



Local Consultation Highlights and Key Points

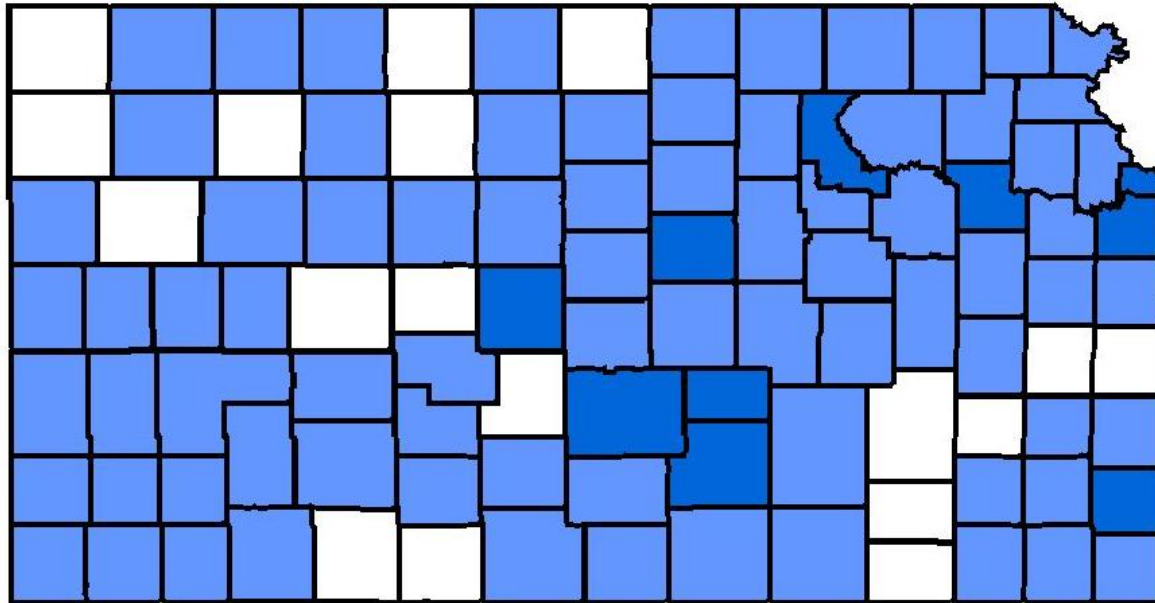


Outstanding Attendance and Participation

"The meeting is excellent. A lot of input from interested parties. I hope this is very helpful to KDOT as they put together the new CTP program for the State Legislature and the governor."

-- Marcia Bernard, transit manager Unified Govt. Wyandotte Co./KCK

Local Consult Meeting Attendees



Orange Heroes





Opening thoughts

- Appetite for a new program
- No consensus on how to fund a program
- Cautious support for new business models

“I think it’s vitally important we have a plan. Without a plan, you don’t know where you’re going. The funding of that plan is an issue that may have to be addressed in phases, separately.”

-- Harland Priddle, former Kansas Secretary of Commerce and Secretary of Agriculture



Statewide trends – funding

- Funding – “everyone wants to go to Heaven...”
 - No silver bullet – variety of sources receive some support
 - Transportation Revolving Fund – great tool
 - Need TDD tools
 - Designate a portion of tax increase created by an ED project to “reimburse” transportation fund, heard in more than 1 mtg and 1 mode









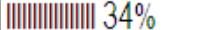


Funding Preferences

- Gaming Fees
- Vehicle Registration Fees
- Truck Registration Fees
- Developer Fees
- Motor Fuels Tax



T-LINK Calculator

Additional Revenues	Average Increase	Annual Revenue (millions)	User Preference
Truck Registration Fees	\$116 per truck	\$20	 82%
Car Registration Fees	\$21 per car	55	 79%
Gaming	21% of revenues	23	 74%
Dedicated Sales Tax	1/10 of a cent	47	 67%
Local Contributions	\$18 million per year	18	 66%
KTA Surcharge	17% toll increase	14	 64%
Debt Financing	\$410 million in bonds	48	 59%
Increase MFT (per gallon)	3¢ per gallon	56	 49%
Add Sales Tax to Motor Fuel	1% sales tax	93	 34%
	TOTAL	\$374	



