

Appendix D: ATA 2010 Fixed Route Budget and Plan for Implementation



The Riley County Area Transportation Agency

2010 Fixed Route Budget and Plan For Implementation

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2010 FIXED ROUTE BUDGET AND PLAN FOR IMPLEMENTATION

Introduction

The Riley County Area Transportation Agency (aTa Bus) proposes to begin implementing the first two citywide routes planned in the City of Manhattan's 2001 "Transit Implementation Plan". It will be noted that KDOT has required that this plan needs to be updated prior to any efforts at implementation. The total estimated cost for this update is \$75,000. KDOT will provide \$60,000 and the City of Manhattan will meet the local match of \$15,000.

In preparing this report, the Director of aTa Bus, Anne Smith, has spoken with and sought information from Lisa Koch, Public Transit Manager at KDOT, Stacey Cowan, Program Coordinator at KDOT, Pat Weaver, Associate Director of the KU Transportation Center in Lawrence, Gail Herndon, Funding Coordinator for OOCK Inc., Salina, KS. OOCK operates the City of Salina's fixed route system called "City-Go". Lynn Kiker, Director of Reno County RCAT in Hutchinson, RCAT operates fixed routes in Hutchinson. In addition, Ms. Smith has spoken with Bob Bourne of Bourne Transit Consulting LLC. Bourne Transit Consulting LLC worked with OOCK to develop its fixed route system. Mr Bourne is also the former Director of CyRide in Ames, IA.

To begin, it may be useful to review the changes in funding sources that have taken place at aTa Bus since the original transit plan was developed.

History

aTa Bus currently provides public transportation utilizing the demand response system. Riders are asked to call 24 hours in advance to schedule rides. "Dispatchers schedule vehicles and drivers today to meet the demand for rides tomorrow."¹

In 2001, aTa Bus was receiving Federal funding for public transportation through a program called 49 U.S.C.A. §5310. §5310 is a program which provides specialized transportation. §5310 is also known as the Elderly Individuals and Individuals with Disabilities Program. In this program, Federal funding pays for 80% of the cost of new vehicles. State funds are used to provide an annual operating stipend; in 2001 the stipend was \$3,000 per agency. Today that stipend is \$4,000 per agency. In 2001 aTa Bus received funding from Riley County through the Riley County Council on Aging. In this time period aTa Bus was transporting approximately 60 rides per day and had a budget that was under \$100,000.

In 2002, the aTa Board of Directors undertook the process of becoming a 49 U.S.C.A. §5311 provider. "The Section 5311 program provides funding for public transportation projects serving

¹ (Riley County Area Transportation Agency 2009)

areas that are outside of an urban boundary with a population of 50,000 or less. Funds may be used for capital, operating, planning or technical assistance projects. With these funds the mobility needs of rural transit users can be both supported and enhanced. Section 5311 Program grants are intended to provide access to employment, education and health care, shopping and recreation.”²

This program is funded by the Federal and State governments. The FTA portion provides funding for up to 50% of the vehicle operating budget and 80% of the cost of new vehicles and up to 10% of administrative costs. The State of Kansas contributes to this program as well. KDOT may contribute up to 20% of the vehicle operating budget to the program. This has the practical effect of reducing the burden on counties and municipalities to meet local match requirements.

§5310 allows for priority to be given for medical rides. §5311 prohibits any priority for any type of ride or rider; service is available to any person residing within the service area. Grant recipients are required to demonstrate what efforts are undertaken to make transportation services available to the general public. Further, regular advertising of the service is mandatory.

§5311 requires a local financial commitment to public transportation. There are local match requirements. The local match is 50% of the vehicle operating budget. Up to 20% of this local match may be met by KDOT. Additionally, a 20% local match is required for the purchase of new vehicles. KDOT does not contribute to meeting the local match for new vehicles.

In the last 2-3 year time period a §5311 project administration allowance has been funded. This program provides administrative funding for up to 10% of the operating budget. Of this 10% KDOT reimburses at 80% and a 20% local match is required.

It is important to remember that fares collected from riders are not allowed to be used as “local matching” dollars. Fares are called “project income” and any monies collected through the operation of “project” vehicles are project income. Any advertising revenue collected by selling advertising space on the buses or at bus stops is also project income. Transit providers are allowed to use project income to offset the total vehicle operating expenses. That is, any expense that can be directly tied to a vehicle.

§5311 funding can be used to fund fixed route public transportation services. Salina, Garden City, Hutchinson, and Emporia operate fixed route public transportation. Hayes operates a deviated fixed route service at present.

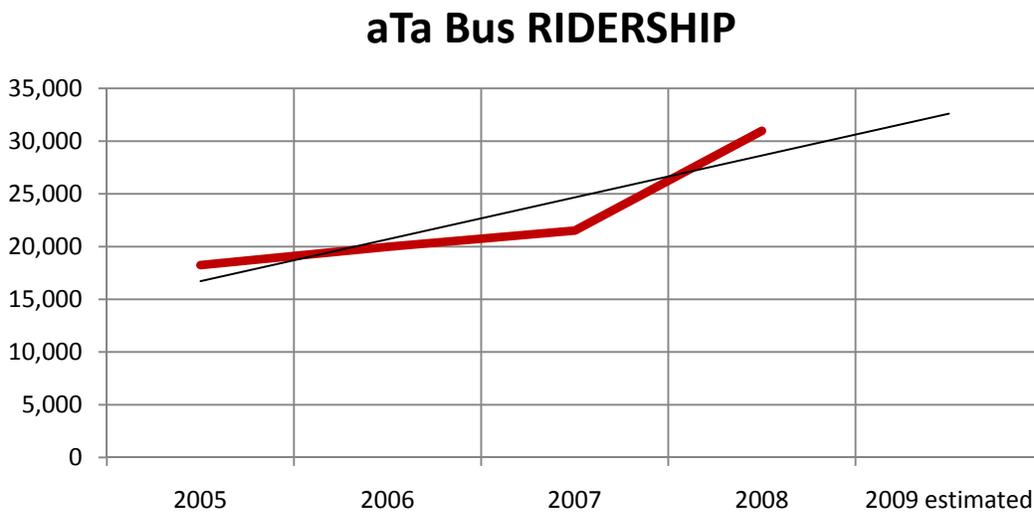
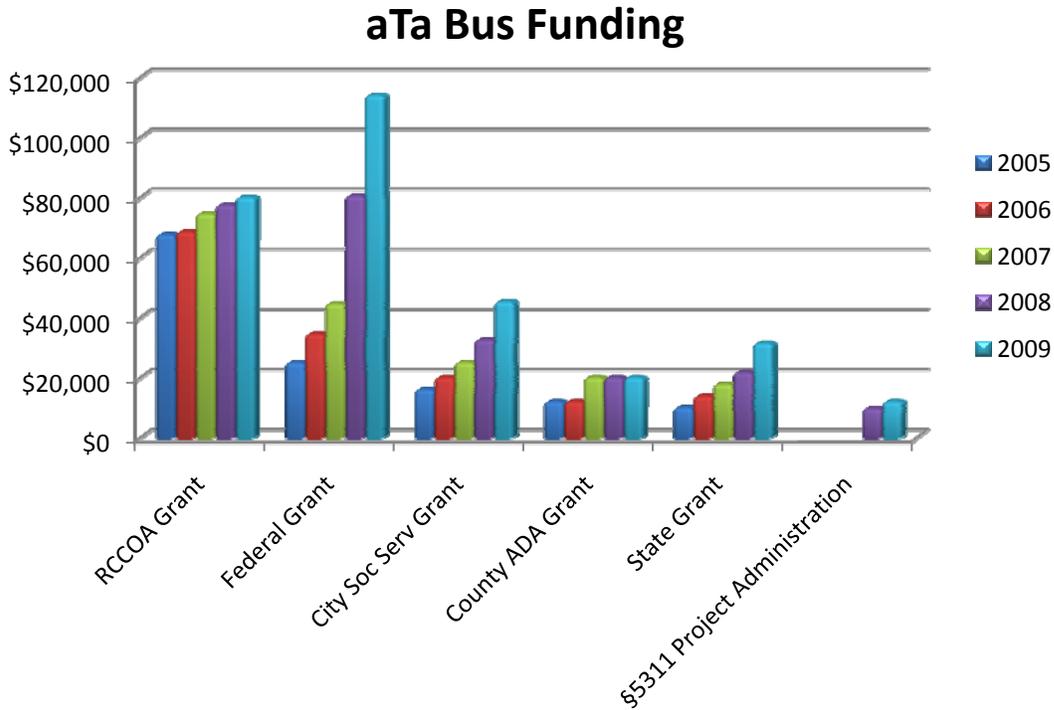
§5311 does have monthly reporting requirements. Every month each vehicle has an expense and income report filed. This report also captures information regarding ridership and vehicle mileage. An operations report is also filed every month along with a DBE report. Additionally, an administrative expense report is filed. These reports are given to the Coordinated Transit District and then forwarded to KDOT. It is based on these reports then that monthly reimbursement checks are sent out through the CTD.

In 2003 the City of Manhattan began providing funding to aTa Bus through the Social Services Advisory Board (SSAB).

² (California Department of Transportation 2007)

Funding and Ridership

In the years since aTa Bus became a §5311 provider, the agency has gradually seen both funding and ridership increases. The increases in funding have occurred at all levels. The ability to leverage local funding to bring both State and Federal dollars into the local economy has made a manifest difference in increasing both service and improving access to public transportation in the Manhattan-Riley County area.



As has been demonstrated in the charts above, aTa Bus has seen steady growth in both funding and ridership. However, beginning in late 2007 the agency began to see dramatic growth in

ridership that has continued to the present. In 2008, while record fuel prices were a cause for increased ridership, other factors were also at play.³ The growth in the region and increased stresses placed upon the economy have played a significant role in this increase in ridership.

In 2008, aTa Bus transported 30,969 rides. This was a record number of rides and represented an increase of 43.96% over 2007 numbers. In the first quarter of 2009 the agency continued to see record growth. Rides during this time period increased by 21.96% over 2008. Capacity issues, both fiscal and physical are now a constant source of concern.

As early as 2006, a shift in the demographics of the ridership can be demonstrated. Prior to 2006, the primary trip purpose for rides had been medical appointments, but in 2006 for the first time employment became the number one trip purpose. The agency, directly as a result of the funding requirements for the §5311 program began to see an increase in the number of general public riders. In 2001 riders over 60 accounted for nearly 73% of rides, just over 23% of rides were disabled and only 3.5% of rides were general public. By the end of 2008, 31.4% of all rides were general public.

At the present time a full 40% of all rides are for employment purposes. Public transportation can serve a vital role in the economic infrastructure of this region. "For every \$1 invested in public transportation, \$6 is generated in economic returns."⁴ The Manhattan Chamber of Commerce has expressed its support of aTa Bus and its efforts to implement a fixed route transit system.

Fixed Routes

In the last two-three years the agency has been focused on ways to increase capacity, access to service, and cost efficiency. By implementing a fixed route service aTa Bus will be able to increase both capacity and access to public transportation while at the same time reducing the costs per ride.

In August of 2008 aTa Bus began operating a very limited deviated fixed route. A deviated fixed route allows the route vehicle to deviate from the route in a radius of about 2 blocks to pick up riders who have scheduled deviations. This route ran from University Crossing Apartments, a 700 tenant facility, to the KSU Union. This operational experience has been very valuable. aTa Bus is in talks with the management of University Crossing to extend this route into the next school year.

The implementation of fixed routes will not eliminate the need for the demand response system. "Complementary paratransit service is required by law for those persons with disabilities and others not able to use fixed-route service. Generally it must operate in the same areas and during the same hours. The fare is limited to twice the fixed-route fare."⁵ It would be expected that as part of the transit plan update process a paratransit plan will be developed.

³ (Geiger 2009)

⁴ (American Public Transportation Association 2009)

⁵ (American Public Transportation Association 2009)

aTa Bus proposes to operate this complementary paratransit service. Five vehicles currently in the aTa Bus fleet have been identified as vehicles that will continue to provide this service. These vehicles will receive stimulus funding to have the computer aided dispatching software and new radios. aTa Bus will also continue to provide public transportation services to the whole of Riley County.

With the additional vehicles that will be procured through the ARRA funding, aTa Bus will be in a better position to respond to the needs for service that may arise from the Transit Plan update.

System Management:

Riley County Area Transportation Agency (aTa Bus) is a private non-profit organization governed by a 15 member Board of Directors.

In the original Transit Plan various options for system management are explored. It is the recommendation of the original plan for the City to pursue “contracted operations”.⁶ The update process will revisit this recommendation to determine if it remains valid and fits within the framework of City planning and budgeting. The fact that aTa Bus is an existing stand alone transit provider will provide some additional clarity to this process that was not available in 2001.

Some of the potential regional transit opportunities that may come out of the T-Link Task Force and into the next CTP will have to be considered as well, as this may have an impact on the type of system management that is employed.

The 2010 Fixed Route Budget

ARRA Capital Funding

aTa Bus has been approved for \$520,000 in capital funding through the American Recovery and Reinvestment Act.

Capital expenditures associated with the implementation of a fixed route system can be daunting for any community. Riley County aTa applied for and has been approved for \$520,000 in capital funding through the American Recovery and Reinvestment Act. This award will help to defray some of those start-up costs.

