

JOINT CITY/COUNTY COMMISSION AGENDA

City Hall Commission Chambers

Thursday, June 9, 2011

5:30 p.m.

MEETING #4849

CALL TO ORDER

ROLL CALL

NEW BUSINESS

Transportation Update from Mobility Manager

ADJOURNMENT

Transportation and Mobility Management in Dodge City, Ford County (and Beyond)

June 2011

Background

In June 2010, a Regional Transit Breakthrough Team began meeting in Ford County to explore opportunities for expanding public transportation services in Southwest Kansas. The Breakthrough Team included representatives from a broad spectrum of public, private, and nonprofit organizations (see Appendix 1). As a result of this Breakthrough Team's efforts, Dodge City and Ford County requested and received funding from KDOT U.S.C. 49-5316 (Job Access/Reverse Commute) to hire a Mobility Manager for the purpose of designing a comprehensive transportation system, initially serving the Ford County area with the potential to create a regional transportation hub. Kathy Denhardt was hired to serve as Mobility Manager and began work on January 1, 2011.

Mobility Management is a strategic approach to managing a coordinated community-wide transportation network with multiple operating partners.¹ The goal is to offer more mobility options to community residents using the most cost-effective method of providing those rides. While traditional transit services typically use a single operator to deliver all services, mobility management draws on a variety of transportation services to meet specific needs in the most cost-effective manner possible. This might include anything from fixed route public transportation buses, van pools, taxis and volunteer programs.

Dodge City/Ford County Public Transportation in 2010

In 2010, General Public Transportation available in Ford County and Dodge City consisted of one 6 passenger van and one 12 passenger bus providing
Demand-Response (point-to-point) service (with 24 hour advance notice)
Monday through Friday from 7:30 am – 4:00 pm
Within the city limits of Dodge City
\$2 donation is suggested.

Two full time drivers staff the buses, and provide an average of 630 rides per month (see Table 1). Dispatch services are provided by office staff in Dodge City Parks and Recreation. Of the 7,556 rides provided in 2010, 18% were provided to elderly, and 18% to persons with disabilities (see Table 2).

¹ Jon Burkhardt and Jim McLary "The Business Case for Mobility Management"
<http://www.apta.com/resources/hottopics/mobility/Documents/Business-Case-for-Mobility-Management.pdf>

**Table 1
Services Provided in 2010**

Type of Service	Year/ Make/Model	Mileage	Condition	Average monthly ridership	Average monthly mileage	# hours in use monthly
Demand-Response Dodge City	2004 Chevy 6 passenger van	117,800	Fair	340	1723	88
Demand-Response Dodge City	2005 Ford 12 passenger bus	80,300	Fair	290	1149	84

**Table 2
Dodge City General Public Transportation
2010 one-way rides**

Elderly	1,354 (18%)
Persons with disability	1,355 (18%)
Other	4,847 (64%)
Total (annual)	7,556

In 2010 the costs of the \$93,500 operating budget² for public transportation were paid for as follows:

Federal 5311 Reimbursement (50%)	\$48,400 (operating + administration)
State KDOT Reimbursement (20%)	\$17,600 (operating)
Dodge City Match (30%)	<u>\$27,500</u> (operating + administration)
Total	\$93,500

² It should be noted that this 2010 operating budget did not include costs of dispatcher, health insurance benefits for the two drivers, and vehicle insurance. In future years those costs will be included.

Dodge City/Ford County Public Transportation in 2011

With the Mobility Management grant³, Dodge City and Ford County were able to hire a Mobility Manager and begin efforts to:

- assess the transportation needs throughout Ford County,
- inventory existing transportation options, and
- explore alternatives for expanding transportation services.

A. Transportation Needs in Ford County

According to the Transit Cooperative Research Program (TCRP), estimates of need for passenger transportation services in rural areas should be presented as:

- number of persons residing in households with income below the poverty level, plus
- number of persons residing in households owning no vehicle.⁴

In order to provide a context for interpreting this information, we will look at the data for both Ford County and Finney County. As shown in Table 3, the two counties have many similarities in terms of population. The shaded section of Table 3 shows that Ford County has 7,168 persons in need of passenger transportation services, compared to 6,779 persons in Finney County in need of passenger transportation services.

