

Bobbie Walthall

From: Eric Kirkendall [kirkendall1@gmail.com]
Sent: Thursday, May 10, 2012 12:53 PM
To: Hugh Carter; Diane Stoddard; Robert Nugent
Cc: Alan Black; Casey Briner; James Pavisian; Jane Huesmann; Jim Canaday; Lyle Hettinger; Mark Hurt; Aaron Paden; Aaron Paden; Leslie Soden; Phil Collison; East Lawrence Neighborhood Association
Subject: Transit hub: Thanks + information followup request
Attachments: Transit Hub History.pdf

Dear Hugh, Diane, and Bob,

I know working with the public can be tough, and requires a time commitment above and beyond what most people make to their job or community, so very much appreciated your participation at the ELNA meeting on Monday night.

I have worked with several city governments over the years, and none were as well run as Lawrence, or as open to citizen input. I am very appreciative for that!

Hugh, I was very happy to hear your thoughtful conclusion that the City should look at other secondary uses for the Santa Fe Depot and other locations and economic development opportunities for the transit hub before decisions are made.

In order to do my part as a citizen, this week I pieced together the official history of the Lawrence transit hub, as reflected in City of Lawrence documents posted on the City web site, and attach a copy for you.

A few observations based on those documents, with acknowledgment that official documents never tell the whole story, and are subject to (my) misinterpretation:

1. The history of Lawrence Transit has been a wonderful example of citizen participation in the transit planning process. As somebody who has been doing IT, business, strategic, and other planning for a very long time, I know that is the best though not the easiest way to make planning decisions, and applaud everybody who has been involved, especially the members of the PTAC, most of whom are cc'd here.
2. It appears that the work they did was up to Hugh's standards. Location decisions were not made until numerous alternatives had been carefully evaluated. Evaluations often included detailed consideration of the impact of transfer point changes on bus routes, trip lengths and durations, etc.
3. The PTAC did its job very well, made good decisions, and documented their deliberations very thoroughly in their minutes. We were especially fortunate that the PTAC membership then (as today) included Dr. Alan Black, one of the preeminent transportation planners in the world...a level of talent few cities get the benefit of!
4. At least two staff reports were prepared which might aid decision-making in 2012. The first staff report was presented to the Board of Commissioners on June 26, 2001, and involved an analysis of several alternate locations, and a recommendation to move the transit point to the East side of Massachusetts Street. The second, presented on October 22, 2002, documented the recommendation from the PTAC not to use the Santa Fe depot for a transfer center because it was not the right location, and it would require rerouting of buses and major capital expenses.

As follow up to the ELNA meeting, I request the following:

1. Copies of the two staff reports that were presented to the Board of Commissioners.
2. Any available background to those staff reports, such as more detailed alternative analyses conducted by staff or the PTAC.

Thank you,

Eric Kirkendall
[785-550-3408](tel:785-550-3408) (c)

cc: PTAC and ELNA members

Transit Hub History – Clippings from official documents – an unpolished working document. Eric Kirkendall

Board of Commissioners minutes, October 24, 2000

<http://lawrenceks.org/EServFiles/2000Minutes/102400.html>

Rexroad said the next issue was the location for the transit system transfer station. After lengthy review and discussion, the Public Transit Advisory Committee recommended the Lawrence Transit System utilize a staggered transfer system to be located on 9th Street between Massachusetts and Vermont

Dunfield asked about the South Park location.

Rexroad said the concern was being too far from the Downtown area. Other than that, there was no specific discussion on the South Park location. The general consensus was for 9th Street.

Moved by Kennedy, seconded by Rundle, to concur with the Public Transit Advisory Committee's recommendation that the Lawrence Transit System utilize a staggered transfer system at 9th Street between Massachusetts and Vermont. Motion carried unanimously.

(13)

