

Approved August 4, 1989
Date

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~am~~/p.m. on February 16, 1989 in room 519-S of the Capitol.

All members were present ~~except~~

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Representative Jo Ann Pottorf
Representative Carol Sader
Ms. Yo Bestgen, Kansas Association of Rehabilitation Facilities
Ms. Frances Jarchow, Johnson County Transportation Council
Ms. Susan Hafner, Johnson County
Mr. R. L. Ruddell, Kansas Public Transit Association
Ms. Jane Nichols, Independence, Inc., Lawrence, Kansas
Ms. Janette Hanzlick, Kansas Public Transit Association
Mr. John Friend, Wichita Paratransit Council
Mr. Floyd Pope, Wichita, Kansas
Ms. Carol Renzulli, Lawrence, Kansas LCCD
Ms. Reba Litman, Leavenworth, Kansas
Mr. Mike Oxford, Kansas Department of Human Resources
Ms. Ann Nees, Overland Park, Kansas
Mr. Linton Bartlett, City of Kansas City
Mr. Ray Petty, Topeka Resource Center for the Handicapped
Ms. Deb Miller, Kansas Department of Transportation

The meeting was called to order by Chairman Crowell and the order of business for the day was a hearing on HB-2099, enacting the Kansas Elderly and Handicapped Coordinated Public Transportation Assistance Act.

Representative Jo Ann Pottorf, co-sponsor of HB-2099, briefed the Committee on the contents of the bill. (See Attachment 1)

Representative Carol Sader, co-sponsor of HB-2099, testified in favor of HB-2099. (See Attachment 2)

Ms. Yo Bestgen, Kansas Association of Rehabilitation Facilities, testified in support of HB-2099. (See Attachment 3)

Ms. Frances Jarchow, Johnson County Transportation Council, testified in support of HB-2099. (See Attachment 4)

Ms. Susan Hafner, Transportation Administrator, Johnson County, Kansas, spoke in favor of HB-2099. (See Attachment 5)

Mr. R. L. Ruddell, Kansas Public Transit Association, testified in support of HB-2099. (See Attachment 6)

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519S, Statehouse, at 1:30 ~~am~~/p.m. on February 16, 19 89

Ms. Jane Nichols, Independence, Inc., Lawrence, Kansas, testified in support of HB-2099. (See Attachment 7)

Ms. Janette Hanzlick, Kansas Public Transit Association, spoke in support of HB-2099. (See Attachment 8)

Mr. John Friend, Wichita Paratransit Council, testified in support of HB-2099. (See Attachment 9)

Mr. Floyd Pope, member of the Silver Haired Legislature, Wichita, Kansas, spoke in support of HB-2099. (See Attachment 10)

Ms. Carol Renzulli, Lawrence Coalition for Citizens with Disabilities, testified in favor of HB-2099. (See Attachment 11)

Ms. Reba Litman, Leavenworth County delegate to the Silver Haired Legislature, testified in support of HB-2099. (See Attachment 12)

Mr. Mike Oxford, Kansas Department of Human Resources, spoke in support of HB-2099. (See Attachment 13)

Ms. Ann Nees, Overland Park, Kansas, testified in favor of HB-2099. (See Attachment 14)

Mr. Linton Bartlett, City of Kansas City, testified in support of HB-2099. (See Attachment 15)

Mr. Ray Petty, Topeka Resource Center for the Handicapped, spoke in support of HB-2099. (See Attachment 16)

Ms. Deb Miller, Kansas Department of Transportation, testified in support of HB-2099. (See Attachment 17)

The hearing on HB-2099 was concluded.

Attention was turned to HB-2053 requiring certain persons to wear life saving devices, and Representative Empson discussed provisions of the bill. (See Attachment 18)

A motion was made by Representative Blumenthal that HB-2053 be amended in Line 29 to read "Secretary". The motion was seconded by Representative Everhart. Motion carried.

A motion was made by Representative Dillon that HB-2053 be amended to require type I or II personal flotation devices. The motion was seconded by Representative Blumenthal. Motion carried.

Further Committee discussion was held concerning the amount of the fine in HB-2053. Chairman Crowell suggested waiting for additional information before taking further action on HB-2053.

