Kansas Demographic & Economic Trends

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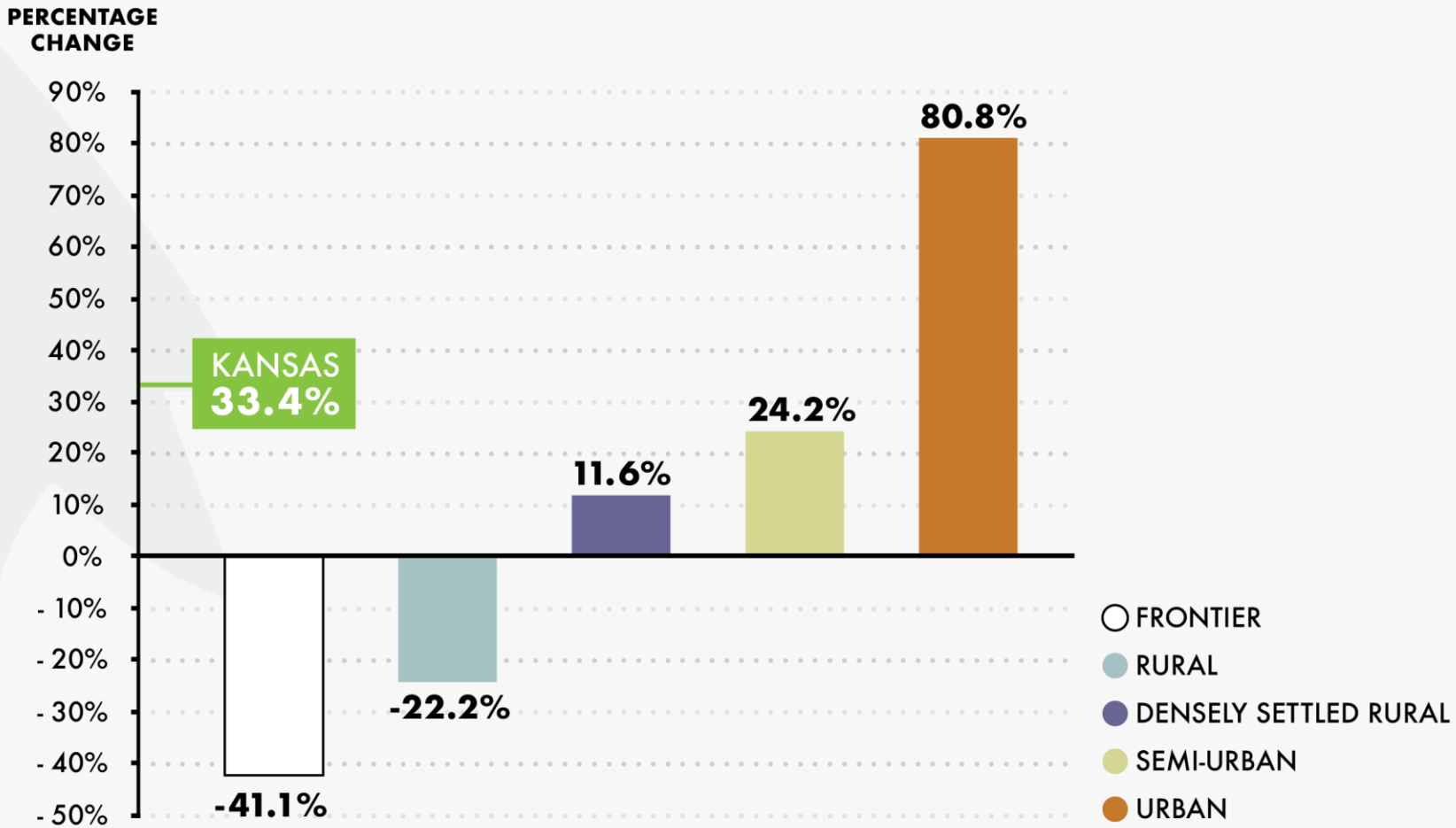
10:45 a.m. to 11:00 a.m.

Key Kansas Demographic Trends Related to Transportation

- Population shift from rural to urban
- Rural counties have lower health outcomes than urban areas generally
- Increasing population 65 years and older