Table 3
Ford County and Finney County Population Characteristics

	Ford	Finney
Total population (2010 census)	32,840	41,002
Number of persons residing in households with income below the poverty level	5,253	6,032
Number of persons residing in households owning no vehicles	1,915	747
Total persons in need of passenger transportation service	7,168	6,779
Persons aged 60 and over	4,400	4,428
Mobility Limited persons ages 16-64	487	456

In forecasting demand for general public passenger transportation, TCRP methodology also takes into consideration:

- the number of persons age 60 and over, and
- the number of mobility limited persons ages 16-64.

³ Mobility Management Operating Budget \$82,170. (Federal 5316 Reimbursement \$65,736, Dodge City \$8,217, Ford County \$8,217).

⁴ *Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation*, December 2009 http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_webdoc_49.pdf

As Table 3 indicates, though it has a smaller total population than Finney County, Ford County has a higher number of persons in need of passenger transportation services, more mobility limited (disabled) persons aged 16-64, and nearly as many persons age 60 and over.

The degree to which Ford County and Finney County are providing services to those in need of passenger transportation services is shown in Table 4. In June 2010, Finney County provided 6,706 one way rides, while Ford County provided 664 one way rides. In December 2010, Finney County provided 6,129 rides and Ford County provided 670 rides.

**Table 4
One-Way Rides Provided in June and December 2010**

	Dodge City General Public Transportation	Finney County City Link Fixed Routes	Finney County Mini-bus Paratransit
June 2010	664	5246	1460
December 2010	670	4783	1346

In addition to forecasting need based on population characteristics, there are other indications of transportation needs that are not currently being met in Ford County.

Ford County Council on Aging has identified transportation as an important need of the aging population throughout Ford County. FCCA proposed a plan for a public transit vehicle to serve the senior population (and others) around the county on a regularly scheduled basis in cooperation with senior centers.

At the April 5, 2011, Ford County Public Officials Exchange meeting, the following were identified as transportation needs that are not currently being met in Ford County (beyond the city limits of Dodge City):

- Accessible transportation for persons with disabilities
- Mobility for the elderly who no longer drive – permitting them to stay in their homes longer
- Workforce with no driver’s license
- Transportation to medical appointments (esp. dialysis and chemo)
- Getting to church, school, funerals (those who don’t drive or don’t have vehicle)
- Families with one vehicle need additional options in order to meet transportation needs of all family members
- Transportation to area colleges
- Transportation for people arriving at airport, train, bus
- Options for those who commute to other towns for work

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At an April 16, 2011, Community Dinner in Bloom, the following information was gathered about transportation needs and also transportation options that might be supported by a Dodge City/Ford County transportation system:

- Lighthouse Baptist Church in Bloom has a bus (not wheelchair accessible) which they have used in the past to organize a weekly trip to Dodge City. When gas prices were high, this was an option that people took advantage of. When gas prices fell, the bus trips were no longer utilized. Pastor Allen of Lighthouse Baptist Church indicated that having access to lower cost liability insurance would make it possible to provide this service again if there is demand. However, they do need a wheelchair accessible bus to meet the needs of some residents.
- SRS will arrange medical transportation for Medicaid eligible clients, so they no longer pay mileage for personal transportation.
- The residents of Bloom utilize services in Dodge City, Minneola, Pratt, and Meade, so it isn't clear precisely which location(s) would be best for a weekly bus trip.
- The Minneola Senior Center organizes bus trips to Meade, so it might be valuable to connect to that service.
- It was noted in this meeting that there are not enough handicapped parking places at the new Events Center in Dodge City.

This input suggests that a scheduled weekly bus service might well work for small communities, since Lighthouse Baptist Church has successfully provided a weekly service in the past. This is very similar to the plan suggested by the FCCA (with the help of Charles Sellens who designed similar service in other counties).

