.	No	N/A	No	No		No		Neither KTA nor KHP utilize this regulation for any purpose. Additionally a portion of this regulation requires intoxicated persons to be refused entry on the turnpike. The Kansas Turnpike Authority no longer have toll collectors nor any way to prevent drivers from entering the turnpike.
39-1-6	Article 1.-Limitations on Use of Turnpike	Solicitation of funds&mdash;other commercial activity	New	Jan. 1, 1966	68-2004		necessary	Yes	No	This regulation prohibits any commercial activity on the turnpike without the written permission of the authority board.	Revocation could strip the Kansas Turnpike Authority of the ability to enter inclusive contracts with vendors to provide services at the turnpike service areas throughout the state.	In active use	N/A	No	No		No		This is in active use and allows the KTA to control the commercial activity on the turnpike in accordance with state law.
39-1-7	Article 1.-Limitations on Use of Turnpike	Definitions	New	Jan. 1, 1967			necessary	Yes	No	The regulation provides definitions of the terminology and abbreviations used in the turnpike regulations.	Revocation may cause readers to not have a clear understanding of the terminology used in the turnpike regulations.	In active use	N/A	No	No		No		
39-1-8	Article 1.-Limitations on Use of Turnpike	Revoked			68-2004	68-2004								No	No		No		
39-1-9	Article 1.-Limitations on Use of Turnpike	Speed limits	Amended	Jan. 8, 1999	68-2004		necessary	Yes	No	The regulation provides speed limit rules on the Kansas Turnpike.	Revocation of this regulation can cause safety concerns for the traveling public and remove the authority board control over the regulation of traffic on the turnpike system.	In active use	N/A	No	No		No		This regulation could be revised for safety concerns related to the minimum speed on the turnpike system.
39-1-10	Article 1.-Limitations on Use of Turnpike	Uniform direction of traffic	New	Jan. 1, 1967).	68-2004		could be revoked	No	Yes	The regulation provides rules for vehicles to drive in the appropriate direction on different portions of the Kansas Turnpike system.	Revocation of this regulation would not affect Kansas drivers. These standard driving rules are unnecessary and duplicative of the other Kansas traffic laws.	No	No	No	No		No		Neither KTA nor KHP utilize this regulation for any purpose. The traffic actions prohibited in this regulation are covered by other laws.
39-1-11	Article 1.-Limitations on Use of Turnpike	Use of medial strip	New	Jan. 1, 1967	68-2004		necessary	Yes	No	The regulation provides specific traffic rules related to KTA's medial strip and its medial barrier that are unique to the Kansas Turnpike.	Revocation can lead to confusion concerning what is permissible on KTA's medial strip and median barrier.	In active use	N/A	No	No		No		KTA's medial strip next to the medial barrier is unique to the turnpike and this regulation provides appropriate rules and safeguards concerning these safety devices.
39-1-12	Article 1.-Limitations on Use of Turnpike	No U-turns	New	Jan. 1, 1967	68-2004		necessary	Yes	No	The purpose of the rule is to prohibit U-turns on the Kansas Turnpike with the exception of the Kansas Highway Patrol vehicles, KTA maintenance vehicles, or emergency vehicles.	Revocation could create confusion as to what vehicles are exempted from the no U-turn rule in this regulation and under the KSA 8-1524.	In active use	N/A	No	No		No		KTA has unique features with its medial barrier that necessitate this regulation. It could be revised to refer to the appropriate preceding regulation rather than (Section 3).
39-1-13	Article 1.-Limitations on Use of Turnpike	Driving in traffic lane, overtaking and passing	New	Jan. 1, 1967			could be revoked	No	Yes	The purpose of this regulation is to describe appropriate driving maneuvers on the Kansas Turnpike.	Revocation would not affect Kansans as the driving rules are prescribed by other laws.	No	N/A	No	No		No		Neither KTA nor KHP utilize this regulation for any purpose. It is unnecessary and portions are duplicative of state law. Other portions of this regulation conflict with state law.