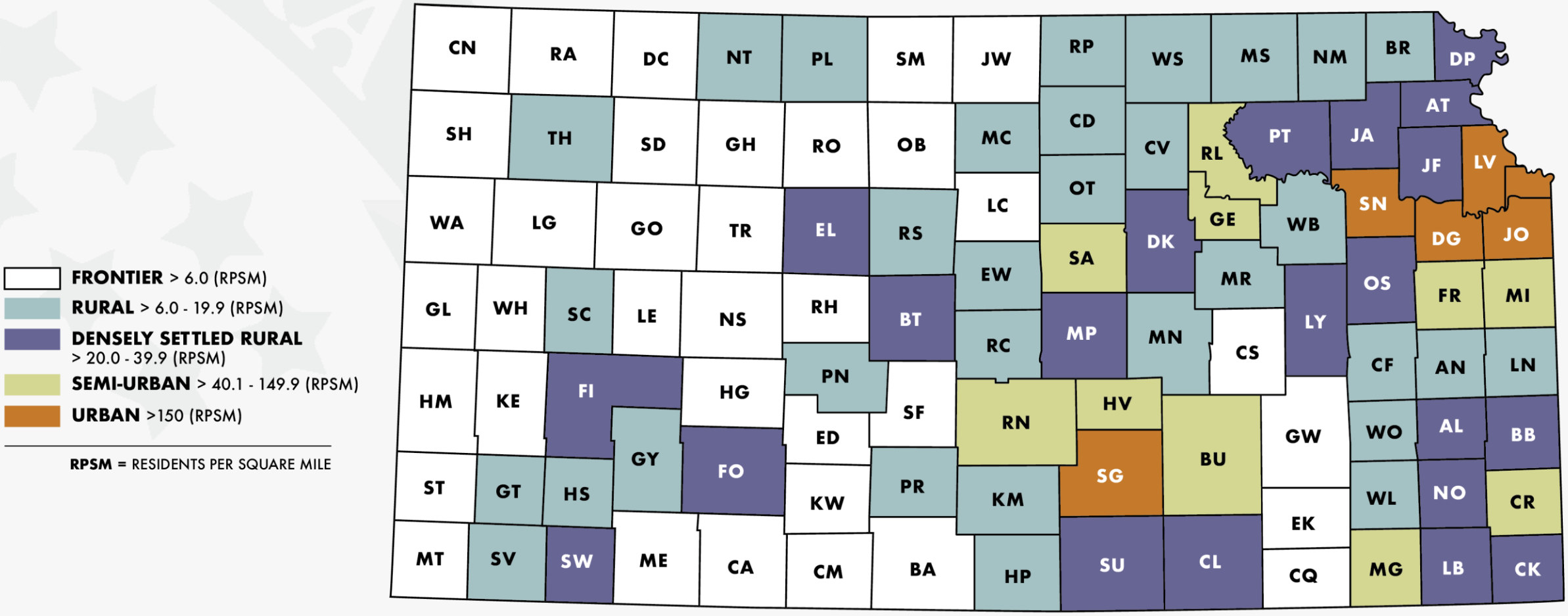
Kansas Population Growth Has Occurred Mostly in Urban Areas

