United Community Transit Coalition Meeting Notice

Thursday, May 18, 2023, @ 2:00 pm

In-Person	Virtual
271 W. 3rd St Room 203 Wichita, KS 67202	*After registering you will receive an email with how to access the Zoom Meeting.* **HERE**

Tentative Meeting Agenda	Time
I. **Welcome** – Crystal Noles, UCTC Chair	5 min
II. **February 16, 2023, Meeting Summary**	2 min
III. **Agenda Items**	

A.   Homework from the February meeting – Kristen McDaniel, Haysville Hustle
        i.   Profile of key decision-makers in your community
           i.   How do they make decisions?
           ii.   What motivations factor into their decision-making process?
	10 min

B.   Group Activity – Jessica Warren, Mobility Manager
        i.   What components/elements should be included in the toolkit?
        ii.   What needs to be included for each of the focus areas (education, data, and replication)?
        iii.   What tools would be most helpful?
	30 min

C.   Coordinated Public Transit - Human Service Transportation Plan Progress Update – Ashley Bryers, WAMPO
        i.   Community Profile
        ii.   Inventory of Services and Providers
        iii.   5310 Scoring Rubric feedback
        iv.   Community Survey feedback
	20 min

D. Next Steps – Jessica Warren, Mobility Manager i. What is your vision for transit in the region? How will the toolkit help to achieve that vision? Come prepared to discuss.	5 min
IV. **Open Discussion** - UCTC Logo	15 min
V. **Adjournment** – Crystal Noles, UCTC Chair	
A. Next Meeting Date: Thursday, August 17 at 2:00 pm	

Meeting Summary

United Community Transit Coalition

Thursday, February 16, 2023, @ 2:00 PM

In-Person meeting

Meeting Duration: *90 minutes*

Attendance		
Crystal Noles, *Butler County (Chair)*	Jenny Foster-Farquhar, *Derby*	Kristen McDaniel, *Haysville*
Raven Alexander, *Wichita Transit*	Dora Gallo, *WAMPO*	Kaylie Mistretta, *Mulvane*
Ashley Bryers, *WAMPO*	Alicia Hunter, *WAMPO*	Mike Spadafore, *Jayhawk Area*
Justin Constantino, *Andover*	Karen Kaufman, *Harvey County*	*Agency on Aging*
Nick Flanders, *WAMPO*	Lona Kelly, *Harvey County*	Emily Thon, *WAMPO*

1. Welcome

A. Who, Agency, Why Transit

Ashley Bryers, WAMPO, opened the meeting and welcomed all everyone to the UCTC meeting at 9:30 AM. UCTC members introduced themselves, the agencies they work for, and why they personally/ professionally support transit.

Ms. Bryers went over the background of how the coalition was formed. The goal of this coalition is to answer the question of how to make transit more accessible to all in the region.

2. Goals, Motivation, & Team Operating Agreement

A. Focusing Statement and Sign the Goals and Motivation Statement

Ms. Bryers led the Coalition Members in reviewing the coalition goals and identifying their own motivations for participating. These statements will be read at each meeting to review and set the intentions for the meeting.

B. Signing of the Team Operating Agreement

Ms. Bryers also led the coalition members in signing a team operating agreement stating that they are committed to being an active participant in the UCTC and to the goal of regional collaboration.

3. Coalition Roles & Duties

A. Full Coalition and Steering Committee

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Ms. Bryers announced that within the UCTC, there are two identified positions: Coalition Member and Steering Committee Member. Each member agreed to take on the roles of their identified position.

4. **Tasks**
   A. **Request for UCTC Logo design**
   Ms. Bryers announced that a logo design contest will be advertised for the creation of a UCTC logo. The coalition discussed potential logo contestants could be local college students, transit riders, and/or high schoolers.

   The coalition stated that a poster for the design request would need to be pushed to the public as soon as possible. WAMPO staff will create the poster advertising the UCTC logo design contest.

   The discussion included that prizes for the logo contest winner could include a gift card, free transit rides, etc. These will be discussed with Jessica Warren, Mobility Manager, at a later date.
   B. **Presentation of Future Tasks**
   Ms. Bryers asked the coalition members - to create a profile of key decision-makers in their community. To include any information they have on how each person makes decisions - what motivations factor into their decision making process? - before the May 18th meeting.
   C. **Presentation of Ridership numbers from each transit agency**
   Alicia Hunter presented the numbers from each Transit Agency.

5. **Small group activity**
   A. **Discussion: What do you need to fully tell the story, beyond the numbers?**
   Lona Kelly, Harvey County, lead the UCTC members in a discussion that they are experts in their own communities, to gather in small groups to discuss how to best tell the story of transit in their community to answer how we as a group best access that information in order to tell a story that is rich, informative, and motivating?

1. What do you need to fully tell the story of the impact of transit on your community beyond the numbers?

Personal Stories	Family Impact	Letters of Support from riders	Videos
Time to do it	Internet/Soc Media	Newspapers	Events/Editorials
Economic Impact	Small Businesses	Funding Sources	Strong Partners/ Collaborations
In-person Education	Phys/Mental State Support	Population	Willing Participants
Local Comm Resources	Visual	Personal Story	Specific Locations

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Demographic of Riders	Different Life Stages	$1 for $4 back when spent on transit	Letters of Support
Videos	Visual to Accompany Numbers	Personal	Specific Location
Breakdown of life stages – Seniors down to kids			

2. What have you used before? What worked and what didn't? If you had unlimited resources, what would be your dream method to tell that story of transits impact?

Yes. Didn't = Newsletters not always	Video/Visuals	Wrap the Bus	Commercials
CCTV in medical Ctrs.	Radio Spots	Social Media has worked	Website for Children/caretakers sake
Social Media to reach all ages			

3. How should you go about gathering this information?

Word of Mouth	Facebook	Public Access	Utility Bills
Postcards/Mailings	Going to the most popular locations	Utility bills	Mayors interviewed for project
Community Service	Gathering Data		

4. What storytellers would you use?

Someone Utilizing for Employment	Financial Impact	Stigma of service is only for elderly and disabled

Coalition members discussed ideas of using the outside of vehicle as advertising places (bus stops, signposts, community boards, etc.) to showcase that their transit services, including the demand-response services, are not just for getting to medical appointments, but also for grocery shopping, beauty appointments, getting to leisure activities, etc. Another idea was to have brochures and easy-to-read information provided to those who could use transit services.

