



February 18, 2020

To: House Committee on Appropriations

From: R.E. "Tuck" Duncan, Executive Director
Kansas Public Transit Association

RE: HB2588 - Providing for the FORWARD transportation program.

The Kansas Public Transit Association supports HB2588 — Providing for the FORWARD transportation program.

As set forth in the bill: "The FORWARD transportation program shall provide for public transit programs to aid elderly persons, persons with disabilities and the general public, in accordance with K.S.A. 75-5032 through 75-5038 and 75-5051 through 75-5058, and amendments thereto."

Your own 2018 Legislative Transportation Vision Task Force stated in its report:

"The Task Force recognizes the increasing roles of transit, passenger rail, and active transportation in the overall Kansas transportation system ... It notes increased demand for transit and active transportation infrastructure in both rural and urban areas to connect Kansans with work opportunities and to services needed by all Kansans. It recommends the Legislature and KDOT consider adding \$20.0 million to be allocated among these modes of transportation ..." (p. 0-3)

No plan is a plan and that is unacceptable as a matter of public policy.

We ask that on page 11, lines 2-4 the new provision be amended (underlined language) as follows: "In no event shall the amount remaining in the fund and the amount spent or dedicated for grants or projects for public transportation in each fiscal year fall below \$11,000,000."

Attached please find a brochure regarding public transit in Kansas, how it is funded, including descriptions of services and legislative priorities.

Also attached is the letter provided to the 2018 Legislative Transportation Vision Task Force setting forth the future financial needs for public transit in Kansas.

We look forward to working with the committee in developing the next transportation plan for Kansas.

Thank you for your consideration of these matters.



November 20, 2018

To: JOINT LEGISLATIVE TRANSPORTATION VISION TASK FORCE

From: R.E. "Tuck" Duncan, Executive Director
Kansas Public Transit Association

RE: Task Force Report Recommendations

Upon the conclusion of the testimony and meetings to date, and upon a review of all the information presented to the Task Force, the Kansas Public Transit Association met and adopted the following recommendation for consideration by the Task Force for annual funding during the next 10 year transportation plan.

Annual public transit needs for the next decade include:

Rural Demand (20% match)	
Current demand -	\$ 3.2 million
Adding Service in every county -	\$ 3.4 million
Urban Demand (Formula funds)	
Estimated demand to reach 20% support -	\$ 16.9 million
Regional Business Model Continued operation -	\$ 1.6 million
Sec. 5310 Enhanced Access for the Elderly and Disabled	
Estimated demand -	<u>\$ 1.2 million</u>
Total Annual Demand	\$23.1 million

In the overall picture of the transportation needs in Kansas for highways, aviation, rail, freight, and public transportation, this request is comparatively minor as compared to all the needs. However, for public transportation to maintain its current levels of service, and expand into under and un-served communities this increase is significant. This funding will afford Kansas the opportunity to develop mobility management and meet inter-city needs as well.

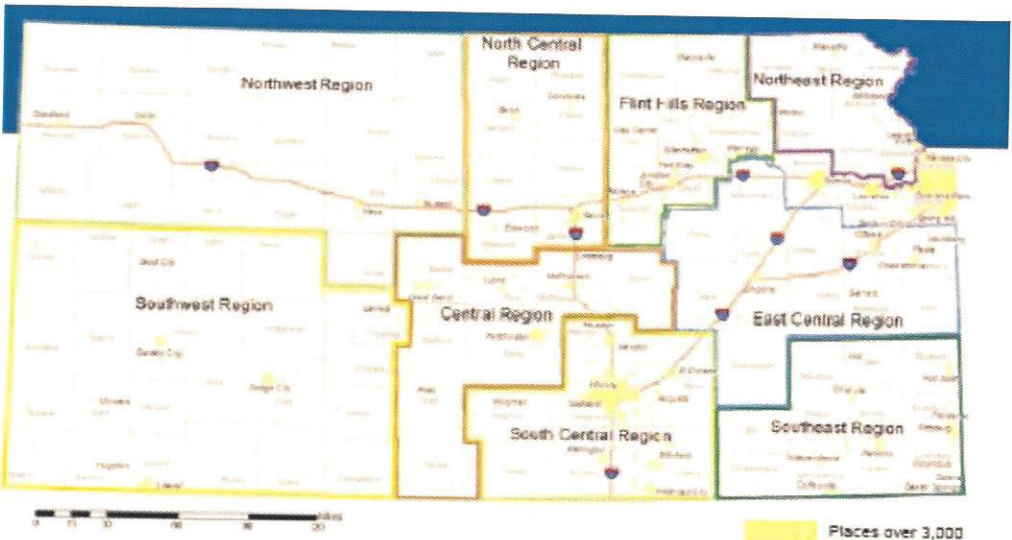
You may recall that during your meeting in Pittsburg we discussed the future of public transit, and that mobility management must occur to reduce costs, reduce duplication, and maximize resources. Further I noted there will be future funding needs in order to expand transit services. (Reference Attachments 71 and 72 to your September 20, 2018 minutes.)

