

**2008 T-LINK and KDOT Local Consultation
Public Transit Project Discussion
Hays – September 12, 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 3 currently has 18 transit providers that are funded through the Office of Public Transportation at the Kansas Department of Transportation. 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 3 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

CHEYENNE 27%	RAWLINS 26%	DECATUR 26%	NORTON 20%	PHILLIPS 22%	SMITH 28%
SHERMAN 17%	THOMAS 15%	SHERIDAN 20%	GRAHAM 24%	ROOKS 22%	OSBORNE 26%
WALLACE 18%	LOGAN 21%	GOVE 23%	TREGO 24%	ELLIS 14%	RUSSELL 24%

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

CHEYENNE 6%	RAWLINS 7%	DECATUR 6%	NORTON 6%	PHILLIPS 6%	SMITH 7%
SHERMAN 5%	THOMAS 5%	SHERIDAN 4%	GRAHAM 6%	ROOKS 7%	OSBORNE 7%
WALLACE 3%	LOGAN 5%	GOVE 5%	TREGO 7%	ELLIS 5%	RUSSELL 8%

Transportation for individuals with regular medical appointments (dialysis, chemotherapy, etc.) continues to be a need in District 3. 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

CHEYENNE 6%	RAWLINS 8%	DECATUR 7%	NORTON 6%	PHILLIPS 7%	SMITH 8%
SHERMAN 9%	THOMAS 8%	SHERIDAN 8%	GRAHAM 8%	ROOKS 7%	OSBORNE 7%
WALLACE 8%	LOGAN 5%	GOVE 6%	TREGO 9%	ELLIS 10%	RUSSELL 9%

Figure 4: Percentage of Population with No Vehicle

CHEYENNE 4%	RAWLINS 6%	DECATUR 3%	NORTON 6%	PHILLIPS 5%	SMITH 5%
SHERMAN 4%	THOMAS 5%	SHERIDAN 4%	GRAHAM 4%	ROOKS 5%	OSBORNE 6%
WALLACE 3%	LOGAN 3%	GOVE 4%	TREGO 5%	ELLIS 5%	RUSSELL 5%

Figure 5: Counties with No Transit Service

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

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. Also, more funding will be needed to allow existing providers to increase services into Wallace County, which does not currently have transit service.

Fixed Route transit service is being planned for Hays. 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. DSNWK in Hays operated a service that provided a circulator throughout District 3. This service is no longer running due because of a lack of local matching funds.