B. **Kansas Rural Transit: Connecting Everyone to Everywhere Video**

To watch the video that was shown during the meeting please go to: https://youtu.be/a-KWR6W-CDE .

6. **Adjournment**

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Crystal Noles adjourned the meeting at 3:30 PM.

The next meeting will be on May 18th, at 2:00 PM

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Executive Summary

Last updated in 2018, the Coordinated Human Service Transportation Plan is a tool for the community in coordinating the human service transportation programs for older adults, people with disabilities, and low-income households within the WAMPO region.

Background

Human service transportation includes a broad range of transportation service options designed to meet the needs of transportation disadvantaged populations including older adults, disabled persons and/or those with lower income. Most people, regardless of age, disability or income level have different transportation needs and may require a specific set of services depending on their abilities, environment, and the options available in their community. The Coordinated Human Service Transportation Plan is a tool for the community in coordinating human service transportation programs for older adults, people with disabilities, and low-income households within the WAMPO region.

Next Steps

- Incorporate changes to Scoring Rubric and Community Survey based on feedback.
- Launch and promote community survey.
- Identify gaps in service delivery.

Attachment

» Community Profile
» Inventory of Services and Providers
» 5310 Scoring Rubric
» Community Survey

COMMUNITY PROFILE

The Coordinated Human Service Transportation Plan will focus on the transportation options available to frequently underserved populations, which include the three population characteristics of age (over 64), disability status, and household income. The geographic area of focus will be South-Central Coordinated Transit District #9 (CTD), especially the WAMPO Region.
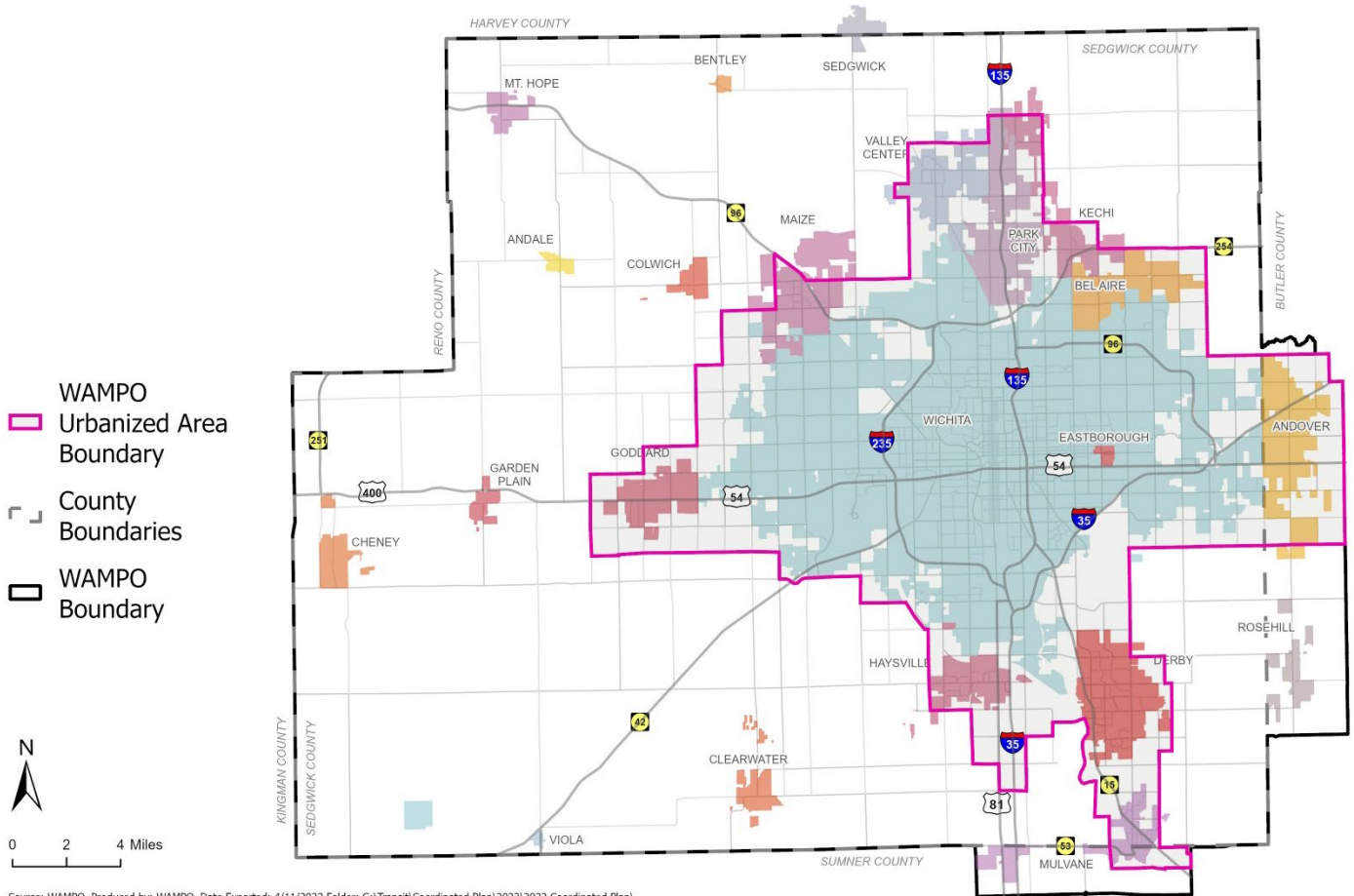
Coordinated Transit District (CTD) Boards are Kansas decision-making bodies focused on specialized transportation service coordination across the state. The CTD #9 boundary includes the following counties:

- Butler
- Cowley
- Harper
- Harvey
- Kingman
- Sedgwick
- Sumner
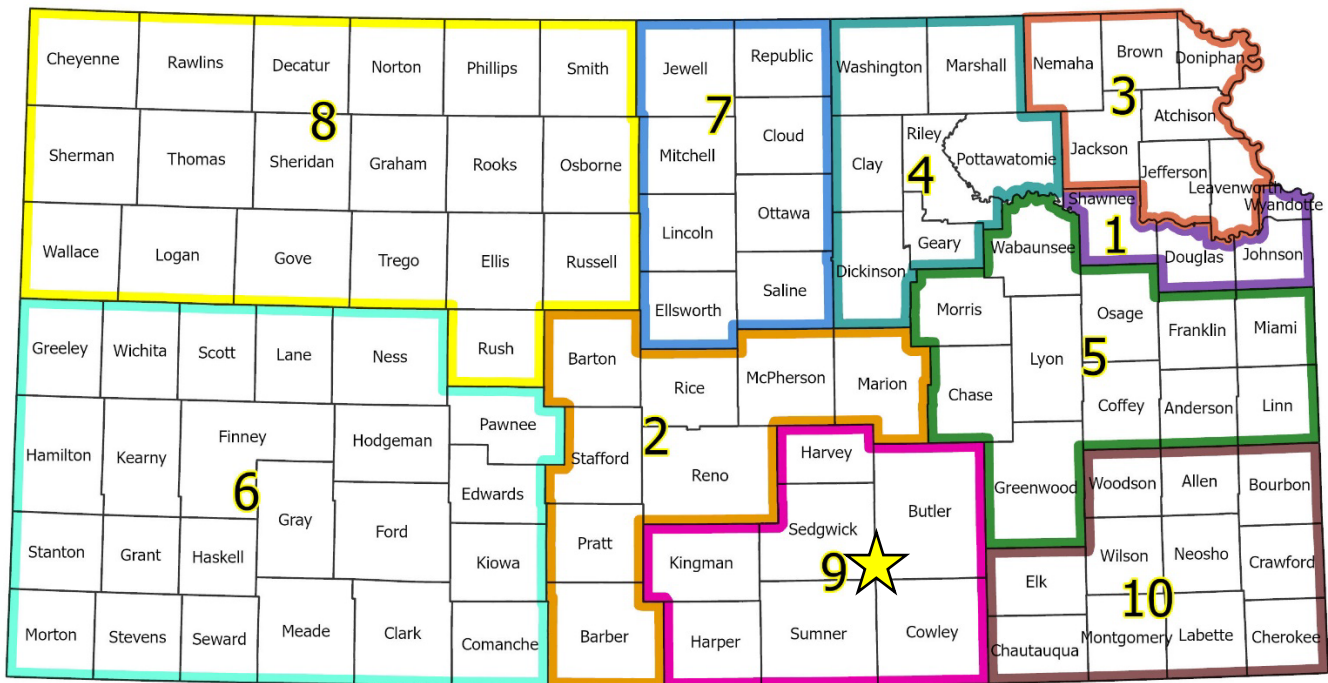
WAMPO Area Planning Boundary

WAMPO's planning area includes 22 cities and all or part of three counties in south central Kansas. Based on data from the U.S. Census Bureau, 2020 (Decennial Census) the WAMPO planning area has a total population of 547,230. The region includes the jurisdictions highlighted in the below WAMPO area planning boundary map:

Source: WAMPO. Produced by: WAMPO. Date Exported: 4/11/2023 Folder: G:\Transit\Coordinated Plan\2023\2023 Coordinated Plan\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Urbanized Area Population

With 79% percent of the total CTD #9 population living in the WAMPO Planning Area, this plan will drill down into the transportation needs and wants of the three overlapping and interconnected target populations. These populations include older adults over the age of 64, people with disabilities including physical, intellectual and developmental, and households with low income as defined by the US Census. The following tables and information will highlight the population by geographic area and characteristic.

Total Population by Geographic Area

Geographic Area	2010	2020	% Change
United States	308,745,538	331,449,281	7.4%
Kansas	2,853,118	2,937,880	3.0%
CTD 9 Counties	673,264	695,114	3.2%
WAMPO Region	**518,976**	**547,230**	**5.4%**

Source: 2010 & 2020 US Census Bureau Decennial Census (Table P1)