The meeting was adjourned at 3:30 p.m.


Rex Crowell, Chairman

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NAME	ADDRESS	COMPANY/ORGANIZATION
<i>Clair M. Sloan</i>	<i>8919 Cottonwood ^{Tenney} ^{Ks}</i>	<i>Silver H. Legislators</i>
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Edwin Winter	Rt Hillbarn ^{Marion Co.}	SHL
CLARENCE KRAMER	Docking BLDG	KDDA
Mary Ann Duesken	Lulu, Ks	
Ruth Hoelk	Goessel, Ks.	
Vivian Coth	Goessel, Ks.	A.A.P.E. Inc. Sec. Ctr.
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Alice E Bean	Rt. Box 35 ^{Uniontown}	SEK-CAP
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Marge Zakoura-Vaughan	1033 Eastern ^{Wichita} ^{Ks} ⁶⁷²⁰⁷	Alvin Senior Ctr. Inc.
Gerry Ray	Olathe	Johnson Co Comm.
Orville Schumberg	Mapleton / Ion	
Geraldine Moran	Blaine, Mo.	
Anna Mae Shaffer	Route 4 ^{Marionville}	NEK AAA

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Jim Van Sickle	Topoka	KDOT
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Chub Wood	Topoka	Retired
John Blumel	O.P.	" "
Mildred Blumel	O.P.	" "
John Hubbard	O.P.	" "
Jeggy Hubbard	O.P.	" "
Gloria P Brown	O.P.	" "
Mohitza Ahmad	Topoka	KDOT
Janette Hayslock	Topoka	Kansas Public Transit Assn
Dick Redbell	Topoka	KPTA
THOS M. BROWNER	Oversand Park	Retired
Mark D. Elmore	Lenexa Ks	Jo. Co. M.R. Center
Ye Bestgen	Topoka	KARF
Egl Henry	Waterville	KARF-8
Ceba Caldwell Litman	Levensworth	Lin County Council ^{origin}
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Tom Kohnetscher	Wellington Ks	KARF
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Mike Oxford	TOPEKA	KALEID
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Frances Jarchow	9300 Roe Ave P.V. Ks	Jo Co Transportation Council
Frank Krone	Olathe, Ks.	Jo. Co. Human Resources Agency Dept
Anne Nees	Overland Park KS	city
Tom Whitaker	Topeka	Ks Motor Carriers Assn
Mary E. Turkington	Topeka	Kans. Motor Carriers Assn
Lyle Springer	Independence	None
DL Miles	Topeka	KDOT
Joni Mizsuda	Topeka	discrator
William L. Mitchell	Hutchinson	Alliance Ins
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Virginia Bundy	Parola KS	Subv Hand Replication Supt
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Debbie Shaver	"	"
Karen Perry	"	"
David Hanson	Topeka	Ks Assoc PROF CAS INSUR.
ED DE SOIGNIE	TOPEKA	Ks CONTRACTORS ASSOC.

STATE OF KANSAS

JO ANN POTTORFF
REPRESENTATIVE, EIGHTY-THIRD DISTRICT
6321 E. 8TH STREET
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STATE CAPITOL
ROOM 181-W
TOPEKA, KANSAS 66612

Transportation Committee
Testimony on HB 2099



TOPEKA

HOUSE OF
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COMMITTEE ASSIGNMENTS
MEMBER: APPROPRIATIONS
EDUCATION
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AGAINST THE STATE
NCSL ASSEMBLY ON THE LEGISLATURE
TASK FORCE ON EDUCATION
EDUCATION CONSOLIDATION AND
IMPROVEMENT ACT (ECIA) ADVISORY
COMMITTEE

February 16, 1989

Thank you Mr. Chairman and members of the Committee. My name is Jo Ann Pottorff and I am here to testify on HB 2099, the Kansas Elderly and Handicapped Transportation Assistance Program.

One of my constituents, Floyd Pope, brought to my attention the need for the Kansas Elderly and Handicapped Transportation Act. Mr. Chairman, I am happy to sponsor HB 2099 because I believe there is a need in the State of Kansas for state support of public transportation for these two important groups of citizens, the elderly and the handicapped. Transportation service can make a big difference in the ability of these two groups of citizens to maintain independent existence outside of institutional settings.

