



Initial Report of the REAP Transportation Task Force

Presented to the REAP Board of Directors

May 2, 2014

Background

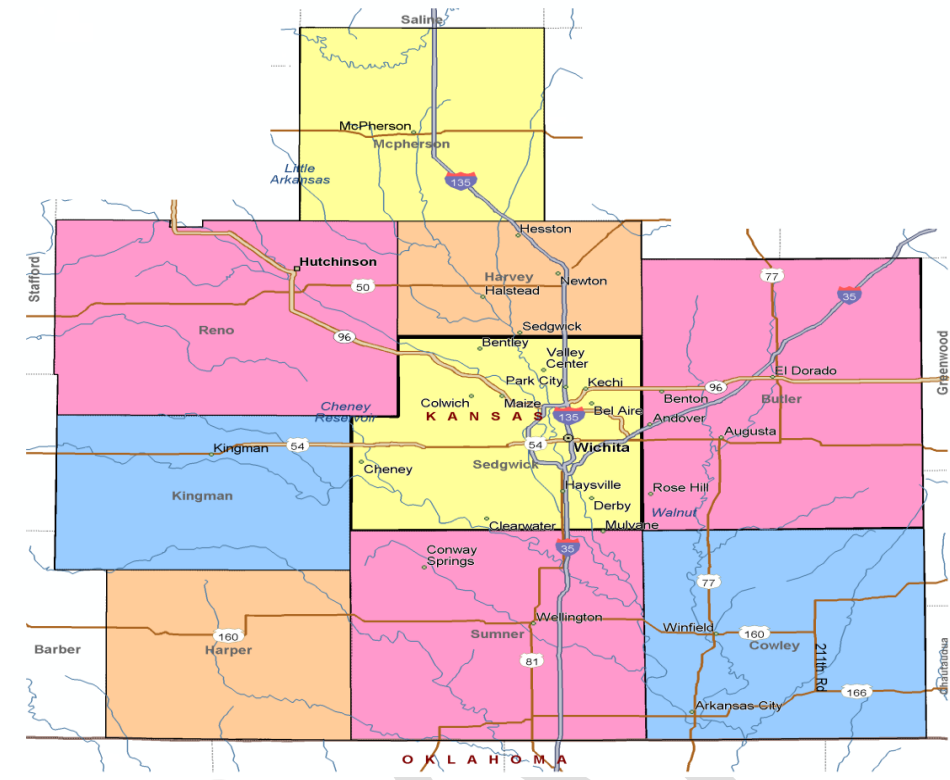
In October 2013 the REAP Board of Directors adopted a Work Plan for 2014 for the Regional Economic Area Partnership (REAP). As part of that plan, the Board created a Transportation Task Force, chaired by Kingman County Commissioner Carol Voran. The task force was charged with reviewing transportation concerns and resources in the REAP area, and developing a recommendation on coordinating existing systems, resources, and funding opportunities with the Wichita Metropolitan Planning Organization (WAMPO) and surrounding communities.

In order to accomplish this assignment, the task force directed staff to summarize and report on issues of public transit and common concerns of local governments related to transportation. ***This initial report is not intended to cover all the regional transportation issues, but to be a catalyst for discussions that will lead to consensus among REAP members on policy priorities and joint actions that can help grow the economy in South Central Kansas.*** The task force intends to develop specific recommendations to provide the Board of Directors by the July 11, 2014 meeting.

This initial report includes an overview of:

- Federal transportation challenges, as reported by the Government Accountability Office (GAO)
- REAP Region Transportation Disadvantaged Populations
- REAP Region Paratransit and Human Services Needs and Challenges
- Example of a regional transit strategy, as conducted by the Mid America Regional Council (MARC)
- Listing of Regional commuter and freight corridors
- Listing of current REAP Region Public Transit Services and Resources according to the American Public Transportation Association (APTA) and the Kansas University Transportation Center (Attachment A)