Demographic Characteristics by Geographic Area

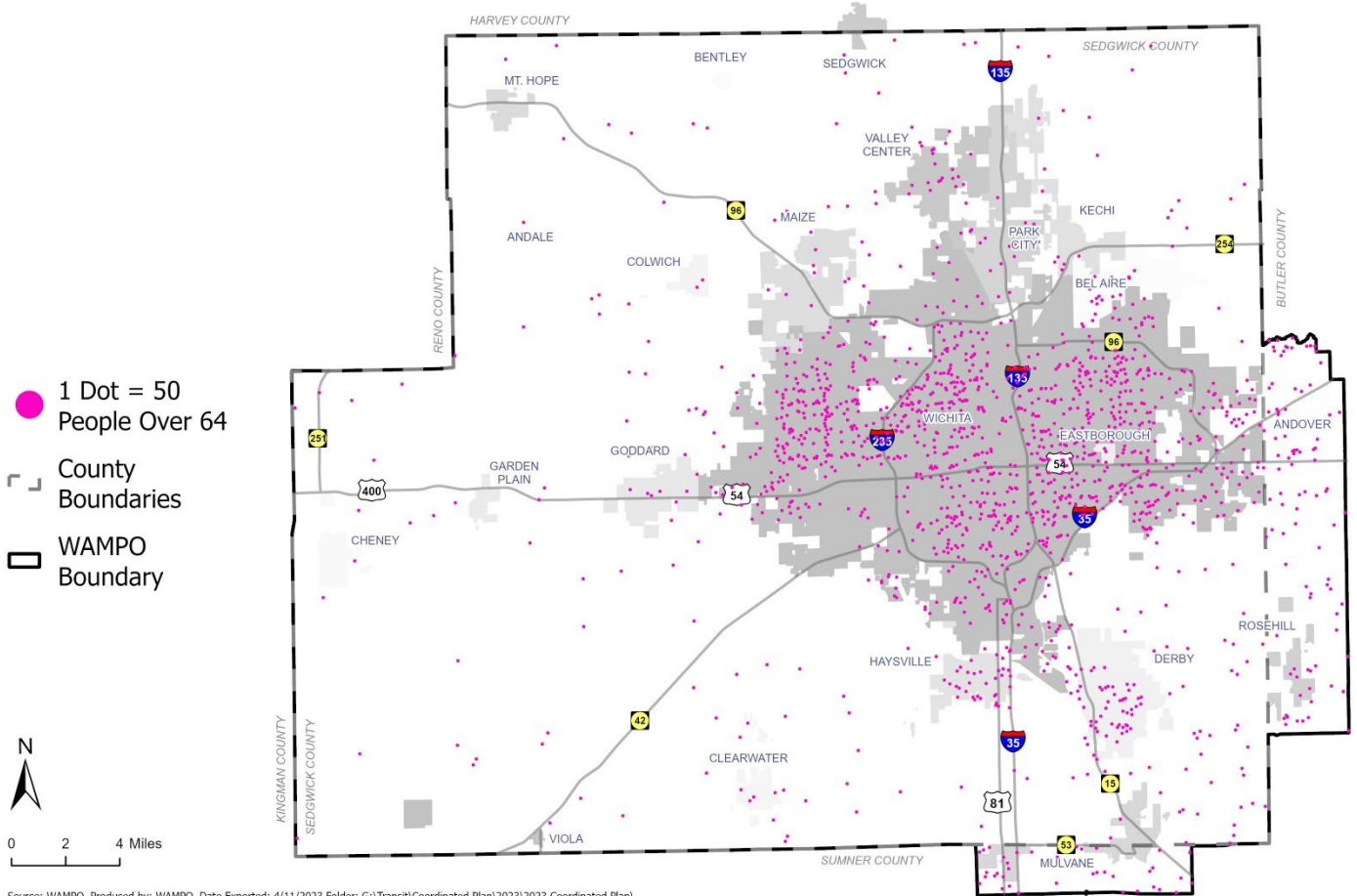| Geographic Area	Over age 64	Low Income	Disability	No Vehicle Available
United States	16.0%	12.6%	12.6%	8.3%
Kansas	15.8%	11.5%	13.2%	5.1%
CTD #9 Counties	15.3%	12.6%	14.7%	5.7%
WAMPO Region	**14.8%**	**12.7%**	**14.5 %**	**5.9%**

2021 American Community Survey 5–year estimates (B08201, S0101, S1701, S1810)

This document will seek to clarify some of this through a targeted engagement process with the public and community partners. Each of the following community profiles will summarize and identify the target populations and the growing trends that will ultimately influence or impact transportation decision making in the region and beyond.

AGE

Older Adults over the age of 64 are estimated to represent 16% of the US population and 14.8% of the WAMPO region. The following map illustrates the number of older adults per census tract.

Older Adults by Geographic Area

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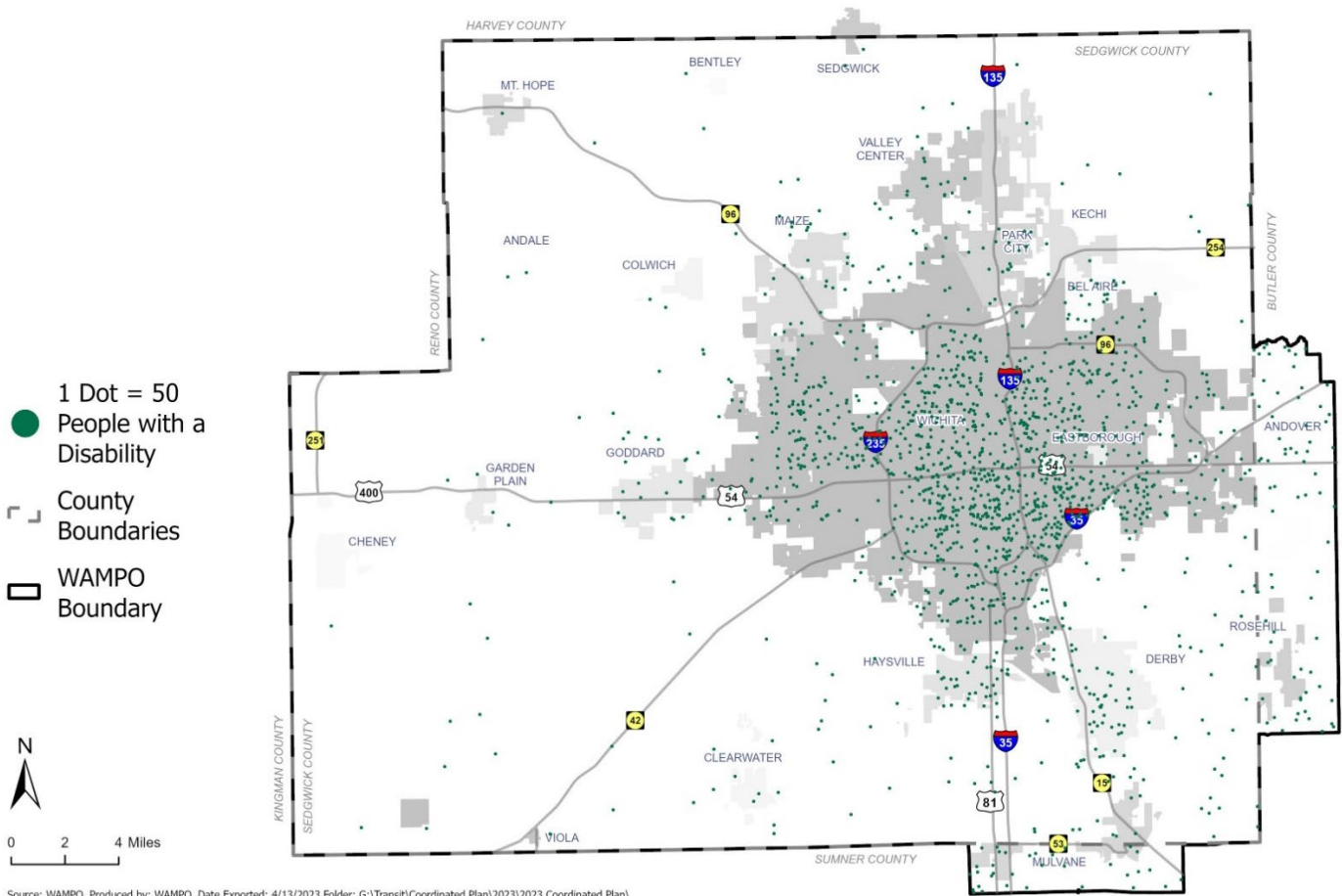
<u>Disability</u>