According to the 1980 federal census nearly 302,000 adult Kansans (about 13% of the total population) were elderly or had a disability relating to their use of public transportation. The Performance Audit report shows a need in Kansas for state assistance for the public transportation of elderly and handicapped.

Improving public transportation for the elderly in rural areas could prevent them from entering nursing homes. In Kansas it costs about \$22,000 a year for each person in a nursing home. It is estimated the state could save almost \$1 million if just 45 people now in nursing homes were able to live in their own homes as a result of improving the transportation system.

Kansas is one of ten states in the country that provide no direct state financing to transportation, and Kansas is the only state in this area that has no system to provide funding. In every survey that asks about the needs of older Kansans, transportation consistently shows up as one of the biggest concerns. A survey conducted in 1987 by the Kansas Public Transit Association and the Kansas Department of Transportation found that the 118 Kansas transportation agencies provide more than

Att. 1

2.25 million rides annually to older Kansans and Kansans with disabilities. All of the current public transportation programs in Kansas are funded through federal funds and local funds. No direct state aid is used in Kansas. Forty states have passed legislation to fund public transportation, and I believe the state of Kansas should Pass and fund such assistnace in our state.

Mr. Chairman and members of the Committee, I hope that you too will agree with me that the elderly and the handicapped are two very important segments of our population, and that it is in the best interest of all Kansans to provide state assistance for public transportation of the elderly and handicapped.

STATE OF KANSAS

CAROL H. SADER
REPRESENTATIVE, TWENTY-SECOND DISTRICT
JOHNSON COUNTY
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TOPEKA

HOUSE OF
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JOINT COMMITTEE ON ECONOMIC
DEVELOPMENT

TESTIMONY ON HB 2099

House Transportation Committee
Representative Carol H. Sader
February 16, 1989

Mr. Chairman and Members of the Committee:

My name is Carol Sader. I represent the 22nd Legislative District.

I come before you today as a proponent of HB 2099, a bill which would provide needed and long-overdue state funding assistance for elderly and handicapped public transportation in Kansas with eligibility for such funds dependent upon effective and efficient utilization of resources and avoidance of duplicative and inefficient costs and services.

It has long been recognized that the elderly and handicapped in our state have serious unmet transportation needs. To address this problem, interim legislative studies have been conducted in 1979, 1981 and 1987. The 1979 Interim Study concluded that there was a need to coordinate the various overlapping transportation systems of the state and that these systems need to be accessible to the handicapped. Legislation was proposed to accomplish this. It died in Committee and nothing was done. The 1981 Interim Study again recognized the unmet transportation needs of elderly Kansans and estimated that some 56,000 senior citizens in Kansas were without transportation to perform the basic activities of daily living. The Committee proposed legislation that was enacted to expand local revenue sources but provided for no state assistance. With the problems persisting, the 1987 Study led to the introduction of two bills very similar to HB 2099 to provide state assistance to transportation systems for the elderly and handicapped. Neither bill was ever acted upon in committee and once again nothing was done.

A provision of the highway funding package proposed by the Governor during the 1987 Special Legislative Session would have authorized the Secretary of Transportation to spend an estimated \$3 million through FY 1996 from the State Highway Fund for rural and elderly and handicapped public transportation. As we all know, that proposal, too, never

saw the light of day and again nothing was done. Again, this year the proposed Highway Bill contains a similar provision for state funding for elderly and handicapped transportation. HB 2099 would permit legislative action in response to this vital need on its own merits independent of the fate of the Highway Bill.

The 1987 Interim Committee held hearings on this subject. All conferees were in strong agreement that there are significant unmet needs for transportation services for the elderly and handicapped and that some of the services that do exist may be in jeopardy due to limited resources. It was also noted that in the face of stable or declining federal resources, transit systems across the country have turned to the states for assistance and more than 40 states have responded to this need by passing legislation designed to assist public transportation. Kansas is not one of them but it could be with the passage of HB 2099.

