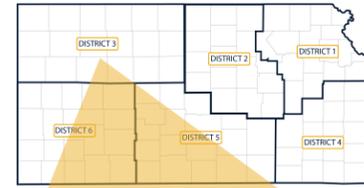




MOVING PEOPLE, FREIGHT & TECHNOLOGY

KDOT/DISTRICT 3



CHEYENNE	RAWLINS	DECATUR	NORTON	PHILLIPS	SMITH
SHERMAN	THOMAS	SHERIDAN	GRAHAM	ROOKS	OSBORNE
WALLACE	LOGAN	GOVE	TREGO	ELLIS	RUSSELL



MOVING PEOPLE/THE REGION BY THE NUMBERS

Population - Current **94,881** (3% of Kansas)
 Population - Projected in 2044 **82,728** (2% of Kansas)
 Median Age - Current **45**
 Percent of Population 65+ in 2044 **25%** (compared to **23%** statewide)



With an aging population, will more transit services be needed?
Based on population projections, where are people likely to live? Where will people need to go; what connections will they need?

CONNECTING TO HEALTH & SAFETY

17 hospitals in the region. **16** are critical access hospitals.
85% of northwest Kansans are buckling up compared to **92%** statewide.
2,410 vehicle crashes (annual average from 2014-2018); **4%** of the statewide average.
23 fatalities (annual average from 2014-2018); **6%** of the statewide average.
383 injuries (annual average from 2014-2018); **3%** of the statewide average.

CONNECTING TO EDUCATION

93 K-12 Schools in the region
26% K-12 students transported by bus
1 community college in the region
2,383 community college students
1 technical college in the region
1,046 technical college students



What transportation investments would better support students? K-12? College?

1 university in the region
17,976 university students

CONNECTING TO EMPLOYMENT

82% of workers are working in their county of residence (compared to **76%** statewide)
14 minutes mean travel time to work (compared to **19 minutes** statewide)
78% of workers driving alone to work (compared to **82%** statewide)
2.2% unemployment rate in August 2019 (compared to **3.2%** statewide)



What transportation investments would better support employees, especially those in the region's top growing occupations?

How can transportation investments support attracting other occupations?

Current top employment industries in northwest Kansas

- Local Government
- Manufacturing
- Healthcare & Social Assistance
- Retail Trade
- Accommodation & Food Services

Top growing occupations in Kansas by 2026

- Personal Care Aides
- Computer and Information Research Scientists
- Home Health Aides
- Information Security Analysts
- Software Developers



MOVING FREIGHT IN KANSAS

Types of Freight Being Transported:

- Farm products, such as corn, soybeans, wheat and cattle
- Consumer goods (non-food)
- Shipping Containers
- Petroleum/Coal
- Transportation Equipment
- Manufactured Products
- Concrete/Stone
- Coal
- Chemicals
- LPG
- Oil/Natural Gas
- Other Hazardous Materials
- Wind Energy Components
- Construction Equipment
- Metal and Plastics



MOVING TECHNOLOGY

According to the Federal Communications Commission, an average of **74%** of the population in this region is covered by broadband (91.1% statewide) and an average of about **100%** is covered by cell service (100% statewide). However, residents, businesses and local government officials report ongoing concerns about accessibility as well as affordability of these services.

EV Charger Facilities

6 Electric Vehicle Charging Stations. Many are open to the public; some are restricted to customers of hotels and businesses.

NORTHWEST KANSAS INFRASTRUCTURE ASSETS

T-WORKS INVESTMENTS

NORTHWEST KANSAS | BY MODE 2009-2019*

State Highways	\$ Amt**	% of Total Investment in NW KS
Preservation	\$580M	72%
Modernization	\$56M	7%
Expansion	\$3M	<1%
Local Roads	\$142M	18%
Modes		
Public Transit	\$11M***	1%
Aviation	\$11M	1%
Rail	\$5M	1%
Bike/Pedestrian	\$2M	<1%
TOTAL	\$810M	

*Additional investments are made that KDOT categorizes as statewide and are not reflected in an individual district's totals.

**Includes federal and state dollars.

***Public Transit funding is allocated by regional transit districts. These dollars reflect investments in the Northwest transit region.

ROADS & BRIDGES

- 1,645** state highway system miles (**16%** of the statewide miles)
- 4.3M** daily vehicle miles of travel (**8%** of statewide); **28%** of the miles are trucks
- 1,408** 2-lane miles (**16%** of statewide) | **236** 4+-lane miles (**13%** of statewide)
- 97** miles of Kansas Turnpike Authority Roads (**41%** of the KTA system)
- 10%** of roadways don't have shoulders as wide as KDOT would like (compared to **10%** statewide)
- Average pavement smoothness rating **gradually declining** over last three years.
- 22,435** local (non-state) road miles (**17%** of local road miles statewide)
- 643** state bridges - **27%** in fair/poor condition (compared to **22%** statewide)
- 2,295** local bridges - **57%** in fair/poor condition (compared to **53%** statewide)



What should KDOT focus on to move people, freight and information on roads and bridges in northwest Kansas in the next 10 years? 25 years?

RAIL

- Railroads in northwest Kansas are important connectors for shipping both raw materials and finished goods.
- There are **566 miles of track** in this region, about **13% of the total of Kansas track miles**.
- In northwest Kansas freight rail service includes, Class 1 (**280 miles**, about 10% of the state total) and short line service (**286 miles**, about 19% of the state total). There are no passenger rail stations in this district.



What should KDOT's role and focus be in funding rail projects in northwest Kansas in the next 10 years? The next 25 years?

TRANSIT

While **all 18 counties have some type of transit service**, not all counties are covered by all-encompassing general public transportation that can serve the needs of all residents. Insufficient geographic coverage was noted as a high priority in the recently completed Regional Coordinated Transit Plans.

Transit stakeholders project continued growth in demand for transit trips in the region. More efficient, effective and innovative service provision along with regional coordination will be necessary to keep up with the growing demand for local and regional transit needs.

About **4%** of households in this region and 5% of households in Kansas do not have access to a vehicle. About **27%** of households in this region and 30% of households in Kansas have access to only 1 vehicle.

Limited medical, social and recreational services in the northern portion of this district illustrate a need for transportation connections to those desired destinations, typically along the I-70 corridor.



What should KDOT consider about moving workers, the elderly and disabled, students and others in the next 10 years? 25 years?

AVIATION

In northwest Kansas, **9 airports** have runways considered long enough to attract new jobs/businesses, above the statewide average of 7 per region.

There are **9 airports** capable of immediate all-weather access to health care in southeast Kansas, above the statewide average of 7 per region.

About **46% of airport construction needs** are currently funded in this region, above the statewide average of 20% of funded needs.



What should KDOT know about aviation needs to move freight and people in the next 10 years? 25 years?

BIKE/PEDESTRIAN

12 of the 18 counties in this district have received funding through the Transportation Alternative program, which includes funding for bicycle and pedestrian facilities.



There's growing interest in bicycle and pedestrian projects across Kansas. What should KDOT know about needs in northwest Kansas in the next 10 years? 25 years?