On April 28, 2011, at the Senior Expo in Dodge City (organized by the South West Kansas Area Agency on Aging), the Mobility Manager met with representatives from Meade County and Kiowa County and learned the following:

- Transportation is currently being provided by numerous nursing homes, assisted living facilities, mental health facilities and others for their own clients and residents (e.g. Meade Nursing Home, Greensburg Assisted Living Facility, Iroquois Center). Might it be possible for others in the community to utilize those services?
- The new Bee Line Express services provide daily eastbound and westbound service between Wichita, Kingman, Pratt, Greensburg, Dodge City, Garden City, and Syracuse. This service might be better utilized if it were marketed, and also linked to transportation once in those communities.
- More carpools and volunteer drivers might be organized if mileage reimbursement were available.
- Vehicles owned by Senior Centers in these counties are expensive to insure and to maintain, and are utilized about once weekly. It was suggested that these vehicles might be more fully utilized if they were owned, insured, and maintained by some centralized transportation entity, but made available to the Senior Centers on an as-needed or regularly scheduled basis.

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- Senior Centers sometimes need access to larger buses for specially organized excursions, something they might do about four to six times a year. Currently, it is necessary to charter a bus from Wichita which is prohibitively expensive. It was suggested that activities buses owned by local school districts or colleges might be the perfect solution if the Senior Centers were to be able to schedule access or charter those buses.

At a May 9, 2011, meeting with Debbie Allen, the executive director of RSVP (Retired Senior Volunteer Program) shared the following information:

- Access to an insurance pool might lower her costs in purchasing excess liability coverage for cars, volunteer driver, and passenger.
- RSVP recruits volunteers from the age 55+ population in the seven county region of Ford, Kiowa, Edwards, Gray, Meade, Clark, and Hodgeman. They try to coordinate with other entities which recruit volunteers in the <55 population (e.g. Ford County Volunteer Agency).
- They could use assistance in recruiting volunteer drivers in these areas as well as donations to cover mileage reimbursements for drivers (25 cents per mile).
- It would help to have a single centralized number to call for information or access to all transportation options. Currently it is difficult to locate transportation services provided by so many different entities.

Large employers in Ford County have been participating in the Transportation Breakthrough Team since its inception, and conversations have begun with those large employers about the need for providing job access public transportation services.

- Cargill surveyed their employees and found that 60% said they would be interested in taking public transportation to their jobs.
- We are looking at ways in which the employers can help support the provision of such job access service by helping meet the local match required for U.S.C. 49-5316 grants which would help support provision of this service.

B. Inventory of available services

The philosophy of *Mobility Management* is that of coordinating a community wide transportation network with multiple operating partners. Developing such a network requires an inventory of transportation services that are available throughout the area. Some of these services are for-profit businesses, many are nonprofit or volunteer services, and many are limited to a specific population or client group. By developing collaborations and contracts for service it might be possible to utilize some of these services in creative new ways.

An inventory of all transportation options and services is under development. The intent is to capture all options in a single database in order to facilitate future collaboration and coordination. Though not yet complete, the inventory includes the following:

General Public Transportation - Demand-response service within Dodge City
Taxis (Leo's, Stagecoach, LaFamilia)

Regional bus services (Wichita-Pueblo Bee Line; El Paso route)

Trains and Airlines

Volunteer Programs

- RSVP (Retired Senior Volunteer Program) organizes rides using volunteers
- Senior Companions provides volunteers for a variety of services needed by seniors, including transportation
- Ford County Volunteers recruits <55 volunteers and coordinates with RSVP

Social service and behavioral health agencies provide transportation for clients

- Arrowhead West (provides all transportation for their ≈ 100 clients)
- New Chance
- Youthville

Non-emergency medical transportation (NEMT) – Available through SRS for Medicaid clients. They have contracts with the following area providers:

J & J Transportation	Dodge City
Sunflower Diversified SS	Great Bend
Angel Transportation & Care	Hays
Good Samaritan	Liberal
Sensitive Home Care	Liberal
T.W. Bosline	Garden City
Sunflower Home Health	Garden City

Convention and Visitors Bureau Trolley

Casino shuttle

Hotel shuttles

Nursing homes/retirement communities provide transportation for their residents

Some senior centers and local communities have vans or buses

Churches

School Districts – regular school buses and special activities buses

C: First Steps in Expanding Mobility Options

Though a fully developed Comprehensive Mobility Plan will require additional strategic planning and the involvement of many stakeholders and decision makers, the first steps in expanding transportation options have been taken, including efforts to acquire additional transportation vehicles.

