

**2008 T-LINK and KDOT Local Consultation
Public Transit Project Discussion
Olathe – September 22, 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:

Leavenworth, Wyandotte, Johnson and Miami, Counties currently have 17 transit providers that are funded through the Office of Public Transportation at the Kansas Department of Transportation in Coordinated Transit Districts 1 and 9. 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 Kansas side of the Kansas City Metropolitan Area includes the following urban fixed route providers: Johnson County Transit (“The Jo”) and Unified Government Transit (“The Bus”). Both of these providers are seeing substantial ridership increases. Additional funds are necessary in order to operate the systems and purchase more vehicles to meet demand.

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 the Kansas City region 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

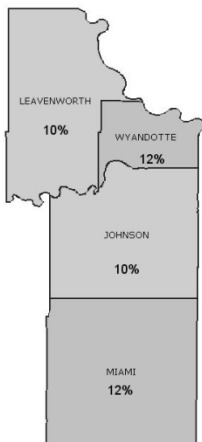
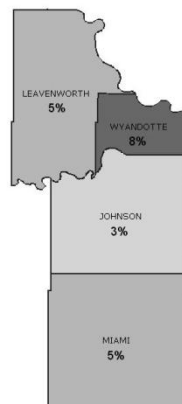


Figure 2: Percentage of Population with Go-Outside-Home Disability (Limits Independent Travel)



Transportation for the elderly and disabled continues to be a need in the Kansas City Metropolitan Area. The current demand for paratransit services makes it difficult for transit operators to keep up with need. Also, many elderly and disabled citizens need transportation to take them to and from medical appointments on the Missouri side of the Kansas City Metropolitan Area. 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

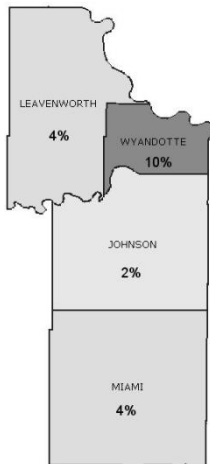
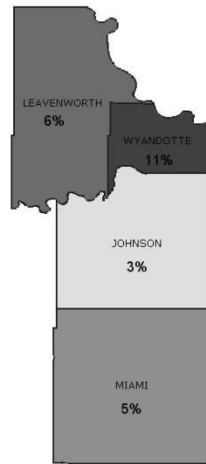


Figure 4: Percentage of Population with No Vehicle



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. Bus Rapid Transit (BRT) is being planned in Johnson County on I-35, on Metcalf Avenue and on Shawnee Mission Parkway. BRT is also being planned on State Avenue in Wyandotte County. Additional funds will be necessary to operate these new services.

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.