June 12, 2001 Board of Commissioners Meeting Minutes

<http://lawrenceks.org/EServFiles/2001Minutes/061201.html>

Peter Curran, representing Weaver's Inc., presented the request to remove the Public Transit System bus stopping area along 9th Street, between Massachusetts and Vermont. He said Weaver's was supportive of the Transit System which provided a great public service. Weaver's prided itself on having long been an outstanding corporate citizen of the City of Lawrence. In December of last year, when the Transfer Station was north of the Weaver's store, they were apprehensive about what effect it might have and chose not to voice opposition in order to see how the Transfer Station would work. After 6 months, Weaver's firmly believed the Transfer Station has adversely impacted its business. While taking six parking spaces out of play might not seem like a big deal, accessibility to retail business was extremely important. He was surprised Weaver's was still in business because of the enormous competitive market. It was short sighted to allow the Transfer Station to hurt Weaver's because others viewed them as an anchor retailer of the Downtown area. For many years it has been public policy of the City Commission to promote the viability of the Downtown area. Weaver's was operating in a "fragile" business environment. Curran said the easiest course of action would be to do nothing because of the effort, expenditures and change. The center of town was not necessarily the optimum location for the Transfer Station. The City has identified as a permanent station, the Santa Fe Depot at 7th and New York which was fairly far removed from the center of downtown. He asked the City Commission to direct the Transfer Station be relocated within sixty days. Other possibilities for relocation were the Community Building, 11th & Vermont, 800 Block of New Hampshire, Ninth Street Between Rhode Island and New Hampshire and Massachusetts in front of South Park.

Pat Slick, 1406 East 15th Street, member of the Public Transit Advisory Committee, said the Public Transit Advisory Committee has been working hard and has volunteered time checking out transfer points from the beginning of the Transit System to ensure which point would be viable for a transfer site. He thought with a traffic light at an intersection it would be safer than a three way stop. He said Weaver's had mentioned they had lost six parking spaces and believed the Transit Buses had the capacity to bring more customers to Weaver's. The Public Transit Advisory Committee has asked Weaver's to work with them and the City in regard to this issue. Weaver's also claimed their business has tapered off. He asked everyone to consider the general downturn in the economic situation in the United States and whether or not the general downturn in the economy had something to do with Weaver's losing

business. There were alternative transfer points which would involve expense and confusion on the part of the public. The Public Transit System was ready to go with the new bus schedules and needed to know the outcome of the transit site soon because they were ready to make the routes more convenient for people. Transferring from one route to another has been difficult and with the strong work of the volunteers on the Public Transit Advisory Committee transfers have been corrected and approved by the City Commission. The City needed to decide whether they were committed to a public transportation system. He urged the City Commission to consider the work the Public Transit Advisory Committee has done on their own time and their willingness to negotiate parking problems with Weaver's.

Joe Flannery, President, Weaver's, said they never intended this issue to become a Weaver's versus the Transportation Department. They supported public transportation and would continue to do so. The transfer station should be Downtown, but not at the busiest intersection in the heart of Downtown. Their request was for the City Commission to move the transfer station to a place that was less disruptive because it has affected their business. The transfer station should be adjacent to City property where it would not interfere with any other business. It was not their intent to push this transfer station to another area where their business would be disrupted. He asked the City Commission to look at other solutions for a transfer site and reinstall the six metered parking spaces.

Melodie Christal, President, Downtown Lawrence Inc., said they encouraged the City Commission to move the transfer station to another location. They were pleased to have a City Transfer System and had been working with City staff on promoting the Transit System. They had a concern about the six parking spaces in addition to three parking spaces on the 900 Block of Vermont that were removed to allow parking for disabled persons. This was a total of nine parking spaces that was eliminated from the 900 Block. Also, parking spaces had been removed because of the new parking garage. Another concern was increased congestion at 9th and Massachusetts due to the bus transfer. They would like to propose an alternative transfer point which would be the 800 Block of New Hampshire. She said this was the proposed Farmer's Market location and there would be shelter and public restrooms, both which were needed in the Downtown area.

Bob Schumm, Downtown property owner, said he has maintained a business in Downtown Lawrence for over 30 years. He spent a significant part of his day Downtown. The 9th and Massachusetts intersection was by far the busiest intersection and would get busier when Project 2000 opens up bringing more traffic from the west across Massachusetts into the east. He was in full support of Public Transportation and believed it was a wonderful opportunity for a number of citizens to get around. There was a safety issue at 9th and Massachusetts. In addition to safety, the City planned to acquire larger buses and assumed they would take up more parking spaces. Schumm said there were a number of adequate places to serve a transfer site which would not interfere with the Downtown activities.

Robert Casad suggested the parking lot next to the library as an ideal place for a transfer station.

Earl Reinerman, Weaver's, said he never perceived it was difficult to find a parking space Downtown, but there were a number of people living in this community that had that perception. Because they had that perception, they tended to avoid Downtown. He said the loss of six parking places might not sound like a lot, but it created a perception. It was unfortunate this has become a Weaver's against Public Transportation issue because nothing could be further from the truth. He wanted to emphasize to the City Commission that a vote to move the transfer point was not in any way a vote against Public Transportation.

Pat Kehde, The Raven Book Store, said the whole issue of parking downtown was to get people Downtown without having to drive their automobiles. She said lets get people to come down on the Transit System. The mind adjustment would never take place if we keep pushing the buses away in favor of the automobiles.