39-1-14	Article 1.-Limitations on Use of Turnpike	Revoked			68-2004									No	No		No		
39-1-15	Article 1.-Limitations on Use of Turnpike	Accidents	New	Jan. 1, 1967	68-2004		could be revoked	No	Yes	The purpose of the regulation is to require motorists involved in accidents to render aid and provide information to the other motorist, KHP and or/a toll collector.	Revocation would not affect Kansans as the regulation is duplicative and less specific than the requirements of KSA 8-1604.	No	N/A	No	No		No		Neither KTA nor KHP utilize this regulation for any purpose. KHP utilizes the more specific Kansas law on the subject KSA 8-1604.

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39-1-16	Article 1.-Limitations on Use of Turnpike	Impounding of vehicles	New	Jan. 1, 1967	68-2004		necessary	Yes	No	The purpose of this regulation is to provide the circumstances where vehicles can be towed and impounded off the turnpike system.	Revocation could create safety concerns with the traveling public.	In active use	N/A	No	No		No		
39-1-17	Article 1.-Limitations on Use of Turnpike	Following too closely	New	Jan. 1, 1967	68-2004		could be revoked	No	Yes	The purpose of this regulation is to mandate exact following distances of different types of vehicles traveling on the Kansas Turnpike.	Revocation would not affect Kansans as the vehicle following laws of KSA 8-1523 must still be obeyed.	No	N/A	No	No		No		This regulation is not utilized by either KTA or KHP. KHP utilizes KSA 8-1523 to enforce appropriate following distances on the Kansas Turnpike.
39-1-18	Article 1.-Limitations on Use of Turnpike	Vehicle and traffic law	Amended	May 1, 1975	68-2004	68-2004	necessary	Yes	No	The regulation provides that Kansas statutes, unless otherwise modified by these rules and regulations, shall apply to the turnpike system.	Revocation could create confusion to the public concerning the rules applicable on the Kansas Turnpike.	In active use	N/A	No	No		No		
39-1-19	Article 1.-Limitations on Use of Turnpike	Obedience to officers, signs, and signals	Amended	Jan. 8, 1999			necessary	Yes	No	The purpose of the regulation is to require compliance of signs, signals, or devices erected or displayed by the Kansas Highway Patrol or by the Kansas Turnpike Authority employees.	Revocation can cause safety concerns for the traveling public, KHP, and KTA employees.	In active use	N/A	No	No		No		
39-3-1	Article 3.-Bonds and Coupons for Turnpike No. 1 (not in active use):	Revoked												No	No		No		
39-3-2	Article 3.-Bonds and Coupons for Turnpike No. 1 (not in active use):	Revoked												No	No		No		
39-3-3	Article 3.-Bonds and Coupons for Turnpike No. 1 (not in active use):	Revoked												No	No		No		
39-3-4	Article 3.-Bonds and Coupons for Turnpike No. 1 (not in active use):	Revoked												No	No		No		
39-3-5	Article 3.-Bonds and Coupons for Turnpike No. 1 (not in active use):	Revoked												No	No		No		
39-3-6	Article 3.-Bonds and Coupons for Turnpike No. 1 (not in active use):	Revoked												No	No		No		
39-3-7	Article 3.-Bonds and Coupons for Turnpike No. 1 (not in active use):	Revoked												No	No		No		
39-3-8	Article 3.-Bonds and Coupons for Turnpike No. 1 (not in active use):	Revoked												No	No		No		
39-4-1	Article 4.-Designation of Office	Designation of office	New	Jan. 1, 1966	68-2004 (c)		necessary	Yes	No	The purpose of this section is to designate the Kansas Turnpike Authority's headquarters in Wichita, Kansas.	Revocation may cause confusion in to where KTA's primary headquarters is located.	No	N/A	No	No		No		KSA 68-2004 (a)(3) and (4) authorize the authority to adopt rules and regulations and to designate and maintain offices.
39-5-1	Article 5.-Discount Rates	Revoked												No	No		No		
39-6-1	Article 6.-Classification and Tolls for Kansas City Expressway	Revoked												No	No		No		
39-6-2	Article 6.-Classification and Tolls for Kansas City Expressway	Revoked												No	No		No		