

JOINT CITY/COUNTY COMMISSION AGENDA

City Hall Commission Chambers

Monday, October 3, 2011

5:45 p.m.

MEETING #4863

CALL TO ORDER

ROLL CALL by Mayor Rick Sowers and Chairman Kim Goodnight

NEW BUSINESS

1. Update on Western State Bank County Expo Center. Presented by Public Building Commission Chairman Jerry King.
2. Appointments to fill CFAB vacancies.

OLD BUSINESS

1. Approval of Public Transportation Plan and Budget. Presented by Director of Parks & Recreation, Paul Lewis and Mobility Manager, Kathy Denhart.
2. Approval of United Wireless Arena/Boot Hill Casino Settlement

ADJOURNMENT

Memorandum

To: City Manager
Assistant City Manager
City Commissioners

From: Kathy Denhardt, Mobility Manager

Date: September 29, 2011

Subject: Public Transportation Routes & Budget

Recommendation: Staff recommends that the Commission approve the acquisition of two new 20 passenger buses, and the expansion of General Public Transportation services to include:

- Spearville-Wright-Dodge City weekday bus route which will make 4 loops daily starting in Dodge City at 7:00 am, 9:30 am, 3:00 pm, and 5:00 pm, beginning in October 2011. Schedule will be adjusted according to demand.
- Bloom-Kingsdown-Bucklin-Ford-Dodge City bus route operating one day per week, starting in Dodge City at 9:00 am and 3:00 pm, beginning in December 2011.

Staff also recommends that the Commission approve expansion of General Public Transportation services to include daily Ford-Gray-Finney County Connector service in the event that new configurations of flights are implemented with Denver flights departing Dodge City Airport, and Dallas/Ft. Worth flights departing Garden City Airport. The schedule for this service would coincide with flight times at the airports, and would serve the general public along US Highway 50/400 between Dodge City and the Garden City Airport. It is expected that Finney County Transit will provide service from Garden City to the Garden City Airport, thus completing the Ford-Gray-Finney County Connector.

Background: General Public Transportation has been operating demand-response service in Dodge City for more than 15 years, through the USC 49-5311 Public Transportation Grant Program administered by the Kansas Department of Transportation. With the appointment of a Mobility Manager in January 2011 (supported by a grant from the USC 49-5316 grant program), options have been explored for expanding service to Ford County to address transportation needs of the general public, inclusive of seniors and persons with disabilities. Residents of towns throughout Ford County, especially seniors, have communicated their desire to have access to bus transportation. The Bloom-Kingsdown-Bucklin-Ford-Dodge City and the Spearville-Wright-Dodge City routes are intended to be initial efforts to provide this service.

If implemented, the City Commission's recent recommendation to the Essential Air Service program would increase traffic flow from Finney County to the Dodge City Airport, and from Ford County to the Garden City Airport. This provides an opportunity for enhancing access to Dodge City and Ford County businesses and attractions by offering scheduled daily bus service in the three county area. The KDOT Office of Public Transportation is committed to developing regional public transportation services in Southwest Kansas and has asked us to submit a plan for providing regional service, so they can determine the level of additional funds they will provide in order to make this a reality.

Justification: There is significant traffic flow between Spearville, Wright and Dodge City (4500 vehicles per day between Spearville and Dodge City on US Highway 50/56), which includes many workers, seniors, and students. Recent Ford County census data provides the following indicators of need for passenger transportation service:

- 1,915 persons reside in 847 households with no vehicles
- 487 persons age 16-64 have disabilities that limit mobility outside the home
- 4,400 persons are age 60 and over
- 5,253 persons reside in household with income below the poverty level

Data analysis and community input suggest there is sufficient demand to operate financially sustainable weekday routes. The availability of transportation services allows many seniors to remain in their homes because it offers vital connections to services, shopping, and social activities. Daily commuters can reduce expenses by taking public transit, and also gain valuable time to work or relax with someone else doing the driving. Traffic congestion on main highways will be reduced.

If flights are reconfigured between the Dodge City and Garden City airports, this presents an opportunity to establish linkages between Dodge City and Garden City three times per day (each direction). This would provide a valuable service to airline passengers, as well as others who travel the US Highway 50/400 corridor for work, medical services, shopping, and entertainment. 5690 vehicles per day travel the Dodge City to Cimarron stretch of US Highway 50/400.