Rundle asked about the grant the City was awarded for building shelters.

Karin Rexroad, Public Transit Administrator, said they had done all the paper work necessary for the Federal Earmark. They were waiting on the FTA to finish their review and make a decision. The grant was for approximately \$500,000.00 because of an adjustment and the City contributed approximately \$125,000.00 which could be used for any type of amenities throughout the system.

Kennedy asked what the status was of creating a bus terminal at the Santa Fe Depot.

Rexroad said they were waiting on the Great American Station Foundation for a planning grant to look at feasibility and environmental issues. Also, they had applied for a Federal Earmark and were not sure whether they would receive that grant or not. The creation of the bus terminal depended upon those grants.

Rundle said he has been contacted about problems caused by the transfer station located at 9th and Massachusetts. The City was looking for a more permanent location and recognized this site was not the perfect location. He thought an alternate location was appropriate.

Hack said she believed that a person could be a supporter of public transportation and at the same time, be concerned about parking spaces. Weaver's was a tremendous community supporter and has supported public transportation. She said the City Commission needed to help Weaver's and their customers solve this problem. Hack was in favor of exploring other options.

Henry concurred with Hack and said the City Commission had a duty and responsibility to protect the Downtown merchants and would like to look at the additional options for the transfer site. He thanked the Public Transportation Advisory Committee and volunteers for all their hard work and energy expended on this effort. He said the 800 Block of New Hampshire would be a possible viable option and would like it taken to PTAC for additional study.

Dunfield said his original thought was that South Park site seemed like a good location because of the visibility and the closeness of the shelter. In looking at this site in more depth, it was a long way from the center of Downtown and there were certain difficulties in getting back and forth across Massachusetts as it was at the current site at 9th and Massachusetts. The stretch of 9th Street from New Hampshire to Tennessee was a tremendously busy environment. A transfer point that was visible from that area would be appropriate. Dunfield said it seemed the Public Transit Authority Committee came to a decision between 9th Street between Massachusetts and Vermont; and, 9th Street between New Hampshire and Rhode Island Streets and it was the New Hampshire to Rhode Island variation of the 9th Street transfer point that he was leaning towards.

Kennedy said the transfer point needed to be close to Downtown. He concurred with Dunfield's idea of a transfer point. The idea of moving the transfer point to South Park gave accessibility to restrooms and shelter facilities, but it delivered everyone away from our Downtown. The City Commission should keep the transfer point in close proximity to the heart of Downtown. The area between New Hampshire and Rhode Island on 9th Street seemed like an alternative that could be workable with our transit system without any major changes in their routing that would occur.

Moved by Hack, seconded by Dunfield, to give the Public Transit Authority Committee the flexibility to study multiple sites in the Downtown area and bring the alternatives back to the City Commission. Motion carried unanimously.

June 26, 2001 Board of Commissioners Meeting Minutes

<http://lawrenceks.org/EServFiles/2001Minutes/062601.html>

Karin Rexroad, Public Transit Administrator, presented the **staff report** concerning the relocation of the City's downtown transit transfer point.

Rundle said it seemed clear the 11th Street options for location of the bus stop was out of the question.

Rexroad said by using the 11th and Vermont location, the routes needed total reconfiguration and would bypass the downtown area to get to that location. It would be extremely difficult to run an efficient system that puts transportation where the public could utilize it. There were safety issues for buses, passenger and kids.

Rundle suggested discussing the other proposed routes which seemed more viable.

Rexroad said they needed to address issues related to staying in the downtown area like public restrooms, payphones and trash. These issues were not solely transit issues, but Downtown issues, and thought the transit system could help be part of the solution to these problems in the Downtown area.

Everything developed concerning transit since first consultants has been built around the 9th and Massachusetts location. In order to meet Weaver's needs, the Public Transit Advisory Committee suggested the East side of Massachusetts adjacent to FirStar Bank. PTAC saw this as a good location and was willing to work hard to be a good partner with Downtown.

Dunfield said concerning the 9th Street between New Hampshire and Rhode Island location staff report listed several negative options. He asked Rexroad if he was correct in interpreting this locations biggest disadvantage was the route configuration.

Rexroad said "yes," route configuration and timing were two of the biggest issues. The route depended on what direction the buses were able to leave and arrive at the transfer station. When moving the transfer station a block or two, it could put anywhere from two to five minutes on the timing. If New Hampshire Street were open, it would allow more opportunities to use this street rather than residential streets.