Dodge City, partnering with Ford County, has been awarded U.S.C. 49-5311 funds for a new 6 passenger van to replace our aging van (which would be kept for back-up), and a new 20 passenger bus to be utilized in expanding service into Ford County. Ford County and Dodge City will both contribute to the local match. These buses will not actually arrive to be put into service until mid-2012. We have also purchased a good used 16 passenger bus (wheelchair accessible) to add to our 5311 General Public Transportation fleet. With this used 16 passenger bus we can begin a pilot project of

providing service to outlying areas of Ford County, initially based on a design proposed by the Ford County Council on Aging.⁵ Thus our current fleet is:

Table 5
General Public Transportation Fleet 2011 - 2012

Type of Service	Year/ Make/ Model	Mileage	Condition	Average monthly ridership	Average monthly mileage	# hours in use monthly
Ford County Pilot Project	2004 Chevy 6 passenger van (wc accessible)	117,800	Fair	350	1400	88
Demand-Response Dodge City	2005 Ford 12 psgr bus (wc accessible)	80,300	Fair	300	1300	84
Contract Services Pilot Project	2000 Coach 16 passenger bus ⁶	72,000				
Arrives 2012	2012 6 psgr van (wc accessible)		New			
Arrives 2012	2012 20 psgr bus (wc accessible)		New			

Because it appears that our existing demand-response service could be provided with just one vehicle and driver, we also plan to re-deploy the second vehicle to providing a different kind of service through a pilot project. Again we will seek input from stakeholders throughout the community in order to determine exactly what that pilot project might look like.

⁵ FCCA member, Charles Sellens, spearheaded the development of this proposed plan based on experience with similar programs in two other counties.

⁶ This vehicle was purchased in April 2011, for \$532 (local match) from another KDOT provider. It will be operated using part time drivers, with operating expenses eligible for 50% federal and 20% state reimbursement.

Mobility Plan for 2011 and Beyond

As indicated earlier, many stakeholders need to be brought into the development of a Comprehensive Mobility Plan for Ford County and beyond, providing mobility linkages in the Southwest Kansas region. We can develop some pilot projects in 2011, but need to be looking ahead to a larger vision for meeting the significant mobility needs in our communities. This Mobility Plan needs to envision effective high quality service for a range of customers, make efficient use of taxpayer and other financial resources, maximize use of existing resources, and develop a functional system for moving people around in our area by linking various transportation options.

There are three different approaches for us to consider in developing a transportation system:

1. Becoming a Full Service Provider
2. Taking a Collaborative Approach by providing a structure or framework within which multiple agencies/providers can coordinate their efforts
3. Making use of Extensive Contracting in which multiple service providers are coordinated through contracts for service.

The Mobility Management philosophy in a rural area like Southwest Kansas leans toward the Collaborative Approach because this provides the greatest degree of flexibility in providers and the types of services that can be offered, including volunteers. Not only is this more likely to be able to meet the unique needs of different populations, but it will also create synergies among the many different ways in which mobility is provided in our communities.

Utilizing the Transportation Breakthrough Team and bringing additional stakeholders to the table, the next steps in developing a **Comprehensive Mobility Management Plan** will be completed by **August 1, 2011**. This plan will:

- Articulate the vision, mission, and business case for a Mobility Management Plan that encompasses Ford County and gives consideration to regional linkages
- Involve the public and various stakeholder groups in determining needs and appropriate strategies for meeting those needs
- Develop a phased succession of strategies for delivering transportation services to meet a broad range of customer needs (e.g. see Table 6)
- Coordinate and make better use of existing resources
- Establish clear milestones for success and metrics for measuring the quality, quantity, and cost-effectiveness of transportation services

**Table 6: Phased In Service 2011- 2012
General Public Transportation**

Provider	Type of Service 2011	Type of Service 2012	Year/ Make/Model (mileage)	Average monthly ridership	Average monthly mileage	# hours in use monthly
General Public Transportation	Pilot: Ford County Route ⁷	Back-up For public transit	2004 Chevy 6 passenger van (117,800)	350	1400	88
General Public Transportation	NA	Ford County Route	2012 6 passenger van (new)			
General Public Transportation	Demand- Response Dodge City	Demand- Response Dodge City	2005 Ford 12 passenger bus (80,300)	300	1300	84
General Public Transportation	Pilot: Service Contracts	Service Contracts	2000 Diamond 16 passenger bus ⁸ (72,000)			
General Public Transportation	NA	Service Contracts	2012 20 passenger bus (New)			