The 1987 Special Interim Committee on Transportation recommended that the Legislative Division of Post Audit conduct a study to determine the extent of overlapping services and inefficiencies and to identify underserved areas of the state. The results of that study were reported to the House and Senate Transportation Committees during the 1988 Legislative Session but still no action was taken.

The Study's findings were that all parts of the state have unmet needs for transportation services for the elderly and handicapped; that there is overlap and inefficiency at the local level; and that action may be necessary at the state level to encourage greater coordination efforts.

I submit that HB 2099 will provide that required state action to encourage coordination efforts at the local level.

I would like to suggest one amendment to the bill to correct a drafting oversight. Sec. 3 (i) is unneeded, is unnecessarily confusing, and in the opinion of the Revisor's Office, should be deleted.

This subject has obviously been studied and studied and studied always resulting in the same compelling conclusions and no action. I suggest that the time has come for positive action for in this, as in every area concerning the needs of our older citizens, may I remind you that the future is now.

Thank you.

TO: House Transportation Committee
Rep. Rex Crowell, Chairman

FROM: Kansas Association of Rehabilitation Facilities

RE: HB 2099 -- Kansas Elderly and Handicapped Transportation
Assistance Act

DATE: Feb. 16, 1989

1.0 Position Statement

The Kansas Association of Rehabilitation Facilities serves over 5000 children and adults with mental retardation and developmental disabilities.

KARF recommends that the State of Kansas support the intent of HB 2099 which initiates state support for elderly and handicapped transportation. We do support HB 2014, which speaks to the elderly and handicapped transportation concerns, but would request more specific language on the intent of that support.

2.0 Need for Transportation

2.1 Transportation is critical to Kansas citizens with mental retardation and developmental disabilities. It is the link to self sufficiency and independence. It is the necessary component to fully benefit from community living opportunities such as employment, church and social activities, recreation, shopping and medical care.

2.2 Community facilities have a primary mission of providing residential, training and employment opportunities for those we serve. If transportation were reduced those opportunities would not be limited, but eliminated.

The typical day for a person with a disability is just like yours and mine. They start their day at home and prepare themselves for a day on the job. They get in a car or on a van and travel to their worksite, whether that be at a business or in one of our facilities. They work and then return to their home. In the evenings and on week-ends they plan recreational and leisure activities. They go to church, go bowling, they shop at the local mall and grocery store or share time with friends and family. All of these daily living activities require access through a viable means of transportation.

How would you get to work if you did not drive your personal car? Could you keep your job and be a contributing member of your community?

2.3 The availability of reliable transportation is important whether one lives in a rural or urban community. In the city there are bus systems, but frequently the schedules do not meet the needs of individuals working outside an 8 to 5 schedule. On week-ends the schedules are very limited and frequently do not run late in the day. In the rural areas there are few, if any alternate means of transportation.

3.0 Funding for Transportation

3.1 KDOT funding for operating costs has been reduced from a 50/50 federal to local share to a 40/60 federal to local share. There has not been an increase in the federal support since 1985. KDOT indicates that if the federal share is reduced further that they will reduce the support to local providers by 10% each year.

As you know, vehicles need to be replaced. Capital expenditures are a 70/30 federal to local share. At this time priority must be given to fund existing projects due to the limited dollars. Community MR/DD programs are growing. This year Governor Hayden has recommended moving 200 new people into community programs. It is anticipated that this trend will continue in the future. To properly prepare for additional clients we must plan for adequate transportation. If funds are not available for expansion our programs would be significantly impacted.

3.2 The State has not contributed to the cost of transportation for the elderly and handicapped citizens of Kansas. Local communities have shared in the expenses with the federal government. When federal funds were reduced, local entities picked up the difference. We would ask that the state participate as a partner in this necessary service to allow full participation in employment and community living.

Feb. 16, 1989

To: House Transportation Committee
Representative Crowell, Chairman

My name is Frances Jarchow. I live in Prairie Village, Kansas. I have been a member of the Johnson County Transportation Council since it was established in 1979. We oversee the county bus system and serve as advisors to the County Commissioners. On behalf of the Council, I urge your support of HB 2099. We would like for you to amend the bill by deleting Section 2 (i) which would limit assistance to rural areas only.

