



## From the General Manager

I write this message with mixed emotions. On one hand there is much positive news to report about the 2006 fiscal year as TANK continues to provide quality and efficient service to the Northern Kentucky community. On the other hand, however the organization is faced with a questionable future.

The positive news is that fixed route ridership increased by over 5% during FY 2006 and has continued to increase during the first few months of FY 2007. TANK installed bicycle racks on all of its full size buses in May of 2006 and has experienced a tremendous response. Bicycle boardings totaled 1,941 in the first three months, August bicycle boardings alone were 902. The Southbank Shuttle continues its popularity with ridership increasing by 9.6% during FY 2006. TANK is doing great things with the resources we have. Looking to the future, securing long term.

Looking to the future, long term funding continues as the top priority for 2007. TANK began the 2007 fiscal year with a budget deficit of approximately \$1.8 million. TANK staff worked diligently to make internal cuts that would not affect service on the street. Through that effort the budget deficit was reduced to approximately \$1.2 million. A determination was made by staff and the TANK Board of Directors to authorize the use of up to \$1.2 from reserves to meet the FY 2007 budget. Use of reserves will not be possible in FY 2008.

Staff will monitor the FY 2007 budget during the first half of the fiscal year. A committee has been formed for discussion of potential long term funding solutions with the goal of presenting possible legislative solutions to the General Assembly in early 2007. I am hopeful our county officials and state legislators will work with TANK to determine the best funding solution. Without the support of county officials and state legislators the Northern Kentucky community will once again be faced with fare increases and service cuts, most likely by the summer of 2007.

## Goals for 2007 Include

- Continuing to increase ridership through quality service and marketing efforts;
- Continuing to decrease preventable accidents through ongoing safety programs,
- Promoting express service with new park & ride locations and new buses;
- Beginning to implement certain short term recommendations from The TANK Transit Network Study; and
- Securing funding for continued operations at current levels.



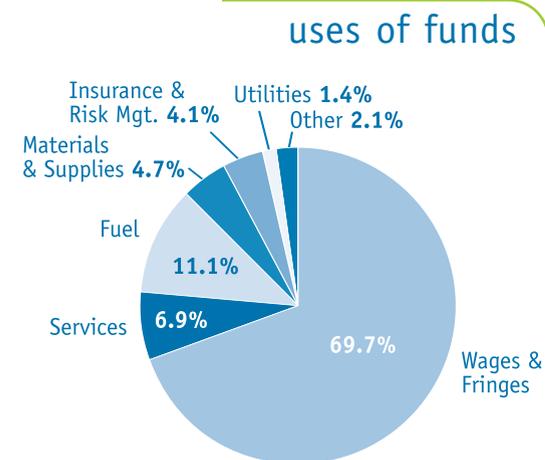
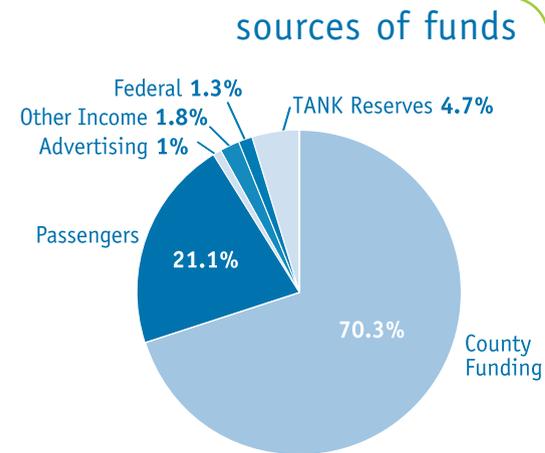
3375 Madison Place  
Ft. Wright, KY 41017  
859-331-TANK  
[www.tankbus.org](http://www.tankbus.org)

## Hours of Service

TANK operates from approximately 4:00 a.m. to 1:00 a.m. seven days a week 365 days a year.

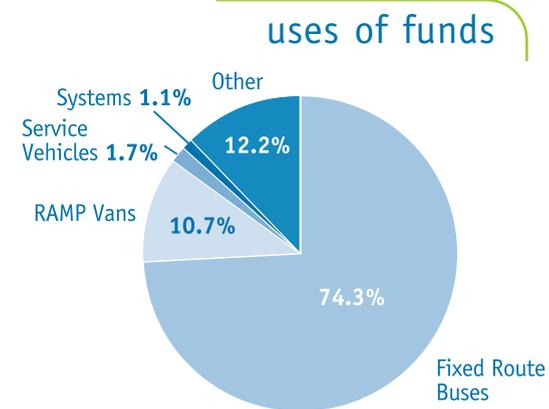
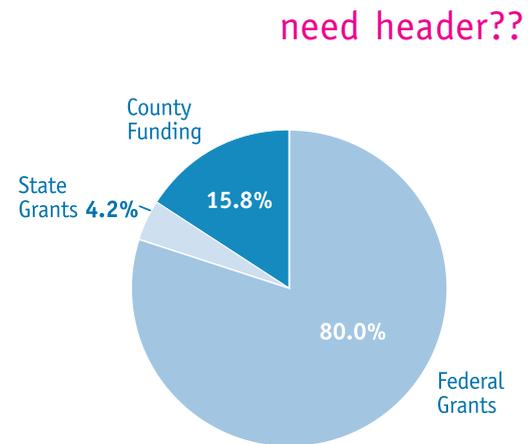


