

**KDOT Transit Stakeholder Meeting**  
**October 18, 2018**  
**Meeting Summary**

In conjunction with the Joint Legislative Vision Task Force, the Kansas Department of Transportation (KDOT) held a stakeholder meeting to discuss Kansas' Public Transportation needs was held from 8:00 a.m. to 9:30 a.m. on October 18 at the Wichita State University Eugene M. Hughes Metropolitan Complex in Wichita, 5015 E. 29<sup>th</sup> St. North Wichita, KS 67260.

This was an opportunity for KDOT to hear directly from stakeholders about the current Public Transit and Paratransit issues impacting our state.

**Agenda** for stakeholder meeting:

- 8:00 a.m. Welcome & Introductions - Group
- 8:05 a.m. Program Overview – Mike Spadafore, KDOT
- 8:20 a.m. Recent Planning Efforts - Mike Spadafore, KDOT
- 8:40 a.m. Technology and Emerging Needs in Kansas - Mike Spadafore, KDOT
- 8:50 a.m. Open Discussion/Feedback – Group Discussion Facilitated by Cory Davis, KDOT
- 9:30 a.m. Adjourn

**Attendees in Person:**

Debra Foster, Foster Design Associates  
Kandace Bonnesen, Sedgwick County  
Transportation Division on Aging  
Susan Duffy, Topeka Metro  
Josh Powers, Johnson County  
Claire Mullen, North Central Kansas CTD  
Michelle Griffin, OCCK, Inc.  
Anne Louder, KSRTAP  
Michelle Stroot, Wichita Transit  
Daniel Nguyen, FTA Region 7  
Hadassah Prosser, DA4A

Laura Delcambre, COMS Envision  
Sanford Alexander, Access Advisory  
Tuck Duncan, KPTA  
Jim Howell, Sedgwick County  
Andrew Crane, Guiding Paws  
Chris Herrick, KDOT  
Cory Davis, KDOT  
Mike Spadafore, KDOT  
Sarah Frost, TranSystems  
Camden Bender, Burns & McDonnell

**Attendees by Webinar:**

Anne Smith, FHATA  
Billie Proctor, Liberal  
Brenda Cecil Martinez, Dodge City  
Crystal Noles, Butler County  
Debbie Atkinson, OCCK, Inc.  
Greg Girard, Concordia  
Jerry Phillbrick

Phillip Nelson, WAMPO  
Stephanie Peterson, FHMPPO  
Donita Crutcher, Hoisington  
Ernestor De La Rosa, Dodge City  
Devon Powell, Tri-Ko, Inc.  
Jake Walker, Reveal

Carol Sloper, Greater Northwest Community Foundation  
Bert Schoessel, Reveal  
Eric Valle  
Michelle Mullins, Logan County

Rick Smith, KUTC  
Nora Urban  
Jeremiah Fuller  
Wade Kruse, DSNWK  
Sara Krom, Sunflower Diversified

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

- How is public transportation changing? What's driving this change?
- What transportation needs are not being met?
- What do you expect to see included in the next transportation funding bill?

Stakeholders were also encouraged to provide feedback as a citizen or on the behalf of an organization or business, with up to two pages of a written statement(s) or up to 3 minutes of oral feedback. Three organizations: Johnson County Government, Kansas Public Transit Association, and the Mid-America Regional Council provided written and verbal feedback. Written feedback is attached.

Throughout the discussion with stakeholders, several topics emerged as important to the agencies and citizens providing feedback. Those topics and a bulleted summary of that discussion follows:

#### ***Increased Funding and Aging in Place***

- There are needs that must be met which include 24% of Kansas counties with no service origination. KPTA Board went on record to pledge their willingness to work with KDOT to improve service and livability of the state. As a group, all CTDs will work to enable people to live and be successful where they reside within the state and allow people to age in place.
- Preserve the current population levels in small communities by providing services to allow older adults to remain in and actively participate in their communities.