Phase 1 – Revise use of existing General Public Transportation Resources

- **One Demand-Response Vehicle serving Dodge City**
- **One Vehicle Serving Ford County using FCCA plan as a starting point**

Currently our General Public Transportation system consists of two vehicles and two full time drivers operating exclusively within the city limits of Dodge City. Having analyzed our usage data, we believe that we can serve our existing demand-response client base using a single vehicle and single driver. The second vehicle and full time driver will begin a pilot program serving Ford County communities. We will initially be guided by a plan proposed by the Ford County Council on Aging (see Appendix 2), and adapt the plan as experience determines changes should be made. The plan is based on the premise that people within the communities can best determine where the riders want to go, and thus each community would have a representative responsible for developing

⁷ This pilot will utilize the FCCA Plan (see Appendix 2) for serving the various Ford County communities; the plan will be adjusted as experience dictates.

⁸ This vehicle was purchased in April 2011 for \$534 (local match – 20% of fair market value) from another KDOT provider. It will be operated using part time drivers, with operating expenses eligible for 50% federal and 18% state reimbursement from U.S.C 49-5311.

ridership and determining destinations on the weekly service. The FCCA plan suggests that representatives of these towns on the FCCA board might fill this role in their home communities.

Goal 1 - provide wheelchair accessible public transportation one day per week to residents in the areas of Bloom, Bucklin, Ford, Kingsdown, Spearville and Wright.

Goal 2 – increase number of one-way rides provided per month as compared to previous year’s statistics.

Budget Implications: Operating costs will increase as existing vehicles will be driven more miles and marketing costs will increase as information about new service is disseminated. 68% of these costs will be reimbursed by the 5311 grant. The local match of 32% will be shared by Ford County and the City of Dodge City, and has already been budgeted.

Operating Costs 7/1/11 – 6/30/12	5311 Reimbursement	Dodge City	Ford County
\$125,000	\$85,000	\$28,000	\$12,000

Phase 2: Initiate a Pilot for providing Contract Services utilizing recently acquired used 16 passenger bus with part-time drivers.

Many different local and regional entities (e.g. senior centers; nursing homes; assisted living facilities) need wheelchair accessible vehicles to transport clients to medical appointments or to social and recreational events. Currently many maintain a vehicle for these occasional services and rely on staff or volunteer drivers. They might find it more cost effective to contract for those occasional transportation needs, and no longer need to own, insure, and maintain a vehicle. In addition, Medicaid clients are provided non-emergency medical transportation to doctor’s appointments. The statewide broker for those services contracts with local providers to provide those rides. We will explore whether providing those rides can be an income stream for the transportation services, while also providing high quality service to local residents.

Goal 1: Provide cost effective high quality contract services to local and regional entities needing wheelchair accessible transportation, including services through the state broker for non-emergency medical transport.

Goal 2: Create an income stream to help meet local match for operating other public transportation options in Dodge City and Ford County.

Budget Implications: We received a 5311 grant to operate a new 20 passenger bus. Grant funds are available July 1, 2011, even though the new bus will not be available until mid-2012 because of KDOT purchasing processes. We will be able to utilize those grant funds to operate the recently acquired used 16 passenger bus. 68% of the operating costs will be reimbursed through the 5311 grant. The 32% local match will be shared by Ford County and the City of Dodge

City, and has already been budgeted. Income from the service contracts can be used to meet the local match for operating and administrative costs.

Operating Costs 7/1/11 – 6/30/12	5311 Reimbursement	Service Contract Income	Dodge City	Ford County
\$50,000	\$17,000	\$25,000	\$6,200	\$1,800

Phase 3: Initiate collaborative mobility efforts with counties surrounding Ford County (Clark, Gray, Hodgeman, Edwards, Meade, Kiowa), and with large local employers.