Dunfield said it looked like there would be buses that would be forced to come in facing east when they really wanted to be headed west therefore needing to go around a block in order to get back on the route.

Rundle said route configuration was the most pressing concern other than the infrastructure.

Rexroad said the infrastructure could be dealt with, but would take time. The issue of route configuration and infrastructure was related to the routes being designed for the 9th and Massachusetts location.

Henry asked if the recommended solution, moving the bus stop across the street to the northeast side, would adversely affect any of the routes.

Rexroad said "no." They would be moved a half block and it would not affect timing.

Rundle asked if they have had feedback from the public concerning this location.

Rexroad said FirStar Bank does have some concerns with the parking garage, but they had not gone directly to all the businesses. She said the Public Transit Advisory Committee wanted to get a response from the City Commission to see what direction they wanted to take.

Marian Hukle, a regular rider of the transit system, said she was pleased PTAC had a negative response to the 11th and Vermont Street option. Hukle said she has lived across the street from Southwest Jr. High School for approximately 5 ½ years and for the first five years, she did not drive downtown to shop because it was more convenient to drive to South Iowa. Now with the bus system, downtown became a weekly destination. When you think about a transfer point for the bus system, it was a way to get people to the hub of the City. Hukle said while waiting for the bus, she window shopped and purchased items downtown because of the location of the bus stop. She asked the City Commission to keep the transfer point at 9th and Massachusetts.

Jeremy Douglas, Director, Downtown Lawrence Inc., said PTAC has talked with members of Downtown Lawrence Inc., concerning the relocation of the bus stop transfer. Downtown Lawrence Inc. enjoyed having the transfer station downtown and felt it was a vital part of Downtown. The location in front of FirStar Bank drew concerns about safety issues from members of Downtown Lawrence Inc.

Alan Black, member of the Public Transit Advisory Committee said he wanted to remind the City Commission this was a temporary solution and in the long run, they hoped to have an off-street transfer point. PTAC hoped to get money to study whether the Santa Fe Depot would be suitable, but some people felt it was too far away from the center of Downtown. PTAC was also anxious for a decision to be made because they needed to make changes in the routes and print new maps and schedules.

Henry said the 9th and Massachusetts Street location in front of FirStar Bank was the logical place for the transfer point and was recommended by PTAC.

Dunfield said there were concerns about the entrance to the Parking Garage and the 9th and Massachusetts location, but felt that traffic going in and out of the new parking garage would be minimal. He thought this location could work.

Moved by Rundle, seconded by Henry, to move the south side of the transfer location from Weaver's corner to the East side of Massachusetts adjacent to the bank. Motion carried unanimously.

City of Lawrence 2002 Federal Issues Statement

<http://lawrenceks.org/policies/federal.pdf>

Additionally, a grant received in 2001 from the Great American Station Foundation will allow us to proceed with negotiations with the Santa Fe Railroad on the feasibility of using the local Santa Fe depot as an intermodal transfer facility. If successful, we will be seeking 2003 federal earmark funding to help with the renovation of the depot and existing site.

Public Transit Advisory Committee Minutes

May 21, 2002

Members present were Mary Michener, Pat Slick, Danny Kaiser and Alan Black. Ernie Dyer arrived at 12:05 p.m. Members Robert Tabor, Mike Appleby, and Melodie Christal were excused. Jeremy Douglas's position has not been filled. Staff members present were Karin Rexroad, Mike Sweeten, and Wendy Koerner. Mary Michener called the meeting to order at 11:43 a.m.

Transit Administrator presented the proposed 2003 transit budget to PTAC, which will go before the City Commission for approval. Administrator provided an overview of the budget process and answered questions from the board regarding the budgeted items and format. If LTS is successful in acquiring the Santa Fe Depot for the downtown transfer station, LTS would either lease the property from BNSF, then sublease space to Amtrak, or we could sublease from Amtrak. BNSF is not interested in selling the property. Professional consultants would need to be contracted to reconfigure our bus routes, and a construction project manager would be needed to oversee renovations to the building. Alan Black mentioned that a shop located at 9th & Massachusetts objected to riders coming into their store to use the restroom or to request change. This problem could be alleviated if depot is used as our transfer station.

Public Transit Committee Minutes

July 16, 2002

The Transit Administrator, the City Manager and the Assistant City Manager were able to tour the BNSF depot with officials from Amtrak. The City has contracted with an architectural student from KU to perform a thorough building condition survey. **Her report is expected to be received near the end of July.**

Representative Dennis Moore picked up our last year's federal earmark request for FY2003. If approved, this funding would be available for renovations of-if the Santa Fe Depot if-site is chosen as our site-transfer station. The question of control of the Santa Fe Depot is yet to be decided. Once decided, a major issue will be ADA compliance and responsibility.

