

**2008 T-LINK and KDOT Local Consultation
Public Transit Project Discussion
Topeka – September 19, 2008**

The 2008 Local Consultation meetings are intended to develop and refine the regional and statewide transportation needs and priorities in Kansas. Specific projects will not be selected for funding through the local consultation or the T-LINK task force process.

The following materials outline a few of the needs and issues that KDOT is aware of and should serve as a starting point for discussion. It is expected that many other needs will arise as a part of the Local Consult process.

Preservation/Expansion of Current System:

District 1 currently has 49 transit providers that are funded through the Office of Public Transportation at the Kansas Department of Transportation in Coordinated Transit Districts 1, 2, 3, 4, and 5. Currently, KDOT subsidizes the costs associated with purchasing vehicles and provides \$4,000 of operating funds per year to those providers of transportation for the Elderly and Disabled. For providers of General Public Transportation, KDOT subsidizes the costs associated with purchasing vehicles and operating and administering the service.

In order to maintain existing services, more funds will need to be allocated to assist with the operations of the existing systems. Specifically, more operating funds are necessary to assist providers with managing higher fuel and maintenance costs. Funding will also be needed to replace older transit vehicles.

The population of District 1 includes many people who are transportation dependent. The following maps illustrate the groups of people who are most likely to use public transportation.

Figure 1: Percentage of Population - 65 years or older

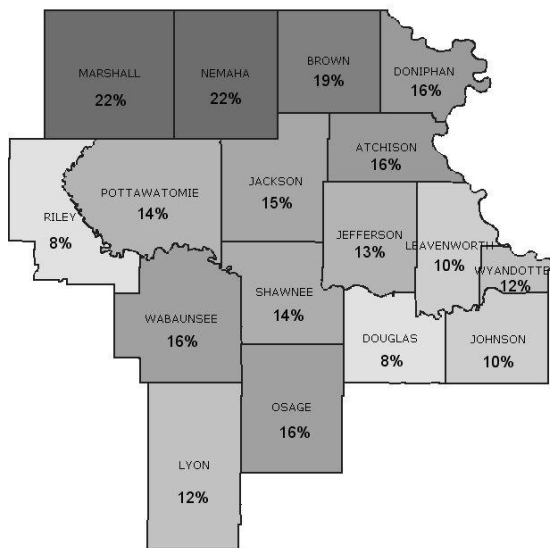
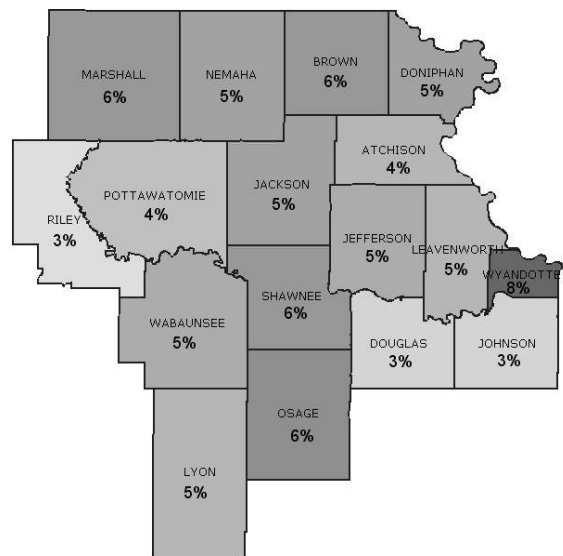


Figure 2: Percentage of Population with Go-Outside-Home Disability (Limits Independent Travel)



Transportation for individuals with regular medical appointments (dialysis, chemotherapy, etc.) continues to be a need in District 1. This is especially difficult for individuals who live in smaller communities and need to travel long distances to attend medical appointments in larger cities. More funding is needed for both vehicles and operating expenses for these trips, which can often take a transit vehicle out of service for hours at a time.