Population Changes 1960 to 2016

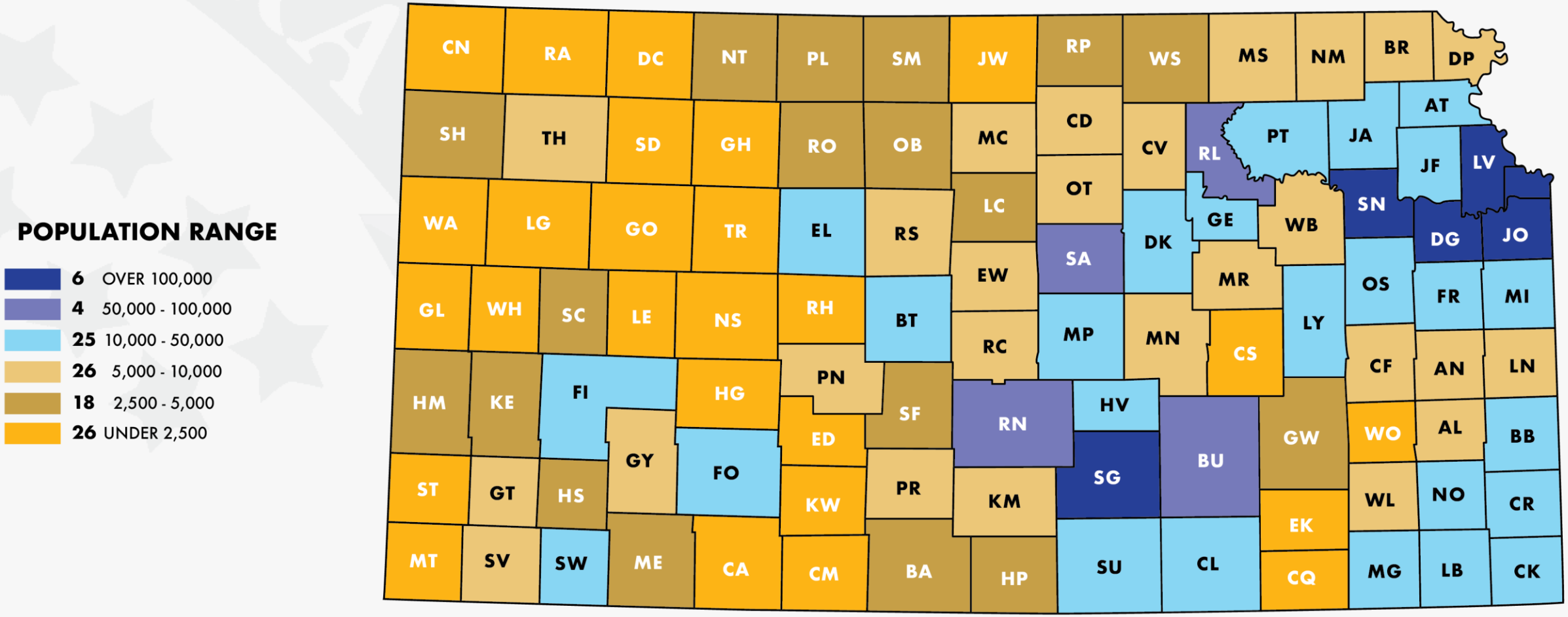


Source: Kansas Health Foundation

Where the Population Growth Occurred

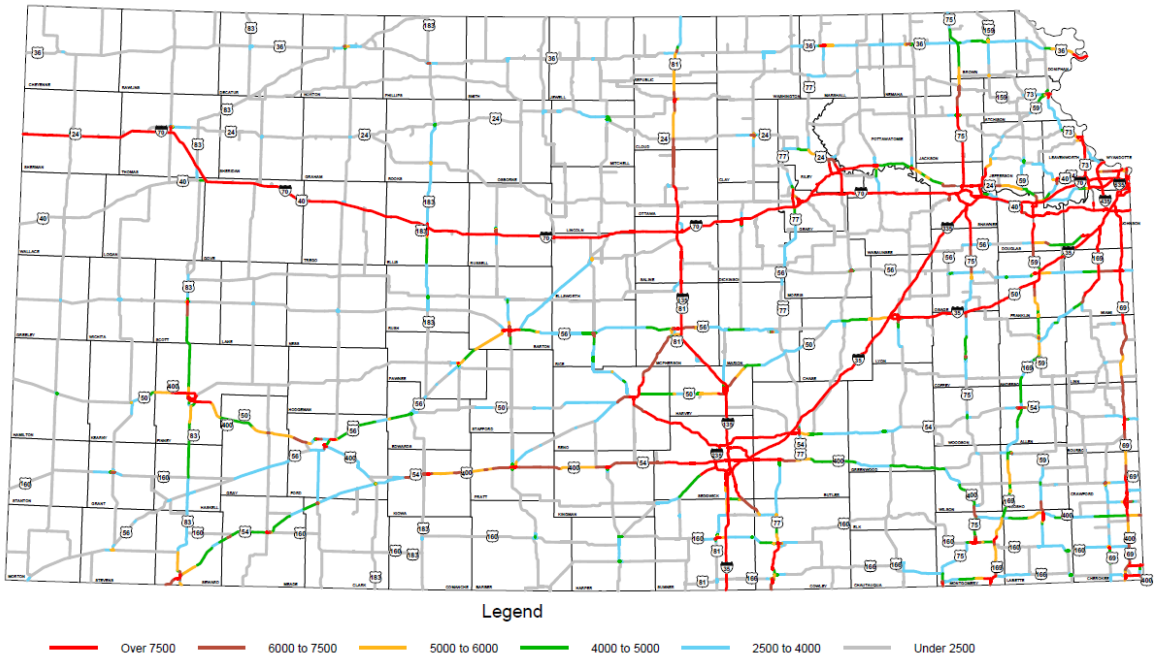


Kansas Population by 2040

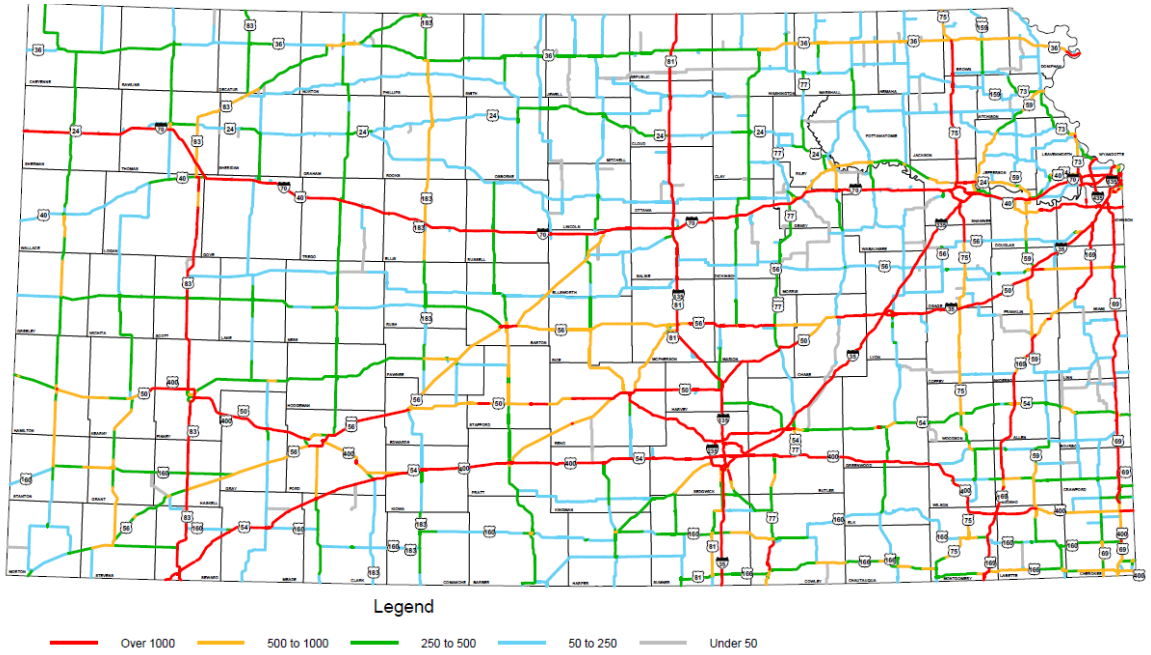


How does population shift impact transportation?