City Commission Minutes October 22, 2002

<http://lawrenceks.org/EServFiles/2002Minutes/102202.html>

The Board of Commissioners of the City of Lawrence met in regular session at 6:35 p.m., in the City Commission Chambers in City Hall with Mayor Hack presiding and members Dunfield, Henry, Kennedy, and Rundle present.

Karin Rexroad, Public Transit Administrator, **presented the staff report on the recommendation from the Public Transit Advisory Committee (PTAC) concerning the Santa Fe Depot.** She said they have been studying the use of the Santa Fe Depot for quite a long time and have finally decided that it was time to make a decision. The Public Transit Advisory Committee recommended to the City Commission, not to use the Santa Fe Depot because they did not feel that was the right location for a transfer center and this location would require a rerouting of the system. Also, there would be a major capital expense for that building because the building was not ADA compliant, there were structural issues, and it was not a City owned building. She said the Santa Fe has not expressed any interest in selling the depot to the City or even working with City staff on this issue.

She said the major issue was funding for this project and the City had applied for a federal earmark that was turned down by the Senate, but there had been some interest by the House of Representatives.

Rexroad said PTAC would like to look at options in the downtown area.

Mayor Hack said the recommendation was to abandon the idea of the depot as a potential transfer site.

Commissioner Kennedy said the depot would be a great place for a transfer site and thought that five blocks east of Massachusetts Street was not far away. Finding a location was a challenge for the transfer site. He concurred with the recommendation from the Public Transit Advisory Committee.

Commissioner Rundle said he was glad PTAC had to grapple with this issue to bring the City Commission a recommendation.

Vice Mayor Dunfield said if there was any indication that Amtrak would become a bigger part of our community in the future, then that might sway the decision.

Moved by Rundle, seconded by Henry, to accept the recommendation from the Public Transit Advisory Committee that the Santa Fe Depot, 413 East 7th, no longer be considered as a possible transit center. Motion carried unanimously.

City Commission meeting minutes of December 17, 2002

Karin Rexroad, Public Transit Administrator, presented the year-end report for the Lawrence Transit System....Rexroad said the Public Transit Advisory Committee (PTAC) had made a decision to meet every other month and use the alternate months for committee meetings to do in-depth work on route reviewing, scheduling, coordinating with K.U., **and also, where to locate the downtown transfer station.** In addition, they would schedule their meetings to 4:00 pm so that more people could attend or

serve on their committee.After no public comment, the City Commission received the Lawrence Transit System year-end report.

Minutes: 2/20/03
Public Transit Advisory Committee Meeting
February 20, 2003

LTS has been awarded a \$500,000 federal earmark to be used towards a downtown transfer station. The Administrator had initially requested \$2.5 million for this project and was under the impression we would not receive any of these funds, so it was a surprise when it was awarded.

City Commission meeting minutes of Feb 25, 2003

<http://lawrenceks.org/assets/agendas/cc/e-minutes/20030228/000021.html>

During the City Manager's report...Wildgen reported that the federal appropriation for \$500,000 was approved from the Bus and Bus Facilities category. He said there is a question of whether this money would be used for a transit center because the evaluation of the Santa Fe Depot location did not work out. He said Karin Rexroad, Public Transit Administrator, would work with Public Transit Advisory Committee to suggest appropriate use of that money. He said it might be better appropriated for a bus center that the City would own and maintain...

Commissioner Kennedy asked Wildgen if one of the top priorities concerning the Public Transit System was the transfer station being located downtown. Wildgen said yes. Commissioner Kennedy said the use of the Santa Fe Depot was not feasible according to PTAC. Wildgen said that was certainly one of the groups that had looked at that issue. He said the City had the building inspected and studied in terms of physical problems and the Santa Fe Depot has shown no interest in this issue. Commissioner Kennedy said the transit system was currently in a temporary facility. He asked if part of that funding for the Transit System would be used for improvement in this area or used to expand the lease. Wildgen said yes these were possibilities. Commissioner Kennedy asked if the City was limited on how long we could hold this money. Wildgen said there would be some limit, but staff would have time to properly plan for the use of this money.