Please adopt the foregoing recommendation as part of your final report at your meeting November 28-29, 2018. Thank you for your consideration of these matters.



MEETING THE NEEDS OF KANSANS IN 2020

Transit in Kansas provides important economic, health, and social benefits by giving citizens without regular access to a personal vehicle a way to get to work or to make personal trips and to maintain their independence. In urban areas of the state, buses help alleviate traffic congestion and reduce air pollutant emissions. The Kansas Public Transit Association represents the needs of transit providers and patrons.



Kansas Coordinated Transit Districts

~ KANSAS PUBLIC TRANSIT ASSOCIATION ~

PUBLIC TRANSIT IN KANSAS

Transit Providers in Kansas

Urban Fixed Route Systems

- Wichita, Topeka, KCATA, Lawrence, Manhattan, Johnson County, Unified Government WyCo/KCK

Rural Public Transit

- Nearly 100 Providers
- Providers vary in size and coverage area
- Cities, Counties, Non-profits, Tribal Governments.

Elderly and Disabled

- Nearly 75 Elderly and Disabled Transit Providers
- Providers vary in size, coverage area, and client-type
 - Non-profits

FEDERAL LEGISLATIVE PRIORITIES

The Kansas Public Transit Association (KPTA) represents all public transit in the State of Kansas. Kansas public transit serves customers in nearly every Kansas county – rural and urban - and is crucial to meeting the transportation needs of Kansas citizens. Federal programs and appropriations are an essential element in Kansas public transit service.

KPTA urges Congress to significantly increase public transportation infrastructure investment and provide the necessary resources to build, maintain, and operate the public transportation systems required to support our nation’s integrated transportation network, the backbone of the American economy. In developing surface transportation authorization legislation to succeed the Fixing America’s Surface Transportation Act (FAST Act) (P.L. 114-94), the next act must:



- Provide certainty to public transit agencies, local communities, and states by authorizing a long-term surface transportation authorization act funded by dedicated, sustainable revenues that address the pending shortfall in the Highway Trust Fund (including the Mass Transit Account).

- Identify new long-term, dedicated, sustainable revenues to significantly increase federal public transportation investment to bring our public transportation systems to a state of good repair and meet growing demands for increased mobility choices.

- Support public transit agencies’ efforts to implement innovative mobility management strategies by introducing cutting-edge technologies and integrating new service-delivery approaches and mobility options in the transit marketplace.

- Preserve the federal, state, and local funding partnership (including traditional match ratios) and preserve and enhance the current surface transportation funding flexibility that enables states and local communities to address critical transit capital and people-readiness needs.

- Expedite implementation of the Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141) and FAST Act provisions to streamline the transportation project delivery process, and pursue additional commonsense reforms to improve federal agency accountability and make taxpayer dollars go further.

Healthcare Transportation

Access is key element of quality healthcare. Public transit service is an important element of access. It is important to address and resolve in law or regulation the ongoing issue of support for transit fares and operations for those patients who rely on public transit, including Veterans, Medicare and Medicaid recipients. Congress should consider proactive measures to increase support of health-centered human service transportation provided through funding by all cabinet-level departments. Legislation should require the development of strategies to use public transit in urban and rural communities to connect patients with crucial ongoing health care.

Public Transit - Provision of public transportation across the state.

Statewide transit ridership - all programs

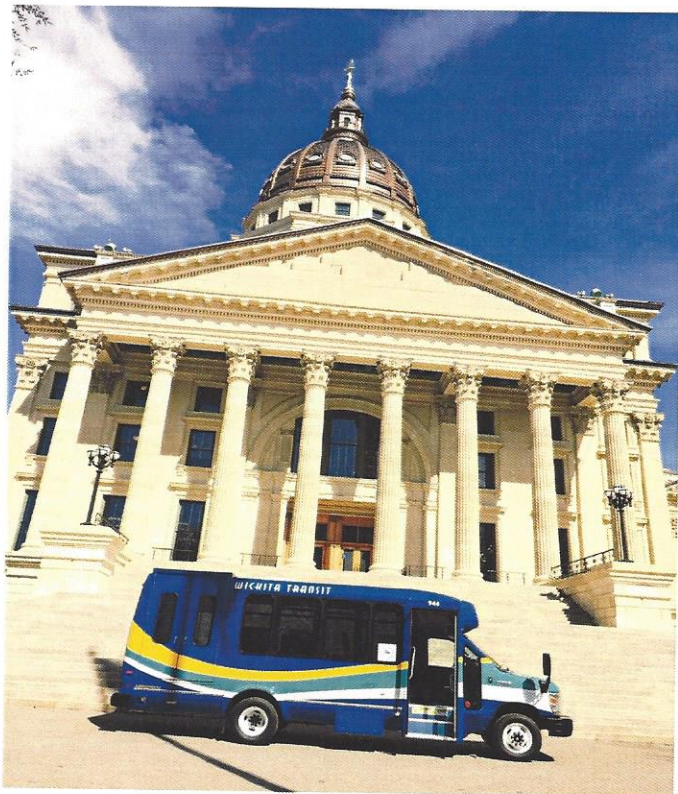
	FY17	FY18	FY19
Urban	7,642,034	7,686,276	7,278,444
Rural	2,530,930	2,525,569	2,516,503
Total	10,172,964	10,211,845	9,794,947