Map of the REAP Region



Federal Level Background Information

In June of 2012 the Government Accountability Office (GAO) published a report on Transportation-Disadvantaged Populations. These are defined as broad categories in the Census, and include persons 65 years old and older, persons with disabilities, low income, or those persons below the poverty line, and zero-vehicle households. The GAO report found that there are 80 federal programs authorized to fund transportation services for the transportation disadvantaged, however, only seven of those programs strictly provide transportation- the other 73 programs provide a variety of human services, such as job training, education, or medical care, which incorporate transportation as an eligible expense in support of their program goals.¹

Millions of Americans are unable to provide their own transportation or have difficulty accessing public transportation. The Departments of Education, Health and Human Services (HHS), Labor (DOL), Transportation (DOT), Veterans Affairs (VA), and other federal agencies may provide funds to state and local entities to help these individuals access human service programs. The GAO report examined (1) federal programs that may fund transportation services for the transportation disadvantaged; (2) federal coordination efforts undertaken since 2003; and (3) coordination at the state and local levels.¹

The recommendation of the GAO report was greater coordination of services at the federal, state, and local levels, including private entities such as nonprofits. The Department of Transportation operates a Coordinating Council, established in 2003, that was charged with implementing an updated coordination effort.¹ The GAO acknowledges that state and local governments face several challenges in coordinating these services- including insufficient federal leadership, changes to state legislation and policies that hamper coordination efforts, and limited financial resources in the face of growing disadvantaged populations.

REAP Region: Transportation Disadvantaged Populations

The REAP region, which consists of nine counties in South Central Kansas, includes the counties of Butler, Cowley, Harper, Harvey, Kingman, McPherson, Reno, Sedgwick and Sumner, has a combined population of slightly more than 773,000. Transit needs vary between the dense, urban populations’ centers and the rural areas of the region. Citizens of any community may fall into the transportation disadvantaged population categories at different times in their lives.

The U.S. Census Bureau, Department of Commerce, divides transportation disadvantaged populations into the aforementioned categories: adults 65 and older; low-income; persons with disabilities; and zero car households.

Adults 65 and older

In the REAP region, approximately 17.5 percent of the population is 65 and older. The chart below details the breakdown of those 65 and older by county. Kingman County has the largest percentage population at nearly 21 percent, followed by McPherson County at nearly 18 percent. The lowest percentage of population is Sedgwick County, at 12 percent. *The national average for population over age 65 is 13.7 percent.*

County	Population*	Population Over 65 ²	Percentage of total County Population ²
Butler	65,803	10,792	16.4%
Cowley	36,204	5,865	16.2%
Harper	5,860	1,248	12.3%
Harvey	34,741	6,045	17.4%
Kingman	7,844	1,632	20.8%
McPherson	29,569	5,529	18.7%
Reno	64,190	11,233	17.5%
Sedgwick	505,415	58,701	12%
Sumner	23,591	3,869	16.4%
Total	773,217	106,863	

**Population from the U.S. Census Bureau, 2013 estimates.*

Disabled Individuals

In data collected by the Census Bureau, disabled individuals are those with physical, mental, emotional, or developmental impairments. This population has a variety of transportation needs and may be more heavily dependent on public transportation systems. The chart below details the breakdown of individuals in the REAP region classified as disabled. Cowley County has the highest percentage of disabled persons; however, Reno County has the highest count. McPherson County has the lowest percentage, while Kingman County has the lowest count. *The national average for disabled individuals is 12.1 percent.*

County	Population*	Disabled ²	Percentage of total County Population ²
Butler	65,803	7,830	12.3%
Cowley	36,204	5,875	16.2%
Harper	5,860	831	14.3%
Harvey	34,741	4,091	12%
Kingman	7,844	1,120	14.6%
McPherson	29,569	3,141	11%
Reno	64,190	8,528	13.8%
Sedgwick	505,415	59,757	12.1%
Sumner	23,591	3,446	14.7%
Total	773,217	95,512	

**Population from the U.S. Census Bureau, 2013 estimates.*

Disabled Individuals Over 65

Of the 17.4 percent of individuals over the age of 65 in the REAP region, slightly more than 35 percent of those also have a recognized disability. *The national average for individuals disabled and over 65 is 36.4 percent.*

