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Benefits of Transit

Mobility

- Medical needs
- Independence
- Job Access

Economic Growth

- Creates and expands labor pool
- Stimulates development and redevelopment

Congestion Relief

Health and Safety

Air Quality



Example: Topeka Transit

Change since 2002

Ridership	+28%
Operating Costs	+61%
Local Funding	+33%
State Funding	-7%



Transit Program Outline

1. Transit Program History
2. Proposed Transit Business Models
3. Transit Needs/Proposed Funding



History: Urban Transit

Existing Urban Transit Providers

- Unified Government Transit (KCATA)
- Johnson County Transit
- Lawrence Transit
- Topeka Transit
- Wichita Transit

Yearly ridership = approx. 6,000,000 rides

Potential Future Urban Transit Providers

- Manhattan/Riley County



History: Rural/Specialized Transit

Rural General Public Transit

- 100 Providers
- Providers vary in size and coverage area
- Cities, Counties, Non-profits, Tribal Govts.

Specialized (client-specific transit)

- 75 Specialized Transit Providers
- Providers vary in size, coverage area, and client-type
- Non-profits

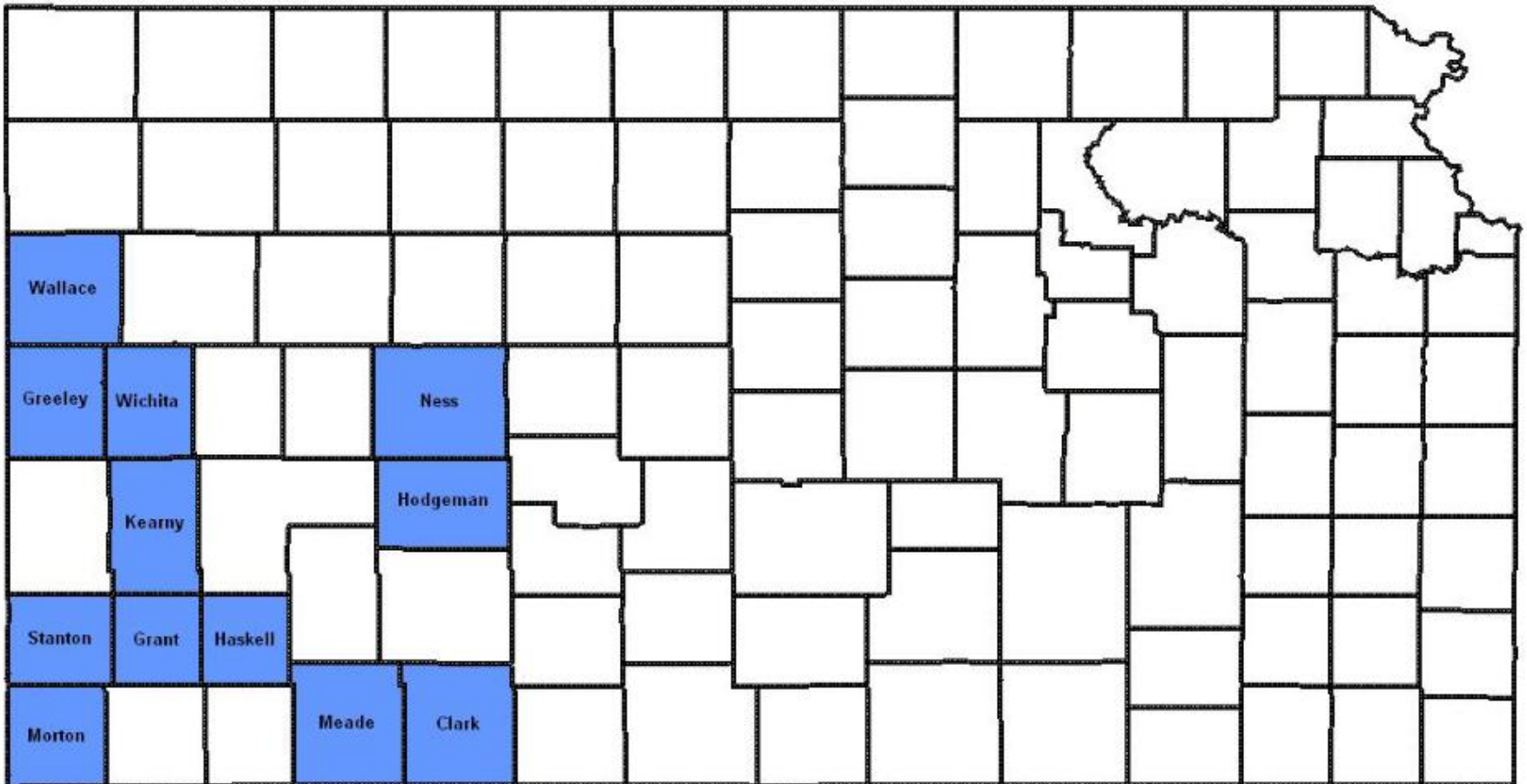


2007 Transit Funding

(millions)	Federal	Local	Fare box	State
Urban	\$8.9	\$14.2	\$4.8	\$3.5
Rural	3.9	\$4.7	\$1.1	1.5
Specialized	1.1	-	-	1.0
TOTAL	\$13.9	\$18.9	\$5.9	\$6.0
% of Total	31%	42%	13%	13%



No transit service*



*No transit service funded by KDOT



Business Models

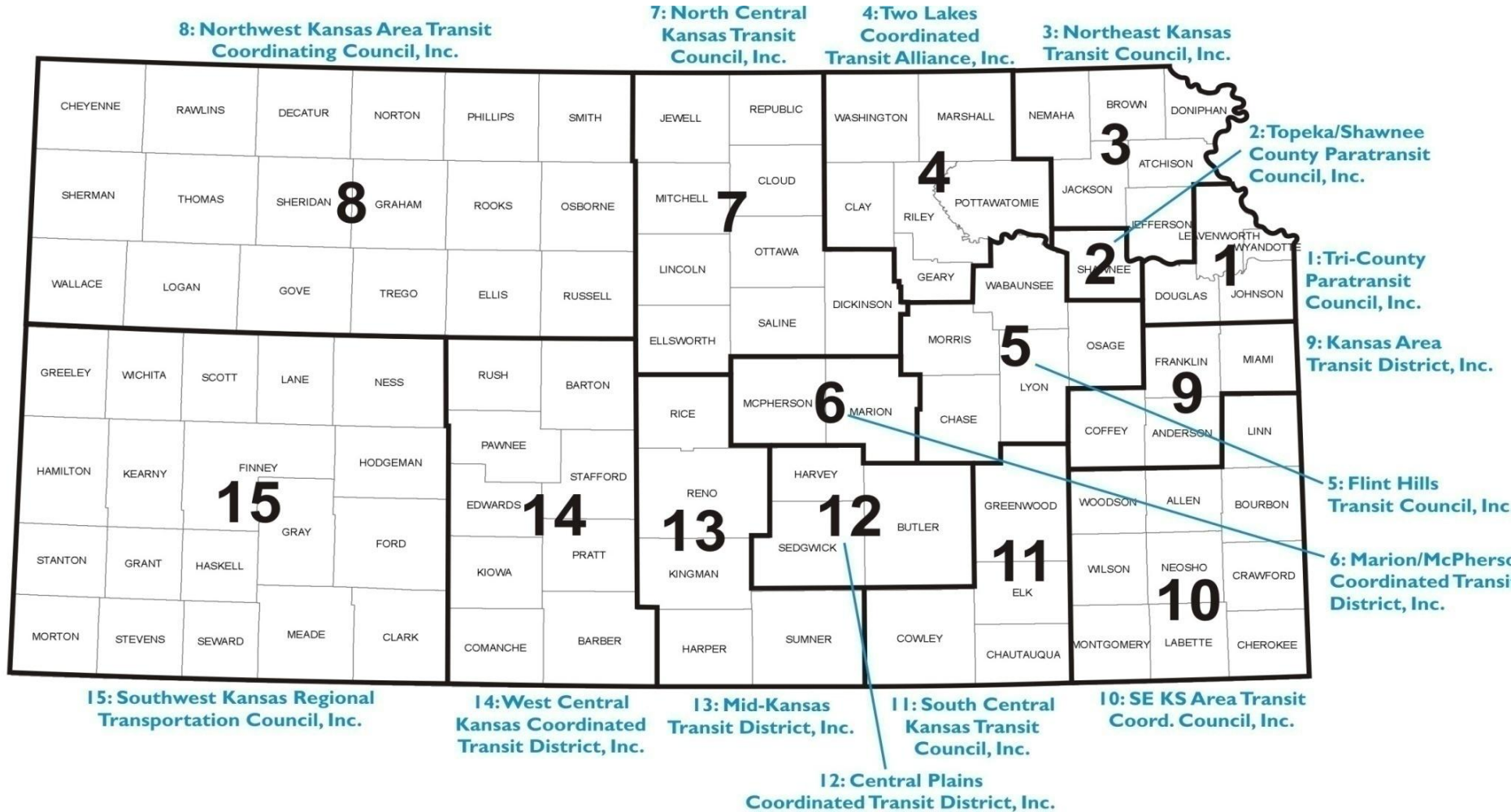


History: Coordinated Transit Districts

- Created in 1992 by statute to require regional coordination.
- Each CTD is managed by a volunteer
- Very Limited funding associated with administration of CTD
- Members are KDOT grantee transit providers (limited membership otherwise)



