



T-LINK – Public Transit Packages

Summary of Possible Scenarios

10/13/08



Current Funding Levels

Funding for public transit in Kansas comes from a variety of sources, including Federal, State, and Local units of government in addition to fares charged to the users. The chart below summarizes funding for 2007.

2007 Transit Funding Sources (millions)

| | Federal | Local | Fares | State | TOTAL |
|-------------------|---------------|---------------|--------------|--------------|---------------|
| Urban | \$8.9 | \$14.2 | \$4.8 | \$3.5 | \$31.4 |
| Rural | 3.9 | 4.7 | 1.1 | 1.5 | 11.2 |
| Specialized | 1.1 | - | - | 1.0 | 2.1 |
| TOTAL | \$13.9 | \$18.9 | \$5.9 | \$6.0 | \$44.7 |
| % of Total | 31% | 42% | 13% | 13% | |

Mobility Management Districts

In attempt to improve coordination and efficiency, the concept of developing Mobility Management Districts has been introduced. MMDs would use technology to provide “One-Call” service within their regions and would allow providers to coordinate more effectively. The transition to MMDs will be gradual and require some technology upgrades. It is thought that **\$2 million per year** would be sufficient.

Urban Transit Needs

The Urban Transit Program currently distributes funding to five providers: Unified Government, Johnson County, Lawrence, Topeka, and Wichita. More than 6 million rides were given in 2007 among these providers. Funding is used for both operating and capital costs. Some possible funding scenarios for Urban Transit are summarized below. NOTE: The blue highlighted portions in this paper are merely meant to emphasize a mid-level expansion of state funding. These scenarios are meant for discussion purposes and will be adjusted following the T-LINK meeting on October 14th, 2008.

Urban Transit Program Scenarios

| Annual Funding Level (millions) | \$3.5 (today) | \$5.5 | \$8.3 | \$11.0 |
|---------------------------------|---------------|-------|-------|--------|
| Enough for Operating Expenses? | No | Yes | Yes | Yes |
| Funding toward Expanded Service | \$0.0 | \$0.0 | \$2.7 | \$5.4 |
| Projected Ridership (millions) | 6 | 6.3 | 7 | 7.4 |

Rural and Specialized Transit Needs

The Rural Transit Program distributes funding for general public transit to more than 100 cities, counties, non-profit groups and tribal governments. Another 75 non-profit providers receive state funds for Specialized transit. These groups typically serve a smaller client base and their service is not intended for general public use. Funding for the Rural and Specialized transit providers was set at \$2.5 million in 1999 as part of the CTP, and has not been increased. An increase in funding could help expand transit in rural areas, including adding service to some of the 12 counties in the state that currently have none. A summary of some possible funding scenarios for Rural and Specialized transit is found below:

Rural/Specialized Transit Program 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 | \$0.5 | \$0.9 | \$1.8 |
| Additional Ridership | - | 65K | 125K | 185K |

Commuter Transit

The first commuter transit route in Kansas, the K-10 Connector, was started as a pilot project in 2007 on K-10 between Lawrence and Kansas City. The project provides bus service between the campuses of the University of Kansas and Johnson County Community College. The project was very successful and funding is needed for it to continue. \$600,000 per year is needed to maintain the existing service, which is running at capacity during peak hours. It is believed that **\$1.2 million annually** would sufficiently improve and expand the service.

The success of the K-10 Connector project suggests that other routes and projects could be warranted. A Bus Rapid Transit (BRT) study was recently completed for the I-35 corridor, but no funding is in place. Other proposed routes include I-70 between Topeka, Lawrence, and Kansas City, and from Hutchinson to Wichita.

Summary of Scenarios

The table below summarizes the scenarios discussed in this document into a Low, Medium, and High scenarios.

Possible Transit Scenarios

| | CTP | Low | Med | High |
|----------------------------|-------|-------|--------|---------|
| Mobility Manager 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 | 0.6 | 1.2 | 6+ |
| TOTAL | \$6.0 | \$9.6 | \$15.9 | \$24.3+ |