County	Population*	Disabled & Over 65 ²	Percentage of County Population Disabled & Over 65 ²
Butler	65,803	2,615	32%
Cowley	36,204	2,329	42.6%
Harper	5,860	405	35.6%
Harvey	34,741	1,532	28.3%
Kingman	7,844	571	38.3%
McPherson	29,569	1,332	27.6%
Reno	64,190	3,814	37%
Sedgwick	505,415	21,049	35.6%
Sumner	23,591	1,406	40.8%
Total	773,217	35,053	

Zero Vehicle Households

An additional segment of the transportation disadvantaged population is households that do not own or have no access to vehicles, either by choice or economic circumstances. In the REAP region, Sedgwick County at 6 percent of the total population in the workforce over age 16 has the largest cross section of zero vehicle households, both in percentage and count. It is followed by Sumner County at 5.3 percent. *The national average for zero vehicle household is 4.5 percent.*

County	Population*	Total Workers Over 16 With No Vehicle	Percentage of Workers Over 16 With No Vehicle
Butler	65,803	1,080	4.5%
Cowley	36,204	696	5%
Harper	5,860	83	3.1%
Harvey	34,741	603	4.6%
Kingman	7,844	148	4.5%
McPherson	29,569	397	3.4%
Reno	64,190	1,350	5.2%
Sedgwick	505,415	30,325	6%
Sumner	23,591	486	5.3%
Total	773,217	35,168	

Low-Income

The U.S. Census Bureau defines low-income as individuals whose incomes are below the current poverty level. For instance, a family of four earning less than \$23,550 per year would be living below the national poverty line- for a single individual that amount is \$11,490. Cowley County has the highest concentration of this population at 18 percent, followed by Harper County at 16 percent. Sedgwick County has the largest population by count at nearly 79,000 individuals. *The national average for individuals and families living below the poverty level is 15.7 percent.*

County	Population*	Population Below Poverty Level ²	Percentage of Population Below Poverty Level ²
Butler	65,803	8,883	13.5%
Cowley	36,204	6,553	18.1%
Harper	5,860	949	16.2%
Harvey	34,741	4,134	11.9%
Kingman	7,844	973	12.4%
McPherson	29,569	2,395	8.1%
Reno	64,190	7,703	12%
Sedgwick	505,415	72,780	14.4%
Sumner	23,591	3,185	13.5%
Total	773,217	107,555	

REAP Region Public Transit Needs

Public transit is an important consideration and factor in economic development and access to community amenities, as well as a measure that can contribute to quality of life. Access to employment, healthcare and job opportunities is critically important for the continued growth of the South Central Kansas economy and workforce development. The location of major employers, industrial parks, and activity centers in the region should be considered equally as important as the location of the public transit systems customers' homes.

Paratransit and Human Service Needs and Challenges

The need for specialized transit providers, outside of fixed route bus service, will continue to be a need in South Central Kansas, and may grow as the baby boomer population retires. Paratransit services are traditionally provided by small cars, vans, and small buses, and generally provide door-to-door service. These services are operated by a variety of providers, some private individuals, some companies and nonprofit agencies, some publically funded and subsidized. There is potentially a large overlap and duplication of these types of services, and untapped potential for economies of scale in operation and administration through a conscious, coordinated effort in the region.

Several factors present challenges for this coordination in the REAP region. Some of these are financial and geographic (for instance, a public service provider may be bound to stay within the city or county limits of their jurisdiction). The REAP region has several larger concentrations of populations; however, there are highly rural areas in the region as well. Three major considerations and hurdles in both transit and paratransit are limited funding, hours of service and operation, and geographic extent of service (operating within a specific boundary). As the REAP region considers and addresses the varied transportation needs in South Central Kansas, a common vision for public transit will be vital for moving forward. The goal and challenge for all types of public transit is to provide a strong, well-functioning public transportation system that is adequately funded and supports the needs of the customers, both patrons and businesses, in the region.

Example of a Regional Transit Strategy

In June of 2010, the Mid-America Regional Council (MARC), a Council of Governments and the metropolitan Planning Organization for the Kansas City Kansas/Missouri developed a regional collaborative of transit providers, both private and public sectors, and developed a Community-Based Service Strategy. The following excerpt from the MARC Transportation Outlook 2040 Coordinated Public Transit-Human Services Transportation Plan details the initiative.