People with disabilities comprise an estimated 12.6% of the US population and 14.5% of the WAMPO region population. Disability data from the American Community Survey (ACS) asks respondents about six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. Respondents who report anyone of the six disability types are considered to have a disability.

Visit https://www.census.gov/topics/health/disability/guidance/data-collection-acs.html for additional detail on the Census definition of disability.

People with Disabilities by Geographic Area

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The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Although the Census does not account for the mobility requirements of a disabled individual (i.e. driving, transit, etc.) having a disability is still an indicator of specialized transportation needs.

People with Low Income

People with low incomes comprise an estimated 12.6% of the US population and 12.7% of the WAMPO region population. Poverty in Kansas is defined by the use of guidelines and thresholds. Guidelines are used for the determination of financial eligibility for programs and thresholds are used for calculating poverty population statistics. The commonly used guideline includes thresholds set by the US Census Bureau. The following link shows how they are defined by the Census:

- Census Poverty Measure:
  https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html

## People with Low Income by Geographic Area
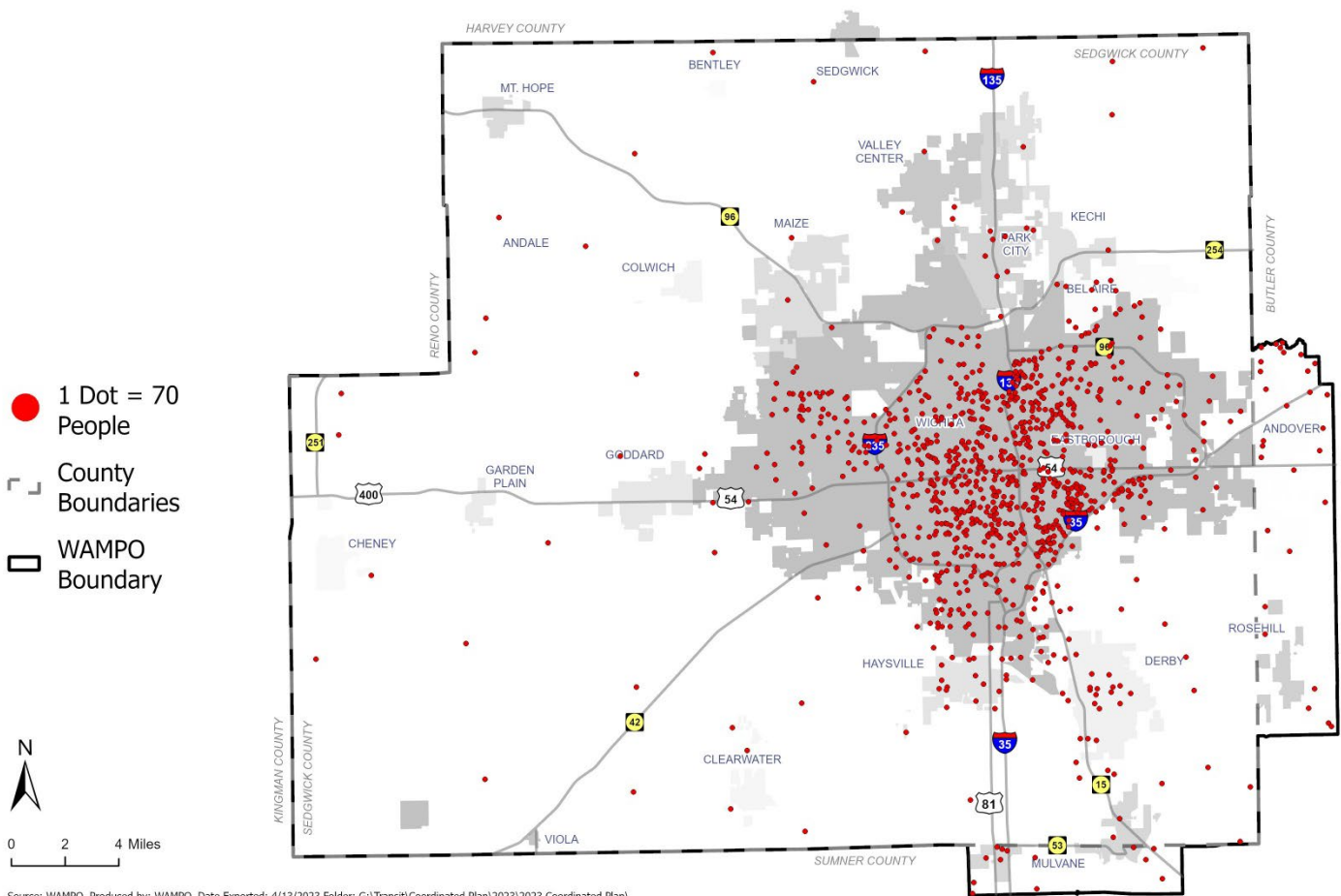
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The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Vehicle Availability

People with no vehicle availability comprise an estimated 8.3% of the US population and 5.9% of the WAMPO region population.