Our county has been providing public transportation for the elderly and handicapped since 1979. The number of persons needing this service has grown rapidly over the past ten years. Each year the Commissioners have provided more funds for the program and each year the extra rides are quickly used and new waiting lists develop. It is a very expensive service because the van goes to each rider's home and takes them directly to their destination. During 1987, the program cost \$383,000 which averaged \$7.35 per ride. The rider paid \$1.50 per ride at that time. Last year, we found that about 30% of the riders were in wheel chairs and 40% of the rides were work trips. The number of people needing this service is increasing so fast that the county can not afford to meet the demand. We desperately need state aid to help us fund some of the rides.

Whenever we have a public meeting to discuss transportation, we receive requests from the handicapped for evening and weekend service. They use the service to go to work during the week and they need transportation to shop on Saturday. We can not afford to expand the service to evenings and weekends because we can not meet the demand during the day. We receive many calls and complaints from people needing rides because the vans are already booked with others who need the rides. With some state aid to help us with the cost, we would be able to serve more people. A large per cent of these needed trips are to the doctor and most of the riders are low income. These people need your help!!! Please support this bill!

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My name is Susan Hafner, and I am the Transportation Administrator for Johnson County. I am speaking in support of HB 2099 as it addresses a great need in our community.

Johnson County currently provides 30,956 hours of transportation service, annually, to our elderly and disabled population. We are encountering on a daily basis, a growing need for additional service. This is partly explained by the fact that our senior population has grown from 19,667 in 1970 to 37,340 in 1980 and is predicted to grow until one in every six people will be elderly in 2010. Our current disabled population enrolled in our program is an additional 1,800 people. Last year, alone, Johnson County provided 60,960 trips which did not meet our demand. Currently, we are encountering, at minimum, 20% of our demand cannot be met due to funding limitations. With both populations growing, we are presented with a great challenge to address this growth.

Currently, 35 states are funding transportation. The state of Missouri is currently funding \$1.3 M of service. My only regret on this bill is that it does not include a comparable level of funding. However; this is a start in addressing the transportation needs of Kansas. This bill will be an asset to both rural and urban areas of the state.

The Kansas Public Transit Association

Comments on

HOUSE BILL 2099

STATE ASSISTANCE FOR PUBLIC TRANSPORTATION OF
ELDERLY AND HANDICAPPED

In every survey that has been conducted asking about the needs of older Kansans, TRANSPORTATION consistently shows up as one of the biggest concerns. This is because everyone depends on transportation to remain a part of our society and public transportation plays an important part in providing that transportation for senior citizens. The Kansas Public Transit Association (KPTA) represents the providers of over 90% of the rides on public transit vehicles in Kansas and as such, represents those concerns dedicated to improving the mobility of our citizens.

Public transit in Kansas consists of both urban and rural transit providers. Urban public transit is provided in Wichita, Topeka, and Kansas City by what is thought of as the more traditional bus service of cities. But the majority of our state is served by rural public transit services using a variety of vehicles and types of service suited to each individual county.

Rural Transit in Kansas is a vital part of our state and is currently provided by over 100 agencies in nearly every county of our State. Citizens over the age of 65 represent a significant portion of ridership in our urban areas, but they represent 90% of the ridership in rural areas. Many of these providers operate only one or two vans and provide transportation for elderly and disabled within their county. In a recent survey conducted by The Kansas Public Transit Association (KPTA) and The Kansas Department of Transportation (KDOT), it was found that over 2.25 million rides are provided in a year's time by the 118 reporting agencies serving the elderly and disabled. Over 3/4 of these rides are provided door to door. Almost 1/2 of the respondents stated that they are unable to meet all of the transportation requests that they receive. Most of these agencies say that the reason they cannot meet all of the demand is due to a lack of sufficient funds with which to provide the service. Most agencies

reported that they provide service during normal business hours Monday through Friday. Several provide limited weekend service. Very few are able to provide evening service or extensive weekend service. This survey demonstrated both the potential public transit has in helping to keep elderly and disabled out of institutions and the contribution public transit makes to the state economy. 26% of the trips were for meals and 30% were for medical reasons. These two categories combined account for more than half of the trips made. This survey found that if such trips could not be made, these individuals would be forced to live within institutional settings.