"The concept of community-based transit service is central to the Smart Moves vision. Community-based services are designed to serve specific local needs, and support access to local goods, services and employment locations — places that regional service alone might not reach. These services are designed by, or created in partnership with, local communities, transit agencies, and private or non-profit transportation service providers.

Community-based service is where coordination between public transit and human-services transportation happens. In this concept, "activity centers" serve as connection points where

people find their destinations, link to their destinations by public transit, demand-response service, taxi, etc. Such centers are the place where a variety of transportation services interact with and supplement each other. An activity center could be a large employment center or retail area, or one of the traditional "town centers," connected with other activity centers by multiple modes of travel (walking, biking, public transit, highways, etc.). Ideally, it would include a variety of land uses that provide employment, access to healthy food, medical care and other services, and other destinations, in addition to housing.

These important local and regional centers are envisioned as being connected by the regional public transit network so users could move from center to center with ease. Activity centers can be pivotal for the mobility of persons who, for one reason or another, may not be able to reach public transit in their community but are eligible for human-services transportation. Persons using demand response services, for example, could be transported to an activity center where they could access a variety of goods and services, or connect to other regional destinations by using fixed-route transit service. This coordination between services is beneficial not only for human-services transportation programs that may be geographically-limited, but also for the user who can maintain a greater sense of independence through full access to the region's offerings.³

Regional Commuter and Freight Corridors

The Kansas Department of Transportation reports the Kansas State Highway System totals 10,320 miles and averages 42.95 million vehicles-miles daily. The REAP region is located in the heart of the State, and is home to the cross roads of several major highways. The Transportation Task Force has identified the following routes and corridors as creating an economic impact in the region and moving both commuter and/or freight through the region and state.

The average traffic counts listed below are figured from KDOT Traffic Count Maps. The average numbers are not provided by KDOT and are for reference only.

- **Interstate -35:** north-south Interstate Highway running from Laredo, Texas, at the United States/Mexico border, to Duluth, Minnesota. I-35 is 1,568 miles long, and is the ninth longest Interstate Highway and third longest north-south highway in the United States. In Kansas, between the Oklahoma State line and Emporia, I-35 is part of the Kansas Turnpike, stretching 236 miles⁴. According to the Kansas Department of Transportation, around 120,000 drivers use the turnpike daily.
- **Interstate-135:** north-south Interstate Highway running from I-35 in southern Kansas to I-70 near Salina. I-135 is 95.7 miles long, and averages 6,157 vehicles per day.
- **U.S. Route 50:** east-west Highway serving the southwest, central and northern parts of the State. Highway 50 runs concurrently with U.S. 400, which joins highway 50 at Granada, Colorado, and ends as it merges with U.S. 435 in Leawood. U.S. 50 is 448 miles long. It also joins with highways 83, 56, 283, 281, 77, 135, I-35, 75, 59, 56, 159, 7, and 435. An average of 5,768 cars per day travel U.S. 50 in Kansas.