Through ARRA, aTa Bus has been approved for 5- 20 passenger buses (with lifts) paid at a 100% Federal share (\$325,000). Typically, KDOT pays for 80% and there is a local match of 20% required for the purchase of new vehicles. So, this award also has the added benefit of saving our community approximately, \$65,000 in required local matching funding.

\$135,000 has been approved for computer- aided dispatching and technology upgrades in vehicles. This equipment will be pivotal for the role of aTa Bus as a potential regional mobility

⁶ (Transystems Corporation 2001)

manager as proposed in the recommendations of the T-Link Task Force. One of the roles of this position will be to provide “one call” dispatching. This computer system can book up to 5,000 rides per day. It will provide greater efficiency in scheduling paratransit rides and aid in increasing capacity.

\$60,000 has been approved for bus stops and shelters in the Cities of Manhattan and Ogden. The original transit plan identifies locations for the placement of bus shelters. These locations are:

1. Sarber and Hayes (Wal-Mart) –4 feet by 10 feet
2. KSU Union – 5 feet by 12 feet
3. Plaza West – 4 feet by 8 feet
4. Stagg Hill (Allison/Don Dee) – 4 feet by 10 feet
5. Kimball/College (eastbound on Kimball) – 4 feet by 8 feet
6. Sunset/Platt (hospital) – 4 feet by 10 feet

Some possible bench locations include:

1. 11th and Poyntz (both directions)
2. 4th and Leavenworth (both directions)
3. Allen and Beck (westbound direction)
4. 12th and Bluemont (westbound side)

These are recommended signpost locations:

1. KSU Union (three-sided Kiosk) – Anderson at Mid-Campus Drive
2. Allen Road/Hayes Drive
3. Hays Drive/Sarber (Wal-Mart)
4. 4th Street and Leavenworth
5. Claflin and College
6. College and Kimball
7. Abbey and Candlewood
8. 3rd and Poyntz (Manhattan Town Center Plaza area)
9. 11th and Poyntz
10. Plaza West Shopping Center
11. Red Bud and Seth Childs
12. Allison and Don Dee
13. Bramlage Stadium
14. Kimball and Denison
15. College Heights and Denison
16. 12th and Bluemont (westbound)

Most locations would have two signposts (one for each direction). These would have one at the location: Abbey and Candlewood; Red Bud; Allison and Don Dee; 12th and Bluemont.⁷

In order for the system to operate as strictly fixed routes and not deviated fixed routes, additional equipment will need to be added to the buses. This equipment includes two “route designation” signs per vehicle, a PA system for each vehicle, and a rider pull cord system for each vehicle. Fares boxes are optional but highly recommended. I have been told that the cost will be

⁷ (Transystems Corporation 2001)

approximately \$4,000 per vehicle. We will not know the exact costs involved until the vendor has been selected. At the time that the proposed budget was submitted these items were not included in the budget. At the time the budget was prepared no information was available regarding any grant awards.

There will be additional reporting requirements on top of the monthly KDOT reports for these ARRA funds; however, those requirements have yet to be disseminated.

In preparation for submitting the 2010 SSAB budget request, a 3-month fixed route budget was prepared to assist the board members in making funding recommendations.

This budget proposal is based on service recommendations found in the original transit plan. aTa Bus proposes to begin operating the first two Citywide routes. These routes operate Monday thru Friday from 6:00a.m.-10:00 p.m.

The original transit plan also calls for these two routes to operate on Saturday and Sunday as well. aTa Bus is not planning to offer weekend service in this proposed plan at this time.

Each route is scheduled to operate with a 30 minute frequency between 6:00 a.m.-6:00p.m. This means that two buses will operate on each route during these hours. From 6:00p.m.-10:00p.m. the recommendation is for the routes to operate with a 60 minute frequency or one bus operating on each route.⁸

aTa Bus proposes to use 4-20 passenger buses to operate these two fixed routes in Manhattan. The organization's position is that at the present time 20 passenger buses are sufficient to meet the demand for service. All of the other small Kansas cities that operate fixed routes are using 20-passenger buses. According to Gail Herndon, Funding Coordinator at OCCK Inc., in Salina; "City Go" is transporting 2,000 rides per week. City Go offers three fixed routes that cover about 65% of the City of Salina. Lynn Kiker, Director for Reno County RCAT, reports that in Hutchinson, RCAT is transporting 400 rides per day.

The original Transit Plan provides specific information regarding the operations of each of the two citywide routes. Based on that information and current operating costs at aTa Bus the following budget has been calculated. In general, income has been underestimated and expenses have been overestimated.

Again, however, it must be stressed that in the Transit Plan update process changes to these routes may be recommended; these changes may have a direct affect upon this budget.

Throughout the first three quarters of 2010 aTa Bus operations will continue utilizing the demand response system.

⁸ (Transystems Corporation 2001)

(ALL SERVICES) PROPOSED ATA BUS BUDGET FOR FY 2010

Acct #	Account Name	Actual FY 2008	Approved Budget FY 2009	Proposed Budget FY 2010
Income				
41010	Rider Fare Over 60	\$7,240.50	\$7,200	\$7,200
41020	Rider Fare Disabled	\$2,588.00	\$2,700	\$4,700
41030	Rider Fare Gen Public	\$6,608.25	\$6,000	\$8,200
42010	Ticket Book Over 60	\$18,719.00	\$19,900	\$18,800
42020	Ticket Book Disabled	\$35,424.00	\$35,000	\$35,000
42030	Ticket Book Gen Public	\$15,041.50	\$15,000	\$14,000
42031	Transfer Office Income	(\$18,207.00)		
43010	Fixed Route Fare Over 60			\$873
43020	Fixed Route Fare Disabled			\$310
43030	Fixed Route Fare G Pub			\$799
43040	Fixed Route Fare 6-18			\$30
43075	Monthly Pass			\$6,149
	Total Rider Income	\$67,414.25	\$85,800	\$96,061
44010	RCCOA Grant	\$77,480.00	\$80,000	\$87,000
44020	Federal Grant	\$96,274.97	\$114,000	\$152,291
44030	City Soc Serv Grant	\$32,500.00	\$45,250	\$90,000
45010	County ADA Grant	\$20,000.00	\$20,000	\$20,000
45020	State Grant	\$38,509.96	\$31,400	\$42,572
45025	Kansas State University			\$4,000
45030	5311 Project Administration	\$10,291.71	\$12,000	\$15,229
46010	Special Proj Income	\$0.00	\$0	\$0
47010	SavingsAccount Interest	\$1,279.00	\$1,500	\$1,699
47020	Checking Account Interest	\$77.18	\$150	\$150
48010	Misc Income	\$3,305.00	\$1,000	\$1,000
48020	Fund Raising Income	\$7,607.32	\$7,000	\$7,000
48030	Contributed Facilities	\$6,400.00	\$6,400	\$6,400
	Total Other Income	\$293,725.14	\$318,700	\$427,341
	TOTAL INCOME	\$361,139.39	\$404,500	\$523,402

Acct #	EXPENSES			
Expenses				
51010	Exempt Salaries	\$30,143.81	\$42,000	\$42,000
51015	Exempt Paid Leave	\$0.00	\$0	\$0
51020	Non-Exempt Wages	\$170,504.50	\$194,802	\$250,000
51025	Christmas Expense	\$893.45	\$1,000	\$1,000
51030	Overtime	\$5,930.36	\$2,898	\$2,898
51040	OASDI	\$13,306.34	\$15,000	\$18,284
51050	Medicare	\$3,111.96	\$3,500	\$4,276
51999	Total Wages & Salaries	\$223,890.42	\$259,200	\$318,458
52010	SWBT	\$181.47	\$396	\$396
52011	Cellular Phones	\$451.27	\$500	\$500
52012	Long Distance	\$8.72	\$50	\$50
52013	Radio	\$671.82	\$1,000	\$1,700
52099	Total Telephone Exp	\$1,313.28	\$1,946	\$2,646
52105	Postage	\$317.59	\$300	\$500
52110	Printing/Copying	\$1,365.06	\$1,000	\$3,000
52120	Office Supplies	\$900.97	\$2,000	\$2,000
52130	Office Equipment	\$2,564.31	\$2,600	\$2,600
52140	Office Rent	\$6,400.00	\$6,400	\$6,400
52199	Total Office Supply Exp	\$11,547.93	\$12,300	\$14,500
52210	Advertising ATT	\$0.00	\$200	\$200
52220	Advertising Other	\$3,840.45	\$2,000	\$8,000
52299	Total Advertising Exp	\$3,840.45	\$2,200	\$8,200
	<i>Account Name</i>	FY 2008	FY 2009	FY 2010
53010	Bus Fuel & Oil	\$55,200.55	\$54,800	\$76,192
53020	Bus Tires & Batteries	\$1,208.38	\$2,000	\$2,538
53030	Bus Maintenance/Repair	\$26,848.08	\$18,000	\$22,000
53040	Bus Replacement Acct	\$6,000.00	\$9,000	\$9,000
53999	Total Bus Exp	\$89,257.01	\$83,800	\$109,730
54010	Vehicle Insurance	\$9,131.00	\$10,500	\$19,870
54020	Gen Liability Insurance	\$6,009.14	\$8,000	\$11,502
54030	E&O Insurance	\$923.00	\$1,500	\$1,500
54040	Worker's Comp Insurance	\$10,022.00	\$11,220	\$18,581
54050	Unemployment Insurance	\$0.00	\$0	\$0

54060	Employee Dishonesty	\$254.00	\$254	\$254
54070	Bonding Insurance	\$250.00	\$100	\$100
54999	Total Insurance Exp	\$26,589.14	\$31,574	\$51,807
55010	Travel Exp	\$280.83	\$400	\$400
55020	Lodging Exp	\$0.00	\$500	\$500
55030	Meal Exp	\$0.00	\$100	\$100
55040	Conf Registration Exp	\$215.00	\$600	\$600
55050	Membership Fees	\$413.00	\$130	\$177
55999	Total Travel/MS Exp	\$908.83	\$1,730	\$1,777
56010	Interest on Loans	\$0.00	\$0	\$0
56020	Bank Charges	\$191.42	\$200	\$200
56999	Total Financial Exp	\$191.42	\$200	\$200
57010	Taxes & Govt Fees	\$602.75	\$4,500	\$7,652
57015	Professional Fees	\$4,419.37	\$4,000	\$5,000
57020	Miscellaneous Exp	\$735.07	\$500	\$500
57030	TMHC	\$607.12	\$550	\$932
57999	Total Fee Exp	\$6,364.31	\$9,550	\$14,084
58010	Fund Raising	\$3,798.06	\$2,000	\$2,000
58999	Total Fund Raising Exp	\$3,798.06	\$2,000	\$2,000
66000	Payroll Expenses	\$8,095.12		
	TOTAL EXPENSES	\$375,795.97	\$404,500	\$523,402
	NET INCOME	(\$14,656.58)	\$0	\$0

PROPOSED aTa BUS (FIXED ROUTE) BUDGET FOR FY OCT-DEC 2010

Acct #	Account Name	Proposed FY2010 Oct-Dec	
Income			
42031	Transfer Office Income		
43010	Fixed Route Fare Over 60	873	
43020	Fixed Route Fare Disabled	310	
43030	Fixed Route Fare Gen Public	799	New income items reflect the fare structure proposed in the Transit Plan
43040	Fixed Route Fare 6-18	30	
43075	Monthly Pass	6,149	
	Total Rider Income	8,161	
44010	RCCOA Grant	3,718	
44020	§5311 Federal Grant	44,000	
44030	SSAB	40,477	
45010	County ADA Grant	0	
45020	§5311 State Grant	13,385	
45030	§5311 Project Administration	4,400	
	Total Other Income	105,980	
	TOTAL INCOME	114,141	
Acct # EXPENSES			
Expenses			
51020	Non-Exempt Wages	53,000	Items eligible for §5311 reimbursement
51030	Overtime	0	Items eligible for §5311 admin reimbursement
51040	OASDI	3,286	
51050	Medicare	769	
51999	Total Wages & Salaries	57,055	
52010	SWBT	5	
52011	Cellular Phones	150	
52012	Long Distance	6	
52013	Radio	1,700	
52099	Total Telephone Exp	1,861	
52110	Printing/Copying	3,000	

52220	Advertising Other	6,000	
52299	Total Advertising Exp	6,000	
53010	Bus Fuel & Oil	20,357	
53020	Bus Tires & Batteries	1,000	
53030	Bus Maintenance/Repair	5,000	
53999	Total Bus Exp	26,357	
54010	Vehicle Insurance	10,000	
54020	Gen Liability Insurance	3,502	
54040	Worker's Comp Insurance	4,860	* possible change in class code
54999	Total Insurance Exp	18,362	
55010	Travel Exp	0	
55020	Lodging Exp	0	
55030	Meal Exp	0	
55040	Conf Registration Exp	0	
55050	Membership Fees	47	
55999	Total Travel/MS Exp	47	
57010	Taxes & Govt Fees	683	
57015	Professional Fees	200	
57020	Miscellaneous Exp	0	
57030	TMHC	577	
57999	Total Fee Exp	1,460	
	TOTAL EXPENSES	114,141	
	NET INCOME	0	

The following is information that was used to inform the calculations in the proposed fixed route budget.