While Population Is Clustered, the Freight Network Spans the Entire State



High Traffic Routes



Freight Routes

Rural Areas Struggle to Fund Roads & Bridges which are Critical for Getting Crops to Market

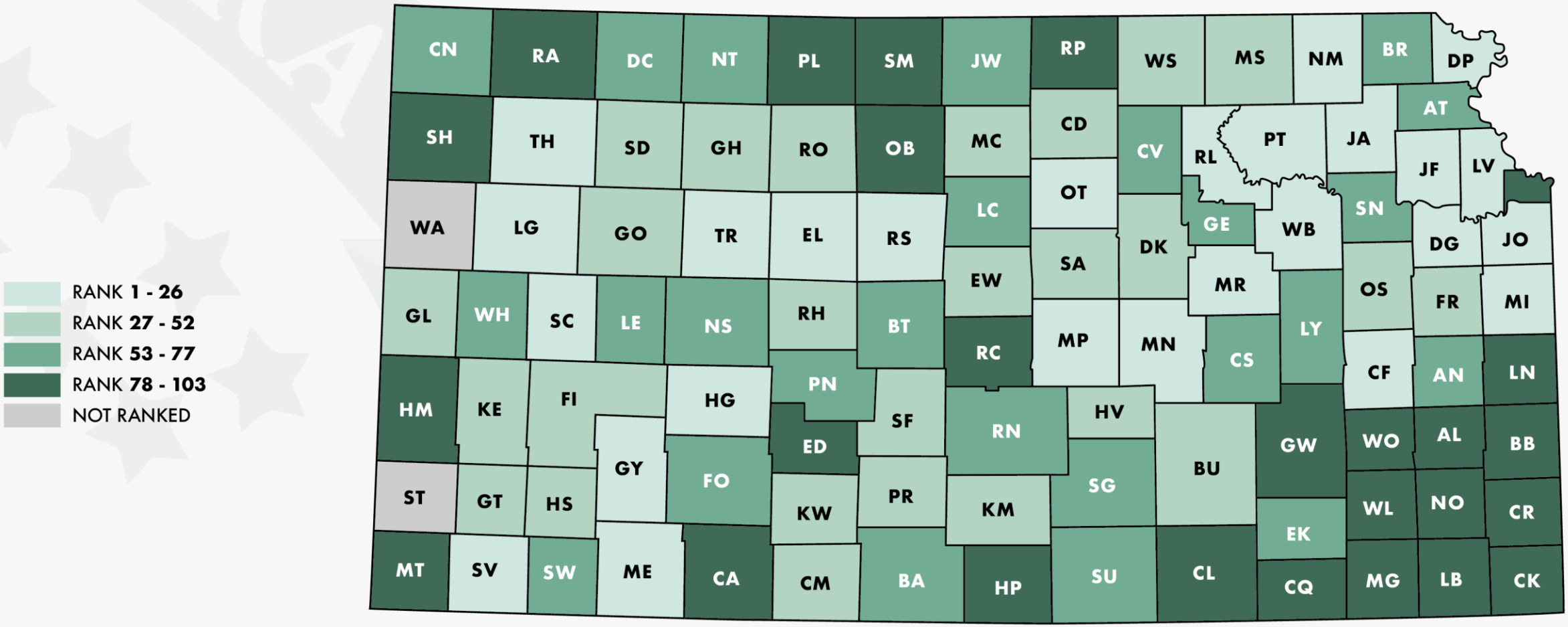
- The funding formula for the Special City County Highway Fund has remained the same from CTP to T-WORKS

- Since 2000, the number of Kansas farms have decreased, but the value of ag exports more than doubled
  - Farmers and ranchers rely on city and county roads to get crops and livestock to market

  - Declining population bases for rural areas mean there are fewer people to support these roads – even though the economic demand has remained steady