## FY 2006 operating revenues



## funding the journey

## TANK's FY 2006 capital program



## where we've been

### bike & ride

In the spring of 2006 TANK launched Bike & Ride — a program to outfit TANK's entire fleet of buses with bike racks. All fixed routes are now served by buses equipped with bicycle racks. The goal of TANK's Bike & Ride program is to offer another commuting option and increase the reach of TANK's existing routes. Bike & Ride will go a long way to increasing mobility, promoting a healthier lifestyle, reducing air congestion and improving air quality. Since the installation of the bike racks in June 2006, the program has experienced great success, with an average of 545 bike-boardings each month — far exceeding our initial projections. TANK was able to fund this program through a federal Congestion Mitigation Air Quality (CMAQ) grant from the U.S. Department of Transportation. The grant was awarded to TANK in a competitive grant application process. The grant paid for 80% of the cost of the racks.

### 5% increase in ridership

TANK has seen a 5% ridership increase over FY 2005. Many factors have contributed to this increase. The spike in gas prices in 2005/2006 certainly encouraged people to make a conscious decision to find alternative transportation. Our research has shown us that we have seen a consistent increase in ridership on a monthly basis even when gas prices were stabilizing. By offering a reliable, quality, user-friendly service we are able to not only maintain our current ridership but also encourage new riders. TANK's marketing efforts within the last year have enabled us to build awareness of our routes and in turn encourage ridership. TANK's Southbank Shuttle has also been a contributing factor to the growth of TANK's ridership with an impressive 9.6% increase over last year. TANK's RAMP (Regional Area Mobility Program) saw growth in ridership over the last year as well.

### aggressive safety program saves TANK money

Over the last four years TANK has seen a tremendous decrease in preventable accidents. This is due in part to a comprehensive safety plan implemented in 2002. TANK experienced 155 preventable accidents in 2001 which far exceeded what TANK had previously seen. This led to the implementation of a new program to aggressively work to help reduce preventable accidents. The first year the program was implemented (2002) we experienced a decrease to only 92 preventable accidents and have since seen a consistent decrease, with only 69 preventable accidents in FY 2006. This translates into savings of thousands of dollars in parts, litigation fees, labor and insurance costs. Several components helped to create the success of TANK's new comprehensive safety plan. The implementation of the Smith System, a defensive driving program, increased emphasis on training and re-training of our operators. We also created an incentive program that rewards our operators with safe driving records. Bi-weekly safety talks were also implemented and conducted by the employee safety committee members, that our operators attend on a voluntary basis. Statistics show that those who attend these talks have fewer preventable accidents than non-attendees.

## the destination

**transit network study** In FY 2006, the TANK completed the Transit Network Study, which analyzed the transportation and commuting trends, challenges and opportunities facing Northern Kentucky and create a long-range plan for public transportation. This plan will serve as TANK's guideline for future operations and investment to the year 2030.

## creating a vision

The TANK Network Study has resulted in both short-term operational improvements and a long-term vision that "Links Northern Kentucky Together." This vision includes several key elements:

- Major transitways along I-71/75 and I-471
- On-street Bus Rapid Transit facilities in Covington (Madison Ave.) and Newport (Monmouth St.)
- Transit hubs/stations throughout the region
- Attracting choice riders by implementing improved bus technology
- Bus stop consolidation and enhancements
- Transit-oriented Development
- East-West cross-town bus service

This long-term vision will create improved mobility throughout the region while encouraging investment around the improved transit system. The plan was designed so that it can be implemented over time in small or large pieces, depending on available funding and opportunities.

The plan also calls for short-term service improvements that expand service to the growing sectors within the TANK service area, improve the efficiency of the existing bus network, and reduce unproductive routes.

## planning

The TANK Transit Network Study will serve as a resource and planning tool for the Northern Kentucky/Greater Cincinnati region. Recommendations from the study have already been incorporated into the Boone County Transportation Plan, the Dixie Fix and Vision 2015.

## implementation

Implementation of the recommendations began in 2006 and will continue as funding opportunities become available. These implementations include adjustments to routes to improve efficiencies in services and increase ridership.