INCOME

In preparing this budget a projection has been made that \$3,718 in Riley County (RCCOA) funds will be available in the fourth quarter of 2010 to meet the local operating matching fund requirements. In FY 2011 it will be possible to divert a larger percentage of County Riley (RCCOA) funds to the fixed route operations. Efforts will also be undertaken to secure additional funding from Riley County to assist in the funding of this project. It is projected that all of the funding from the Riley County ADA grant will be used in providing the paratransit service.

It should also be noted that Riley County provides significant in-kind contributions. These contributions cannot be used to meet the local match but they are invaluable to the organization. Riley County provides free office and storage space at Courthouse Plaza East. Additionally, Riley County provides IS support with agency computer and phone systems, the aTa Bus website is on the Riley County website. The agency does not pay any utility bills. IS and GIS will provide technical assistance to aTa Bus staff when the new dispatching software is installed.

The funds projected in the §5311 income line items are underestimated. The 4th quarter of 2010 will fall into State FY 2011. The §5311 grant cycle to apply for funding will begin on the 1st of December 2009. It would be imprudent to overestimate these projections at this time.

FARE STRUCTURE

The fare structure proposed in the original Transit Plan is as follows:

Table 6: Fare Structure

Category	Amount	Comments
Adult	\$1.00	Primarily residents of Manhattan who are <u>not</u> KSU Students. Would include faculty and staff. Monthly passes would be sold that would effectively discount fares to \$.50a ride for pass users.
Youth 6-18	\$.50	Potentially an important market.
Senior Citizens and Persons with Disabilities	\$.50	Under federal law, must be no more than half-adult fare during off-peak periods of
<i>KSU Students*</i>	Free upon presentation of ID	Non-KSU students would pay adult fare.
Children Under 6 years of age	Free	Normally, a fare-paying customer is expected to accompany the child.
Transfers	Free	A transfer is a receipt that allows the holder to ride another route without paying an additional fare. Time limit on its use; allowed for travel in any direction. ⁹

*It will be noted that until KSU begins to invest in the Manhattan fixed route transit system all KSU students will be required to pay the “adult fare”. Any KSU students taking rides outside of the city limits will be charged the \$4.00 fare.

In comparing this fare structure with other fare structures currently being utilized by other fixed route providers in Kansas, the proposed fare structure in the original Transit Plan remains largely valid.

⁹ (Transsystems Corporation 2001)

Reno County RCAT (Hutchinson) Fare Structure:

Fares for route system:		County	
	City	County	Deviation
Adults (19-59)	\$.80	\$4.00	\$8.00
Elderly (60+)	\$.40	\$2.00	\$4.00
* Disabled	\$.40	\$2.00	\$4.00
**Children (6-18)	\$.40	\$2.00	\$4.00
Punch Cards	\$16.00 or \$10.00		
Monthly Pass—Discount	\$18.00		
Monthly Pass—Regular	\$24.00 ¹⁰		

Finney County Transit FIT (Garden City) Fare Structure:

Fares	City Link Monthly Pass	
General Public (-60)	\$1.00*	\$30.00***
Seniors with Half-Fare Card	\$.50**	\$15.00***
Disabled with Half-Fare Card	\$.50**	\$15.00***
FIT Punch Card	\$20.00*** ¹¹	

Lyon County Area Transportation L-CAT (Emporia):

Regular Fare	\$1.50
Students 6 and up	\$1.00
Disabled	\$1.00
Children 0 to 5 year	Free
To Change Buses	Free
Doctor Appointments to Health Department	Free
A 10 Ride Pass	\$15.00 - Regular Riders \$10.00 - Those Who Qualify (Seniors, Students, Disabled)
Frequent Rider	\$25.00 - each month - unlimited rides
Family Pass	\$30.00 - each month - unlimited rides for you and 4 family members ¹²

¹⁰ (Reno County KS 2009)

¹¹ (Senior Center of Finney County KS 2009)

¹² (Lyon County KS 2009)

The fare structure at OCCK Inc. is slightly different and as a result generates slightly more revenue. Gail Hearndon, Funding Coordinator reports that “CityGo” generates approximately \$5,000 monthly in fare revenue. This fare structure does not provide discounted rides for seniors and persons with disabilities.

CityGo (Salina) Fare Structure:

Monthly Pass - \$30

A monthly pass provides unlimited rides for the passenger during the month indicated on the pass.

6-Trip Ticket Book - \$5

A 6-trip ticket book is available for purchase and may be used for six trips over any length of time. The driver will tear one ticket from the ticket book upon boarding.

Day Pass - \$2

Daily passes (recommended for two-way trips and transfers) are available for same-day, unlimited service.

Single-Trip pass - \$1

A single-trip pass (recommended for one-way trips) is available for one-time use only.

Children (10 and younger) - Free

Children must present a school-issued identification card to the driver from any junior or senior high school in order to ride alone. Otherwise, all children must be accompanied by someone 16 years or older. Children 10 years old and younger ride free. Car seats and booster seats are not required.

Personal Care Attendants - Free¹³

¹³ (OCCK Inc. 2009)

In the proposed 2010 fixed route budget, new fixed route fare line items have been created. These line items match the fare structure proposed in the original Transit Plan. In the original Transit Plan, in the first year of operations fare revenue is projected to be \$61,000.¹⁴ On average this is \$167.12 per day generated in fare revenue. We project that over 61 days of operation this could generate \$10,194.32 in fare revenue. However, aTa Bus will not be operating on Saturday and Sunday in this initial phase of implementation and this will affect the total fare revenue generated.

A reduction of 20% has been made in projected fare revenue in the proposed budget. A total of \$8,161.00 is projected to be generated during the first three months of operation. Please remember that an exact date to commence operations has yet to be determined and this could also affect the total amount of fare revenue generated. Additionally, fare revenue or project income is not allowed to be used to meet the local match. Project income is allowed to be used to offset the total vehicle operating expenses.

Currently, over 70% of our fare media is purchased in the form of ticket cards. The distribution of fare media in the proposed budget matches current trends in purchasing fare media. The only line item that has no current equivalent demand response line item is the "fixed route fare 6-18". Currently, all children under the age of 10 can ride the bus for free.

¹⁴ (Transystems Corporation 2001)

EXPENSES

ROUTE ONE

Candlewood/Northview

VEHICLES PER ROUTE: TWO

TOTAL SERVICE HOURS PER DAY: 27.56¹⁵

PRE/POST TRIP INSPECTION TIME PER VEHICLE: ONE WAGE HOUR

TOTAL WAGE HOURS PER DAY PER ROUTE: 29.56

TOTAL SERVICE DAYS: 61

SUB TOTAL WAGE HOURS: 1,803.16

HOLIDAY HOURS: 88.65

TOTAL WAGE HOURS: **1,891.81**

CDL WAGE PER HOUR: \$11.25

GROSS WAGES: \$21,282.86 x 2.0% INCREASE=\$425.65/ **\$21,708.51**

OASDI/MEDICARE: **\$1,660.70**

TOTAL GROSS WAGES: **\$23,369.21**

FUEL:

MILES TRAVELLED PER HOUR: 15.13¹⁶

SERVICE HOURS PER DAY: 27.56¹⁷

TOTAL MILES PER DAY: 417¹⁸

AVERAGE MILES PER GALLON OF FUEL PER VEHICLE: 7.5

AVERAGE FUEL CONSUMPTION PER DAY: 55.6 GALLONS

TOTAL FUEL CONSUMED OVER 61 DAYS OF SERVICE: 3,391.60 GALLONS

TOTAL COST OF FUEL (3,391.60) X \$2.95 PER GALLON: \$10,005.22

TOTAL FUEL BUDGET: **\$10,005.22**

Note: Gail Herndon at OCCK in Salina, operators of "CityGo" budgeted for 8 miles to the gallon at \$3.00 per gallon for FY2010.

¹⁵ (Transsystems Corporation 2001)

¹⁶ (Transsystems Corporation 2001)

¹⁷ (Transsystems Corporation 2001)

¹⁸ (Transsystems Corporation 2001)

ROUTE TWO
Stagg Hill/Walmart

VEHICLES PER ROUTE: TWO
TOTAL SERVICE HOURS PER DAY: 28.00¹⁹
PRE/POST TRIP INSPECTION TIME PER VEHICLE: ONE WAGE HOUR
TOTAL WAGE HOURS PER DAY PER ROUTE: 30.00
TOTAL SERVICE DAYS: 61
SUB TOTAL WAGE HOURS: 1,830
HOLIDAY HOURS: 88.65
TOTAL WAGE HOURS: 1,918.65
CDL WAGE PER HOUR: \$11.25
GROSS WAGES: \$21,584.81 x 2.0% INCREASE=\$431.69/ **\$22,016.50**
OASDI/MEDICARE: **\$1,684.26**

TOTAL GROSS WAGES: **\$23,700.76**

FUEL:

MILES TRAVELLED PER HOUR: 15.21²⁰
SERVICE HOURS PER DAY: 28.00²¹
TOTAL MILES PER DAY: 426²²
AVERAGE MILES PER GALLON OF FUEL PER VEHICLE: 7.5
AVERAGE FUEL CONSUMPTION PER VEHICLE PER DAY: 56.8 GALLONS
TOTAL FUEL CONSUMED OVER 61 DAYS OF SERVICE: 3,464.80 GALLONS
TOTAL COST OF FUEL (3,464.80) X \$2.95 PER GALLON: \$10,221.16
TOTAL FUEL BUDGET: **\$10,221.16**

TOTAL WAGE COST FOR BOTH ROUTES: \$47,069.97

FINAL BUDGET FOR FUEL \$2.95 x 6,855.96 GALLONS=\$20,226.38

Note: Gail Herndon at OCCK in Salina, operators of "CityGo" budgeted for 8 miles to the gallon at \$3.00 per gallon for FY2010.

¹⁹ (Transsystems Corporation 2001)

²⁰ (Transsystems Corporation 2001)

²¹ (Transsystems Corporation 2001)

²² (Transsystems Corporation 2001)

Currently, at aTa Bus there are two Dispatchers on staff, when evening service Monday thru Friday is implemented it will be necessary to have one additional part-time evening Dispatcher on staff.

Part-time Dispatcher:

6 hours per day x 61 days of operation= 366 wage hours

Dispatcher wage **\$10.25 per hour**

Gross Wages \$3,126.25 +153.75 holiday pay= **\$3,280.00**

OASDI/Medicare: \$250.92

Total gross wages: **\$3,530.92**

INSURANCE:

PRORATED INSURANCE COST BASED ON 2008 KDOT-0973: \$636.38 PER VEHICLE

ANNUAL RENEWEL COST BASED ON 2008 KDOT-0973: \$1483.42 PER VEHICLE

TOTAL INSURANCE COST FOR ALL VEHICLES (4) SERVING THE 2 ROUTES: \$7,842.82 x 2.0% INCREASE= \$156.85/ **\$7,999.67**

GENERAL LIABILITY INSURANCE COST PER VEHICLE BASED ON 2008 PREMIUMS: \$858.45

TOTAL GENERAL LIABILITY COST X 4 VEHICLES: \$3,433.80 X 2.0% INCREASE = \$68.67/**\$3,502.47**

WORKERS COMPENSATION INSURANCE:

CURRENT DRIVER CLASS CODE: 7370

CURRENT RATES PER \$100 OF REMUNERATION: \$9.62 (Fixed Route Bus Drivers would be about \$4.00 per \$100)

TOTAL GROSS WAGES: \$47,069.97 X \$9.62 PER \$100 OF REMUNERATION

ESTIMATED WORK COMP PREMIUM: **\$4,528.13**

Note: The insurance carrier will have to come and inspect the operations prior to any changes in the class codes.

ADVERTISING:

Educating and informing the community about this new expansion of public transportation in Manhattan will be critical to the success of this endeavor. The original transit plan provides a section on marketing. "There are two areas most critical to marketing a transit system. The first are system promotion efforts. The second is the provision of customer service functions."²³ Some of objectives listed under "Building System Awareness" beginning on page 16 of the Transit Plan have already been achieved because aTa Bus is an existing transit provider with an established brand name and logo. New systems maps, schedules and brochures will need to be produced. The Transit Plan update process will be a good source to direct this process. aTa Bus also already has an established website. You can find it at www.rileycountyks.gov

TOTAL BUDGET: **\$6,000**

²³ (Transystems Corporation 2001)

MAINTENANCE:

INCLUDES COSTS OF WRAPPING BUS W/AGENCY LOGO APPROXIMATELY \$1,000 PER VEHICLE

TOTAL BUDGET: **\$5,000**

PHONES:

INCLUDES INSTALLATION OF RADIOS/ \$500.00 PER VEHICLE

Note: With the approval of ARRA funding, the new computer aided dispatching software will also include radios that will "allow for voice communication over the State 800 MHz system so that transit operators can communicate with central dispatch over long distances."²⁴ This may present an opportunity to use existing radios in existing vehicles and have them installed into the new buses, if this can be accomplished then this will save money money in this line item.