Statewide trends – business models

- Business models – general support with cautions
 1. Multi-modal approach – support for approach with big projects but keep operating \$ separate
 2. Flexibility and more frequent selection is needed but also need to protect funding in out years – 10 year program cycle questioned
 3. Input – 2 year cycle for local consult is abt right; KTAP not a lot of discussion



Statewide trends – business models

4. Economic impact analysis

- should be done;
- statewide concern abt rural/urban comparisons;
- don't forget safety (congestion);
- everyone thinks it will help them
- need to figure out way to provide details to more people for better understanding/refinement



Regional Highlights: Ulysses

More than 80 attendees

Regional Distinctions:

- Cattle feedlots, dairies and ethanol plants generating more trucks
- Loss of transit service





Regional Highlights: Hays

- **More than 75 attendees**
- **Regional Distinctions:**
 - Loss of Care Van
 - Safety concerns associated with the need for shoulders and passing lanes
 - Local road maintenance
 - Trucks are too large for local roads





Regional Highlights: Abilene

- More than 95 attendees
- Regional Distinctions:
 - Wind turbine manufacturers
 - 2-mile grid system





Regional Highlights: Topeka

- **More than 100 attendees**
- **Regional Distinctions:**
 - Greater transit demand
 - Topeka's bus system is one of the fastest growing in the nation
 - Greater acceptance of closing local roads





Regional Highlights: Olathe

- **More than 150 attendees**
- **Regional Distinctions:**
 - Interest in Local Option Taxes
 - Transit needs related to workforce
 - Stronger interest Bike/Ped





Regional Highlights: Hutchinson

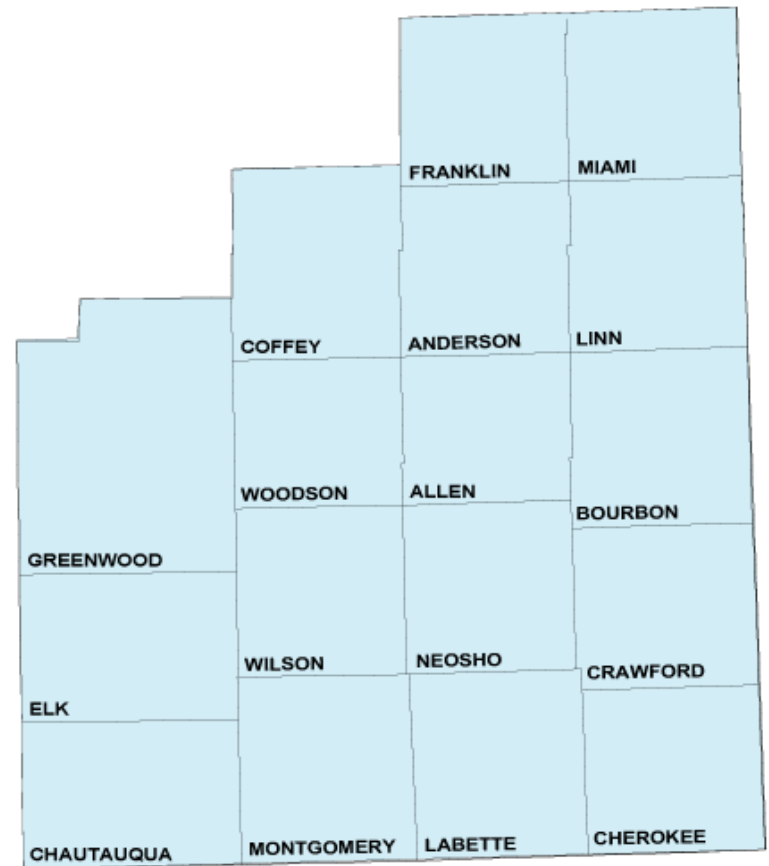
- **More than 100 attendees**
- **Regional Distinctions:**
 - Strong regional discussions
 - More support for flexibility and multi-modal approaches