Performance Metrics are suggested for each of the proposed routes, and will be continuously scrutinized. If ridership is not meeting expected benchmarks within 90 days, adjustments to the route and schedule will be made. Six months after the launch of a route, a review will take place to determine whether the route will be continued.

Finally, regional transit service makes good financial sense. For every \$1 invested in rural public transportation, a \$3 economic return is generated ("Assessment of the Economic Impacts of Rural Public Transportation" TCRP Report 34). Dodge City's investment of \$42,073 to operate public transportation in 2011 generates \$162,726 from other sources. An even better ROI is expected for the expenditures requested for 2012.

Financial Considerations: The 2011 MERF fund includes \$10,000 for local match for new vehicles being purchased through the USC 49-5311 grant. The current 5311 grant will provide 80% of the cost of acquiring and outfitting two new 20 passenger buses, with the remaining 20% local match being shared by Dodge City (100% of local match for one 20 passenger bus, and 25% of local match for second 20 passenger bus) and

Ford County (75% of local match for one 20 passenger bus). The capital local match for Dodge City would be \$16,579, to be encumbered in 2011 (\$6,579 more than what is budgeted).

As indicated in the attached *General Public Transportation Expansion Plan* document, the 2011 budget already approved by the City, and grant funds already awarded by USC 49-5311 and 49-5316 are sufficient to finance the proposed Spearville-Wright-Dodge City and Bloom-Kingsdown-Bucklin-Ford routes through 2011 and 2012. Should the Ford-Gray-Finney County Connector be implemented, those expenditures will exceed what has already been budgeted, and would require an additional \$29,520 from Dodge City to operate that service through 2012. It will also require additional expenditures from Ford County and KDOT, and both entities are reviewing this proposal and budget request. We will make the case to KDOT that financial support for this new regional transit initiative will need to exceed their commitment of covering 68% of operations cost (till June 30, 2012) and the 65% they expect to cover starting July 1, 2012. If we are successful local match will be reduced accordingly.

Once routes and ridership are well established we will have data regarding number of employees and customers we are delivering to individual businesses. Armed with that data we will seek service contracts, ad placement, and underwriting support from those businesses which benefit from the services provided. In this way we will seek to make business partnerships a significant part of our funding strategy.

Implementation of the county wide routes has the effect of creating fixed route bus stops at strategic points around Dodge City as passengers from the county routes are dropped/picked up at frequently desired destinations (e.g. Western Plains Medical Complex, DCCC, Wal-Mart, and potentially the Casino, Senior Center, Downtown, and other destinations). This presents us with an opportunity to expand to Fixed Route bus service throughout Dodge City in the future, with some service already in place because of the county routes. Finney County, with a similar profile to Ford County, has implemented a very successful fixed route system in Garden City, and now exceeds 5,000 rides per month on those fixed routes. Data and financial information are being gathered about the potential for such a Fixed Route system, and will be presented to the Commission at a later date.

Purpose/Mission: Public Transportation enhances quality of life and livability for residents of Dodge City and Ford County, as well as generating economic value by promoting ease of access to our businesses, services, entertainment, and tourism resources.

Attachments: Please see the *General Public Transportation Expansion Plan* attachment for detailed budget projections and performance metrics.

CC: Paul Lewis

**General Public Transportation Expansion Plan
September 27, 2011**

Routes	Performance Metrics	2011 Projected Budget	2012 Projected Budget
Mobility Manager		\$66,459 Total \$53,167 FTA/KDOT \$6,646 Dodge City <u>\$6,646 Ford County¹</u>	\$70,000 Total \$56,000 FTA/KDOT \$7,000 Dodge City <u>\$7,000 Ford County²</u>
Demand-Response in Dodge City (2 vehicles)	2011 ave/mo rides=635 2012 ave/mo rides=750	\$113,000 Total \$5,000 Fares \$74,520 FTA/KDOT \$33,480 Dodge City	\$120,000 Total \$9,000 Fare Income \$73,815 FTA/KDOT \$37,185 Dodge City
Spearville/Wright/Dodge City 4xdaily 5days/week (Begin October 2011)	2012 ave/mo rides=850	\$23,520 Total (<3months) \$1,000 Fare Income \$15,314 FTA/KDOT \$1,801 Dodge City <u>\$5,405 Ford County</u>	\$112,800 Total \$36,000 Fare Income \$51,072 FTA/KDOT \$6,432 Dodge City <u>\$19,296 Ford County³</u>
Bloom/Kingsdown/Bucklin/Ford 2xday Once weekly (Begin December 2011)	2012 ave/mo rides = 20	\$1,820 Total (1month) \$1,238 FTA/KDOT \$ 146 Dodge City <u>\$ 436 Ford County</u>	\$21,840 Total \$2,600 Fare Income \$12,794 FTA/KDOT \$1,611 Dodge City <u>\$4,835 Ford County</u>
Ford/Gray/Finney County Connector (Begin with implementation of revised regional airport flights)	2012 ave/mo rides=900		\$275,940 Total \$73,000 Fare Revenue \$134,955 FTA/KDOT \$33,992 Dodge City <u>\$16,996 Ford County</u> \$16,997 Other (e.g. Airport, Gray County)