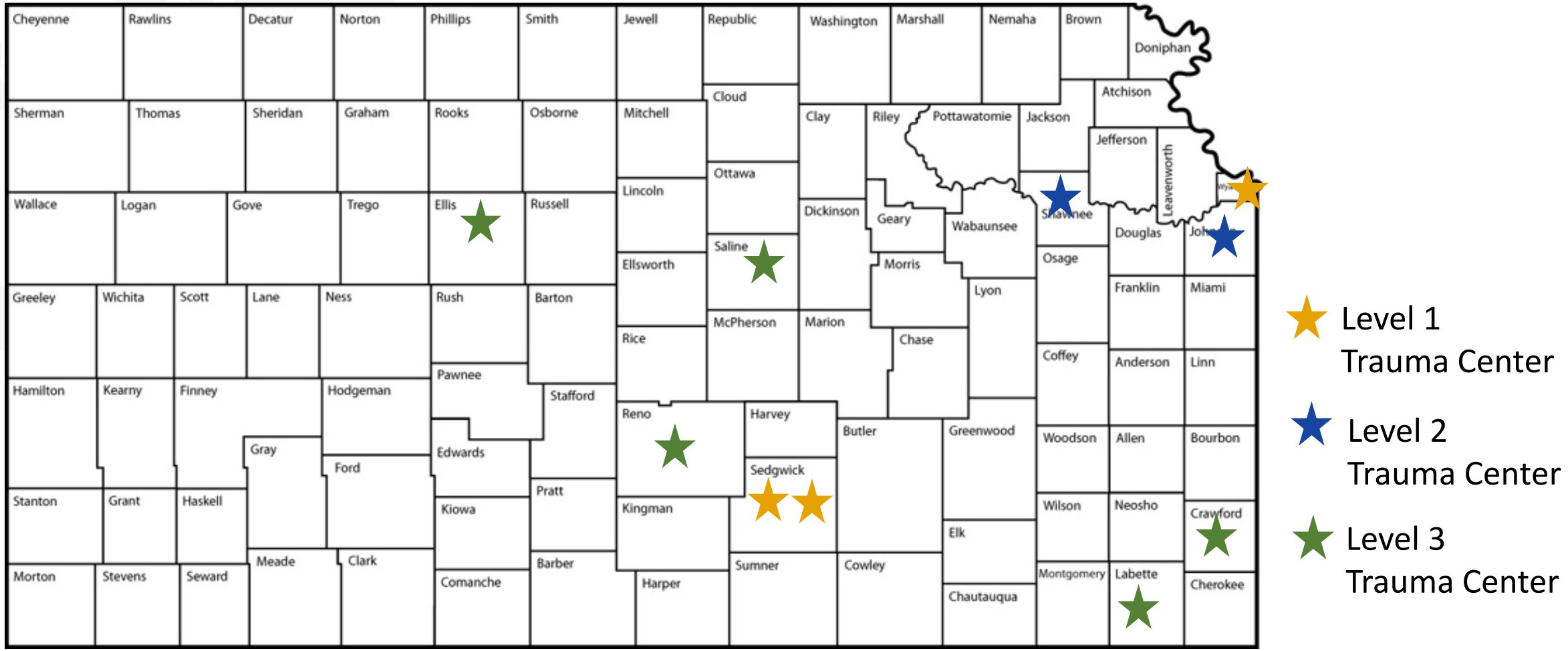
Health outcomes

Poor Health Outcomes Concentrated in Rural Areas:



Source: County Health Ratings

Some Kansans May Be Far Away from the Life-Saving Treatment They Need



How does transportation help improve access?

T-WORKS Expanded Air Ambulance Access

- 94% of Kansans currently live within 30 minutes of air ambulance service
- It was 86% at the start of T-WORKS
- 8% increase

Regional Transit Routes Help Improve Access to Medical Care

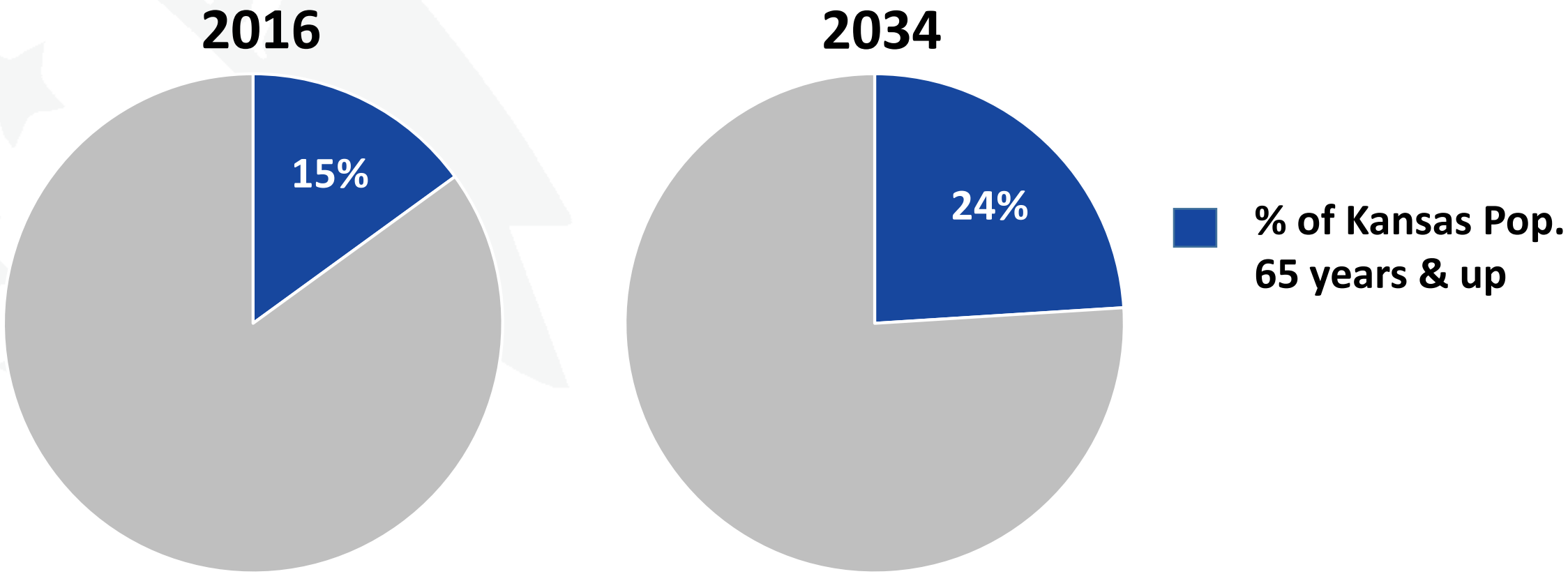
4 routes currently implemented:

- Salina to Belleville – New
- Manhattan to Wamego
- Emporia to Wichita
- Emporia to Topeka

T-WORKS is encouraging more transit providers to adopt this model to improve efficiency and service

Aging population

Kansans 65 and Over Will Make Up Nearly a Quarter of the State's Population by 2034



Kansas Drivers 65 and Older Are at Greater Risk of Being Involved in a Traffic Fatality

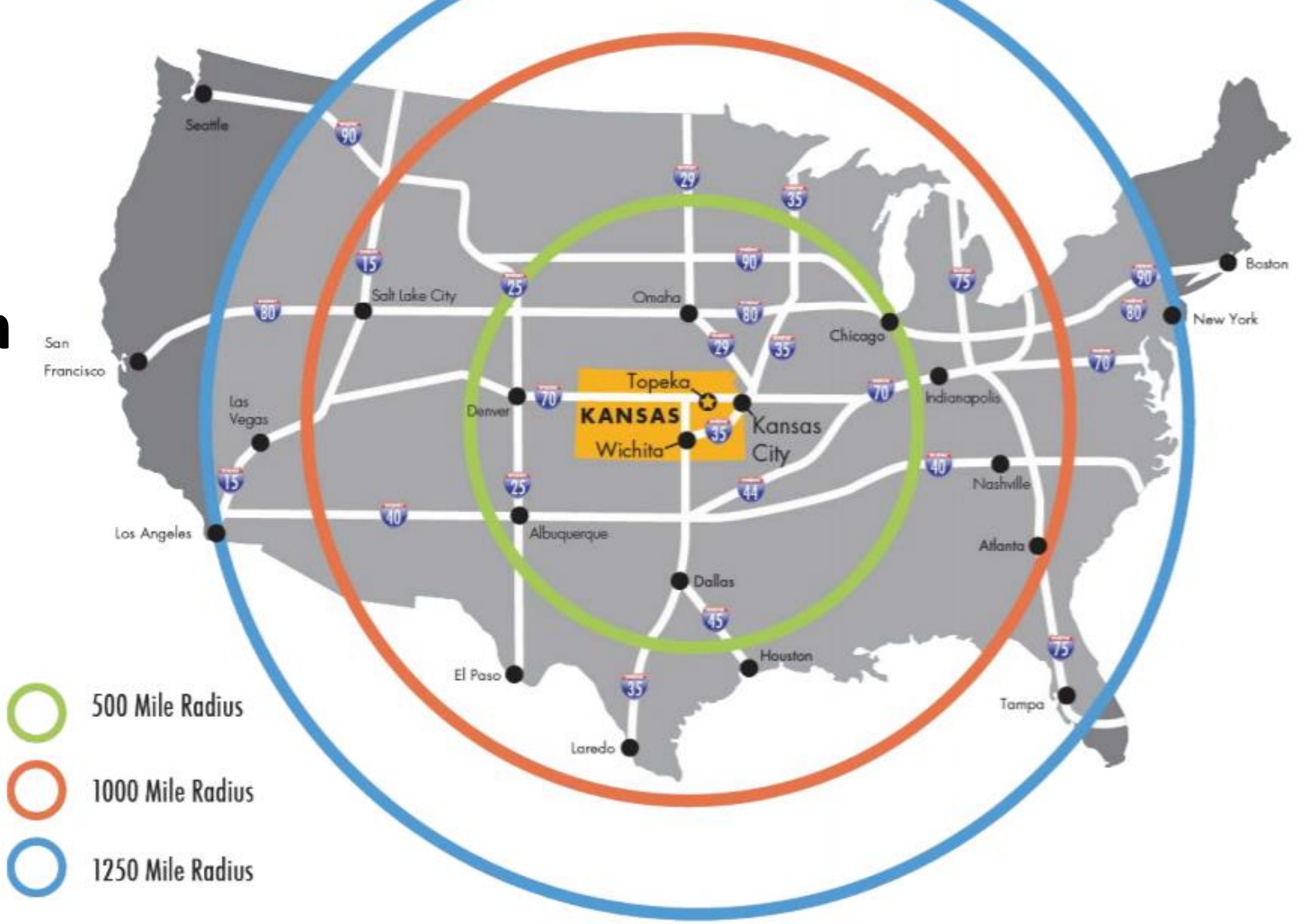
- Kansas ranked 3rd in nation for fatalities involving older drivers
- Drivers ages 65 and older comprise 19% the total number of licensed drivers in Kansas
- But, they were involved in 25% of crashes resulting in fatalities