People with No Vehicle Availability by Geographic Area
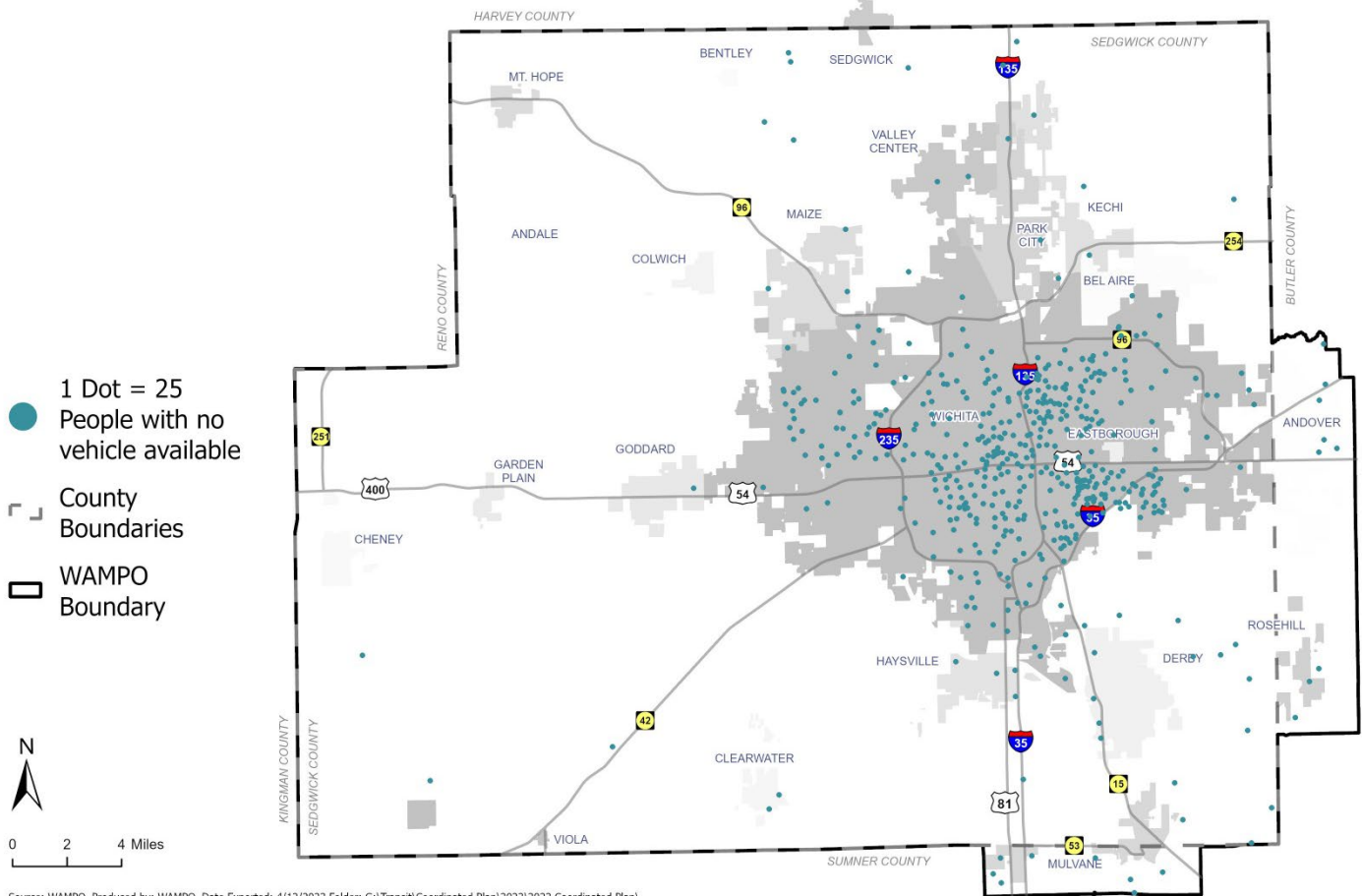
Target Population Overlap

It is clear that there is some inherent overlap among the target populations based on age, disability, and income. While vehicle availability was also presented as a population characteristic, it is important to note that it does not constitute a distinct target population. The following are just a few statistics and trends that illustrate this overlap of population characteristics:

- Low Income & Disability: In 2021 the poverty rate of people with disabilities in Kansas was 20.3%.
- Older Adults & Disability: Rates of disability increase with age. In Kansas in 2021, less than 1.0% of people with a disability was under the age of 5 years old and for people ages 65 and older, they accounted for 39.8%.
- Employment & Disability: In 2021 according to the American Community Survey 30.6% of the population in Kansas is employed.