50% of the reporting agencies said that they prioritize rides on some basis, usually trip purpose. The need to prioritize rides is one way of dealing with the inability to meet 100% of demand.

Agencies providing public transit to the elderly and disabled in Kansas report a total of 2,336 employees and 459 vehicles. Most of these vehicles are vans with the rest being mini-buses, cars and other vehicles.

There are three programs under the Urban Mass Transportation Administration (UMTA) which provide federal money to the state of Kansas to aid in the provisions of public transportation. They are described under sections 9, 18 and 16(b)2 of the Urban Mass Transportation Act of 1964 as amended.

The Section 9 program provides funds for public transportation in urbanized areas. The Section 18 program provides funds for rural and nonurbanized transportation programs that serve the general public. The program is administered by KDOT. UMTA grants funds to KDOT which then distributes the funds to various transportation providers. Section 18 funds may be used for either capital projects or operating and administrative expenses. UMTA requires at least a 20% local match for capital projects and administrative expenses. They require a 50% match for operating expenses. In recent years, however, demand for funds has been so great that KDOT has raised these requirements in order to make the federal dollars go further. They now require a 30% local match on capital projects and a 60% local match on operating and administrative expenses.

The Section 16(b)(2) program provides funds for capital purchases only for private non profit organizations in either urban or rural areas. UMTA requires at least a 20% local match for these funds. KDOT now requires Kansas agencies to provide a 30% local match.

The federal government has been reducing its participation in these transportation programs throughout the 1980's. Indeed, public transit funding by the federal government has been reduced by over 30% since 1981. Transit systems across the country, when faced with reduced federal funding, requested and received state assistance. 40 states passed legislation to financially assist public transportation including many predominantly rural states in the Midwest such as Nebraska, Iowa, Colorado and Oklahoma. Kansas is one of only 10 states that provides no direct state assistance to support public transit.

The Kansas Public Transit Association has been working with state officials for several years to get the state more involved

in helping with the needs of public transit. This bill, 2099 was presented to the Silver Haired Legislature and passed as one of the key issues they felt needed to be addressed by the Legislature this year. This bill has also been endorsed by many interested groups in Kansas including the AARP. An interim study committee appointed to study this issue during the summer of 1987 found a lack of coordination in the state but also found a need for state assistance for public transportation of elderly and disabled.

As a result of that interim study, the Post Audit Committee studied the issue and issued a report in March, 1988 which also found that there was need for coordination and a need for state assistance. House Bill 2099 uses the best features of previous bills that have been drafted to address this issue but also addresses the coordination concerns of the Legislature. In the last few years, many efforts have been undertaken to improve the coordination of services in Kansas. This includes a nationally recognized paratransit coordination program in Wichita, similar paratransit councils in Topeka, Kansas City and rural Southeast Kansas. The providers of public transportation to the elderly and disabled of Kansas are doing their part in coordinating services. We now ask the Legislature to do theirs.

In addition to this bill, wording has been inserted into the comprehensive highway plan being considered by this committee that provides funding for this same issue. The Kansas Public Transit Association would suggest that this comprehensive highway plan be amended to include the wording of 2099. Also, we have heard several funding proposals for the comprehensive highway plan including figures of \$300,000 per year. The Kansas Public Transit Association very strongly believes that the figure in 2099, which is \$390,000 per year is a bare minimum amount to fund this program. We have spent many hours in coming up with that figure including coordinating with aging groups in the state, other transportation providers, rural transportation providers, public transportation providers in Wichita, Topeka, Kansas City and other interested parties to this issue. We would ask that this committee insure that if the comprehensive highway plan is used to fund this issue or if this bill is passed, that the amount not be reduced below the essential minimum amount of \$390,000 per year.

The Kansas Public Transit Association asks that all Kansans who are interested in the needs of our senior and disabled citizens support legislation that would provide state assistance for the public transportation of elderly and handicapped.