Minutes: 6/19/03
Public Transit Advisory Committee Meeting
June 19, 2003 http://lawrenceks.org/transit/ptacminutes_june03

Amenities Update

Administrator reported the committee has determined that audio signage technology is too expensive for LTS to further explore at this time. The committee would like to concentrate their efforts on signage, travel-training, and utilization of the Federal earmark meant for a downtown transfer station. The committee is looking for ways to improve the current LTS hubs located in downtown Lawrence and behind JC Penney's. Administrator updated PTAC on the status of bus shelter installation for 2003. Seventeen (17) additional shelters are planned for 2003, which will bring the total number of shelters to thirty-two (32). LTS has the option to purchase an additional fourteen (14) shelters, if the committee determines a need for them. Administrator suggested LTS hold off on ordering the additional shelters and explained LTS has experienced difficulty with placement of shelters, because of 'less than receptive' property owners and overall lack of support. Although most shelters are placed fully within City right of way, Administrator advised there are many levels of approval needed to place bus shelters. Marian Hukle said she is concerned about the condition of some of the areas where she is dropped off, especially Hy Vee located at Kasold and Clinton Parkway. She often experiences uneven ground and areas lacking pavement and inquired whose responsibility it is to maintain these areas. She felt that

concrete pads may be beneficial in many areas. Administrator requested specific areas be brought to transit's attention for review with Public Works and possible improvement with Federal earmark

Minutes: 8/21/03
Public Transit Advisory Committee Meeting
August 21, 2003
http://lawrenceks.org/transit/ptacminutes_aug03

Amenities Update

Administrator reported that FTA determined after careful review of the Conference Report that our new federal earmark in the amount of **\$491,839 could only be used for construction of a new center or capital equipment/ improvements to an existing center.** Therefore, committee member's discussions related to upgrading the small transfer hubs in the system is not feasible utilizing this funding. Given the restrictions on the use of the earmark, the subcommittee will revisit their recommendations for the use of the funds.

Public Transit Advisory Committee Minutes
December 18, 2003, 4:00 pm – 5:30 pm
http://lawrenceks.org/assets/agendas/cc/2004/01-20-04/01-20-04H/PTAC_Minutes.htm

Members present: Chairman Danny Kaiser, Rob Tabor, Andy Stahmer, Tim Akright, Alan Black, Ernie Dyer. Members excused: Marian Hukle, Melodie Christal, Jo Ann Garrett
Staff members present: Karin Rexroad, Mike Sweeten, BJ Edgemon, Wendy Koerner

Amenities Committee Update

LTS has been awarded a \$400,000 grant to go towards the acquisition of a transfer station. Unfortunately this amount is too small to actually purchase land or to build a suitable transfer station, so the Administrator checked with FTA to see if the money could be used towards updating the current transit hubs and FTA said no.

Downtown Lawrence Incorporated (DLI) has expressed interest in building an additional parking garage in the area near the Lawrence Public Library. Amenities Committee is recommending that LTS may explore the opportunity to partner with DLI and incorporate a transfer station in the plans, possibly on the lower level. Administrator will investigate other agencies that have benefited from this type of facility.

Public Transportation Fund 2004 <http://lawrenceks.org/budgetrecommended2004/PublicTransit.pdf>

Current Year Accomplishments: Receipt of \$500,000 federal earmark to develop downtown transfer station

Major Goals and objectives for 2004: Actively pursue the development of Transfer Hubs at downtown and Four Wheel Drive areas.

- a. Utilize federal earmark grant to fund efforts.
 - b. Utilize Amenities Committee to develop concepts related to restrooms, fares, vending, etc
-

Strategic Planning Process

Departmental Objectives for City Commission Goals and Priorities (updated 06/10/04)

Public Transit

- o Place passenger amenities such as shelters, benches, and signage in order to increase comfort level of passengers, new and existing.
Status: Seventeen additional shelters installed. Surveys received from drivers about placement of 14 remaining shelters. Route Sign Master Plan completed through Route 6. Amenities Committee is working on transfer station and 9th and Mass renovation plans.
-

Minutes: 12/16/04

Public Transit Advisory Committee Meeting

http://lawrenceks.org/transit/ptacminutes_dec04

Maintenance Facility

Administrator and staff met with the FTA regional office in October to discuss how to proceed with two earmarks LTS has received to be used towards a transfer station and/or maintenance facility. The amenities sub-committee has not identified a suitable location for a transfer station and believes a maintenance facility is a more logical use for the funds. **Approximately, \$491,000 was earmarked for a transfer station when we were investigating the Santa Fe depot. This location was determined unfeasible.** LTS can request that this earmark be switched for the purpose of building a maintenance facility. \$400,000 of Section 115 funds were earmarked for use towards a maintenance facility. In addition, LTS was recently notified that another \$400,000 has been earmarked giving LTS an approximate total of 1.2 million dollars to be used towards a maintenance facility. These funds would go a long way towards feasibility studies and planning of a facility. If a maintenance facility is deemed not feasible, all unused funds must be returned to FTA.