- **U.S. Route 77:** north-south U.S. Highway running from Sioux City, Iowa and terminating in Brownsville, Texas at the U.S.-Mexico border. It is 1,305 long. In Kansas, 77 runs for 234 miles. An average of 2,480 vehicles per day travel U.S. Route 77 in Kansas.
- **U.S. Route 81:** north-south Highway running from Pembina North Dakota at the Canadian border to Fort Worth Texas, where it intersects 35 West. It is 1,234 miles long. In Kansas, U.S. 81 runs north from the Oklahoma state line through Wellington, paralleling the turnpike. At Wichita it joins Interstate 135 until Salina, where it splits and continues on as a freeway to the state line of Nebraska. 81 averages 6,150 vehicles per day. Traffic counts for U.S. 81 just north of Wellington are 4,170 vehicles per day.
- **U.S. Route 160:** east-west Highway running from U.S. Route 89 near Tuba City, Arizona and ends at U.S. Route 67 and 158, southwest of Poplar Bluff, Missouri. It is 1,465 miles long. In Kansas, 160 enters just west of Saunders and runs east through the state to Crestline, where it shifts north and runs through Pittsburg to Frontenac, where it turns east and enters Missouri. It runs concurrently in sections with U.S. Routes 83, 56, 54, 283, 281, 81, and I-35, as well as 77, 59, 75, 169, 69, and 400. 160 averages 2,118 vehicles per day.
- **U.S. Route 400:** east-west Highway running from just west of Joplin, Missouri, to Granada Colorado. U.S. 400 is 488 miles long. It enters Kansas just west of Coolidge, and joins with U.S. 54 at Mullinville. In east Wichita, K-96 provides a short freeway connection from 400 to I-35. An average of 42,537 vehicles per day travel U.S. 400.
- **Kansas-96:** east-west Kansas Highway in central and southern Kansas running from Towner, Colorado to the connection with U.S. Route 400 in eastern Wichita. K-96 is 297 miles long. K-96 averages 21,700 cars per day.
- **Kansas-196:** east-west state Highway running from the I-135 junction just south of Newton, east to 254, just east of El Dorado. K-196 is 29 miles long, and averages 1,959 vehicles per day.
- **Kansas-254:** east-west highway in south central Kansas, beginning in El Dorado and terminating in North Wichita. It is 27.4 miles long. It intersects I-135, I-235, U.S. 81, and K-15. A stop light interchange in El Dorado connects 254 to I-35 and the Turnpike. An average of 12,186 vehicles per day travel 254.

Additional Areas and Topics in Regional Transit

The task force recognizes there are additional topics of importance in regional transportation and coordination efforts, including passenger air service, passenger and freight rail, infrastructure maintenance, and long-term planning.

The recommendations from the task force will be based on consensus among REAP members on how to prioritize the numerous regional transportation challenges facing the region.

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Footnotes

1. United States Government Accountability Office, *Transportation Disadvantaged Populations: Federal Coordination Efforts Could Be Further Strengthened* (June, 2012) <http://www.gao.gov/assets/600/591707.pdf>
2. United States Census Bureau, American Community Survey, 2012 Survey Data, 3- Year Estimates <http://www.census.gov/acs/www/>
3. Mid-America Regional Council (MARC) *Transportation Outlook 2040, Section 5.0: Public Transit & Human Services Transportation* (June 14, 2010) http://www.to2040.org/assets/plan/5.0_PublicTransportation.pdf
4. Kansas Highways Routelog, *Interstate 35* (N.D.) <http://www.route56.com/highways/highways.php?hist=1&hwy=35&seg=1>
5. American Public Transportation Association, *Kansas Transit Links* (N.D.) <http://www.apta.com/resources/links/unitedstates/Pages/KansasTransitLinks.aspx>
6. Kansas University Transportation Center, *Kansas Transit Provider Directory* (N.D.) http://www.kutc.ku.edu/~kutc/cgi-bin/RTAP_transit.php

Attachment A

Current REAP Region Public Transit Services and Resources

The Kansas Department of Transportation (KDOT) is currently conducting a regional survey/study, which will include a list of transportation resources in South Central Kansas. The Kansas University Transportation Center and the American Public Transportation Association (APTA) maintain resource lists for state and local transit agencies, as well as private entities. The services are broken down by County. The following agencies are listed for the REAP region.

Agency Location	Agency/Organization
Butler County	
Augusta	BCDOA (Butler County Department on Aging)
Wichita (El Dorado)	Creative Community Living CPCTD (Central Plains Coordinated Transit District, Coordinated Transit District #12)
Winfield	Mosaic (Martin Luther Homes Of KS) (Shuttle Bus Service of Cowley County Council on Aging)
Cowley County	
Sedan	Arkansas City Presbyterian Manor SCKTC (South Central Kansas Transit Council, Coordinated Transit District #11)
Wichita (Winfield)	Creative Community Living CPCTD (Central Plains Coordinated Transit District, Coordinated Transit District #12)
Winfield	Cowley County Mental Health and Counseling Center SCKTC (South Central Kansas Transit Council, Coordinated Transit District #11)
Wellington	WALT: Futures Unlimited Inc.
Winfield	Mosaic (Martin Luther Homes Of KS) (Shuttle Bus Service of Cowley County Council on Aging)
Arkansas City	Twin Rivers Developmental Supports, Inc. (Formerly Cowley County Developmental Services, Inc.)
Harper County	
Anthony	Harper County Department of Aging MKTD (Mid-Kansas Transit District, Coordinated Transit District #13)
Anthony	City of Anthony
Medicine Lodge	Leisure Time Center (Senior Center)

