

**KDOT Urban Mobility Stakeholder Meeting**  
**November 8, 2018**  
**Meeting Summary**

In conjunction with the Joint Legislative Vision Task Force, the Kansas Department of Transportation (KDOT) held a stakeholder meeting to discuss local programs and rural mobility in Kansas. The meeting was held from 8:00 a.m. to 9:30 a.m. on October 24. More than 40 stakeholders participated in person and two participated via online webinar/conference call.

This was an opportunity for KDOT to hear directly from stakeholders about the current issues impacting the local transportation system and rural mobility in our state. Feedback from this meeting was shared with the Task Force during its meeting later in the day.

**Agenda** for stakeholder meeting:

8:00 a.m.	Welcome & Introductions - Group
8:10 a.m.	Open Discussion – Group Discussion Facilitated by Mike Moriarty, KDOT
9:30 a.m.	Adjourn

As part of the discussion during the meeting, the stakeholders were asked for input on the following:

- How are urban transportation needs changing? What’s driving that change? What do you expect in the next 10 years?
- What’s worked well under T-WORKS? What policies/programs should be changed, added, removed in a future program (for the next 5-10 years)? Why?
- What changes would you recommend in the amount or distribution of funding to better serve the needs in your area?

A bulleted summary of the discussion follows:

**Changing urban transportation needs**

- There is hope that the future involves pedestrians and focus on livability based on walkability.
- Communities are seeing a greater focus/interest on walkability, transit and mobility.
  - Use of public right of way for multiple modes of transportation will be an issue
  - Land use planning is a critical piece
  - People want transportation choices and economically viable communities
- People are looking for affordable and effective means of transportation.
- Personal vehicles might not always be the highest priority in urban environments in the future.
- Uncertainty of funding is making planning difficult for KDOT, MPOs, cities, etc.
- In the KC area, for planning efforts, they are now looking at driving forces that include:
  - Emerging technology – AV/CV – this creates a lot of uncertainty
  - Climate change – creates an asset management problem
  - Globalization – the changes in freight movement
  - Demographic shifts – changing expectations with more interest in alternate modes
- In the future, extreme weather will be an issue

- Interest in what the impact of automated vehicles will be.

### **Economic Development**

- There is a focus on multi-modal freight movement.
  - Rail growth is occurring
- To generate economic development, flexibility is key – companies need decisions quickly.
  - Opportunities to leverage KDOT dollars to get shovel-ready projects
  - Need to look at how we leverage dollars to attract industry clusters
  - Predictable funding and flexibility is key for economic development opportunities

### **Funding**

- People are willing to pay for uber, scooters – how do you get them to pay for roads?
- How are we going to pay for this? The fuel tax is declining revenue. Is VMT the answer? We need to have a conversation.
- It's been 25 years since an increase in the fuel tax nationally – that needs to change.
- If a fuel tax increase is considered, indexing should be considered.
- In regard to tolling, people pay more attention when they have to pay directly. There needs to be more congestion for people to be willing to pay tolls.
- We need a comprehensive study of funding approaches.

### **Future Programs**

- Highway expansion project are still important, even with increased interest in alternate modes.
- Maintenance of the existing system is critical.
- There should be more coordination between KDOT and the Kansas Department of Health and Environment (KDHE) when looking at infrastructure improvements.
- There should be targeted expansion of the highway system to address traffic congestion and capture economic growth.
- KDOT should consider targeted reductions in the system– such as converting corridors no longer serving a highway function.
- Communication system network needs exist – especially with emerging technologies. Need more coordination to build networks and data sharing.
- Need statewide ITS funding program back.
- Need the state to help with policies related to new things, such as shared scooters and bike lanes, etc. There are state statutes that don't support multi-modal transportation.
- We're starting to see roadway fatalities increase and need to focus more on safety.
- Urban and rural needs are different – any new program needs to recognize that.
- The state should explore light rail options.
- Are we going to commit more land to pavement or to rail and transit?
- We need to think strategically – we need to think ahead.
- Is commuter rail an option?
- How do we make regional transit service more economically viable?
- Glad there was a transit component to T-WORKS and would like to see it expanded in a future program.
- You have to finish T-WORKS to maintain credibility.

- When considering funding distribution, look and safety and economic viability.
- The state needs to take care of state employees – they support the locals.