Transportation Implications of an Aging Population

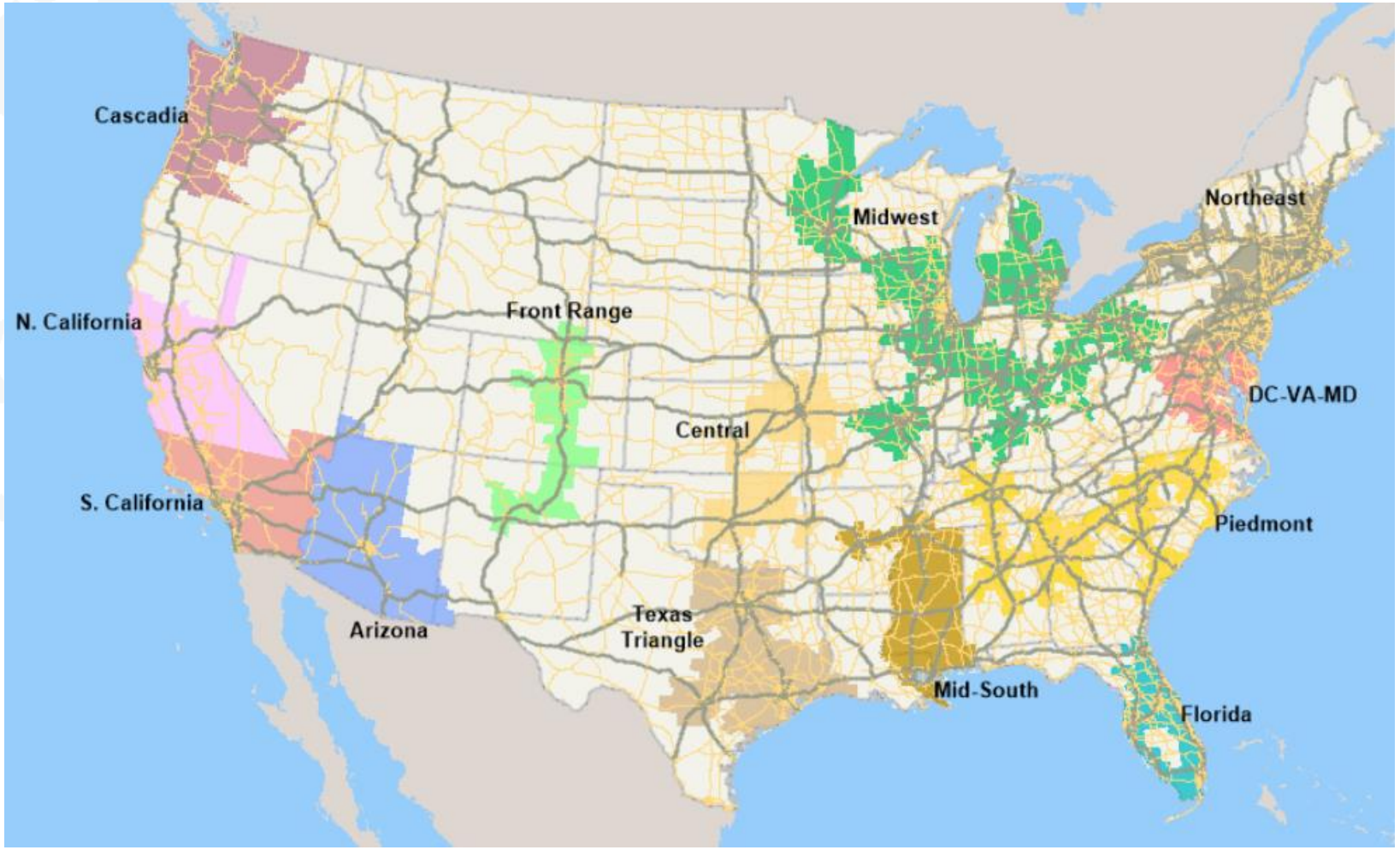
- **Needs:** Increase in demand for transit in rural and urban areas
- **Design:** Signs and pavement markings with increased visibility
- **Technology:** Roadside infrastructure to support self-driving vehicles
- **Funding:** Older people drive less - potential loss in motor fuel tax revenue
  - Need to account for shifting needs and resources

Economic trends

85% of the Nation's Population Is Within a 2-Day Drive



Megaregions: FHWA's Areas of Common Industry & Interest



Key Kansas Industries Are Transportation Dependent

Advanced Manufacturing

Agriculture

Bioscience

Logistics Distribution

Value-Added Food Processing

Wind Energy

Renewable Fuels & Bioenergy

A Quality Transportation System Supporting Freight Growth is Vital to Our Economy – Today & Tomorrow