Inventory of Services & Providers

Organization	Type of	Main Funding Source	Demographic Served	Location of Provider	Status
Derby Dash Public Transportation	Public	FTA Section 5307	General Public	Urbanized	Verified
Haysville Hustle (City of Haysville—Senior Center)	Public	City of Haysville & 5310 Grant	General Public	City of Haysville	Verified
Park City Senior Center	Public	City of Park City	65+	City of Park City	Verified
Sedgwick County Department on Aging	Public	FTA Sections 5311 & 5310 and Sedgwick County Mill Levy Funding	General Public	Urbanized & Non-Urbanized WAMPO	Verified
Arrowhead West, Inc.	Non-Profit	FTA Section 5310	People with Disabilities	Urbanized & Non-Urbanized WAMPO	Verified
Kansas Elks Training Center for the Handicapped (KETCH)	Non-Profit	FTA Section 5310	People with Disabilities	Urbanized	Verified
Starkey, Inc.	Non-Profit	FTA Section 5310	People with Disabilities	Urbanized	Verified
Trust Transportation, LLC	For-Profit	No Data	General Public	Sedgwick, Butler and Harvey County	Verified
TransPro Services	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	Sedgwick, Harvey, Butler, Reno, Sumner, Kingman	Verified
Butler County Transit Program (Butler County Department of Aging)	Public	FTA Section 5307 & 5311	General Public (accessible vehicles)	Urbanized	Pending Verification
Cowley County Council on Aging	Public	No Data	No Data	No Data	Pending Verification
Mulvane Senior Center	Public	No Data	No Data	No Data	Pending Verification
Sedgwick County Transit	Public	No Data	No Data	No Data	Pending Verification
Wichita Transit	Public	FTA Sections 5307 & 5310	General Public	Urbanized	Pending Verification
AbilityPoint (Arc of Sedgwick County)	Non-Profit	No Data	No Data	No Data	Pending Verification
Catholic Charities	Non-Profit	No Data	No Data	No Data	Pending Verification
Timber Lines	Non-Profit	FTA Section 5310	Older Adults & People with Disabilities	Urbanized	Pending Verification
Envision	Non-Profit	No Data	No Data	No Data	Pending Verification
Episcopal Social Services (Breakthrough Club)	Non-Profit	No Data	No Data	No Data	Pending Verification
Heartspring	Non-Profit	FTA Section 5310 (urbanized)	People with Disabilities	Urbanized	Pending Verification
Independent Living Resource Center	Non-Profit	No Data	No Data	No Data	Pending Verification
Project Independence	Non-Profit	No Data	No Data	No Data	Pending Verification
ABC Taxi Cab	For-Profit	Private Funding	General Public (Ambulatory only)	Wichita	Pending Verification
Air Capital Transportation	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	Sedgwick, Harvey, Butler, Reno, Sumner, Kingman	Pending Verification
Always There Senior Care	For-Profit	Private Funding	Older Adults & People with Disabilities Companion (Escorted) Services	Wichita	Pending Verification
Anytime, Anywhere	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	State of Kansas	Pending Verification
Best Cab	For-Profit	Private Funding	General Public Ramp Available (Van)	Wichita	Pending Verification
Clearwater Emer Med Svc	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Clearwater	Pending Verification
Common Courtesy	For-Profit	Private Funding	General Public (Ambulatory only)	Wichita	Pending Verification
EagleMed/Med Trans Corp	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Wichita	Pending Verification
Edisa Transportation	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	KS, OK, MO, NE, CO & TX	Pending Verification
Express Medic Transport	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	State of Kansas	Pending Verification
Home Instead Senior Care	For-Profit	Private Funding	Older Adults & People with Disabilities Companion (Escorted) Services	Wichita	Pending Verification
LifeWATCH Air/Ground (redirects to Wesley Hospital)	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Wichita	Pending Verification
Medco Ambulance Svc	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Wichita	Pending Verification
Medwise Services	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	Sedgwick, Harvey, Butler, Reno, Sumner, Kingman	Pending Verification
Mt.Hope Comm. Amb. Svc	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Mt Hope	Pending Verification
Right At Home	For-Profit	Private Funding	Right at Home Clients Older Adults & People with Disabilities Companion (Escorted) Services	Wichita	Pending Verification
Via Christi Critical Care	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Wichita	Pending Verification
Wisdom Travels	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	State of Kansas	Pending Verification

5310 Scoring Rubric

The following information expands the detail associated with the updated scoring criteria for the *Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310* FTA grant program for the urbanized area. For more information on Section 5310 program funding visit: www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

The 5310 Scoring Rubric content below will be used as the primary decision-making tool for all proposed urbanized area 5310 projects.

Please use the below criteria to "score" the project proposal. The project sponsor has a maximum of **100 points** available among the below listed criteria. Each of the below listed criteria has an associated "max points possible" listed in parentheses. Score each area between zero and the max available points, with zero being the criteria that was <u>not</u> addressed or satisfactory.

CRITERIA	SCORE
1. Demonstration of Need (up to 10 pts)	
2. Addresses Accessibility and/or Collaboration Goals (up to 50 pts)	
3. Meets Specific Needs (older adults/disabilities) (up to 30 pts)	
4. Coordinated Transit District #9 Member Status (up to 10 pts)	
TOTAL	

The following table highlights how the updated scoring criteria connects to the updated strategies:

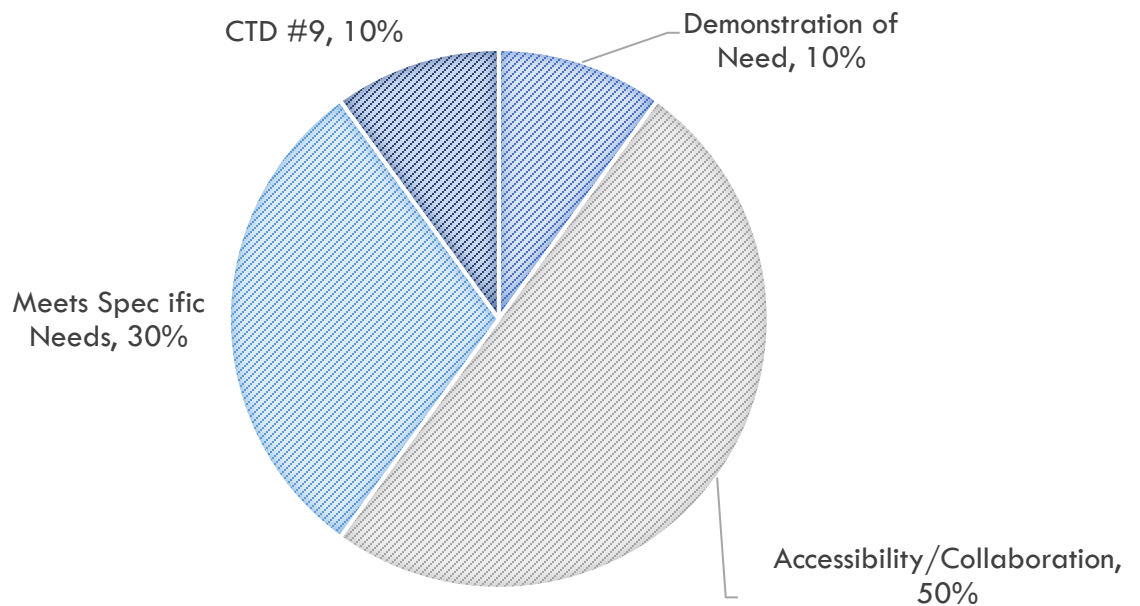| Criteria	Strategy Connection
Demonstration of Need	General Criteria
Accessibility & Collaboration	*Accessibility Connection:* Removing barriers that make transportation prohibitive for older adults and people with disabilities.
	Collaboration Connection: Transportation Collaboration & Mobility Management
Meeting the Specific Needs	*Collaboration Connection:* Removing Barriers, Transportation Collaboration & Mobility Management
Coordinated Transit District #9	General Criteria

