

2012 Local Consult Summary

More than 450 Kansans participated in the eight KDOT local consult meetings held across Kansas. The purpose of these meetings was to gain input from communities about what their transportation priorities are going forward. I want to thank all of you who took the time to participate in these meetings. The input you provide is critical in making sure we deliver a quality transportation system.

While no additional dollars are available for the construction of projects, it's important to have a few projects in the pipeline should more funding become available. Participants were asked to weigh in on what projects from their area they would like to see KDOT begin preliminary engineering work (PE) on. PE work includes such things as studies, identification and purchase of right of way and design work. At each meeting participants prioritized their top projects and informed KDOT staff of emerging needs in the area. A full list of the projects that were identified as priorities for each region is available [here](#).

Some of the key factors that went into the selection of these projects were the following:

- **Safety:** Many participants cited that safety concerns as the biggest reason for why improvements needed to be made. This included the need to widen shoulders or the need for additional lanes to alleviate congestion.
- **High Truck Traffic:** Increasing truck traffic has become a concern in all regions of the state. Some areas are experience substantial growth in truck traffic due to the increase in the use of fracking. Citizens also reported added growth due to wind farm traffic.
- **Economic Development:** Citizens also cited that some of these projects were critical for creating future economic growth opportunities. This included both opening up new opportunities or serving existing growth.
- **Completing a corridor:** Finally, Kansans felt it was important to finish work we've started. Thus, if one phase of a project was already underway they felt it was important to complete work on that project before starting a new project.

Modal Discussions:

- **Aviation:** There were discussions reducing the match requirement for aviation projects. There were discussions about funding for improvements to allow for better access to medical care. The city of Anthony stated that there was a need to extend the runway for the Anthony Airport to handle larger planes associated with the oil and gas industry.
- **Bike/Pedestrian:** Citizens cited the need for better connectivity for bike trips with transit routes and vehicles. There is also a need for better signage for some trails. In addition, citizens expressed the negative impact of shoulder rumble strips on bicyclists. Citizens also stated the need for better connectivity between the Flint Hills trail and the Katy trail. And citizens from Parsons expressed their desire for recreational trail that would serve the Great Plains Industrial Park.
- **Freight & Passenger Rail Service:** There was some discussion about KDOT's freight rail program but citizens were most concerned about passenger rail. Citizens expressed the need for passenger rail to be "on KDOT's agenda." They felt that this is an emerging need that the state should be aware of. In particular, citizens wanted the state to be ready if federal funds became available to expand the Heartland Flyer service north from Oklahoma City to Newton. In addition, participants cited the need for using a dynamic scoring of economic impacts to more

accurately determine the benefits of passenger rail services to the state. And it was also mentioned that the economic impact to rural areas passenger rail should not be overlooked. Finally, there were also discussions about the potential rerouting of the Southwest Chief. Participants in the Wichita meetings stated that efforts are need to keep the Southwest Chief in its current route or it might be rerouted to miss Kansas all together.

- Transit:** There was much discussion about the regionalization efforts for transit services. Citizens recognized the tremendous opportunities there are to improve efficiencies however, there was some concern about implementation challenges and how those will impact services. KDOT staff stressed that the goal is to make sure that good service that has been provided is not negatively impacted but it may be necessary to explore methods that benefit clients and providers using regionalization. Johnson County citizens stated that the new funding formula has created some challenges in the area. Also, funding concerns were raised in regards to the K-10 Connector service.

Financial Discussion:

Participants at these meetings were also given the opportunity to weigh in on what future revenue sources could be utilized to fund transportation. The Kansas Legislature requested that KDOT gather input from citizens to see what revenue sources they are supportive of and report back. Kansans were asked to identify their top five choices for both a short-term funding alternative and a long-term funding alternative. Here are the results of the survey.

Short-Term Funding Alternatives	Long-Term Funding Alternatives
Increase in Motor Fuel Tax (MFT)	Increase in Motor Fuel Tax (MFT)
Tax on Alternative Fuels	Tax on Alternative Fuels
Alternative Fuel Vehicle Fee	Index Motor Fuel Tax
Index Motor Fuel Tax	Alternative Fuel Vehicle Fee
Increase in Vehicle Registration Fees	Vehicle Miles Traveled (VMT)

Kansans who were not able to participate in the survey during Local Consult can still provide input. Please [click here](#) to take the survey.

What’s Next?

KDOT staff will complete further analysis on the projects that were identified as priorities during these meetings and then will announce which projects have been selected for PE work at a later date. Staff will also continue to gather input from citizens on financial alternatives. Staff will finalize the recommendations and present them to the Legislature in the 2014 session.

Thank you.