Rural counties surrounding Ford County are seeking to develop collaborative ways of providing transportation options for their residents needing access to retail and medical centers. Consultation with agencies in those counties indicates that while vans and small buses are available in the communities, the difficulty is in insuring, maintaining, and operating those vehicles which might be used just once a week or less. These vehicles were often purchased through KDOT’s 5311 grant program, but then the agencies opted out of participation in the grant program because of the administrative burden of maintaining compliance. It might be possible to develop a regional transportation hub in Ford County through which a single entity participates in the 5311 grant program on behalf of a multi-county collaborative. This entity would own, operate and administratively manage vehicles providing transportation in a multi-county area. Agencies or governmental entities in these more rural areas would pay their share of the operating costs (including local match for grant applications) and would have access to transportation through the regional administrative entity. This would reduce their burden of owning and operating their own vehicle and would increase flexibility in the transportation they could access through the regional administrative entity. For Ford County and Dodge City, this could mean used vehicles from surrounding counties might be acquired for the 5311 fleet, making it possible to create and operate a more robust public transportation system, including the possibility of a fixed route system in Dodge City. It could also mean more visits to Dodge City from residents of surrounding counties who would now have access to new transportation options.

Collaboration with local employers (especially large employers such as Cargill and National Beef) would allow the development of transportation options for employees. In particular, we might explore options such as van pools in which publicly owned vans are provided to groups of commuters who organize van pools which thus provide transportation for those who do not have their own vehicles, as well as reducing the number of cars commuting and parking each day. Such a system could be the result of a partnership between the employers and the City/County, with commuters also paying a significant share of the cost.

Goal 1: By working collaboratively with other agencies (e.g. RSVP, senior centers) expand mobility options and the number of rides provided to residents in counties surrounding Ford County.

Goal 2: By working collaboratively with large employers (e.g. Cargill and National Beef) expand transportation options and the number of rides provided to residents/employees in Dodge City and Ford County.

Goal 3: Increase accessibility to Ford County businesses, including medical facilities, retail businesses, the casino and events center.

Goal 4: Acquire vehicles underutilized by agencies in surrounding counties and put them to use in developing a more robust mobility system in Ford County and the surrounding region.

Budget implications: Initial collaborative efforts will be budget neutral. Further along, budget impacts will be shared equitably among participating agencies, governmental entities and riders.

Economic Development Impact: Studies of economic impact confirm that every \$1 spent on public transportation, yields \$3 in economic impact to the local economy.

**Table 7: Services of Other Providers:
Collaborations to expand ridership or make more cost effective**

Provider	Type of Service	Average monthly ridership	Average monthly mileage	# hours in use monthly
General Public Transportation	“One Call, One Click” for all transportation options; Transportation brokerage system; Marketing and community education; trip planning systems			
RSVP – 7 county area around Ford County	55+ volunteers; Reimbursement for providing transportation			
Ford County Volunteer Center	<55 volunteers Reimbursement for providing transportation			
SRS	Nonemergency Medical Transportation for Medicaid clients			

Senior Centers; other community agencies in 7 county area	Expand use of underutilized vehicles by pooling vehicles			
Agencies providing transportation only for clients	Explore possibilities of including public riders			
General Public Transportation and Large Employers	Van Pools			

Phase 4: Establish a deviated fixed route public transportation system in Dodge City / Ford County similar to that in Garden City / Finney County.

Utilizing accepted forecasting techniques (refer to Table 3) Ford County has 7,168 persons who need transportation services because they live in households with no vehicles, or in households with incomes below the poverty level. In addition, there are 487 disabled adults <65 and 4,400 persons >65, some of whom will no longer be able to drive and will need transportation assistance in order to remain in their homes longer (i.e. to “age in place”). The presence of Dodge City Community College and other higher education entities is another indicator that public transportation will be utilized if it is available. These forecasting tools indicate that the need for public transportation is greater in Ford County than it is in Finney County which provides more than 5,000 rides each month on its fixed route system.

Providing a deviated fixed route system in Dodge City is a possibility which should be considered. It could enhance accessibility to retail, educational, and medical facilities for the many residents with limited mobility options. It could also enhance economic synergy between the Casino/Events Center/Tourism and Main Street in downtown Dodge City. Providing visitors to our community with accessible transportation linkages to local retail, tourism, and service destinations through a reliable bus system would enhance the economic impact of their visits to our community.