¹ In 2010 Ford County committed \$8,000 for the local match in a 49 USC 5316 grant proposal which was awarded to fund this position.

² In January 2011 Ford County committed \$12,400 in a letter submitted with the 49 USC 5316 grant.

³ In January 2011 Ford County committed \$29,250 in a letter submitted with the 49 USC 5311 grant.

Total Projected Operation Costs	Total projected rides for 2012: 2520 per month 30,240 per year	\$204,799 Total Cost \$6,000 Fare Income \$144,239 FTA/KDOT⁴ \$42,073 Dodge City <u>\$12,487 Ford County</u>	\$600,580 Total \$120,600 Fare Revenue \$328,636 FTA/KDOT \$86,220 Dodge City <u>\$48,127 Ford County</u> \$16,997 Other (e.g. Airport, Gray Country)
Capital Expenses Two 20 passenger buses w/ wheelchair lift, wheelchair restraint system, fixed route equipment		\$132,630 Total Cost \$106,104 FTA/KDOT \$ 16,579 Dodge City <u>\$ 9,947 Ford County</u>	

⁴ FTA/KDOT has committed \$102,000 for operating costs for July 2011-June 2012, and \$52,616 for the Mobility Manager funding for that same period. KDOT is committed to expansion of regional public transportation in Southwest Kansas and has asked us to submit a full proposal for additional resources needed in order to accomplish that regional expansion.

Memorandum

To: Ed Elam, Ford County Administrator
Kim Goodnight, Jerry King, Terry Williams, Ford County Commissioners
From: Kathy Denhardt, Mobility Manager
Date: September 30, 2011
Re: Public Transportation Routes and Budget

Recommendation: The Mobility Manager serving Ford County and Dodge City recommends that the County Commission approve the plan and associated 2011 and 2012 budget for:

- Acquisition of a new 20 passenger wheelchair accessible bus (2011 - \$9,947 - 75% of local match)
- Spearville-Wright-Dodge City weekday bus route which will make 4 loops daily starting in Dodge City at 7:00 am, 9:30 am, 3:00 pm and 5:00 pm, beginning in October 2011. Schedule will be adjusted according to demand. (2011-\$5,405 to operate service October – December, and \$19,296 to operate service throughout 2012.)
- Bloom-Kingsdown-Bucklin-Ford-Dodge City bus route operating one day per week, starting in Dodge City at 9:00 am and 3:00 pm, beginning in December 2011. (\$436 to operate in December 2011 and \$4,835 to operate service throughout 2012.)
- Continue support and local match for Mobility Manager (\$6646 for 2011, and \$7,000 in 2012.)

The Mobility Manager also recommends that the Ford County Commission approve expansion of General Public Transportation services to include a daily Ford-Gray-Finney County Connector service in the event that new configurations of flights are implemented, with Denver flights departing Dodge City Airport and Dallas/Ft. Worth flights departing Garden City Airport. The schedule for this service would coincide with flight times at the airports, and would serve the general public along the US Highway 50/400 route between Dodge City and the Garden City Airport. It is expected Finney County Transit will provide service from Garden City to the Garden City Airport, thus completing the Ford-Gray-Finney County Connector route. The Ford County share of providing the Ford-Gray-Finney County Connector service will be \$16,996 through 2012. This amount is not included in any previous letters of commitment.

Background: General Public Transportation has been operating demand-response bus service in Dodge City for more than 15 years, through the 49 USC 5311 Public Transportation Grant Program administered by the Kansas Department of Transportation. In January 2011 a Mobility Manager, Kathy Denhardt, was appointed to serve Ford County and Dodge City (supported by a grant from the 49 USC 5316) to explore options for expanding service to Ford County and addressing transportation

needs of the general public, inclusive of seniors and persons with disabilities. Residents of towns throughout Ford County, especially seniors, have communicated their desire to have access to bus transportation. The Bloom-Kingsdown-Bucklin-Ford route and the Spearville-Wright-Dodge City route are intended as initial efforts to provide service.