Kansas' Coordinated Transit Districts

K.S.A. 75-5051 established the Coordinated Transit Districts (CTDs) in the State of Kansas. There are 10 Coordinated Transit Districts (see map on p.1).

The purpose of the Coordinated Transit Districts is to enhance coordination within the local area and to help in the management of state and federal public transportation funds. The coordinated transit districts are not for profit organizations or a governmental designated entity that are the recipients of funds that are distributed for the operation of transit services from the 5310, 5311, and/or 5339 programs, or state funds.

Coordinated Planning In coordination with KDOT and its designees, each CTD must have participated in a Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan, for short) process, which is required in order to participate in the KDOT funding programs. The Coordinated Plan should be updated regularly and all programs funded through KDOT must be in keeping with the goals and objectives of the Coordinated Plan. Each CTD will have a chapter in the Coordinated Plan specific to their goals and needs as regional service providers.



Kansas

Department of Transportation

Public Transportation funding in Kansas

From KDOT 2020 Annual Report

Public transportation in Kansas is supported by a state program and multiple Federal Transit Administration (FTA) funding programs authorized by the FAST Act. These funding programs, which are augmented by local match, provide the funding for 78 rural general public transit service providers, 64 transit providers that service elderly persons and persons with disabilities throughout the state, and six urban transit properties. Without these programs, many citizens would have no access to public transportation.

The FTA 49 U.S.C. 5311 program provides capital, planning, and operating assistance to states to support rural and small urban (under 50,000 population) transportation projects that serve the general public. For Federal Fiscal Year 2019, the 5311 program for the state of Kansas was funded in the amount of \$11,886,969.

The FTA 49 U.S.C. 5310 program is intended to enhance mobility A-7for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Urbanized areas and nonurban areas with populations under 200,000 are eligible for 5310 funds. For Federal Fiscal Year 2019, the 5310 program for the state of Kansas was funded in the amount of \$2,280,602

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**Medical transit trips have increased 12%
over the past two years,
totaling more than 236,000 trips in 2019.**



Public Transportation funding in Kansas
From KDOT 2020 Annual Report
Continued from page 3

FTA 49 U.S.C. 5304 provides funding to support cooperative, continuous and comprehensive planning for making transportation investment decisions statewide and in nonmetropolitan areas. For Federal Fiscal Year 2019, the state of Kansas was funded in the amount of \$146,663.

FTA 49 U.S.C. 5339 provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For Federal Fiscal Year 2019, the state of Kansas was funded in the amount of \$4,149,993.

Funding for the state program is available from the Coordinated Public Transportation Assistance Fund. The State Highway Fund provides \$11 million annually for needed transportation services in areas of the state lacking public transit services and to expand, improve and enhance existing services.



Public transportation is an economic investment. For every \$1 invested in rural public transportation, approximately \$3-\$4 in economic returns is generated.

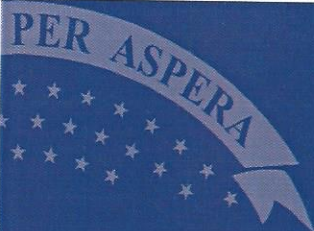


Public transportation is key to an economically viable rural community. Good transit coverage provides more people with access to jobs, education, health services and shopping—all of which improves the local economy.



Public transit grows earnings. In a study that looked at 268 rural commuting zones that included counties with and without transit service, rural counties with transit service were found to have 11 percent greater net earnings growth over counties without transit. Net earnings reflect both changes in wages and changes in number of jobs.

Source: TCRP Report 34 (5).



Joint Legislative Transportation
 Vision Task Force

Joint Legislative Transportation Vision Task Force: Funding & Needs

The following Task Force recommendations address funding issues and transportation needs:

\$20 million in additional funding for transit, aviation, rail and bicycle/pedestrian paths. Investments in modes are vital for delivering a quality transportation system. More funding is needed in these areas to meet growing demands for services.



Kansas
Public Transit
 ASSOCIATION

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Transit Vehicle Manufacturers - Kansas

The following companies provide jobs in Kansas

Diamond Coach, Oswego
 El Dorado National, Salina
 Collins Industries, Hutchinson