#### ***Longer Service Hours – More Routes, Weekend Service, More Frequency***

- Many stakeholders identified service outside of current hours as very important. The group would like to see transit service running longer hours to accommodate later work hours. Workers would rather take transit vs. having to take a taxi to work related events.
- The group also agreed that weekend hours and more frequent service would better serve the communities within Kansas.
- Cory: Can other services fill those needs other than current transit?

#### ***Megaregional Connectivity (Amtrak)***

- It is important to allow people to live where they are and make it possible to travel to where they need to go. Amtrak has only one train per day. It is difficult to get to other cities within the state without having a three day journey. Connectivity within the state including more options within the state is a need. There is a need to look beyond just fixed route service, but it is

understood that cost and support are needed. Will the public use the transportation and will the state/public help pay for the services?

- There was an interest in increasing transportation options within Wichita including Amtrak service. Would like KDOT to help out with this service.
- In Wichita specifically, design the bus line in a grid system to hit rural areas including Maize, Goddard, and Hayesville. Bring Amtrak back to Wichita to get more citizens to Wichita and be able to access other areas regions of the state. In turn, this would allow people to access Wichita for public events.
- Cory: Regional Business Model looks at this

### ***Access to Jobs***

- Regional coordination is key. There is a metric from APTA that every dollar invested in transit returns four dollars in economic development benefits. Doubling the current \$11M in state funds could increase transit frequency and travel times which could support jobs access, and could help aging and persons with disabilities participate in their communities.
- Access to jobs is important. Local governments are making strides to provide services. Needs: Regional transit and mobility plan, study of peer cities, and more transit access with greater state funding.

### ***Paratransit as a Stand-Alone Service***

- Paratransit: Need to view paratransit as not just being a supplement to fixed route system. Provides a different set of service.
- Planning more than 24 hours in advance for a trip is very difficult. Look to improve paratransit service. This is a very expensive service – Topeka charges \$4 one way for a trip which costs \$28 for service.
- Should there be a legislative directive to put jobs where there is already service?

### ***Incorporate transit into Master Planning and New Developments and Land Use***

- VA/Social Security offices being located very far out of town in Topeka. When building a new area, transit should be considered like a utility.
- Land Use and how we access jobs is important. We add jobs where there is not any access to transportation. Economic development side could add jobs where there is transit. A regulatory approach is going to be very difficult. Encourage development along corridors where there is transit.
- The planning of a city is important and needs to plan for transit with cities are being planned. Stress to city planners to plan cities around public transportation and where jobs locate so that

people can access them. Later night and expanded hours are needs – services can get you to work, but can't get you home. Work with planning leaders. Transit is like a utility.

- Cory: Should TOD be part of a T-Works program, should other things beyond the current list be on the T-Works program. Planning for TOD type development is encouraged.

### ***Staffing Needs and Operator Pay***

- Staffing is a big issue and wage for drivers prohibits people from wanting to apply for these jobs. Increase driver salaries and staff to perform projects to increase accessibility. Need better coordination within the state between providers because of too much variance between providers. What opportunities are there to share resources across the state? There needs to be more focus on rural western/KS and counties with declining populations.

### ***Increased Rural/Urban Coordination***

- Due to excessive sprawl of cities, provide general public transportation to outer areas. Look beyond just rural vs city transportation options.
- Smaller communities need resources and help to keep community members involved.
- Establish mobility management in every region and provide increased coordination throughout the entire state. Certified Mobility management would be a key thing in the state. For example, OCCK would like to go all four directions in their region.
- Mobility Management: Utilizing that person as a voice with economic development organizations. Get funding from communities. Inform leadership how many people use public transportation.

### ***Technology and Innovation***

- Clean Vehicle: Any vehicle that is electric can charge at night at a lower rate via Westar Energy. Should CNG be encouraged at the legislative level?
- Leverage newer technology and new vehicles.
- Cory: Funding – line item for new innovation would be a great addition.