Harvey County	
Newton	Harvey County (Harvey Interurban)
Hesston	Hesston Transportation (Schowalter Villa)
Goessel	Mennonite Bethesda Society, Inc. (Bethesda Home)
Newton	Prairie View, Inc.
Newton	ResCare
Buhler	Sunshine Meadows Retirement Community (Buhler Sunshine Home, Inc)
Hutchinson	Training and Evaluation Center of Hutchinson (TECH)
Kingman County	
Anthony	Harper County Department of Aging MKTD (Mid-Kansas Transit District, Coordinated Transit District #13)
Kingman	KGPT (City of Kingman General Public Transportation)
Kingman	Kingman County Council on Aging (South Central Kansa Area Agency on Aging)
Winfield	Mosaic (Martin Luther Homes Of KS) SBS (Shuttle Bus Service of Cowley County Council on Aging)
McPherson County	
McPherson	Disability Supports of the Great Plains, Inc.
McPherson	City of McPherson
McPherson/ Marion	McPherson County Council on Aging, Inc. MMCTD (Marion/McPherson Coordinated Transit District, Coordinated Transit District #6)
Goessel	Mennonite Bethesda Society, Inc. (Bethesda Home)
McPherson	Multi Community Diversified Services
Salina	O.C.C.K., Inc.
Newton	Prairie View, Inc.
Buhler	Sunshine Meadows Retirement Community (Buhler Sunshine Home, Inc)
Hutchinson	Training and Evaluation Center of Hutchinson (TECH)
Reno County	
Stafford	City of Stafford
Hutchinson	Disability Supports of the Great Plains, Inc.
Anthony	Harper County Department of Aging

	MKTD (Mid-Kansas Transit District, Coordinated Transit District #13)
Buhler	Sunshine Meadows Retirement Community (Buhler Sunshine Home, Inc)
Medicine Lodge	Leisure Time Center (Senior Center)
Lyons	Lyons Good Samaritan Center
Hutchinson	Reno County Area Transit (Rcat)
Hutchinson	Training and Evaluation Center of Hutchinson (TECH)
Sedgwick County	
Wichita	American Red Cross Midway Kansas Chapter
Augusta	BCDOA (Butler County Department on Aging)
Wichita	Catholic Charities Adult Day Services
Wichita	Cerebral Palsy Research Foundation (CPRF)
Stafford	City of Stafford
Wichita	Creative Community Living CPCTD (Central Plains Coordinated Transit District, Coordinated Transit District #12)
Wichita	Envision
Anthony	Harper County Department of Aging MKTD (Mid-Kansas Transit District, Coordinated Transit District #13)
Wichita	Heartspring
Wichita	Kansas Elks Training Center for the Handicapped (KETCH)
Medicine Lodge	Leisure Time Center (Senior Center)
Goessel	Mennonite Bethesda Society, Inc. (Bethesda Home)
Winfield	Mosaic (Martin Luther Homes Of KS)
Wichita	Rainbows United, Inc.
Wichita	Sedgwick County Department on Aging Wichita Transit CPCTD (Central Plains Coordinated Transit District, Coordinated Transit District #12)
Wichita	Starkey, Inc.
Great Bend	Sunflower Diversified Services
Buhler	Sunshine Meadows Retirement Community (Buhler Sunshine Home, Inc)

Wichita	The ARC of Sedgwick County
Hutchinson	Training and Evaluation Center of Hutchinson (TECH)
Wellington	WALT: Futures Unlimited Inc.
Sumner County	
Wichita (Winfield)	Creative Community Living CPCTD (Central Plains Coordinated Transit District, Coordinated Transit District #11)
Anthony	Harper County Department of Aging MKTD (Mid-Kansas Transit District, Coordinated Transit District #13)
Winfield	Mosaic (Martin Luther Homes Of KS)
Wellington	WALT: Futures Unlimited Inc.

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