Melodie Christal moved to forward the Amenities Committee's recommendation to the City Commission to proceed with feasibility studies for a maintenance facility; Marc Epard seconded. No public comment was given, and Chairman Kaiser called for a vote. Motion carried unanimously.

Memorandum

City of Lawrence

Public Transit http://www.lawrenceks.org/assets/agendas/cc/2005/02-01-05/02-01-05H/pt_maintenance_facility_recommend.html

TO: Mike Wildgen, City Manager
FROM: Karin Rexroad, Public Transit Administrator
Danny Kaiser, PTAC Chairman
CC: David Corliss, Assistant City Manager
Date: **January 21, 2005**
RE: Maintenance Facility

BACKGROUND:

The Lawrence Transit System has received the following federal earmarks:

\$491,839 Bus and Bus Facility 5309 funds – FY 03 80 federal/20 local

\$400,000 Maintenance Facility Section 115 funds – FY04 No local match \$388,711
Maintenance Facility 5309 funds – FY 05 80 federal/20 local

Bus and Bus Facility designates that the funds can be utilized for the purchase of buses and/or any facility related to the provision of transit service. The Maintenance Facility designation means that the funds can only be used for that specific purpose. 5309 designates the funds as federal transit earmarks. Section 115 designates the funds as a federal highway earmark. **The funds received in FY 03 (\$491,839) must be applied for prior to September 30, 2005 or the funds will no longer be available for Lawrence.** This earmark would be matched by utilizing our state CTP funding.

DISCUSSION:

In October 2002, PTAC and the City Commission decided not to pursue the Santa Fe Depot as a transfer station. Utilizing the Santa Fe Depot was the basis for our original request for the federal earmark in the amount of \$491,839. The Amenities sub-committee has explored several alternatives, including partnering with the public library. At this time, a solid site or plan for a transfer facility has not been found. In addition the Route Review sub-committee is exploring route changes, including an on-board transit study, which could lead to a change in location or need for the downtown hub. Therefore, proceeding with a transfer facility does not seem appropriate at this stage of the transit system's growth.

In January 2003, the City made a request to our congressional delegation to receive a federal earmark to fund a maintenance facility. The rationale provided was to facilitate cost efficiencies by having our own facility that included a wash bay, fueling station and administrative offices. In addition, by the city owning our own facility, we would eliminate the ongoing lease payments in the operator agreement and have greater long-term control of our inventory. Facility ownership would also greatly diminish any service interruptions as a result of any change in transit provider in the future.

At the direction of the Amenities sub-committee, transit staff met with the Federal Transit Administration (FTA) to discuss the flexibility of our funds and the required steps to apply for the funds and proceed with the project. FTA estimated that grant application, completion of a feasibility study and environmental assessment, and preliminary engineering and site plan development would take approximately nine (9) months to a year.

A feasibility study would determine the existing and future transit operations and maintenance needs; evaluation of the existing facility to meet those needs; evaluation of sites if a new facility is warranted; preliminary design of a new transit maintenance facility; development of staging and finance plans. One of the purposes of the initial study will be to obtain a better cost estimate for the proposed maintenance facility.

At the December 16, 2004 board meeting, the Amenities sub-committee made a recommendation to the full Public Transit Advisory Committee (PTAC) that the City of Lawrence combine all federal earmarks and proceed with the concept of a city owned maintenance facility at this time. The combination of funds would provide funding for the completion of the feasibility study which includes site selection, environmental assessment and preliminary engineering and plan of site. In addition, funds would be available towards the construction phase if approved. PTAC approved the recommendation of the sub-committee.

ACTION REQUEST:

PTAC recommends that the City of Lawrence proceed with the combination of our federal earmarks and proceed with federal grant application, consultant RFP, feasibility study, and preliminary design as appropriate.

Thank you for your consideration of PTAC's request.

Public Transit Advisory Committee Meeting

April 18, 2006 http://lawrenceks.org/transit/ptacminutes_april06

PTA said a shop near the 9th & Mass transfer hub had complained about the drivers and bus passengers using their facilities without making purchases. PTA said he could not control use of the facility by transients or the general public, but did request that the drivers not use their restroom while on duty, as this is what the shop owner indicated was his main concern.