Figure 3: Percentage of Adults Living in Poverty

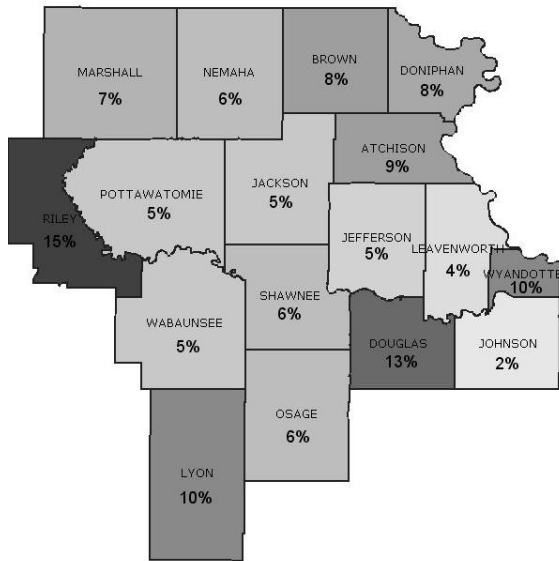
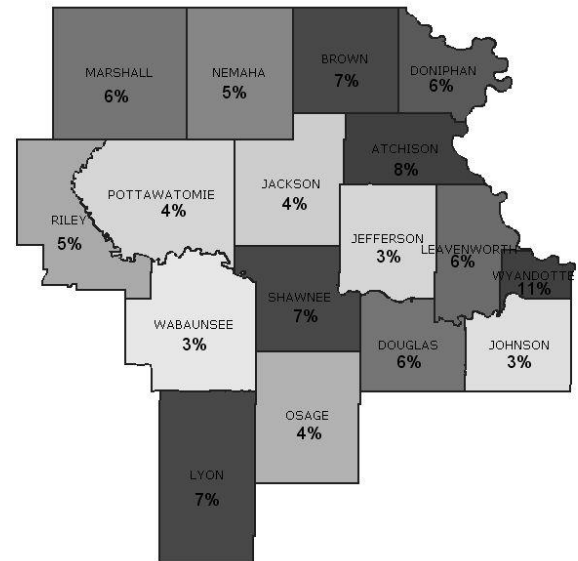


Figure 4: Percentage of Population with No Vehicle



KDOT has been approached to assist with workforce transportation needs in District 1. Many large employers are located outside of cities and employee workers who have an increasing need for transit services due to the cost of fuel. In order to assist municipalities in meeting these needs, more funding will be needed for vehicles and operating costs.

Commuter transit has been suggested on I-70 between Manhattan and Topeka, Topeka and Lawrence, and Lawrence and Kansas City. Currently, the K-10 Connector operates on K-10 between Lawrence and Johnson County. This system is quite successful and needs more funding for vehicles and operating expenses as well as funding to improve connections from the route to other transit routes.

District 1 includes the following urban fixed route providers: Topeka Metropolitan Transit Authority, Lawrence Transit (“The T”), Johnson County Transit (“The Jo”), and Unified Government Transit (“The Bus”). Each of these providers is seeing substantial ridership increases. Additional funds are necessary in order to operate the system and purchase more vehicles to meet demand.

Fixed Route transit service is being planned for Manhattan. Expanded fixed route services have been suggested in Emporia. In order to meet current and future needs, these systems will require more vehicles and operating assistance.

Intercity Transit/Passenger Rail:

Currently, Greyhound operates intercity bus transit along the I-70 corridor and the Kansas Turnpike between Topeka and Wichita. Jefferson Lines operates transit service from Kansas City to Tulsa.

There is a passenger rail study to begin sometime in September for a potential service between Oklahoma City and Kansas City. The study is to determine potential ridership and costs to operate the service. Currently there is only one passenger rail service that runs through Kansas. This is the Southwest Chief which operates from Chicago to Los Angeles. The stops in Kansas are Lawrence, Topeka, Newton, Hutchinson, Dodge City, and Garden City.

In order to operate a passenger rail service between Oklahoma City and Kansas City, funding will be needed to purchase equipment, make improvements to existing railroad facilities, and operating the service.