Regional Highlights: Pittsburg

- **More than 95 attendees**
- **Regional Distinctions:**
 - Balanced approach supported
 - Transit related to workforce
 - Resistance of sales and motor fuel taxes due to proximity of other states; more support for bonding





Regional Highlights: Wichita

- **More than 100 attendees**
- **Regional Distinctions:**
 - Rail bottleneck
 - Passenger rail breakout session
 - REAP strongly recommends preservation





Rail – Key Points

- State role - So important to ag business that the State has a role in supporting short-lines
- Needs – build spurs, rehab existing lines, lengthen sidings, build grade separations (to be covered in hwys) and improve crossing safety
- Funding – per ton tax on rail and truck freight (not widely supported), create a Kansas Rail Development Corp and allow people to invest
- Changes to the rail business model – open program to shippers and industrial parks, create a freight advisory group



Rail considerations

- Kansas railroads hauled 529 million tons of freight worth more than \$345 billion in 2006
- Agriculture (crops and animal production) relies heavily on short line rail



Aviation

- State role – expected now
- Needs – air ambulance with note that improvements also provide eco development benefits. New insurance requirement for 5000' runways

“Airports are the front door to your community. Not only are they important for medical access, but also for economic development.”



Aviation con't

- Funding – cautious support for removing jet fuel tax exemption; redirect AV fuel from general fund to either hwy fund or aviation fund; consider a medical surcharge; consider a loan program for hangar construction; aircraft registration/transfer fees; allow primary airports to receive state funding
- Business Model: Transition from reacting to local applications to guiding investments



Bike/Pedestrian

- State role – not unanimous but more support for a State role in funding than indicated in LRTP process; state role in coordinating local agencies
- Needs – driven by health concerns, quality of life and increasing fuel prices
- Needs for education, safety improvements on existing facilities, add'l facilities and some technical assistance, connectivity to schools and work



Bike/Pedestrian, con't

Kansas should consider bike registration and licensing fees. These fees might constitute symbolic gestures, because they probably wouldn't generate much revenue.

Nonetheless, they would enable bicyclists to pay at least a part of infrastructure costs.

-- Dale Crawford, Johnson County Bike Club



Passenger Rail

- Increasing number of advocates
- Amtrak to conduct study

“I have talked to many, many people, young and old, who desire this passenger train. Passenger train service moves people, keeps them mobile. Not everybody can fly and not everybody can drive. “

**--Autumn Heithaus, Kansas
Executive Director of the Northern
Flyer Alliance, Wichita**



Transit

- State role – a health, quality of life and workforce issue
- Needs are primarily:
 - Workforce – e.g., the Legends, Amazon.com, Ft. Riley area (esp. shift work)
 - Medical trips – esp non-emergency
 - Also, Corrections testified about needs



Transit

- Funding – fare boxes 8 – 15%
- Changes to business models
 - Collaboration and regional approaches fairly well supported
 - Barriers include jurisdictional boundaries and insurance
 - Scale state support to size of fleet



Transit

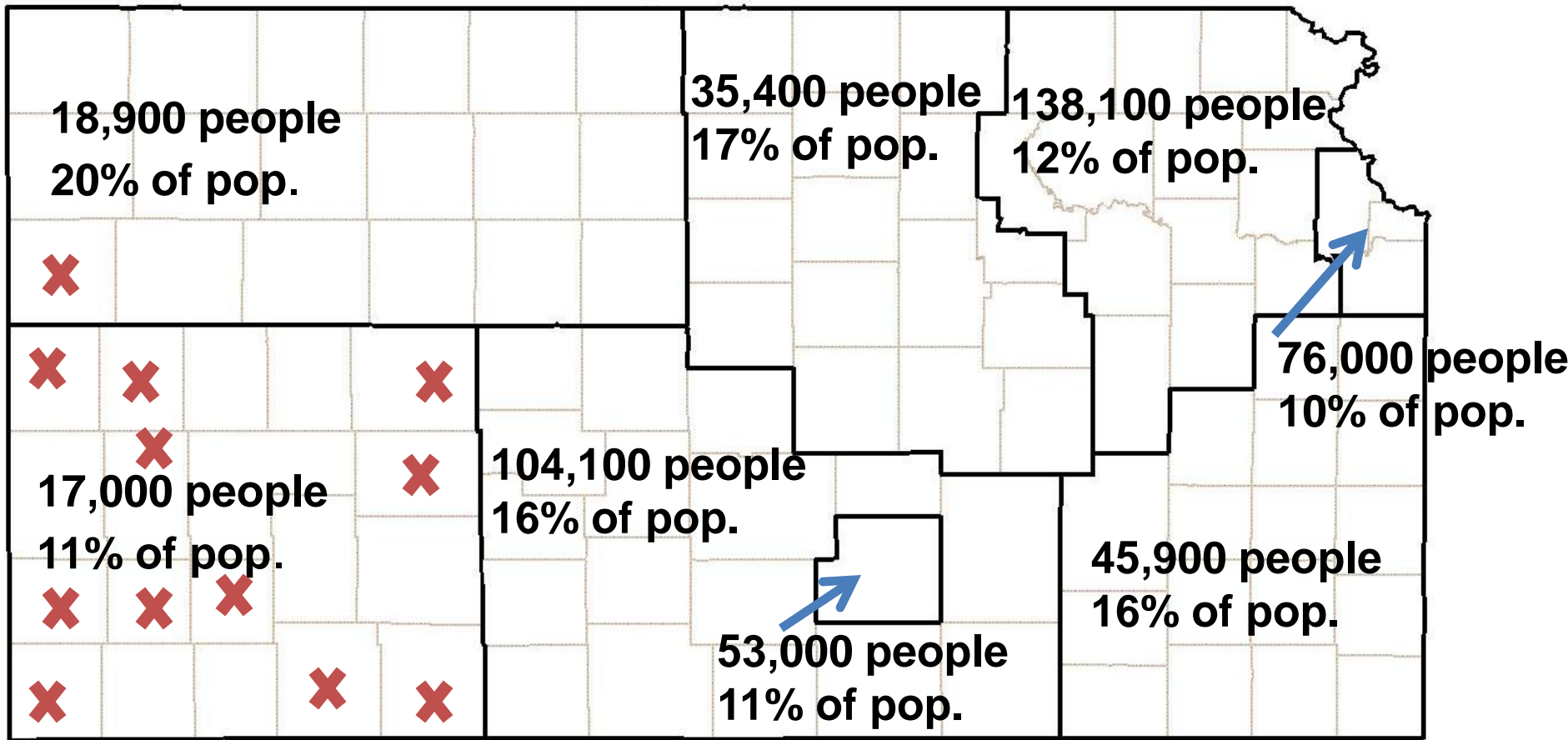
Business models

- One funding pot for traditional transit and one pot for innovation
- One call idea popular – public doesn't know who to call



Transit considerations

Kansans 65 years or older



X Counties without transit services



Local Roads

- State role – funding expected for local roads and bridges
- Needs
 - ED/GI/KLINK – partnership projects well supported
 - Farmers landlocked (bridge weight restrictions, changing planting practices, heavier ag trucks)



Local roads

- Funding – more local options (motor fuels, registrations), make TDDs easier to use
- Changes to business model
 - incentivize closures – some support as long as there's local control
 - trade bridge/road closures for upgrades to remaining

“We’re now healthier than we used to be. Our percentage of roads, streets and bridges that are deficient has dropped dramatically.”

-- Dennis Lauver, Salina Chamber of Commerce



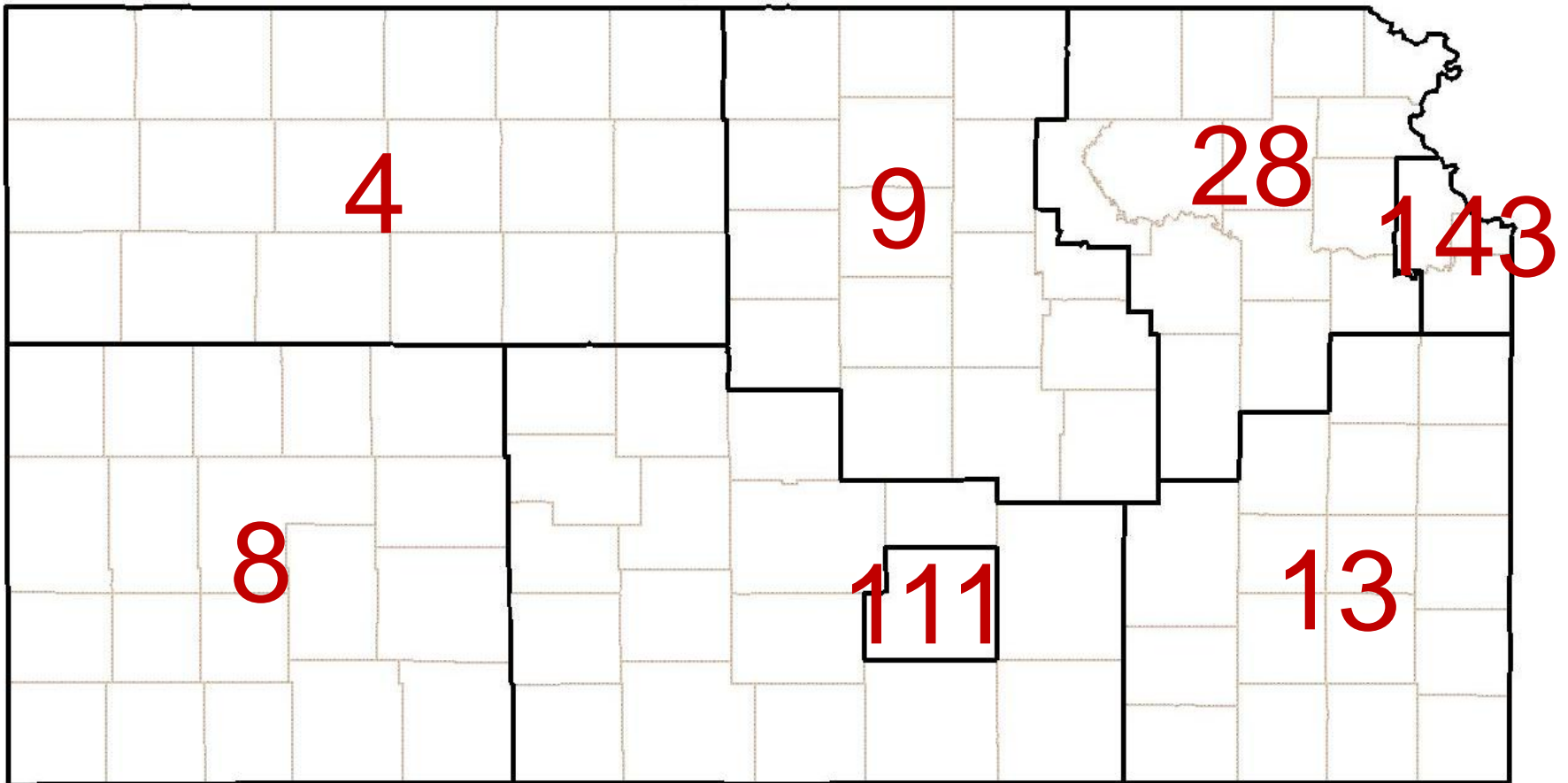
Local Roads

- Business models:
 - Urban areas concerned about taking \$ from building for new needs to close unused roads.
 - Swap federal funds – should be an option.
 - Reward communities that manage access along state highways and CCLs



Local road considerations

People per Mile of Non-State Roads





Highways

- State role – preservation, safety, eco development
- Needs – discussions focused on freight corridors, commuters, health care
- Funding – no single answer
- Changes in business model
 - Practical Design encouraged
 - Passing lanes instead of 4 lanes as interim improvement



Highway Economic Factors

- Agriculture, meat processing and manufacturing account for 43% of Kansas economic output
 - These industries rely heavily on trucks
 - More than \$545 billion worth of goods was transported by trucks in Kansas in 2006

Economic Factors