If implemented, the recent recommendation to the Essential Air Service program would increase traffic flow from Finney County to the Dodge City Airport and from Ford County to the Garden City Airport. This provides an opportunity for enhancing access to Ford County businesses and attractions by offering scheduled daily bus service in the three county area. The KDOT Office of Public Transportation is committed to developing regional public transportation services in Southwest Kansas and has asked us to submit a plan for providing regional service so they can determine the level of additional funds they will provide in order to make regional transportation service a reality.

Justification: There is significant traffic flow between Spearville, Wright and Dodge City (4500 vehicles per day between Spearville and Dodge City on US Highway 50/56), which includes many workers, seniors, and students. Recent Ford County census data provides the following indicators of need for passenger transportation service:

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Regional transit service makes good financial sense. For every \$1 invested in rural public transportation, a \$3 economic return is generated ("Assessment of the Economic Impacts of Rural Public Transportation" TCRP Report 34). Businesses benefit by being on scheduled bus routes. Once routes and ridership are well established we will have data regarding number of employees and customers we are delivering to individual businesses. Armed with that data we will seek service contracts, ad placement, and underwriting support from those businesses. In this way we will seek to make business partnerships a significant part of our funding strategy.

Performance Metrics and Decision Points: Performance Metrics are suggested for each of the proposed routes, and will be continuously scrutinized. If ridership is not meeting expected benchmarks within 90 days, adjustments to the route and schedule

will be made. Six months after the launch of a route, a review will take place to determine whether the route will be continued.

Purpose/Mission: Public Transportation enhances quality of life and livability for residents of Ford County, as well as generating economic value by promoting ease of access to our businesses, services, entertainment and tourism resources.

Attachments: Please see the *General Public Transportation Expansion Plan* attachment for detailed budget projections and performance metrics.

**General Public Transportation Expansion Plan
September 27, 2011**

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Memorandum

To: City/County Commissioners
From: Ken Strobel, City Manager
Date: Friday, September 30, 2011
Subject: SEC/Casino Cost Sharing

During the course of the construction of the Special Events Center several unanticipated issues or items related to project infrastructure came up which needed to be dealt with in a prompt manner. Some of these involved the interpretation of the Development Agreement with the Casino ownership and others were items that had simply been overlooked or were added for the benefit of the project. In some cases a change in circumstances required a deviation from the original wording of the Development Agreement.

In order not to delay completion of the facility as these issues arose, decisions had to be made in a timely manner, without the benefit of formal amendments or changes to the Development Agreement or construction documents. Now that the Event Center has been completed and operational for approximately 9 months the parties need to formalize what to this point have been verbal "hand-shake" agreements regarding several cost sharing amenities to the project.

Attached is a chart reflecting the payment obligations as described in the Development Agreement and the proposed payment responsibilities between the parties as tentatively agreed to during the course of construction.

Staff is recommending approval of the revised payment plan as set out in the chart and that the City Manager be authorized to sign the official contract documents reflecting the revised payment responsibilities of the parties.

Also enclosed is the Release Agreement with Victory Electric Cooperative Association which acknowledges that all payment responsibilities incumbent upon the City and County regarding electrical service infrastructure required for the total project has been fully satisfied. Staff recommends approval of the agreement.

If any of you have any questions, please give me a call.

SEC/Casino Cost Share Settlement

09/29/11

Original Development Agreement:

	Total	BHC	City/County
Comanche Infrastructure *	228,000	114,000	114,000
Victory Substation (overrun)	184,244	92,122	92,122
BreezeWay/Garden	871,100	716,700	154,400
EMS Building	250,100	250,000	0
	<u>1,533,444</u>	<u>1,172,822</u>	<u>360,522</u>

Revised Payment Plan:

	BHC	City/County
Comanche Infrastructure	0	228,000
Victory Substation (overrun)	0	184,244
BreezeWay/Garden	871,100	0
SEC Storage Building or Cash	250,000	0
Cash	50,000	-50,000
	<u>1,171,100</u>	<u>362,244</u>

* Comanche Infrastructure

Street Lights	133,640
Median pavor, Landscaping	28,780
Southside Landscaping	30,000
Seeding	5,212
Waterline Extension	30,393

Total 228,025