Experience of other communities such as Garden City, Hutchinson, and Salina indicate that in order for a fixed route to be successful there needs to be sufficient service to reach every stop once an hour, and to cover all of the major residential areas as well as the medical, educational, recreational, governmental and retail destinations. All the communities mentioned above have 4 bus routes on their fixed route system.

Goal 1: Create a deviated⁹ fixed route bus system serving residential, retail, recreational, tourism, medical, governmental and educational destinations, with

⁹ A deviated fixed route allows for short deviations from fixed routes to meet the individual needs of riders. If a fixed route system is chosen (i.e. deviations are not available), then KDOT regulations require that a separate Paratransit system be available, operating at the same times as the fixed route system.

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fixed stops hourly¹⁰ in each location. Within the first year ridership should exceed 5000 per month.

Budget Implications: Though a detailed budget analysis is not yet available, the following information should provide insight. In area communities with fixed route or deviated fixed route bus systems, city and county budget contributions this year are as follows:

Community Bus Service	City Contribution	County Contribution
<i>FIT</i> – Finney County Transit	Garden City \$203,040	Finney County \$63,538
<i>RCAT</i> – Reno County Area Transportation	Hutchinson -0-	Reno County \$320,000 (\$67,700 from elderly mill levy)
<i>CityGo</i> - Salina	Salina \$425,200	Saline County -0-

The shortest possible timeline for launching a deviated fixed route bus system in Dodge City / Ford County would be as follows:

January 2012 – KDOT 5311 grant submission requesting five 20 passenger buses to serve a 4 route service in Dodge City/Ford County (with one bus for back-up). This grant request would be for a capital investment of \$340,000 with 80% covered by 5311 grant and 20% by local match. Some operating costs might also be requested, though the deviated fixed route system would not launch until Spring 2013.

May 2012 – Award decisions made by KDOT

Fall 2012 – Buses ordered

Spring 2013 – Buses arrive and are ready for system launch. \$68,000 expenditure for Capital would occur in 2013.

Spring 2013 – Launch of Deviated Fixed Route Bus Service in Dodge City/Ford County. Operating costs will also begin with launch of deviated fixed route system. Local expenditure estimated at \$96,000 annually.

¹⁰ Experiences of fixed route systems in Finney County, Hutchinson, and Salina have demonstrated that unless there is hourly service throughout the service area, the system will not be utilized by riders.

Capital Request 7/1/11 – 6/30/12	5311 Reimbursement	Dodge City Local Match Commitment¹¹	Ford County Local Match Commitment¹²
\$340,000	\$272,000	Split \$68,000 with County	Split \$68,000 with City

Operating Request 7/1/12 – 6/30/13	5311 Reimbursement¹³	Dodge City Local Match Commitment¹⁴	Ford County Local Match Commitment¹⁵
\$300,000	\$204,000	Split \$96,000 with County	Split \$96,000 with City

Federal grant funds are also available for construction of Transit Offices and Maintenance Facilities. Garden City and Hutchinson each received these grants for the construction of Transit Facilities (which include Transit Offices, public restrooms and waiting areas, and bus maintenance facilities).

A deviated fixed route bus system in Dodge City/Ford County would be expected to have a \$3 economic impact for every \$1 expended by the city and county on this system, according to well documented research. It would also be serving the needs of the 7,000+ Ford County residents who rely on passenger transit of some variety. Planning for such a system (and the considerable expenditure which goes with it) would need to begin during the budget planning session of 2011. A January 2012 KDOT 5311 grant application will require a letter of commitment for the local match for the capital and operating requests. The launch of the system would be in mid-2013 with approximate annual operating expenditures of \$200,000.

¹¹ A commitment letter for this amount would be requested in January 2012. Actual expenditure would not take place until spring 2013.

¹² A commitment letter for this amount would be requested in January 2012. Actual expenditure would not take place until spring 2013

¹³ This is assumed to be 68% which was the federal and state reimbursement in 2011.

¹⁴ A commitment letter for this amount would be requested in January 2013. Actual expenditure would take place in 2013.

¹⁵ A commitment letter for this amount would be requested in January 2013. Actual expenditure would take place in 2013