TOTAL BUDGET: **\$1,861**

KPTA (Kansas Public Transit Association)

DUES RENEW IN DECEMBER: \$11.43 X 4 VEHICLES

TOTAL: **\$45.72**

TAGS:

RENEWS IN FEBRUARY

PRORATED COST PER VEHICLE: $\$79.50 \times 3 =$ **\$238.50**

RENEWEL COST PER VEHICLE: $\$111.00 \times 4 =$ **\$444.00**

TOTAL BUDGET: **\$683.00**

TMHC: (The Mental Health Consortium)

All §5311 providers are required to participate in the KDOT drug and alcohol program. KDOT pays for 80% of the costs and there is a local match of 20%. Pre-employment drug and alcohol screening is mandatory for all employees engaged in performing "safety sensitive" job duties. Pre-employment screening costs are not reimbursable. This includes all Driver job positions and all Dispatcher positions. The Director is also enrolled in the drug and alcohol program. This program requires all employees to participate in a random drug and alcohol screening pool and it also requires drug and alcohol policy training for both employees and supervisors. There are also monthly reporting requirements. KDOT will perform on site reviews of drug and alcohol procedures and policies.

TOTAL BUDGET: **\$577.00**

²⁴ (Koch, KDOT Transit ARRA Dispatching Fact Sheet 2009)

The current timeline would have operations of this new service begin during the 4th quarter of 2010. A precise date for operations to begin is yet to be determined. A variety of factors will influence the start date; including, funding, both the completion timeline of the transit plan update as well as actual recommendations to come from the plan itself. KDOT will review and approve the plan prior to any implementation efforts. Additionally, at this time no timeline has been announced by KDOT with regard to the distribution of stimulus funding. Finally, the 4th quarter of 2010 will fall into State FY 2011; grant applications will not be available until the 1st of December 2009. All of these factors have the potential to effect the actual implementation date. At this point, it would not be advisable to try to pinpoint a more specific date to begin operations.

Kansas State University

Beginning in August 2009, aTa Bus will begin a new partnership with Kansas State University. Disability Support Services at KSU, among other things, provides transportation services on campus to temporarily and permanently disabled KSU students. aTa Bus will begin transporting disabled students for DSS with the beginning of the new school year. KSU will meet the local match to provide these rides and KSU will pay the fare for these students. This is the first step, in building a public transportation relationship with the University. The contract for this relationship to begin is currently under review at KDOT.

KSU is currently the number one trip generator for aTa Bus. 11% of all rides have locations on campus as their destination. The primary trip purpose for these rides is employment related

Kansas State University is a **key** participant in any long term fixed route transit system for the City of Manhattan. aTa Bus will not propose the full implementation of the Transit Plan until KSU is fully participating in the funding structure of this plan.

The fixed route transit system in Ames IA, called "Cy-Ride", has established a business model that has proven to be a very successful system. This system has seamlessly integrated the transit needs of the University and those of the community. The original "Transit Plan" proposes a similar model for KSU and the City of Manhattan. The proposed relationship calls for the University through the Parking Division to fund the transit system. The route operated on campus called the "Bramlage Park and Ride Shuttle" will be funded exclusively by the University. Further, a "safe ride" program called the "Aggieville Special" is also proposed in the original Transit Plan. This service would operate as a deviated fixed route during the school year only. It should be noted that this service is quite different from the program currently be used. The Transit Plan update process should be a good venue to utilize in order to reconcile these different approaches. Additionally, students through a student activity fee will be a source of funding for the transit system as well. In return, KSU students upon presentation of a current KSU ID will use the system free of charge.²⁵

The Transit Plan update process will be an opportunity to facilitate dialogue with KSU and has the potential to lead to the University's full participation in Manhattan's fixed route system.

²⁵ (Transsystems Corporation 2001)

Prior to KSU fully participating in the funding structure of a fixed route transit system, all KSU students will be subject to paying the fare.

Fort Riley

The impact of Fort Riley on a Manhattan fixed route transit system was not explored in the original transit plan. Nor was Fort Riley identified as a potential stakeholder in a Manhattan fixed route transit system. It will be explored in the update as well as the potential impact of riders in areas surrounding Manhattan. The Director of aTa Bus is engaged in dialogue with officials at Fort Riley regarding the transportation needs of the military. Additionally, officials from Fort Riley have expressed a willingness to allow aTa Bus to provide public transportation service on Post as well. Riley County aTa Bus provides transportation service to all of Riley County and KDOT has identified aTa Bus as the potential “Mobility Manager” for a new regional rural transit plan; this position will be an advantage to the City of Manhattan as it looks for ways to bring additional regional partners to the stakeholder table.

Please remember that any non DOT dollars can be used to meet the local match required in both the §5311 and §5307 programs.

Future Funding

There are additional Federal grant programs that fund public transportation.

§5316 Job Access Reverse Commute (JARC)

“The Section 5316 program provides funding to support the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

Eligible Applicants: County and City governments in non-urbanized areas (excluding the Kansas City, Lawrence, Topeka, and Wichita metropolitan areas), Native American Indian reservations, and private nonprofit corporations registered in Kansas.

Eligible Capital Expenses: Transit vehicles and associated equipment including wheelchair lifts, ramps, restraints, etc.

Eligible Operating Expenses: Drivers, dispatchers, fuel, oil, tires, repairs, vehicle license tags, insurance, marketing, etc.

Capital (Vehicle) Purchase Matching Requirement: KDOT share 80%, local share 20%.

Operating Expense Matching Requirement: KDOT share 50%, local share 50%.”²⁶

§5317 New Freedom

“The Section 5317 program provides funding to support new public transportation services that meet demands beyond those required by the Americans with Disabilities Act of 1990 (ADA) and

²⁶ (Kansas Department of Transportation 2009)

new public transportation alternatives that meet demands beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services.

Eligible Applicants: County and City governments in non-urbanized and small urban areas (excluding the Kansas City Wichita metropolitan areas), Native American Indian reservations, and private nonprofit corporations registered in Kansas.

Eligible Capital Expenses: Transit vehicles and associated equipment including wheelchair lifts, ramps, restraints, etc.

Eligible Operating Expenses: Drivers, dispatchers, fuel, oil, tires, repairs, vehicle license tags, insurance, marketing, etc.

Capital (Vehicle) Purchase Matching Requirement: KDOT share 80%, local share 20%.

Operating Expense Matching Requirement: KDOT share 50%, local share 50%".²⁷

§5309

"The Buses and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities.

Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions established under state law. Funds are allocated on a discretionary basis.

Private companies engaged in public transportation and private non-profit organizations are eligible sub recipients of FTA grants. Private operators may now receive FTA funds as a pass through without competition if they are included in a program of projects submitted by the designated public authority acting as the direct recipient of a grant."²⁸

§5307

"This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census."²⁹

²⁷ (Kansas Department of Transportation 2009)

²⁸ (Federal Transit Administration 2009)

²⁹ (Federal Transit Administration 2009)

Following the certification of the 2010 census it is assumed that the population of Manhattan will officially exceed 50,000.

Lisa Koch, Public Transit Manager for KDOT briefly describes how the funding transition from the §5311 program to the §5307 program would occur:

“The Governor's designee for transit issues (KDOT) would work with local leaders to designate a transit provider for the area. If that provider is already in the 5311 program, all assets associated with that program would be transferred to the 5307 program. At that time, KDOT would cease in providing the federal 5311 funds to that provider and any other transit provider in the urbanized area (unless they are serving areas outside of the urbanized area boundary, and then they would only get funding to do that). The provider would then start working with FTA Region VII Office and would become a Direct Recipient of federal transit funds.”³⁰

As it pertains to State funding:“The \$13.2 billion, ten-year Comprehensive Transportation Program (CTP) will end in 2009. Recognizing that conditions have changed markedly since the CTP was enacted, (former) Governor Kathleen Sebelius created the Transportation-Leveraging Investments in Kansas (T-LINK) Task Force in August 2008 to examine the state of transportation in Kansas and to develop a set of recommendations that “frame a new strategic approach to our future transportation needs.”³¹

One of the recommendations to come out of the T-Link Task Force regards the funding of both rural and urban providers, specifically it calls for the State to, “**Fund urban transit at \$8.3 million annually and rural transit at \$4.4 million annually.** The transit funds should be dispersed using separate formulas for urban and rural communities. Currently, state transit funds for urban areas are distributed according to a formula that is mostly based on population size, which is not a reliable predictor of transit demand. T-LINK recommends the urban transit funding formula be reviewed and additional factors reflecting needs such as ridership, extent of service, amount of local match and efficiency of service be considered. Although KDOT funds rural projects based on applications that outline specific needs, no formula is used for distributing state transit funds to rural areas. As a result, T-LINK also recommends establishing a formula approach for distributing funds to rural areas and jurisdictions using the regional transit approach. Some state-level urban and rural transit funds should be distributed on a discretionary basis to help meet one-time capital needs projects that might not be affordable with an area’s formula-based funds.”³²

The Director of aTa Bus is serving on the T-Link Transit Working Group. The charge of this group is to “discuss and make recommendations to T-Link regarding these funding formulas for State funds for rural, urban and specialized and commuter transit. Additionally, the group will provide feedback to KDOT regarding the four pilot projects related to rural transit regionalism and consider options for a statewide rollout.”³³

T-Link Task Force Recommendation

³⁰ (Koch, E-Mail 2009)

³¹ (Kansas T-Link 2009)

³² (Kansas T-Link 2009)

³³ (Koch, T-Link Transit Working Group 2009)

Currently, “there are 15 Coordinated Transit Districts (CTD) in Kansas, most covering more than one county. Each CTD is responsible for consolidating reports and hosting meetings for rural public and specialized transit services within their service area, which may involve a number of small transit providers. While many transit providers are doing the best they can to serve their communities within the current business model, services statewide could improve by altering the current business model to work on a regional level. Membership in CTDs is required by statute for rural and specialized transit providers that receive state funds, but the CTDs are staffed by volunteers who lack the authority and funding to consolidate and coordinate transit services. In urbanized areas, urban transit providers are not required to participate in the CTD, although most urban providers regularly attend CTD meetings. The current business model generally focuses narrowly on single communities rather than larger areas.”³⁴

One of the recommendations of the T-Link Taskforce is to “create a regional transit approach to expand and improve delivery of rural transit service funded at \$2 million annually to support technology and administration.”³⁵

- “To follow through on the T-LINK request to create one or more pilot projects, KDOT (with support for the Kansas Collaborative) identified four locations for the initial pilots: OCCK (Salina), Riley County, DSNWK (Hays) and Finney County. These four locations were identified as potential regional manager locations because they possessed the following attributes:
 - Maintenance Facilities: transit-only maintenance facilities, constructed using Federal Transit Administration and KDOT funds.
 - Computerized Dispatching Locations: All four providers are currently receiving the initial infrastructure investment needed in order to use computer-aided dispatching and technology upgrades in vehicles to improve efficiency.
 - Investment came from ARRA funds for Software/training, Mobile Data Terminals (MDT’s) and radios. ARRA funds were also used to upgrade towers to 800 MHz within areas in each of the regions that might benefit from the regional transit approach.
 - Fixed Route Transit: Finney County and OCCK currently operate fixed route transit services. DSNWK and Riley County are currently in the process of establishing a fixed route transit service. Having a fixed route program as the backbone of a regional transit service will be important to providing effective mobility in the region.
 - Regional Centers: Each of these locations serves as regional centers where individuals from surrounding communities visit in order to receive necessary services (medical, shopping, etc.). Having the regional center as the manager will create efficiencies because many of the trips will have the regional center as the destination.

³⁴ (Kansas T-Link 2009)

³⁵ (Kansas T-Link 2009)

- Capacity for Regional Service: Each of these agencies have the professional capacity to act as a stand-alone regional transit agency. Many of the other KDOT providers offer transit as part of a menu of services or do not have the staff capacity to operate a major transit operation. While OCCK and DNSWK are non-profits that have transit as only a portion of their service menu, they have proven that regional transit is an important part of their mission.”³⁶

aTa Bus has one additional advantage that these other organizations do not; aTa Bus is a standalone entity. aTa Bus is a private non-profit organization. All of the other pilot project agencies identified, have transportation as part of their mission. Transportation is the only mission at aTa Bus.

The Transit Plan Update

As has been mentioned earlier, KDOT is requiring that the original Transit Plan be updated. The original plan was published in 2001. Since then, it goes without saying that Manhattan has grown considerably. The City of Manhattan has now prepared an RFP which details the goals of this new plan. The update should be under way later this year. KDOT has expressed a desire to work with the transit plan update process and seek ways for the update and the regional transit pilot projects to coordinate and work cooperatively with each other.

Summary

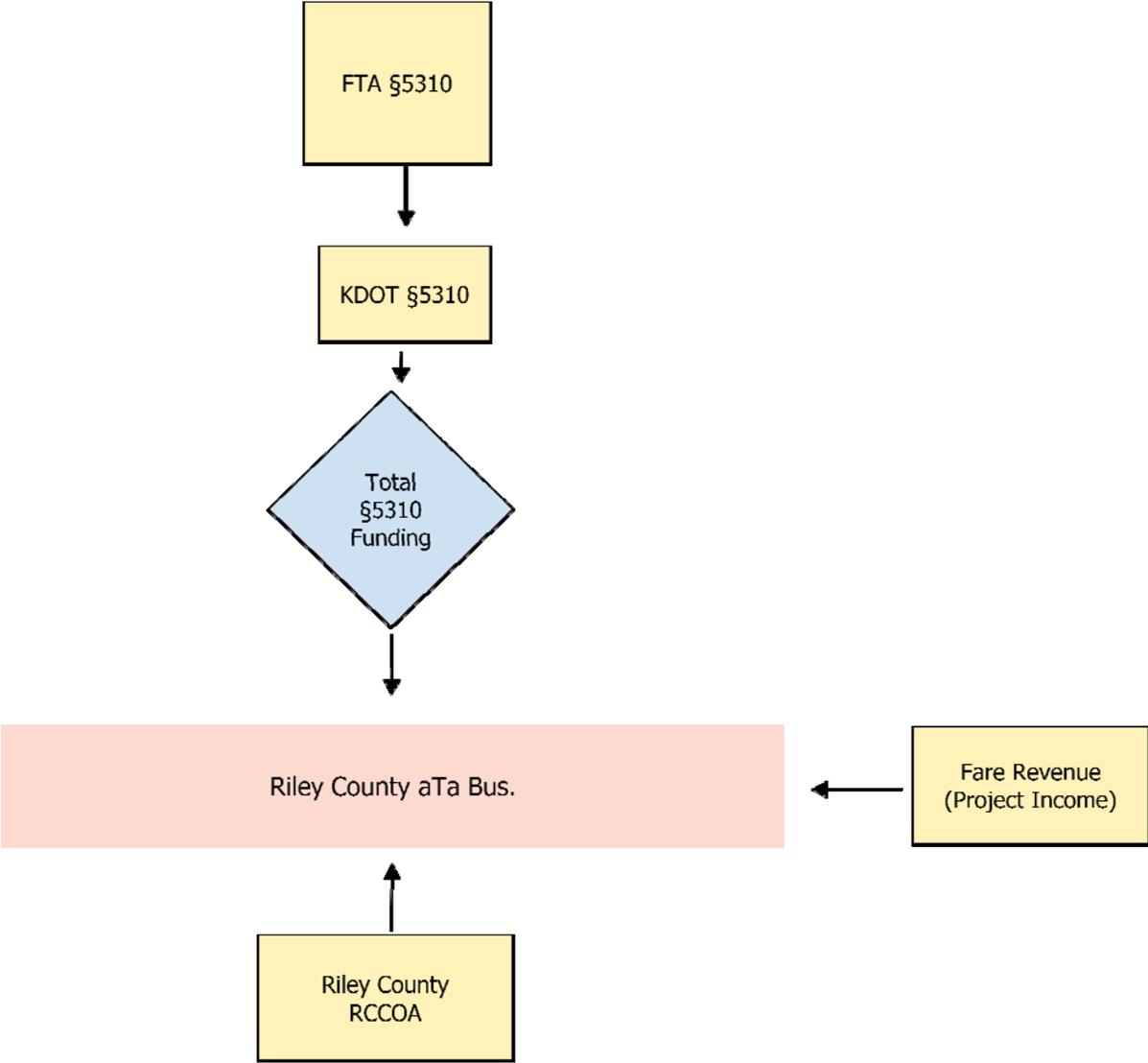
Riley County aTa Bus was founded in 1976 by citizens of this community who recognized even then the need for public transportation; now 33 years later our community is preparing to invest in our quality of life, our economy, and in our future. Manhattan has a long tradition of being progressive and forward looking. Today, as our economy faces many challenges, we also understand that an investment in public transportation is also an investment in overcoming those challenges.

Public transportation is a vital component in the economic infrastructure of a dynamic and successful economy. The Flint hills region is poised to become the most economically vibrant economy in the State of Kansas. Speaker of the Kansas House Melvin Neufeld recently called the NBAF announcement as “...the biggest thing to happen to the Kansas economy and the structure of Kansas for the future since the formation of the Santa Fe Railroad.”³⁷

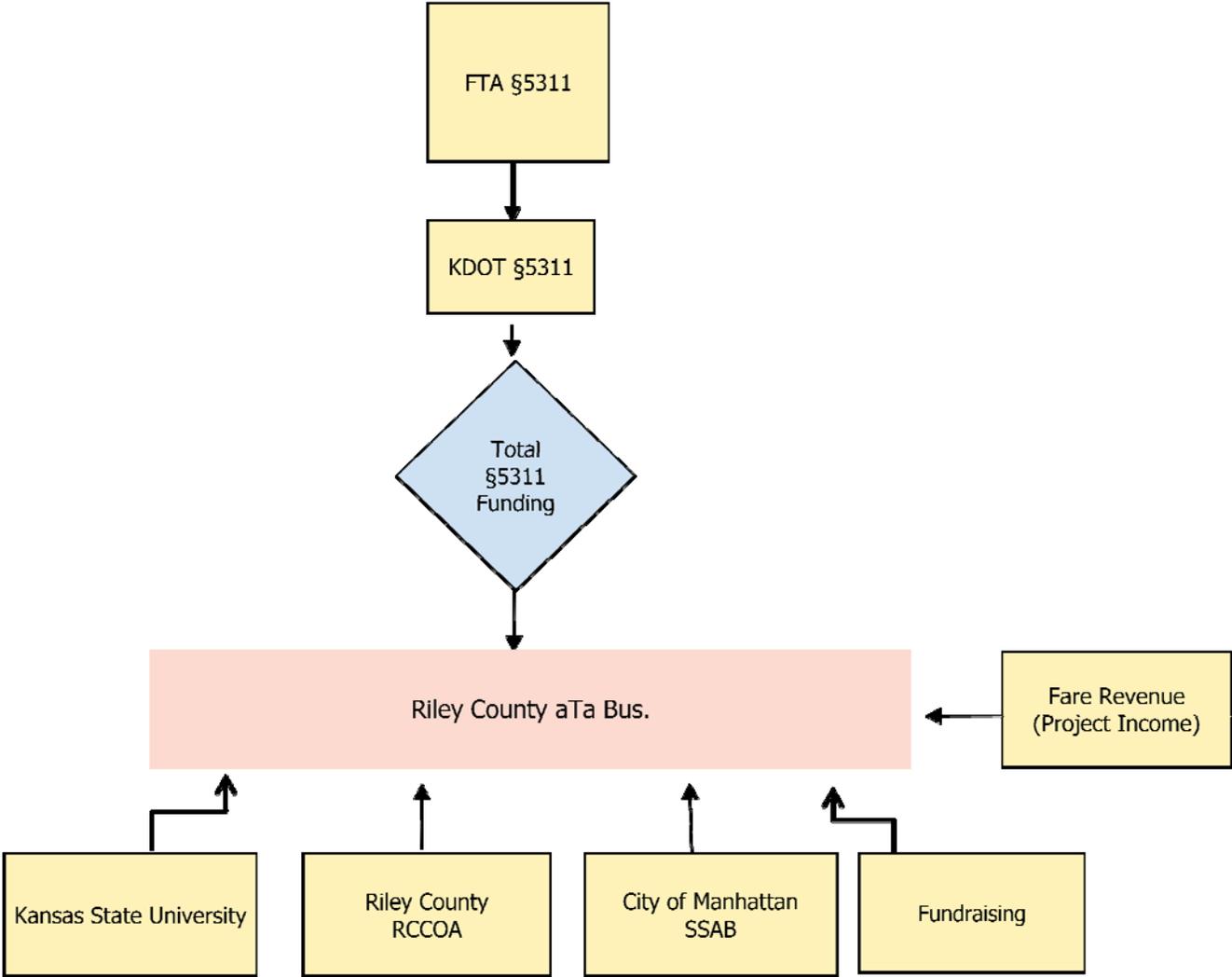
³⁶ (Koch, Regional Transit Approach Talking Points 2009)

³⁷ (KTKA 2008)

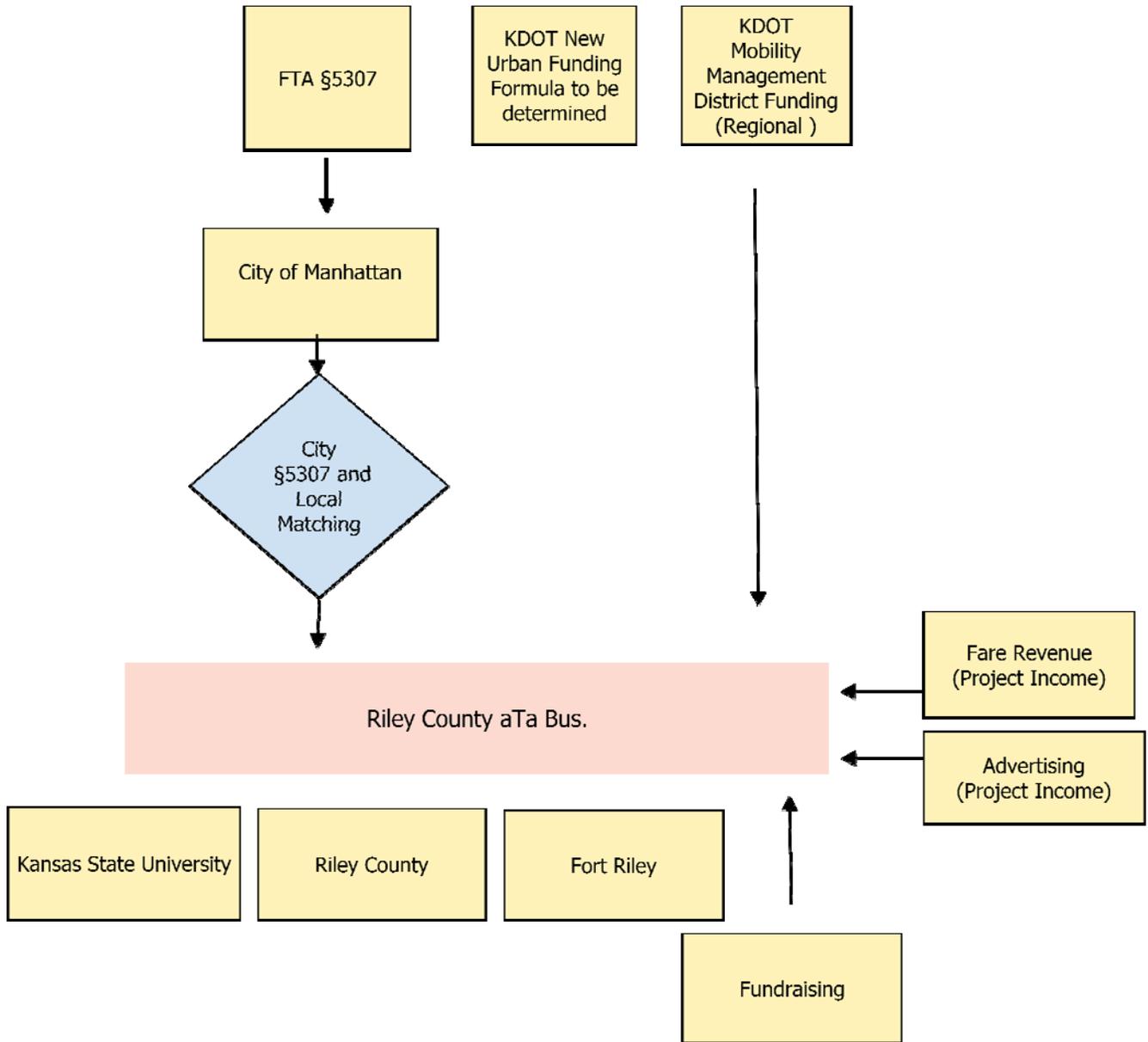
2001 Funding Chart



2009 Funding Chart



Beyond 2010 Funding Chart



Whether these and other potential stakeholders fund aTa Bus directly, or through the City of Manhattan and then to aTa Bus, is to be determined. The original Transit Plan called for the City to pursue contracted operations, the Transit Plan update will need to review this option. Regardless, it would be expected that Riley County would continue to fund aTa Bus directly for services provided to Riley County citizens living outside of the City Manhattan.

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Appendix E: Second Public Meeting Questionnaires

Public Transit Service Concept Questionnaire

Public Meeting

April 26, 2010

The City of Manhattan and its area transit partners would like your input on the regarding the proposed service concepts for transit. Please provide your responses to the following questions.

1. Should the Manhattan area have a public transit system (circle one)?

Yes 26 No 0 Not sure/No Opinion 2

2. Which of the three proposed Service Concepts do you think would work best for Manhattan (please refer to display boards) (circle one)?

Service Concept A 4 Service Concept B 7

Service Concept C 15 None of the concepts. 0

Combination of Concepts (indicate which) _____

3. Based on the Service Concept you selected, are there additional destinations that you think should be incorporated in the concept? If so, please elaborate.