The following tables define each of the updated 5310 scoring criteria:

Criteria	Criteria Summary
Demonstration of Need	Project proposals should include a clear and concise description of need. This should include a description of the estimated number of people to be served distributed by target population (older adults, people with disabilities, general population etc.). The identification of need should summarize the gaps between current conditions and desired conditions or "wants."
Accessibility	Projects that minimize barriers to transportation for older adults and people with disabilities. This could include: ▪ Projects or services designed and carried out to meet the specific transportation needs of older adults and/or people with disabilities. ▪ Projects that meet the needs of older adults and/or people with disabilities when other services are unavailable, insufficient, or inappropriate. ▪ The exploration or the provision of transportation service(s) where service gaps are present. ▪ Solutions that address transportation needs outside of "normal" operational hours, days, times, and/or locations.

Criteria	Criteria Summary

Collaboration	Projects that involve the collaboration/coordination with agencies, jurisdictions, and/or businesses to support the transportation needs of older adults and people with disabilities. This could include:
	
	■ Exploring or implementing cost-effective methods for collaboration to ensure the needed transportation options are provided.
	■ Transportation providers coordinating rides to popular destinations (and stops along the way) in order to maximize efficiency and rider options.
	■ Partnerships with nursing homes, assisted living centers, and/or other senior/disability care agencies.
	■ Collaboration designed to overcome the potential disconnects for individuals needing transportation to suburban jobs and services.
	■ Projects that study the feasibility of urbanized area transfer points and/or locations and cost-effective options for riders and agencies involved.
	■ Projects that explore the feasibility of regional express bus/commuter service to employment centers.
	■ Mobility Management Projects
	  - Service Development (vehicles, movement of people) to understand the Family of Services, coordinate resources, Link systems to people, and to develop new creative options.
	  - System Management to plan and manage demand. Considerations could include land use, transit oriented development, livable communities, green, HOV, regulatory barriers, telecommuting etc.
	  - Transportation educational programs that educate the public on public transportation and associated benefits.

Criteria	Criteria Summary
Meeting Specific Needs	The project/service meets the specific transportation needs of older adults/people with disabilities. Projects could increase the ability of older adults and/or people with disabilities to meet the following needs: • Banking and Shopping/Retail • Church attendance • Employment • Entertainment & Civic Activities • Medical & Therapy Appointments • Visiting Family • Other Routine or Specialized Needs
Coordinated Transit District Participation	Scoring is based on the organization's status as a Coordinated Transit District #9 (CTD) member and participation at regular meetings.

POINTS DISTRIBUTION

CTD #9, 10%

Demonstration of Need, 10%

Meets Spec ific Needs, 30%

Accessibility/Collaboration, 50%

Coordinated Human Service Transportation Plan Survey

WAMPO is currently in the process of updating its Human Services Transportation Plan. This plan focuses on the transportation needs of older adults, people with disabilities, and low-income households. Please take a few moments to tell us if you agree or disagree with the current goals and strategies of this plan. At the end of this short, anonymous survey, there will also be an opportunity for you to share any additional information that you feel is relevant to the conversation.

To review the current plan please visit: https://www.wampo.org/public-transit.

Goals

How important is it for our community to actively look for creative and new ways to pay for transportation services?

- ○ Very Important
- ○ Kind of Important
- ○ Not Important

How important is increasing the awareness of transportation needs and services in the community?

- ○ Very Important
- ○ Kind of Important
- ○ Not Important

How important is it for organizations providing transportation services to communicate and work together to meet the needs of the community?

- ○ Very Important
- ○ Kind of Important
- ○ Not Important

Now that you have shared your opinion on the 3 main goal areas of the WAMPO Coordinated Human Service Transportation Plan. Please share with us any other information you feel would be important related to public transportation for older adults, people with disabilities, and people with a low household income.

Strategies

In addition to the three goals, the current plan also itemizes strategies designed to meet each goal. For the 2018 plan update, we have chosen to categorize these strategies into three overarching target areas (Awareness, Coordination, and Feasibility).

Please take a moment to evaluate each strategic target area. Additional space will be provided at the end of this survey to share additional comments.

AWARENESS

The following strategies have been identified in the "Awareness" strategic target area:

- Promotion of transit ridership by evaluating/modifying routes and removing barriers.
- Expanding awareness of volunteer driver programs.
- Implementation of educational programs designed to highlight the benefits of riding transit.
- Promotion and identification of alternative, user-friendly payment methods (technology).

The strategies associated with "Awareness" are:

○ Relevant

○ Somewhat Relevant

○ No Longer Relevant

COORDINATION

The following strategies have been identified in the "Coordination" strategic target area:

- Manage and deliver coordinated transportation services (mobility management)
- Enhance efficiencies by coordinating rides with other agencies.
- Establish partnerships with nursing homes, assisted living centers, etc.
- Coordinate to provide rides to/from unincorporated and urbanized areas.

The strategies associated with "Coordination" are

○ Relevant

○ Somewhat Relevant

○ No Longer Relevant

FEASIBILITY

The following strategies have been identified in the "Feasibility" strategic target area:

- Explore part-time paratransit/transit service where service gaps are present.
- Study the feasibility of promotional opportunities that promote transit riding culture.
- Encourage mobility management practices when feasible.
- Study the feasibility of county/municipal transfer points/locations.
- Explore the feasibility of regional express bus service to employment centers

The strategies associated with "Feasibility" are

○ Relevant

○ Somewhat Relevant

○ No Longer Relevant

Please share with us any other information you feel would be important related to public transportation strategies for older adults, people with disabilities, and people with a low household income: