

MINUTES

JOINT LEGISLATIVE TRANSPORTATION VISION TASK FORCE

September 12, 2018
Memorial Hall, 2nd Floor Ballroom
600 N 7th Street, Kansas City, KS

Members Present

Senator Carolyn McGinn, Co-chairperson
Representative Richard Proehl, Co-chairperson
Senator Rick Billinger
Senator Tom Hawk
Senator Mike Petersen
Senator Pat Pettey
Senator John Skubal
Representative J. R. Claeys
Representative Shannon Francis
Representative Henry Helgerson
Representative Adam Lusker
Representative Sean Tarwater (substituting for Representative Troy Waymaster)
Jim Allen
Matt Allen
Mary Birch
Mike Brown
Richard Carlson
Jon Daveline
Max Dibble
Ty Dragoo
Chad Girard
Steve Hewitt
Mike King
Kenzil Lynn
Alise Martiny
Jackie McClaskey
Cameron McGown
Steve Sloan
Kip Spray
Bridgette Williams
Sam Williams
Jerry Younger

Members Absent

Lindsey Douglas
Donald Roberts

Andy Sanchez

Staff Present

Jill Shelley, Kansas Legislative Research Department
Aaron Klaassen, Kansas Legislative Research Department
Whitney Howard, Kansas Legislative Research Department
Jessa Farmer, Kansas Legislative Research Department
Chris Waggoner, Office of Revisor of Statutes
Lea Gerard, Committee Assistant

Conferees

Julie Lorenz, Burns & McDonnell
Joe Reardon, President and Chief Executive Officer, Greater Kansas City Chamber of Commerce
David Schwartz, Asset Management and Performance Measures Manager, Kansas Department of Transportation (KDOT)
Ron Seitz, Director of Engineering and Design, KDOT
Bob Brock, Director of Aviation, KDOT
Mike Spadafore, Public Transportation Manager, KDOT
Matthew Messina, State Bicycle and Pedestrian Coordinator, KDOT
Daniel Serda, Chair, Board of Commissioners, Kansas City Area Transportation Authority
Sharon McMillan, Private Citizen
Mike Taylor, Public Relations Director, Unified Government of Wyandotte County/Kansas City, Kansas
Jared Tremblay, Project Manager, Flint Hills Metropolitan Planning Organization
Edward DeSoignie, Interim Director, Economic Lifelines
Ron Achelpohl, Director of Transportation and Environment, Mid-America Regional Council
Michael Kelley, Policy Coordinator, BikeWalkKC
Susan Duffy, General Manager, Topeka Metro
Karl Fundenberger, Director of Bicycle Operations, Topeka Metro

Others Attending

See [Attached List](#)

Morning Session

Welcome

Co-chairperson McGinn called the meeting to order at 10:02 a.m. and welcomed all Joint Legislative Transportation Vision Task Force (Task Force) members and guests to the second regional meeting of the Task Force ([Attachment 1](#)). She noted more than 100 people attended the September 6 Task Force meeting in Salina, where the Task Force heard information from the Kansas Department of Transportation (KDOT) about the progress of the Transportation Works for Kansas (T-Works) program and the current system conditions of the state's highways and bridges. She stated the Task Force would hear presentations on demographic and economic trends and impacts; receive information on the state's aviation, transit, bike, and pedestrian programs; and hear public testimony.

Co-chairperson Proehl noted testimony and other materials are posted to the Kansas Legislative Research Department website: <http://www.kslegresearch.org/KLRD-web/Committees/Committees-JtLegTrnsprtnVisionTF.html>.

Topics for Today and Future Meetings

Julie Lorenz, Burns & McDonnell, summarized information from the September 6 Task Force meeting in Salina and provided information on future Task Force topics ([Attachment 2](#)). She stated at the September 6 meeting, the Task Force received information from local communities about the importance of economic development and access to highways. She noted a local transit provider stressed the importance of being able to afford to hire bus drivers to drive residents to their medical appointments, grocery shopping, and other opportunities. She also stated the importance of localities being able to offset federal dollars with local dollars in order to deliver street and county road projects.

Ms. Lorenz stated the Task Force would hear information about the economic importance of transportation, demographic and economic trends, and the other transportation modal programs. She stated the Task Force must consider what is currently working in transportation and what can be improved for long-term investment in transportation. She noted the transportation system needs to serve Kansans and new and existing industries. She commented highway accessibility is the number two factor that businesses consider when those businesses decide where to locate.

Economic Importance of Transportation

Joe Reardon, President and Chief Executive Officer (CEO), Greater Kansas City Chamber of Commerce (KC Chamber), provided an overview of the economic importance of transportation ([Attachment 3](#)). He noted the KC Chamber has more than 2,200 members, representing both small and large companies on both sides of the state line. He stated members rely on a transportation system for their viability to sell products and services in Kansas City and elsewhere.

Mr. Reardon stated, in 2018, the KC Chamber announced a transportation initiative, “Building KC’s Innovative Transportation Systems,” as one of the KC Chamber’s “Big 5” initiatives to make a significant difference for the quality of life and economic vitality in Kansas City. He stated all modes of transportation are critical to the economy of the region and businesses rely on these transportation systems. He also noted the history and critical importance of transportation investments, such as those infrastructure investments that led to the Kansas Speedway.

Mr. Reardon stated the KC Chamber is focused on job access, but less than 10.0 percent of the jobs in Kansas City are accessible by public transit. The KC Chamber surveyed its members about access to transportation, and the majority of those members indicated their employees have difficulty accessing the employer *via* public transportation. He acknowledged the Unified Government Transit, in cooperation with the Kansas City Area Transportation Authority, has responded to these issues in a direct way, such as providing special services for public transportation and enhancing transportation to the Amazon Fulfillment Center in Kansas City and the intermodal facility in Gardner-Edgerton.

Mr. Reardon provided additional information on KC Chamber member surveys, with members reporting frustration with congestion and potholes. He also stated innovations are important for the transportation system and noted the opportunities for economic development, such as autonomous vehicles and high speed rail service. He also noted the KC Chamber surveyed its members about what would be the fairest and best sources of revenue to invest in transportation facilities and services, with motor vehicle tax receiving the most engagement; however, there is also interest in looking into alternative ways of funding, such as toll systems, road usage charges, and increasing public transportation fares. He stated transportation funding should come from a variety of sources and provided the example of the State of Indiana, which has a multi-faceted funding mechanism.

In response to a question, Mr. Reardon noted Indiana increased its motor fuel tax by 10 cents as part of its approach to multi-faceted funding. He stated the KC Chamber is advocating for Proposition D, which includes a 10-cent increase in motor fuel tax (over 4 years) on the Missouri ballot in November.

Kansas Demographic and Economic Trends

David Schwartz, Asset Management and Performance Measures Manager, KDOT, provided an overview on the Kansas demographic and economic trends related to transportation ([Attachment 4](#)). He noted key demographic trends that influence transportation include the population shift from rural to urban areas, rural counties have lower health outcomes than urban areas, and the increasing population of Kansans that are age 65 years and older.

Related to population trends, Mr. Schwartz noted since the 1960s, 80.8 percent of the growth in Kansas occurred in the metro counties. He also provided Wichita State University projections, which demonstrate by 2040, 6 counties will have more than 100,000 people and 26 counties will have fewer than 2,500 people. He noted population and high traffic routes are concentrated in Northeast Kansas and Wichita, but freight networks span the entire state. He also stated rural areas are contending with such issues as struggling to fund their roads and bridges, which are critical for getting crops and livestock to market; the funding formula for the Special City and County Highway Fund has remained unchanged from the Comprehensive Transportation Program enacted in 1999 to T-Works; and the population paying for rural transportation needs is shrinking.

Related to health outcomes, Mr. Schwartz noted poor health outcomes are concentrated in rural areas. These poor health outcomes can be influenced by poverty, tobacco usage, and lack of access to medical care or specialized care. He stated transportation helps improve access to health care, such as the expansion of air ambulance access under T-Works and expansion of regional transit routes.

Related to the aging population, Mr. Schwartz noted, 15.0 percent of Kansans were 65 years and older in 2016, but that population will grow to 24.0 percent by 2034. He noted drivers 65 years and older are at a greater risk of being involved in a crash in which there is a traffic fatality. He also noted transportation implications of an aging population, including the need for signs and pavement markings with increased visibility.

Mr. Schwartz also provided information on economic trends in Kansas, noting seven key industries in Kansas are dependent on transportation and the tonnage and value of freight will increase by 2040. He noted the Federal Highway Administration has defined “megaregions” for

freight transportation purposes, with one encompassing Kansas City, Wichita, Oklahoma City, and Springfield, Missouri, and connecting to the Texas megaregion.

Mr. Schwartz recommended the Task Force consider the following items: funding increases required to fund local governments and the local streets and bridges under their care; how to make sure demographic and economic shifts inform investments; how much funding priority to give to the freight corridors; and should KDOT explore more changes to help older drivers.

In response to a question on the funding formula for local governments, Mr. Schwartz stated a third of all motor fuels tax is dedicated to the Special City and County Highway Fund. He noted KDOT studies vehicle miles traveled and assigns cities and counties their share of this funding based on traffic. Ron Seitz, Director of Engineering and Design, KDOT, stated two-thirds of the Special City and County Highway Fund is distributed to the state and this process is dictated by state statute. He noted the Legislature could consider this distribution formula and the local government property tax lid in state law does not affect the dollars distributed to local governments.

Kansas Modal Programs

Aviation

Bob Brock, Director of Aviation, KDOT, provided information on aviation in Kansas ([Attachment 5](#)). He noted aviation is very important to Kansas because it has a high rate of return on investment and supports 91,300 jobs. He stated aviation funding is legislatively driven and, beginning with T-Works, the Kansas Airport Improvement Program (KAIP) receives \$5.0 million annually to support projects at 138 airports. He noted under the KAIP, \$5.0 million has been invested annually with an average grant award of \$147,587; 119 airports have been improved; and air ambulance coverage has increased to 94.0 percent of the population living within 30 minutes of an airport that is accessible to air ambulance service.

Mr. Brock stated the unmanned aerial systems (UAS) program is inspiring economic growth in the state. He noted unanimous legislative approval of a resolution for KDOT and the State of Kansas to compete at a federal level to become one of the top ten states in the country to drive the UAS industry. Kansas was selected as a national leader for the U.S. Department of Transportation's UAS Integration Pilot Program, which provides for infrastructure inspections and precision agriculture. He also stated a study by the Association for Unmanned Vehicle Systems International (AUVSI) shows between now and 2025, \$13.6 billion of industry will be attributed to UAS. The AUVSI study also said Kansas is projected to increase jobs by 3,700 with a potential economic impact of \$2.9 billion related to the UAS industry.

Responding to questions, Mr. Brock stated there is no hard number for Federal Aviation Administration funding; the federal government is investing millions of dollars in UAS, including the Alliance for System Safety of UAS through Research Excellence (ASSURE) program; no direct state revenue stream is tied to aviation, but the historical and legislative approach has been to incentivize major commercial traffic to come into Kansas by not taxing aviation fuel; and approximately 50.0 percent of contributions to KAIP grants are local contributions. He also stated there are 380 airports across the state, but the focus of KAIP is public-use, non-primary airports.

Public Transportation

Mike Spadafore, Public Transportation Manager, KDOT, provided an overview of public transportation in Kansas ([Attachment 6](#)). He stated KDOT's general public transit, paratransit, and regional bus service all work in concert to support the transportation needs of Kansans. He noted more than 800 public transit vehicles serve customers in rural and urban communities. He stated these transportation services are desirable and vital and the public transit fleets, facilities, and operations are in great condition. He presented a video depicting the paratransit program. He also discussed new routes connecting smaller towns with regional medical centers.

Mr. Spadafore noted the public transit program allows employees to get to new and existing job sites; allows teenagers to get to part-time jobs and extracurricular activities; and provides a level of access to seniors, veterans, people with disabilities, and other underserved communities. He stated total annual funding for public transit is \$26.2 million and includes state, federal, and local dollars. He stated the route connecting greater Kansas City transit routes with the intermodal complex in Gardner-Edgerton in southwest Johnson County is an example of a commuter bus service program. He also noted public transit provides 10 million annual rides across the state and KDOT is continuing to look to technological advances in order to modernize the program.

Responding to questions, Mr. Spadafore noted the transit program is strong and able to effectively utilize the allocated funding; provided information on funding allocations; stated some public transit systems in the state are donation-based and there is no standardized cost for rider fares, which can depend on the length of trip and gas mileage; stated approximately 83.0 percent of counties participated in transit in some way; and noted no service originates in 24.0 percent of the state's counties, but KDOT is working diligently to expand the reach of the program.

Task Force members requested additional information about the following:

- The effects of the increase in the population 65 years and older over the next 10 years and its anticipated effects on the needs for public transit;
- The distribution funding formula to local public transit and how it is applied;
- Additional information about the funding available to the counties and cities and whether state funding goes to fixed-route or call-ahead service; and
- Whether public transit provides access to grocery stores and healthy foods.

Bicycle and Pedestrian

Matt Messina, State Bicycle and Pedestrian Coordinator, KDOT, provided an overview on pedestrian and bicycle transportation in Kansas ([Attachment 7](#)). He stated these modes of transportation increase mobility options and accessibility and help improve public health and environment outcomes. He noted Kansans walk and bike out of convenience, necessity, and recreation. He stated more than 61,000 households in Kansas do not have access to a personal vehicle.

Mr. Messina stated bicycle and pedestrian funding is provided by the federal Transportation Alternatives (TA) program, local sources, grants, and public-private partnerships. He noted the TA program is the largest source of funding for bicycle and pedestrian programs in Kansas at \$11.0 million annually and provided information on the allocation of those funds. He also stated \$34.0 million from the TA program has funded 100 projects over the span of 4 years. These TA projects include creating new connections; improving the State's compliance with Americans with Disabilities Act (ADA) standards; increasing mobility options and safety; and allowing Kansas to become a destination state for active tourism, such as on the Flint Hills Nature Trail or at the Dirty Kanza gravel road cycling event.

Mr. Messina noted the League of American Bicyclists ranked 47th in the country when ranking bicycle-friendly states. The group provided several recommendations to Kansas, such as reducing fatalities and serious injuries and providing dedicated state funding to bicycle programs. He also provided information on notable accomplishments, such as local support and investment and bike-share growth.

Responding to questions, Mr. Messina stated ongoing maintenance is one of the ineligible expense items for the TA program, which leaves the local community responsible for lifetime maintenance of the facility and some communities are unable to make those commitments; bicycle miles traveled data are not as readily available or updated as frequently as vehicle miles traveled data and the existing data tend to be commuter-based; the increase in pedestrian and bicycle fatalities is a nationwide problem; electric scooters are a component of public transit and would be an eligible category under the TA program; many bicycles under the bike-share program are equipped with GPS tracking technology to track mileage and number of trips taken; funding for these bicycles have been through public/private sponsorships; and the bicycles under the bike-share program are TA eligible and the program has funded the expansion of their networks, such as bike racks.

Mr. Messina stated he will provide Task Force members with a geographical distribution of the TA projects.

Co-chairperson McGinn thanked the Kansas Contractors Association for providing lunch to Task Force members and staff. She recessed the meeting at 11:59 a.m. for lunch.

Afternoon Session

Co-chairperson Proehl reconvened the meeting at 12:32 p.m.

Local Input Testimony

Daniel Serda, Chair of the Board of Commissioners, Kansas City Area Transportation Authority (KCATA), provided remarks on behalf of himself and Robbie Makinen, President and CEO, KCATA ([Attachment 8](#)). He noted KCATA is a bi-state, regional transportation authority that was chartered by Congress and sanctioned by both Kansas and Missouri legislatures. He noted the KCATA governing board has representation from multiple jurisdictions throughout the Kansas City region.

Mr. Serda provided information on the structure of the KCATA and noted changes in recent years for the KCATA to be more responsive and accountable to customers; noted the

KCATA's new partnership with Lime to provide electric scooters in Kansas City, which will increase mobility; stated the KCATA is in discussions with developers and employers in the region, who are concerned with their ability to attract and retain skilled work force due to transportation concerns; commended the State of Kansas for its level of state funding for the KCATA in comparison to Missouri state funding; provided information on the free bus service to veterans throughout the region, which has provided more than 1 million rides; and stated the partnerships with Wyandotte and Johnson counties have expanded over the past couple of years, such as a new paratransit service, "Ride KC Freedom," which is primarily targeted to seniors and people with disabilities. He also noted the importance of innovation and accountability.

In response to questions, Mr. Serda stated the rate is \$1.50 for standard routes and \$3.00 for paratransit and express routes; noted the KCATA system has become more integrated as a single metro system, rather than separate municipality systems, in such ways as utilization of a single fare card; and the ability to provide services can be impacted by budget constraints, especially since the KCATA receives less state money from Missouri than from Kansas. Mr. Serda stated the KCATA will need additional funding and resources as the population continues to grow and age and as the region continues to grow and develop even as it constantly evaluates the system for efficiency.

Sharon McMillan, private citizen, spoke on behalf of the Homeowners Association Board of Directors and homeowners residing in the Acres at Freeman Farms subdivision ([Attachment 9](#)). Ms. McMillan requested safety improvements to the southbound lane at the intersection of K-7 and Hollingsworth Road. She noted this intersection is dangerous and traffic will increase as more homes are being built in the area.

Mike Taylor, Public Relations Director, Unified Government of Wyandotte County/Kansas City, Kansas, stated Kansas City, Kansas, is an economic leader in the state, due in part to superior highways and transportation networks ([Attachment 10](#)). He noted the amount of tourism drawn to the Village West area and stated the I-70/I-435 corridor is unable to efficiently, effectively, or safely handle all the vehicles that travel to the area. Mr. Taylor also stated the Unified Government recommends rebuilding the I-70/Turner Diagonal interchange to provide better access to the recently opened Amazon warehouse. He also noted interest from area developers in building an industrial park north of I-70 on property that could be accessed if that intersection were rebuilt. He stated these projects would provide for jobs and other economic benefits.

In response to questions, Mr. Taylor stated priority should be given to the I-70/Turner Diagonal interchange because that project would provide immediate economic development benefits; noted the other described projects would need to be fixed for safety reasons; and stated the Unified Government has been in discussions with KDOT regarding improvements to the K-7 corridor, including its intersection with Hollingsworth Road mentioned by Ms. McMillan.

Jared Tremblay, Project Manager, Flint Hills Metropolitan Planning Organization, noted transportation is vital to the Manhattan area ([Attachment 11](#)). He stated the mission of the Flint Hills Metropolitan Planning Organization is to coordinate, encourage, and promote a safe efficient, affordable, and integrated transportation system for all users in support of livable communities and economic competitiveness. He spoke to the needs of Manhattan, Junction City, and other dense urban areas and noted these areas have exhausted funding and right-of-ways. He stated current state funding structures are heavily slanted away from multi-modal networks, local governments must compete for TA funding, and Manhattan voters approved a

sales tax increase for bicycle and pedestrian facilities. He also noted there have been five pedestrian deaths in the region since 2013.

In response to a question, Mr. Tremblay stated his organization has not discussed cyclists paying for infrastructure, but Oregon has instituted a small fee on bicycle purchases.

Edward DeSoignie, Interim Director, Economic Lifelines, testified regarding the development of the Legends and the Kansas Speedway ([Attachment 12](#)). Mr. DeSoignie stated the Kansas Speedway was an unforeseen opportunity and KDOT was able to support the project. He noted the importance of an adequately funded transportation program.