4. What features of your selected concept(s) do you like best (circle two)?

Days of Service 6 Where the routes go 15

Frequency of Service 21 Hours of Service 4

Other (specify): Need 30 minute service

5. Approximately how much should be charged for fares (circle one)?

Free	1
\$0 to \$0.50 a ride	2
\$0.50 to \$1.00 a ride	13
\$1.00 to \$1.50 a ride	10
\$1.50 to \$2.00 a ride	2
At least \$2.00 or more per ride	0

6. Regarding the proposed system, how likely, on a scale from one to five, are you to likely or unlikely to.....(please circle your response to each question, if applicable):

Question	Very Unlikely	Unlikely	Neutral	Likely	Very Likely
Ride at least one day a week.	1	3	6	8	9
Take the bus to and from work.	7	4	4	5	7
Take the bus to and from shopping.	4	5	4	13	2
Take bus to and from KSU campus.	4	3	6	7	8
<i>If you now buy a K-State parking permit, likelihood of continuing to buy a permit?</i>	4	3	5	4	2
Use Aggieville Service to park at KSU Union and take bus to Aggieville	11	3	8	1	1

7. Other comments about the concepts you care to make:

See next pages for comments.

Transit Plan Update
Public Meeting Comments: Kansas State University Location
April 26, 2010

2. Combination of Concepts.

- Concept C with weekend service.
- Maybe a compromise between B and C.
- Concept C plus Saturday service.
- B and C.
- A and C. (C is the first choice because of frequency, but also should have weekend service.
- Modified C – drop off to Union won't work – can't drive through the Plaza.
- B and C.
- A and B.
- B and C.

3. Based on the Service Concept you selected, are there additional destinations that you think should be incorporated in the concept? If so, please elaborate.

- Football stadium drop off on game days.
- A time-limited airport link.
- I would select B if more comprehensive. Weekend (at least Saturday). More comprehensive.
- Is Wal-Mart included? Wal-Mart would be nice for students.
- Fort Riley Boulevard 317th. Near people's grocery.
- Up to my house. (off Amhearst/Miller Parkway)
- Needs to go farther south to catch Yuma/Fort Riley Boulevard neighborhoods.
- Maybe later – let's make this work first.
- Apartment complexes, at centers of residential areas if parks are there.
- Wal-Mart
- Poyntz to 17th.

4. What features of your selected concept(s) do you like best?

- Concept C – The more service provided the better chances of full use.
- Concept C – the only plan with routes on the east side of campus.
- Concept A – low cost good starting point that could later be built on.
- A/B – Where the routes go.
- Aggieville Shuttle is a good idea. Maybe free on Friday and Saturday nights.
- Encourage you to add good service to folks in Ogden (a.s.a.p.). They are the folks most in need.
- See Lawrence, KS – 30 minutes or nothing. 60 minutes will fail.
- West side of City Park and service on Dickens.

5. Approximately how much should be charged for fares?

- Possible student discount.
- A package (per semester) would be great for students.
- Free for Aggieville Special and \$2.00 for other services.
- Less than \$10 per week.

7. Other concepts you care to make about concepts.

Plan B has a left-turn from College Heights to Anderson. This intersection is dangerous in the best of times. May need to find a different intersection to use.

Think about semester student passes. Increasing service time past 10 pm if possible. Need to have abike racks on buses. Concerned with timing on such long routes. How long are people going to wait? North Manhattan needs to be served. Consider moving Aggieville Special to Sunset rather than 17th – many bar goers are from fraternities or sororities and many of these are on Sunset. Frequency = no more than 30 minutes.

Think there should be at least one day of weekend service for many students who do not have vehicles. Also a package instead of daily fee would be better – students carry plastic not cash.

The concepts that go through Bosco Plaza and between the Union and Garage are not feasible.

I would like to see a better replace for safe ride. I am concerned about safety of students leaving Aggieville bars if they are left at a bus stop and expected to find their way home on foot. Fares cover a low percentage of operating costs. This leads me to question the demand for public transportation if over 90% has to be publicly funded.

Combine with bicycle travel.

Go to the high school. Bus stops are too far from home. I can't drop off my child at school then take the bus. Need service along Fort Riley Boulevard Need service to grocery stores on weekend. Identify purpose of bus. It looks like it is for work week service.

Should have more frequent service (15 min) and must run on weekends.

Take to Aggieville from other location and not only KSU Union.

Should show locations of large Apartment complexes.

Like the ideas – will take some refining. Will there be a “park and ride” option for those who live outside of town? This could save KSU parking fees. If it costs less than KSU parking fees then free parking plus bus to campus would be great!

Transit Plan Update
Public Meeting Comments: Senior Center Location
April 26, 2010

2. Combination of Concepts.

- Concept C during the week and Concept A during the weekend. Cost?
- 2 Routes is ridiculous.

3. Based on the Service Concept you selected, are there additional destinations that you think should be incorporated in the concept? If so, please elaborate.

- Add lines on "other potential routes" board.
- More often to Kimball and 113.
- High school students currently can only ride if they lives miles away from campus. How about more routes for less money?
- Airport – especially for a MHK to KSU link.
- Not that I can think of.
- Weekend coverage.
- Manhattan HS West Campus – High School students likely to use and would increase revenue. Airport Service.

4. What features of your selected concept(s) do you like best?

- Days of service – inadequate weekend service. Where the routes go – inadequate. All major shopping locations should be given. Frequency of service – 30 minutes all the time seems too much. Hours of service – overkill? 10 pm? C is certainly the best of the three alternatives. In general project is inadequate for resources given.

5. Approximately how much should be charged for fares?

- Free for students. \$.50 - \$1.00 for me. \$1.00 - \$1.50 if I have to.

7. Other concepts you care to make about concepts.

Like Concept A as it is available to more percentage of the population. We like service times of C best – not sure where the balance is for ridership. Convenience vs. availability.

One, your price estimates for option C are off. Manhattan has a very mobile community and the highest density of any smaller sized city in the state of Kansas; therefore encouraging transportation usage. Additionally, expecting a \$30,000 local stipend is off as well. It is a municipal transportation system, why is K-State paying for all ?? of non 5311 operations? It is ridiculous and outrageous! The system needs to be tailored to riders and the city's local demographics by use of peak travel times, limited (targeted) hours of service and general routing improvements to make the system accessible and attractive to Manhattanites instead of implementing cookie-cutter service. OH WAIT, EVERY OTHER CITY HAS MORE THAN TWO ROUTES!

If the service is free, I'd be more apt use for daily service. I probably wouldn't use it if it cost.

Airport service would be a good consideration – especially for international students. Now is the perfect time with availability of increased federal money through the stimulus, a growing local/regional economy and higher fuel prices. There is a demand for such a service and creating at least an initial fixed route service will be easier now while the city is still relatively small rather than try later when there is greater congestion and sprawl. Cheaper to act now and maintain/expand than to create a much larger system later on.

Appendix F: Operating Schedules and Route Directions

The following pages contain two basic documents. The first is a set of operating schedules for the proposed service. The second is a set of "turn by turn" direction for the services.

Operating Schedules

The schedule show for each trip the pattern followed and time points services. Each line (read left to right) of the schedule is a round trip. The column headed "Pattern" is a name for the routing to be taken by the trip. Below is the coding following with the naming convention. The naming convention can be changed by the operator and is for internal purposes only. It is not part of information given the public.

Pattern

<u>Code</u>	<u>Meaning</u>
1CU	The 1 is route 1 and CU is Candlewood via KSU Union.
1MD	The 1 is route 1 and MD is Manhattan Technical College via Derby.
2BR	The 2 is route 2 and BL indicates the pattern is using Bluemont Avenue.
2FR	The 2 is route 2 and FR indicates the pattern is using Fremont Street.
1ECW	The 1 indicates the east route as does the letter E. "CW" indicates a clockwise direction of the service. As mentioned in the text, a reverse direction of the service (counterclockwise) may be desired at certain times during the service period.
2WST	The 2 indicates the west route as does the letters WST.

The column labeled "Blk" indicates the "block" or vehicle assigned to the route.

To the right of the "Blk" column are headings for the time points along the route. The time points help the bus operator as well as the riders estimate when the bus is expected to arrive at a given location. Bus stops would be created not only at the time points but at suitable locations in between the time points as well. Beneath the time points is a listing of scheduled arrival times. Some locations (such as KSU Union) show arrival (ARR) and departure (DEP) times. The difference in these times is a period when the bus can wait usually for buses on other routes so that transfers between routes can occur.

Turn by Turn Directions

The directions are verbal descriptions of the services. The turns are indicated by a hand direction (R for right and L for left) and by a compass direction (N for North, S for South, E for East and W for West).

Route 1: Candlewood-KSU-Dillion: MONDAY THROUGH FRIDAY

Pattern	BLK	Manhattan																		
		Candlewood/ Gary DEP	Tech College DEP	Edwards Hall	KSU Union ARR DEP	Derby Complex	Poyntz/ Juliette	Dillion's ARR	Layover	Dillion's DEP	Poyntz/ Juliette	Derby Complex	KSU Union ARR DEP	Edwards Hall	Manhattan Tech College ARR DEP	Candlewood/ Gary				
1CU	1	5:55 AM		6:09 AM	6:13 AM	6:15 AM			6:21 AM	6:28 AM	6:29 AM		6:29 AM	6:36 AM		6:40 AM	6:42 AM	6:45 AM		6:55 AM
1MD	2		6:29 AM	6:39 AM			6:44 AM	6:50 AM	6:54 AM	6:56 AM		6:56 AM	7:03 AM	7:09 AM		7:14 AM	7:22 AM	7:29 AM		
1CU	1	6:55 AM		7:09 AM	7:13 AM	7:15 AM			7:21 AM	7:28 AM	7:29 AM		7:29 AM	7:36 AM		7:40 AM	7:42 AM	7:45 AM		7:55 AM
1MD	2		7:29 AM	7:39 AM			7:44 AM	7:50 AM	7:54 AM	7:56 AM		7:56 AM	8:03 AM	8:09 AM		8:14 AM	8:22 AM	8:29 AM		
1CU	1	7:55 AM		8:09 AM	8:13 AM	8:15 AM			8:21 AM	8:28 AM	8:29 AM		8:29 AM	8:36 AM		8:40 AM	8:42 AM	8:45 AM		8:55 AM
1MD	2		8:29 AM	8:39 AM			8:44 AM	8:50 AM	8:54 AM	8:56 AM		8:56 AM	9:03 AM	9:09 AM		9:14 AM	9:22 AM	9:29 AM		
1CU	1	8:55 AM		9:09 AM	9:13 AM	9:15 AM			9:21 AM	9:28 AM	9:29 AM		9:29 AM	9:36 AM		9:40 AM	9:42 AM	9:45 AM		9:55 AM
1MD	2		9:29 AM	9:39 AM			9:44 AM	9:50 AM	9:54 AM	9:56 AM		9:56 AM	10:03 AM	10:09 AM		10:14 AM	10:22 AM	10:29 AM		
1CU	1	9:55 AM		10:09 AM	10:13 AM	10:15 AM			10:21 AM	10:28 AM	10:29 AM		10:29 AM	10:36 AM		10:40 AM	10:42 AM	10:45 AM		10:55 AM
1MD	2		10:29 AM	10:39 AM			10:44 AM	10:50 AM	10:54 AM	10:56 AM		10:56 AM	11:03 AM	11:09 AM		11:14 AM	11:22 AM	11:29 AM		
1CU	1	10:55 AM		11:09 AM	11:13 AM	11:15 AM			11:21 AM	11:28 AM	11:29 AM		11:29 AM	11:36 AM		11:40 AM	11:42 AM	11:45 AM		11:55 AM
1MD	2		11:29 AM	11:39 AM			11:44 AM	11:50 AM	11:54 AM	11:56 AM		11:56 AM	12:03 PM	12:09 PM		12:14 PM	12:22 PM	12:29 PM		
1CU	1	11:55 AM		12:09 PM	12:13 PM	12:15 PM			12:21 PM	12:28 PM	12:29 PM		12:29 PM	12:36 PM		12:40 PM	12:42 PM	12:45 PM		12:55 PM
1MD	2		12:29 PM	12:39 PM			12:44 PM	12:50 PM	12:54 PM	12:56 PM		12:56 PM	1:03 PM	1:09 PM		1:14 PM	1:22 PM	1:29 PM		
1CU	1	12:55 PM		1:09 PM	1:13 PM	1:15 PM			1:21 PM	1:28 PM	1:29 PM		1:29 PM	1:36 PM		1:40 PM	1:42 PM	1:45 PM		1:55 PM
1MD	2		1:29 PM	1:39 PM			1:44 PM	1:50 PM	1:54 PM	1:56 PM		1:56 PM	2:03 PM	2:09 PM		2:14 PM	2:22 PM	2:29 PM		
1CU	1	1:55 PM		2:09 PM	2:13 PM	2:15 PM			2:21 PM	2:28 PM	2:29 PM		2:29 PM	2:36 PM		2:40 PM	2:42 PM	2:45 PM		2:55 PM
1MD	2		2:29 PM	2:39 PM			2:44 PM	2:50 PM	2:54 PM	2:56 PM		2:56 PM	3:03 PM	3:09 PM		3:14 PM	3:22 PM	3:29 PM		
1CU	1	2:55 PM		3:09 PM	3:13 PM	3:15 PM			3:21 PM	3:28 PM	3:29 PM		3:29 PM	3:36 PM		3:40 PM	3:42 PM	3:45 PM		3:55 PM
1MD	2		3:29 PM	3:39 PM			3:44 PM	3:50 PM	3:54 PM	3:56 PM		3:56 PM	4:03 PM	4:09 PM		4:14 PM	4:22 PM	4:29 PM		
1CU	1	3:55 PM		4:09 PM	4:13 PM	4:15 PM			4:21 PM	4:28 PM	4:29 PM		4:29 PM	4:36 PM		4:40 PM	4:42 PM	4:45 PM		4:55 PM
1MD	2		4:29 PM	4:39 PM			4:44 PM	4:50 PM	4:54 PM	4:56 PM		4:56 PM	5:03 PM	5:09 PM		5:14 PM	5:22 PM	5:29 PM		
1CU	1	4:55 PM		5:09 PM	5:13 PM	5:15 PM			5:21 PM	5:28 PM	5:29 PM		5:29 PM	5:36 PM		5:40 PM	5:42 PM	5:45 PM		5:55 PM
1MD	2		5:29 PM	5:39 PM			5:44 PM	5:50 PM	5:54 PM	5:56 PM		5:56 PM	6:03 PM	6:09 PM		6:14 PM	6:22 PM	6:29 PM		
1CU	1	5:55 PM		6:09 PM	6:13 PM	6:15 PM			6:21 PM	6:28 PM	6:29 PM		6:29 PM	6:36 PM		6:40 PM	6:42 PM	6:45 PM		6:55 PM
1MD	2		6:29 PM	6:39 PM			6:44 PM	6:50 PM	6:54 PM											
1CU	1	6:55 PM		7:09 PM	7:13 PM	7:15 PM			7:21 PM	7:28 PM										

