

**2008 T-LINK and KDOT Local Consultation
Public Transit Project Discussion
Abilene – September 18, 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 2 currently has 32 transit providers that are funded through the Office of Public Transportation at the Kansas Department of Transportation in Coordinated Transit Districts 4, 5, and 7. 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.

The population of District 2 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

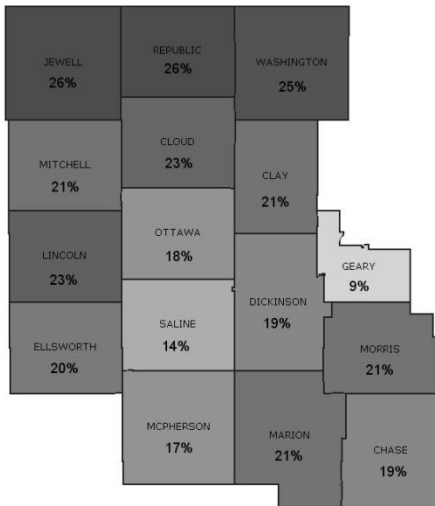
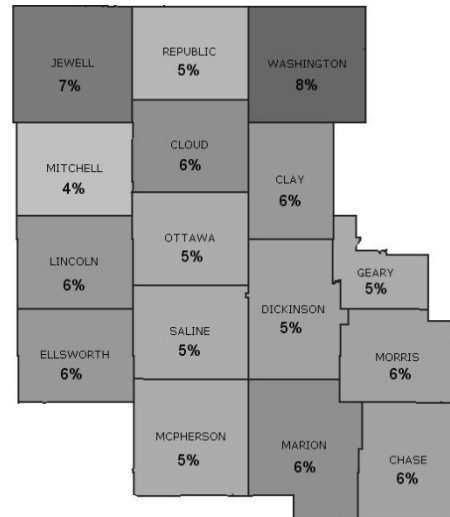


Figure 2: Percentage of Population with Go-Outside-Home Disability (Limits Independent Travel)



Transportation for individuals with regular medical appointments (dialysis, chemotherapy, etc.) continues to be a need in District 2. 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

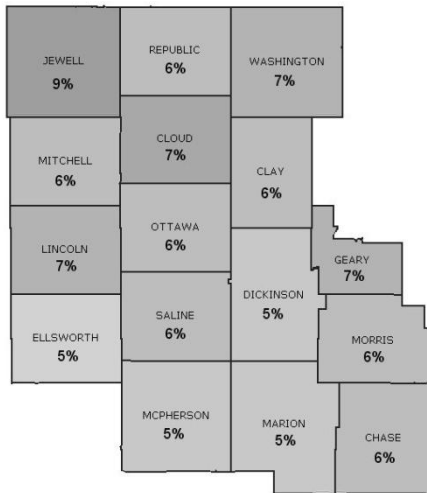
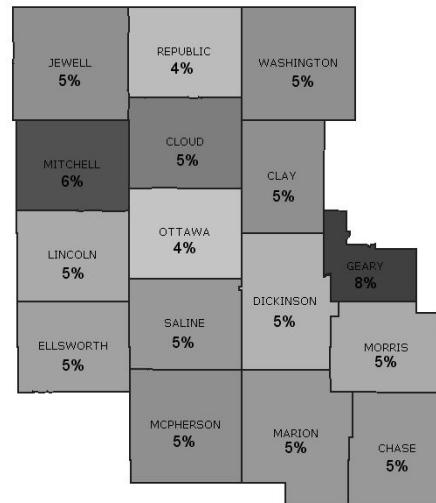


Figure 4: Percentage of Population with No Vehicle



KDOT has been approached to assist with workforce transportation needs in District 2. 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.

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.

Fixed Route transit service is being planned for Salina. In order to meet current and future needs, the system will require more vehicles and operating assistance.

Intercity Transit/Passenger Rail:

Currently, Greyhound operates intercity bus transit along the I-70 corridor. OCKK in Salina operates Intercity transit service on the I-81 corridor north of Salina.