Commodities Transported in Kansas (Tons)		
	2014	**2040**
Highways	259 million	347 million
Rail	58 million	65 million
Air	83,000	202,000
Total	**317 million**	**412 million**

Commodities Transported in Kansas (Value)		
	2014	**2040**
Highways	$278 billion	$407 billion
Rail	$20 billion	$28 billion
Air	$8 million	$24 million
Total	**$298 billion**	**$435 billion**

For every Kansan…

- 100+ tons
- $100,000+

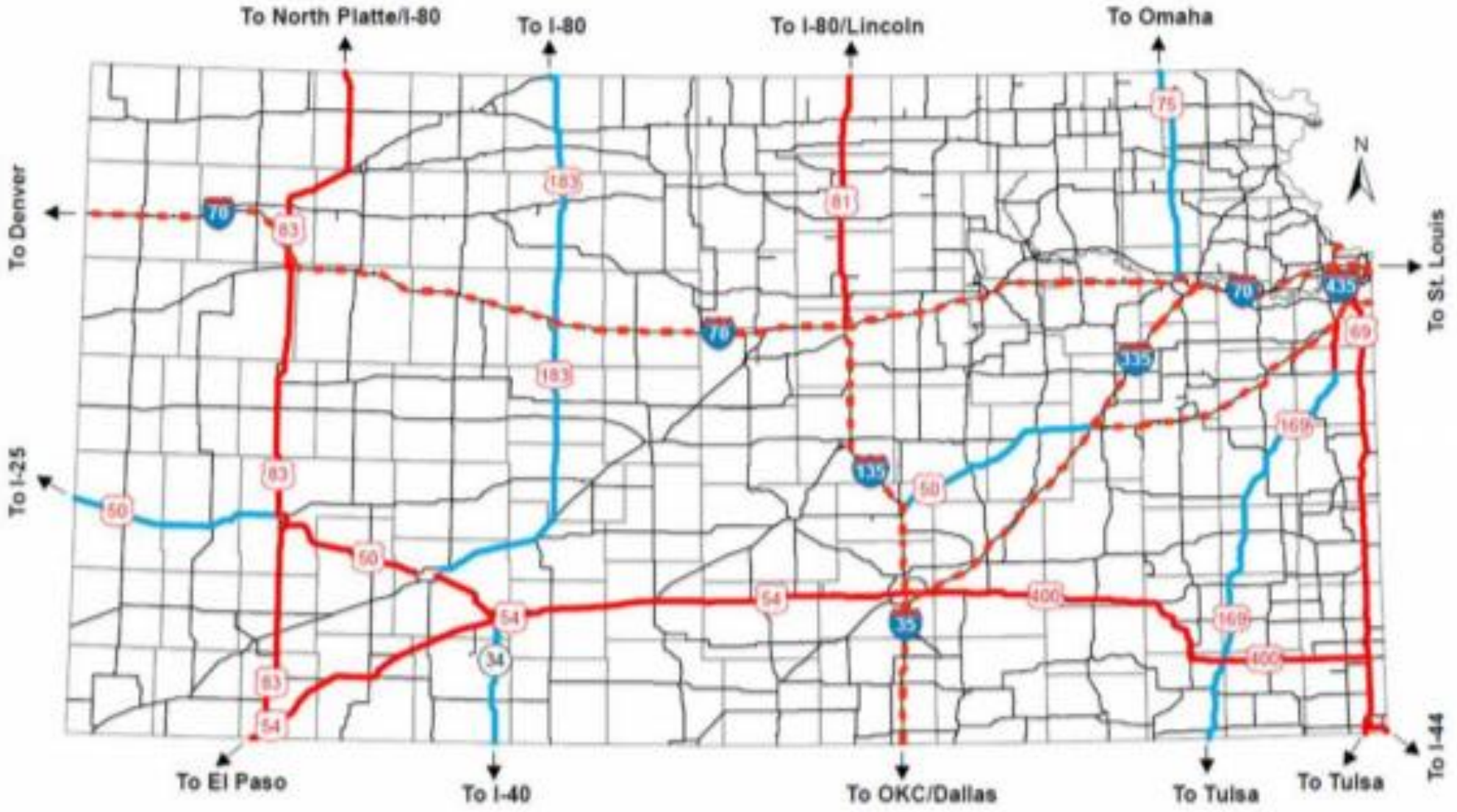
in freight transported annually

Freight Advisory Committee Prioritized Corridors of Significance

Primary

Secondary

Interstate



Summary

- The Kansas economy depends on a quality transportation system to move goods
- T-WORKS has made progress increasing air ambulance access & expanding transit opportunities that will be critical to meet demographic changes
- Safety is important for all drivers but an aging population produces added concern
- Would be beneficial for the Task Force to consider:
  - If more funding is needed for local governments
  - How economic/demographic shifts should inform transportation investments
  - How much funding priority should be given to freight corridors
  - If KDOT should consider making more changes to account for older drivers