Dickens Branch
Candlewood Branch

Route 1: Candlewood-KSU-Dillion's SATURDAY (Candlewood Branch via KSU Union Only)

Pattern	BLK	Manhattan		Edwards Hall	KSU Union		Derby Complex	Poyntz/Juliette	Dillion's	Layover	Dillion's	Poyntz/Juliette	Derby Complex	KSU Union		Edwards Hall	Manhattan Tech College		Candlewood/Gary
		Candlewood/Gary DEP	Tech College DEP		ARR	DEP								ARR	DEP		ARR	DEP	
1CU	1	7:55 AM		8:09 AM	8:13 AM	8:15 AM		8:21 AM	8:28 AM	8:29 AM	8:29 AM	8:36 AM		8:40 AM	8:42 AM	8:45 AM			8:55 AM
1CU	1	8:55 AM		9:09 AM	9:13 AM	9:15 AM		9:21 AM	9:28 AM	9:29 AM	9:29 AM	9:36 AM		9:40 AM	9:42 AM	9:45 AM			9:55 AM
1CU	1	9:55 AM		10:09 AM	10:13 AM	10:15 AM		10:21 AM	10:28 AM	10:29 AM	10:29 AM	10:36 AM		10:40 AM	10:42 AM	10:45 AM			10:55 AM
1CU	1	10:55 AM		11:09 AM	11:13 AM	11:15 AM		11:21 AM	11:28 AM	11:29 AM	11:29 AM	11:36 AM		11:40 AM	11:42 AM	11:45 AM			11:55 AM
1CU	1	11:55 AM		12:09 PM	12:13 PM	12:15 PM		12:21 PM	12:28 PM	12:29 PM	12:29 PM	12:36 PM		12:40 PM	12:42 PM	12:45 PM			12:55 PM
1CU	1	12:55 PM		1:09 PM	1:13 PM	1:15 PM		1:21 PM	1:28 PM	1:29 PM	1:29 PM	1:36 PM		1:40 PM	1:42 PM	1:45 PM			1:55 PM
1CU	1	1:55 PM		2:09 PM	2:13 PM	2:15 PM		2:21 PM	2:28 PM	2:29 PM	2:29 PM	2:36 PM		2:40 PM	2:42 PM	2:45 PM			2:55 PM
1CU	1	2:55 PM		3:09 PM	3:13 PM	3:15 PM		3:21 PM	3:28 PM	3:29 PM	3:29 PM	3:36 PM		3:40 PM	3:42 PM	3:45 PM			3:55 PM
1CU	1	3:55 PM		4:09 PM	4:13 PM	4:15 PM		4:21 PM	4:28 PM	4:29 PM	4:29 PM	4:36 PM		4:40 PM	4:42 PM	4:45 PM			4:55 PM
1CU	1	4:55 PM		5:09 PM	5:13 PM	5:15 PM		5:21 PM	5:28 PM	5:29 PM	5:29 PM	5:36 PM		5:40 PM	5:42 PM	5:45 PM			5:55 PM
1CU	1	5:55 PM		6:09 PM	6:13 PM	6:15 PM		6:21 PM	6:28 PM	6:29 PM	6:29 PM	6:36 PM		6:40 PM	6:42 PM	6:45 PM			6:55 PM
1CU	1	6:55 PM		7:09 PM	7:13 PM	7:15 PM		7:21 PM	7:28 PM										

Route 2: Target-KSU-Northview MONDAY THROUGH FRIDAY

Pattern	BLK	Target	KSU Foundation	KSU Union ARR	KSU Union DEP	Hayes/ Bluemont	Walters/ Kirkwood	Layover	Walters/ Kirkwood	Hayes/ Bluemont	KSU Union ARR	KSU Union DEP	KSU Foundation	Target
2BL	1							>>OUT	6:00 AM	6:07 AM	6:13 AM	6:20 AM	6:24 AM	6:30 AM
2FR	2	6:00 AM	6:06 AM	6:09 AM	6:10 AM	6:20 AM	6:27 AM	6:27 AM	6:27 AM	6:34 AM	6:40 AM	6:50 AM	6:54 AM	7:00 AM
2BL	1	6:30 AM	6:36 AM	6:39 AM	6:42 AM	6:52 AM	7:00 AM	7:00 AM	7:00 AM	7:07 AM	7:13 AM	7:20 AM	7:24 AM	7:30 AM
2FR	2	7:00 AM	7:06 AM	7:09 AM	7:10 AM	7:20 AM	7:27 AM	7:27 AM	7:27 AM	7:34 AM	7:40 AM	7:50 AM	7:54 AM	8:00 AM
2BL	1	7:30 AM	7:36 AM	7:39 AM	7:42 AM	7:52 AM	8:00 AM	8:00 AM	8:00 AM	8:07 AM	8:13 AM	8:20 AM	8:24 AM	8:30 AM
2FR	2	8:00 AM	8:06 AM	8:09 AM	8:10 AM	8:20 AM	8:27 AM	8:27 AM	8:27 AM	8:34 AM	8:40 AM	8:50 AM	8:54 AM	9:00 AM
2BL	1	8:30 AM	8:36 AM	8:39 AM	8:42 AM	8:52 AM	9:00 AM	9:00 AM	9:00 AM	9:07 AM	9:13 AM	9:20 AM	9:24 AM	9:30 AM
2FR	2	9:00 AM	9:06 AM	9:09 AM	9:10 AM	9:20 AM	9:27 AM	9:27 AM	9:27 AM	9:34 AM	9:40 AM	9:50 AM	9:54 AM	10:00 AM
2BL	1	9:30 AM	9:36 AM	9:39 AM	9:42 AM	9:52 AM	10:00 AM	10:00 AM	10:00 AM	10:07 AM	10:13 AM	10:20 AM	10:24 AM	10:30 AM
2FR	2	10:00 AM	10:06 AM	10:09 AM	10:10 AM	10:20 AM	10:27 AM	10:27 AM	10:27 AM	10:34 AM	10:40 AM	10:50 AM	10:54 AM	11:00 AM
2BL	1	10:30 AM	10:36 AM	10:39 AM	10:42 AM	10:52 AM	11:00 AM	11:00 AM	11:00 AM	11:07 AM	11:13 AM	11:20 AM	11:24 AM	11:30 AM
2FR	2	11:00 AM	11:06 AM	11:09 AM	11:10 AM	11:20 AM	11:27 AM	11:27 AM	11:27 AM	11:34 AM	11:40 AM	11:50 AM	11:54 AM	12:00 PM
2BL	1	11:30 AM	11:36 AM	11:39 AM	11:42 AM	11:52 AM	12:00 PM	12:00 PM	12:00 PM	12:07 PM	12:13 PM	12:20 PM	12:24 PM	12:30 PM
2FR	2	12:00 PM	12:06 PM	12:09 PM	12:10 PM	12:20 PM	12:27 PM	12:27 PM	12:27 PM	12:34 PM	12:40 PM	12:50 PM	12:54 PM	1:00 PM
2BL	1	12:30 PM	12:36 PM	12:39 PM	12:42 PM	12:52 PM	1:00 PM	1:00 PM	1:00 PM	1:07 PM	1:13 PM	1:20 PM	1:24 PM	1:30 PM
2FR	2	1:00 PM	1:06 PM	1:09 PM	1:10 PM	1:20 PM	1:27 PM	1:27 PM	1:27 PM	1:34 PM	1:40 PM	1:50 PM	1:54 PM	2:00 PM
2BL	1	1:30 PM	1:36 PM	1:39 PM	1:42 PM	1:52 PM	2:00 PM	2:00 PM	2:00 PM	2:07 PM	2:13 PM	2:20 PM	2:24 PM	2:30 PM
2FR	2	2:00 PM	2:06 PM	2:09 PM	2:10 PM	2:20 PM	2:27 PM	2:27 PM	2:27 PM	2:34 PM	2:40 PM	2:50 PM	2:54 PM	3:00 PM
2BL	1	2:30 PM	2:36 PM	2:39 PM	2:42 PM	2:52 PM	3:00 PM	3:00 PM	3:00 PM	3:07 PM	3:13 PM	3:20 PM	3:24 PM	3:30 PM
2FR	2	3:00 PM	3:06 PM	3:09 PM	3:10 PM	3:20 PM	3:27 PM	3:27 PM	3:27 PM	3:34 PM	3:40 PM	3:50 PM	3:54 PM	4:00 PM
2BL	1	3:30 PM	3:36 PM	3:39 PM	3:42 PM	3:52 PM	4:00 PM	4:00 PM	4:00 PM	4:07 PM	4:13 PM	4:20 PM	4:24 PM	4:30 PM
2FR	2	4:00 PM	4:06 PM	4:09 PM	4:10 PM	4:20 PM	4:27 PM	4:27 PM	4:27 PM	4:34 PM	4:40 PM	4:50 PM	4:54 PM	5:00 PM
2BL	1	4:30 PM	4:36 PM	4:39 PM	4:42 PM	4:52 PM	5:00 PM	5:00 PM	5:00 PM	5:07 PM	5:13 PM	5:20 PM	5:24 PM	5:30 PM
2FR	2	5:00 PM	5:06 PM	5:09 PM	5:10 PM	5:20 PM	5:27 PM	5:27 PM	5:27 PM	5:34 PM	5:40 PM	5:50 PM	5:54 PM	6:00 PM
2BL	1	5:30 PM	5:36 PM	5:39 PM	5:42 PM	5:52 PM	6:00 PM	6:00 PM	6:00 PM	6:07 PM	6:13 PM	6:20 PM	6:24 PM	6:30 PM
2FR	2	6:00 PM	6:06 PM	6:09 PM	6:10 PM	6:20 PM	6:27 PM	6:27 PM	6:27 PM	6:34 PM	6:40 PM	6:50 PM	6:54 PM	7:00 PM
2BL	1	6:30 PM	6:36 PM	6:39 PM	6:42 PM	6:52 PM	7:00 PM							
2FR	2	7:00 PM	7:06 PM	7:09 PM	7:10 PM	7:20 PM	7:27 PM							

Via Fremont
Via Bluemont

Route 2: Target-KSU-Northview SATURDAY (via Bluemont Only)

Pattern	BLK	Target	KSU		KSU Union		Hayes/	Walters/	Layover	Walters/	Hayes/	KSU Union		KSU	Target
			Foundation		ARR	DEP	Bluemont	Kirkwood		Kirkwood	t	ARR	DEP	Foundation	
2BL	1	8:30 AM	8:36 AM	8:39 AM	8:42 AM	8:52 AM	9:00 AM		9:00 AM	8:00 AM	8:07 AM	8:13 AM	8:20 AM	8:24 AM	8:30 AM
2BL	1	9:30 AM	9:36 AM	9:39 AM	9:42 AM	9:52 AM	10:00 AM	10:00 AM	10:00 AM	9:00 AM	9:07 AM	9:13 AM	9:20 AM	9:24 AM	9:30 AM
2BL	1	10:30 AM	10:36 AM	10:39 AM	10:42 AM	10:52 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	10:07 AM	10:13 AM	10:20 AM	10:24 AM	10:30 AM
2BL	1	11:30 AM	11:36 AM	11:39 AM	11:42 AM	11:52 AM	12:00 PM	12:00 PM	12:00 PM	11:00 AM	11:07 AM	11:13 AM	11:20 AM	11:24 AM	11:30 AM
2BL	1	12:30 PM	12:36 PM	12:39 PM	12:42 PM	12:52 PM	1:00 PM	1:00 PM	1:00 PM	12:00 PM	12:07 PM	12:13 PM	12:20 PM	12:24 PM	12:30 PM
2BL	1	1:30 PM	1:36 PM	1:39 PM	1:42 PM	1:52 PM	2:00 PM	2:00 PM	2:00 PM	1:00 PM	1:07 PM	1:13 PM	1:20 PM	1:24 PM	1:30 PM
2BL	1	2:30 PM	2:36 PM	2:39 PM	2:42 PM	2:52 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	2:07 PM	2:13 PM	2:20 PM	2:24 PM	2:30 PM
2BL	1	3:30 PM	3:36 PM	3:39 PM	3:42 PM	3:52 PM	4:00 PM	4:00 PM	4:00 PM	3:00 PM	3:07 PM	3:13 PM	3:20 PM	3:24 PM	3:30 PM
2BL	1	4:30 PM	4:36 PM	4:39 PM	4:42 PM	4:52 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	4:07 PM	4:13 PM	4:20 PM	4:24 PM	4:30 PM
2BL	1	5:30 PM	5:36 PM	5:39 PM	5:42 PM	5:52 PM	6:00 PM	6:00 PM	6:00 PM	5:00 PM	5:07 PM	5:13 PM	5:20 PM	5:24 PM	5:30 PM
2BL	1	6:30 PM	6:36 PM	6:39 PM	6:42 PM	6:52 PM	7:00 PM			6:00 PM	6:07 PM	6:13 PM	6:20 PM	6:24 PM	6:30 PM