Ron Achelpohl, Director of Transportation and Environment, Mid-America Regional Council (MARC), stated MARC is the metropolitan planning organization for the greater Kansas City area serving nine counties; the four counties in Kansas are Johnson, Leavenworth, Miami, and Wyandotte ([Attachment 13](#)). He noted MARC's support for the T-Works program and encouraged funding be restored to the T-Works program. He also provided information on the population and economic growth in the Kansas City area and stated MARC is in the process of updating its transportation plan to the year 2050. He expressed concerns with the decline in pavement condition over the past few years and acknowledged technological advances will affect transportation. He stated area officials had identified at least \$900 million in unmet transportation needs. Finally, he stated the Task Force should consider the continued financial sustainability of transportation investments around the state.

In response to questions, Mr. Achelpohl stated MARC is supportive of a wide variety of revenue-generating mechanisms; noted toll roads, congestion pricing, and mileage-based fees are sources for transportation funding; stated sales taxes play an important role; and said other states, such as Oregon, have implemented mileage-based fees using paper logs and other technologies.

Michael Kelley, Policy Coordinator, BikeWalkKC, stated BikeWalkKC is the area advocacy organization for cyclists and pedestrians ([Attachment 14](#)). He noted greater investments, such as better sidewalks and placement of bus stops, will make pedestrians safer; stated the importance of investing in low-income communities and people of color in Kansas; and urged the Task Force to continue to look for ways to fund plans, programs, and projects related to cycling and walking in Kansas.

Responding to a question, Mr. Kelly noted BikeWalkKC has 33 employees, 15 of whom are full-time employees.

Susan Duffy, General Manager, Topeka Metro, noted Topeka Metro is an economic driver for the City of Topeka and Shawnee County ([Attachment 15](#)). She provided information on Topeka Metro's partnership with Capital City Taxi, which has provided 5,900 rides since December 2017. She stated this program has changed lives; the average trip cost in Topeka is \$15, with the rider contributing \$5; and the program needs only \$8,700 for the remainder of 2018. She noted partnerships with USD 501 to make transit available for high school and middle school students and with businesses to transport workers outside of regular Topeka Metro hours. She also provided information on the Topeka Metro relationship with Washburn University; noted Topeka Metro transit is especially helpful for service workers; and stated only 38.0 percent of the Topeka Metro bus stop amenities are currently ADA accessible.

Karl Fundenberger, Director of Bicycle Operations, Topeka Metro, provided information on the Topeka Metro Bikes (TMB) program ([Attachment 16](#)). He noted since its launch in April 2015, TMB has had 5,000 sign-ups, with 50,000 trips totaling 110,00 miles. He stated renting a bicycle through the TMB program costs \$25.00 a year and the program is the most flexible arrangement for meeting customer needs of the first and last mile of transportation.

Responding to a question, Mr. Fundenberger noted the TMB bicycles are accessible in the winter.

Task Force Discussion

Co-chairperson McGinn asked if the Task Force members had any questions or requests for information. Task Force members requested additional information about the following:

- Costs to create or expand bicycle, pedestrian, transit, and aviation programs; and
- Road usage mileage fees, such as those pursued in Oregon and Indiana.

Ms. Lorenz stated the Task Force will receive information about funding, finance, state and federal revenues, and approaches by other states at future meetings. She noted the Task Force will be able to utilize a funding calculator with different components and assumptions at the Newton meeting.

The Task Force members were provided with an updated information request document ([Attachment 17](#)).

Next Steps and Closing Remarks

Co-chairperson McGinn advised there will be webinars in Newton and Wichita. There will be a reception hosted by Watco on September 19th in Pittsburg.

The next Task Force meeting will be held September 20, 2018, in Pittsburg at Pittsburg State University.

Co-chairperson McGinn adjourned the meeting at 2:06 p.m.

Prepared by Lea Gerard

Edited by Whitney Howard and Jill Shelley

Approved by the Committee on:

October 4, 2018

(Date)