Coordinated Transit Districts





Pilot Projects

KDOT using Pilot Projects to inform about the future needs/possibilities of coordination

- ITS dispatching (Reno County and Hays)
- Regional technology coordination (Reno County and Olathe)
- Workforce transportation (Fort Riley/Junction City)
- Coordination with Medicaid



Proposed: Business Model

Mobility Management Districts

10-12 districts that defined by travel patterns.

Each district would have one Mobility Manager that KDOT would fund directly

- Required to meet a specific level of service
- Can subcontract with other transit providers
- The lead agency will use “One Call” dispatching.



CTD vs. MMD

	Today CTD	Proposed MMD
Coordination	Not required	Required
Dispatching	Free-for-all	“One-Call”
Level of Service Requirement	No	Yes
State Funding (technology)	\$0.0	\$2.0



Discussion: Business Models

Should Coordinated Transit Districts be transitioned into Mobility Management Districts?

Changing the Coordinated Transit District structure would require a change in legislation.



Transit Needs/Funding



Transit Needs/Funding

Three Proposed Funding Programs:

- Urban
- Rural/Specialized
- Commuter

Reoccurring Theme:

- 3.5% inflation rate each year



Urban Transit: Needs

Operating

- Fuel prices have substantially increased operating costs.
- Demand increasing (more routes, expanded hours/days, shorter headways)

Capital

- Most vehicles beyond useful life standards
- Demand for expanded services requires more transit vehicles



Urban Transit: Scenarios

Annual Funding (millions)	\$3.5 (today)	\$5.5	\$8.3	\$11.0
Enough for Operating Expenses?	No	Yes	Yes	Yes
Funding toward Expanded Service	\$0	\$0	\$2.7	\$5.4
Projected Ridership (millions)	6.0	6.3	7.0	7.4

What is the T-LINK's reaction to Urban Transit funding?



Rural/Specialized Transit: Needs

Operating

- Rural Public Transportation
 - Substantial increase in fuel costs
 - Maintenance of vehicles
 - Fixed Route
- Specialized Transportation
 - Currently funded at \$4,000/program, regardless of fleet size

Capital

- Many vehicles beyond useful life standards
- Maintenance facilities
- Expansion of fleet



Rural/Specialized: Scenarios

Annual Funding Level (millions)	\$2.5 (today)	\$3.5	\$4.4	\$5.3
Enough for Operating & Admin Expenses?	No	Yes	Yes	Yes
Funding toward Expanded Service	\$0	\$0.5	\$0.9	\$1.8
Additional Ridership	-	65K	125K	185K

What is the T-LINK's reaction to Rural/Specialized Transit funding?



Commuter Transit: K-10

All-day route between Lawrence and Johnson Co

- Began in January 2007: 171 rides/day
- August 2008: over 1,000 rides/day
- At capacity during peak hours

Future annual funding needed:

- \$600K to maintain service
- **\$1.2 million** to increase service and meet demand

**What is the T-LINK support of K-10
Connector funding?**



Commuter Transit: Needs

- I-35 BRT plan completed – no funding
- Possible routes include:
 - Lawrence to Topeka
 - Downtown Kansas City to Lawrence
 - Hutchinson to Wichita

**What is the T-LINK support for
Commuter Transit funding?**



Scenarios

	CTP	Low	Med	High
Mobility Management Districts	\$0	0	\$2.0	\$2.0
Urban	3.5	5.5	8.3	11.0
Rural/Specialized	2.5	3.5	4.4	5.3
Commuter	0	0.6	1.2	6+
TOTAL	\$6.0	\$9.6	\$15.9	\$24.3+



Funding Distribution

Today



Proposed

- Urban – percentages decided upon in 1999
- Rural – application based
- No discretionary funding

- Urban and Rural – objective formula based on ridership, level of service, local match, efficiency, etc
- Use discretionary funding for new service: buses, park-and-ride, van pools, etc.



Discussion: Distribution of Funding

- 1. Should the distribution of transit funding be based on a formula?**
- 2. Should the distribution of transit funding include discretionary funding for special projects?**