East Loop

Pattern	Blk	KSU Union DEP	14th/ Anderson ARR	Juliette/ Thurston ARR	Juliette/ Poyntz ARR	17th/ Pierre ARR	KSU Union ARR	DEP
1ECW	1	10:00 PM	10:04 PM	10:11 PM	10:14 PM	10:18 PM	10:21 PM	10:25 PM
1ECW	1	10:25 PM	10:29 PM	10:36 PM	10:39 PM	10:43 PM	10:46 PM	10:50 PM
1ECW	1	10:50 PM	10:54 PM	11:01 PM	11:04 PM	11:08 PM	11:11 PM	11:15 PM
1ECW	1	11:15 PM	11:19 PM	11:26 PM	11:29 PM	11:33 PM	11:36 PM	11:40 PM
1ECW	1	11:40 PM	11:44 PM	11:51 PM	11:54 PM	11:58 PM	12:01 AM	12:05 AM
1ECW	1	12:05 AM	12:09 AM	12:16 AM	12:19 AM	12:23 AM	12:26 AM	12:30 AM
1ECW	1	12:30 AM	12:34 AM	12:41 AM	12:44 AM	12:48 AM	12:51 AM	12:55 AM
1ECW	1	12:55 AM	12:59 AM	1:06 AM	1:09 AM	1:13 AM	1:16 AM	1:20 AM
1ECW	1	1:20 AM	1:24 AM	1:31 AM	1:34 AM	1:38 AM	1:41 AM	1:45 AM
1ECW	1	1:45 AM	1:49 AM	1:56 AM	1:59 AM	2:03 AM	2:06 AM	2:10 AM
1ECW	1	2:10 AM	2:14 AM	2:21 AM	2:24 AM	2:28 AM	2:31 AM	2:35 AM
1ECW	1	2:35 AM	2:39 AM	2:46 AM	2:49 AM	2:53 AM	2:56 AM	3:00 AM
1ECW	1	3:00 AM	3:04 AM	3:11 AM	3:14 AM	3:18 AM	3:21 AM	

West Loop

Pattern	Blk	KSU Union DEP	Manhattan/ Moro ARR	Manhattan/ Moro DEP	KSU Union ARR	College/ Claflin ARR	Browning/ Kimball ARR	KSU Union ARR	DEP
2WST	2	10:12 PM	10:16 PM	10:20 PM	10:23 PM	10:27 PM	10:30 PM	10:37 PM	10:37 PM
2WST	2	10:37 PM	10:41 PM	10:45 PM	10:48 PM	10:52 PM	10:55 PM	11:02 PM	11:02 PM
2WST	2	11:02 PM	11:06 PM	11:10 PM	11:13 PM	11:17 PM	11:20 PM	11:27 PM	11:27 PM
2WST	2	11:27 PM	11:31 PM	11:35 PM	11:38 PM	11:42 PM	11:45 PM	11:52 PM	11:52 PM
2WST	2	11:52 PM	11:56 PM	12:00 AM	12:03 AM	12:07 AM	12:10 AM	12:17 AM	12:17 AM
2WST	2	12:17 AM	12:21 AM	12:25 AM	12:28 AM	12:32 AM	12:35 AM	12:42 AM	12:42 AM
2WST	2	12:42 AM	12:46 AM	12:50 AM	12:53 AM	12:57 AM	1:00 AM	1:07 AM	1:07 AM
2WST	2	1:07 AM	1:11 AM	1:15 AM	1:18 AM	1:22 AM	1:25 AM	1:32 AM	1:32 AM
2WST	2	1:32 AM	1:36 AM	1:40 AM	1:43 AM	1:47 AM	1:50 AM	1:57 AM	1:57 AM
2WST	2	1:57 AM	2:01 AM	2:05 AM	2:08 AM	2:12 AM	2:15 AM	2:22 AM	2:22 AM
2WST	2	2:22 AM	2:26 AM	2:30 AM	2:33 AM	2:37 AM	2:40 AM	2:47 AM	2:47 AM
2WST	2	2:47 AM	2:51 AM	2:55 AM	2:58 AM	3:02 AM	3:05 AM	3:12 AM	3:12 AM
2WST	2	3:12 AM	3:16 AM	3:20 AM	3:23 AM	3:27 AM	3:30 AM	3:37 AM	

Turn-By-Turn Route Descriptions

Route 1 --

Candlewood Branch: KSU Campus via KSU Union

Eastbound

From Layover at Gary & Candlewood
Continue south on Candlewood
L(E) on Kimball
R(S) on College Ave
L(E) on Claflin Rd
L(N) on Hillcrest Dr
R(E) on Kerr Dr (through residential parking lot access road)
R(S) on Denison Ave
L(E) on College Heights Rd
R(S) on 17th St
L(E) on Anderson Ave
Anderson Ave becomes Bluemont Ave
R(S) on 11th St
L(E) on Poyntz Ave
R(S) on 3rd St
Follow the perimeter around the south side of the mall parking lot
Turn in to the food court area of the mall
R(NE) on HWY 24
L(NW) onto Frontage Rd
Continue NE along Frontage Rd
L(NW) on entrance to Dillon's
Layover near eastside of Dillon's, heading south.

Turn-By-Turn Route Descriptions

Route 1 --

Candlewood Branch: KSU Campus via KSU Union

Westbound

From Layover near eastside of Dillon's, heading south.
Exit Dillon's parking lot (going southwesterly toward perimeter road)
R (SW) on Frontage Rd
R (SW) on onto HWY 24
Continue SW along HW 24
L(S) on perimeter road around the south side of the mall parking lot
Turn in to the food court area of the mall
R(N) on 3rd St
L(W) on Poyntz Ave
R(N) on 11th St
L(W) on Bluemont Ave
Bluemont Ave becomes Anderson Ave
R(N) on 17th St
L(W) on College Heights Rd
R(N) on Denison Ave
L(W) on Kerr Dr (through residential parking lot access road)
L(S) on Hillcrest Dr
R(W) on Claflin Rd
R(N) on College Ave
L(W) on Kimball Ave
R(N) on Candlewood Dr
Complete the roundabout at the Candlewood/Gary intersection
Layover on southbound Candlewood Dr just south of Gary Ave

Turn-By-Turn Route Descriptions

Route 1 --

Dickens Branch: KSU Campus via Claflin/Manhattan Ave (Derby Complex)

Eastbound

From Layover on Dickens Ave at Manhattan Technical Center
Continue east on Dickens Ave
R(S) on College Ave
L(E) on Claflin Rd
L(N) on Hillcrest Dr
R(E) on Kerr Dr (through residential parking lot access road)
R(S) on Denison Ave
L(E) on Claflin Rd
R(S) on Manhattan Ave
L(E) on Bluemont Ave
R(S) on 11th St
L(E) on Poyntz Ave
R(S) on 3rd St
Follow the perimeter around the south side of the mall parking lot
Turn in to the food court area of the mall
R(NE) on HWY 24
L(NW) onto Frontage Rd
Continue NE along Frontage Rd
L(NW) on entrance to Dillon's (at gas station)
Layover eastside of Dillon's, heading south.

Turn-By-Turn Route Descriptions

Route 1 --

Dickens Branch: KSU Campus via Claflin/Manhattan Ave (Derby Complex)

Westbound

From Layover near Dillon's
Exit Dillon's parking lot
R(SW) on Frontage Rd
R(SW) on onto HWY 24
Continue SW along HW 24
L(S) on perimeter road around the south side of the mall parking lot
Turn in to the food court area of the mall
R(N) on 3rd St
L(W) on Poyntz Ave
R(N) on 11th St
L(W) on Bluemont Ave
R(N) on Manhattan Ave
L(W) on Claflin Rd
R(N) on Denison Ave
L(W) on Kerr Dr (through residential parking lot access road)
L(S) on Hillcrest Dr
R(W) on Claflin Rd
R(N) on College Ave
L(W) on Dickens Ave
L(S) on Nichols St
R(W) on Payne Dr
R(N) on Wreath Ave
R(E) on Dickens Ave
Layover on Dickens Ave at Manhattan Technical Center

Turn-By-Turn Route Descriptions

Route 2 --

Via Bluemont

Eastbound

From Layover by Target Parking Lot
R(N) on Commons Pl
R(E) on Southwind Rd
L(N) on Seth Child
R(E) on Anderson Avenue
Move into the left lane after passing Sunset Ave
L(N) on Denison Ave
R(E) on College Heights Rd
R(S) on 17th St
L(E) on Anderson Ave
Anderson Ave becomes Bluemont Ave
L(N) on Hostetler Rd/Frontage Rd
R(E) on McCall Rd
L(N) on Hayes Dr
R(NE) on Casement Rd
L(W) on Butterfield Rd
L(W) on Walters Dr to layover point near Eisenhower Middle School.

Turn-By-Turn Route Descriptions

Route 2 --

Via Bluemont

Westbound

From layover at Walters Dr, L(S) on Kirkwood
R(S) on Butterfield Rd
R(S) on Casement Rd
L(SE) on Hayes Dr
R(W) on McCall Rd
L(S) on Hostetler Rd/Frontage Rd
R(W) on Bluemont Ave
Bluemont Ave becomes Anderson Ave
R(N) on 17th St
L(W) on College Heights Rd
L(S) on Denison Ave
R(W) on Anderson Avenue
L(S) on Seth Child
R(W) on Southwind Rd
L(S) on Commons Pl
Layover (if scheduled) by Target Parking Lot

Turn-By-Turn Route Descriptions

Route 2 --

Via Fremont

Eastbound

From Layover at Target Parking Lot

R(N) on Commons Pl

R(E) on Southwind Rd

L(N) on Seth Child

R(E) on Anderson Avenue

Move into the left lane after passing Sunset Ave

L(N) on Denison Ave

R(E) on College Heights Rd

R(S) on 17th St

L(E) on Anderson Ave

Anderson Ave becomes Bluemont Ave

R(S) on 11th St

L(E) on Fremont St

L(N) on 4th St

R(E) on Bluemont Ave

L(N) on Hostetler Rd/Frontage Rd

R(E) on McCall Rd

L(N) on Hayes Dr

R(NE) on Casement Rd

Follow Casement Rd north

L(W) on Butterfield Rd

Follow Butterfield Rd north

L(W) on Walters Dr near Eisenhower Middle School (layover if scheduled).

Turn-By-Turn Route Descriptions

Route 2 --

Via Fremont

Westbound

From layover on Walters Dr, L(S) Kirkwood
R(S) on Butterfield Rd
R(S) on Casement Rd
L(SE) on Hayes Dr
R(W) on McCall Rd
L(S) on Hostetler Rd/Frontage Rd
R(W) on Bluemont Ave
L(S) on 4th St
R(W) on Fremont St
R(N) on 11th St
L(W) on Bluemont Ave
Bluemont Ave becomes Anderson Ave
R(N) on 17th St
L(W) on College Heights Rd
L(S) on Denison Ave
R(W) on Anderson Avenue
L(S) on Seth Child
R(W) on Southwind Rd
L(S) on Commons Pl
Layover (if scheduled) by Target store

Aggieville Special

East Loop

From K-State Student Union (on 17th St)
Continue south on 17th St (U-Turn)
L (E) on Anderson Ave
Continue on Anderson (south of Triangle Park) to Manhattan Avenue, R(S) to Laramie
R (W) on Laramie,
R (E) on to 14th Street
Move into left lane after passing 14th St
L (N) on Manhattan Ave
R (E) on Thurston St
R(S) on Juliette Ave
R (W) on Pierre St
R(N) on 17th St
Layover at the K-State Student Union

West Loop

From Layover on 17th St near KSU Student Union
Continue south on 17th St
L(E) on Anderson Ave
R(S) on Manhattan Ave
R(W) on Laramie St
R(N) on 14th St
L(W) on Anderson Ave
R(N) on 17th St
L(W) on College Heights Rd
R(N) on Denison Ave
L(W) on Claflin Rd
R(N) on College Ave
L(W) on Kimball Ave
L(S) on Browning Ave
L(E) on Dickens Ave
R(S) on College Ave
L(E) on Claflin Rd
R(S) on Denison Ave
L(E) on College Heights Rd
R(S) on 17th St
Layover on 17th St near KSU Student Union