Memorandum
City of Lawrence
Public Transit

TO: Dave Corliss, City Manager
FROM: Cliff Galante, Public Transit Administrator
CC: Debbie Van Saun, Assistant City Manager
Date: October 30, 2006
RE: Determining Use of Available KDOT Transit Funding

Staff Recommendation

Staff recommends that available Kansas Department of Transportation, Federal Transit Administration Section 5309 Capital Discretionary Funding that the City of Lawrence has received in the amount of \$491,839 be used in it's entirety towards addressing fixed-route vehicle replacement needs.

Background

The City of Lawrence received an **FTA Section 5309 earmark in FY03 in the amount of \$491,839.** **This earmark was originally designated to be used for a "Bus Transfer Center" but was subsequently changed to "Bus and Bus Facilities" last year when the City decided a transfer center was no longer a priority.** **Since the earmark was not spent under TEA-21, it was carried over into the new Transportation Bill called, SAFETEA-LU, and it's lapse date was extended until September 30, 2006.**

In order to access funds, an earmark must be obligated. An earmark is obligated through the submission of a grant application. Grant approval requires that all projects listed in the application are first environmentally cleared. When a grant is submitted upon environmental clearance, it normally takes up to three months to be approved and for the available funds to be released from the Federal Government. The FTA was concerned that any environmental clearance and grant submission activities by the City may not be completed prior to the September 30, 2006 lapsing date since no decision had been formally reached by the City Commission on pursuing a Bus Maintenance Facility which was a suggested use of those funds. As such, the City potentially risked having these funds lapse, meaning they would no longer be available, unless the funds could be used for a different purpose such as bus acquisition where the environmental clearance process is minimal.

Earlier this year, the City received a Section 5309 grant from KDOT in the amount of \$1,000,000 as an incentive to address capital needs towards coordinating City and University transit systems. Since the City is the designated recipient of all Federal and State transit funds, the City used this funding to acquire five transit vehicles to operate the University of Kansas West Campus Park and Ride Facility.

In an effort to assist the City to avoid having any available funding lapse, representatives from the FTA and KDOT both recommended that the FY03 transit earmark the City received in the amount of \$491,839 be used to help acquire the transit vehicles to be used for the KU park and ride facility. The City would then receive \$491,839 under another grant received by KDOT that could be used at a later point for another purpose.

As recommended, the FY03 transit earmark the City received was used to help acquire transit vehicles since it was evident the City would have likely lost funding since no environmental work had been completed for a bus maintenance facility. \$508,161 of the \$1,000,000 available in KDOT funds was also

used towards acquiring vehicles for the KU Park and Ride. Presently there is a balance of \$491,839 that the City needs to obligate through KDOT.

KDOT is currently in the process of developing a grant application for this available earmark that will include \$491,839 for any transit capital project that the City designates, as well as other KDOT projects. KDOT representatives have asked City Staff provide them with project information as soon as possible so that they can move forward with submitting a grant application to FTA.

City Commission Action:

Staff respectfully requests to utilize \$491,839 to address the City's fixed-route vehicle replacement needs.

**FUND 210 - PUBLIC TRANSPORTATION
2006 DEPARTMENT / DIVISION SPENDING SUMMARY**

http://lawrenceks.org/Budget2006/adopted/section_e/other_fund_information.pdf

CURRENT YEAR ACCOMPLISHMENTS

Receipt of \$500,000 federal earmark to develop maintenance facility

2007 Operating and Capital Improvement Budget

<http://lawrenceks.org/budget2007/cityoflawrenceks2007budget.pdf>

MAJOR GOALS AND OBJECTIVES FOR 2007

2. Provide a safe, dependable and convenient transportation system for the community by developing further shelter amenities - signage, benches, transit shelters, wheelchair landings, etc.; improving the downtown transfer facility; providing oversight of transit provider including performance standards, review of penalties/incentives and maintenance activities; developing a Safety & Security Plan for system.
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Oread Neighborhood Plan Draft 12/9/09 http://www.lawrenceks.org/assets/agendas/cc/2010/09-21-10h/pl_cpa-2-1-09_staff_report.pdf

Lawrence and KU have recently completed efforts to have a coordinated public transportation system (The T and KU on Wheels) which operate throughout the city. This coordinated system will better help serve KU and the Lawrence community. The routes are shown on Map 2-120. A bus system allows people to travel to other areas of the city without relying on a personal automobile.

This system allows people to travel to other areas of the city without relying on a personal automobile.

This system has many routes that travel through the northwestern portion of the planning area.

The southern area remains largely not served except for the route that runs along Massachusetts Street. The routes are shown on Map 2-10. A transfer point is located at W. 9th Street and Massachusetts Street adjacent to the planning area. This serves as a major hub and center point for the rest of the system.