R. L. Ruddell, President
Kansas Public Transit Assoc.

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TESTIMONY IN SUPPORT OF HOUSE BILL 2099
Jane Nichols, Independence, Inc. Lawrence, KS

My name is Jane Nichols and I am the Transportation Coordinator at Independence, Inc. in Lawrence. I represent a private non-profit social service agency that provides a core of direct services to people with disabilities; transportation is one of those services. I am here in support of House Bill 2099.

The passing of this Bill represents the opportunity for the State of Kansas to provide the leadership that is necessary to help initiate coordination of transportation services. It is imperative that the state of Kansas recognize its leadership role in establishing and supporting public transportation.

I would like to emphasize two points from my perspective as a social service transportation provider. One, as good as current services are, they are merely trying to keep up with the demand, rather than the actual need. Social service transportation provides rides which reflect conditional service provision, rather than general transportation needs. Two, due to the nature of specialized transportation provision, actual needs are difficult to determine.

The City of Lawrence contracted with a transportation consulting firm to survey existing para-transit systems and to implement some form of coordination between these systems. The most viable coordination option had the largest provider becoming the "lead agency" in order to combine services. The major barrier in the implementation of this coordination was the lack of funds for start-up costs. Had this Bill been in place at the time of this contract, the City of Lawrence may have been able to initiate the coordination of para-transit services.

Hanzlick



201 N. Kansas Ave. • Topeka, KS 66603 • (913)233-2011

TESTIMONY ON HB 2099
HOUSE TRANSPORTATION COMMITTEE
February 16, 1989

My name is Janette Hanzlick and I am the Director of the Kansas Public Transit Association. I come before you today in support of HB 2099.

Over the past three weeks you have heard testimony that it is critical that this legislature fund improvements to Kansas' highway. Reasons presented were the lifeline good roads serve to promote Kansas' economic development and safety. It is also critical that this legislature fund improvements to Kansas' public transportation programs for elderly and handicapped persons; perhaps with even greater urgency.

You've heard that, especially in southeast Kansas, people have had to choose alternate, often more indirect but safer, route on which to drive their cars. Those choices, however, are not available to a great number of Kansan's who do not have the luxury of access to private transportation. Many of those persons are our elderly and handicapped citizens.

Many elderly people cannot afford, because they are on fixed incomes, the increasing costs connected with owning and operating private vehicles. Many others just cannot physically operate a private vehicle, or operate one safely because of their advanced age and/or physical impairments. Handicapped citizens also rely heavily on public transportation programs. Both these citizen groups contribute their taxes to the State but, unfortunately, are severely limited in their access to, if any, adequate and affordable public transportation. And, if we think this does not apply to us just remember, every day each of us gets one step closer to membership in at least one of those categories. Won't you want access to affordable services that would help you adequately maintain your personal independence and dignity?

Passage of this bill would be a beginning in the right direction toward providing funding for operational assistance and expansion of transportation programs to serve the needs of hundreds of these people. And I stress needs rather than desires. Members of elderly groups and handicapped people have previously testified that public transportation is not a luxury. It is a necessity for them; to secure and maintain employment, for timely access to medical facilities, for social interactions, and to function every day as independently as possible.

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DESCRIPTION OF COORDINATION PROJECT

ACT PROGRAM

In 1984, the City of Wichita submitted a \$30,000 grant request to the Kansas Corporation Commission (KCC) to initiate a regional transportation brokerage program, supported by Department of Energy and oil overcharge funds from the initial Exxon settlement. The transportation brokerage was to be housed at the Wichita Metropolitan Transit Authority (WMTA) and was to provide three main services: (1) computerized rideshare matching and referral; (2) paratransit service development and coordination; and (3) WMTA support services.

The brokerage (staffed by a professional transportation planner and a clerical assistant) began operations under the name of the Areawide Cooperative Transportation (ACT) program. The ACT program currently operates as a matrix division of the WMTA. ACT staff are involved in the operations planning of regular bus service and has oversight responsibilities of the WMTA's privately contracted special service for the disabled. As well, ACT's marketing program is piggybacked with the WMTA's program, which extends the marketing dollars of both programs and facilitates the promotion of multi-modal transportation services to private industry and the general public including traditional transit services, specialized accessible van services for the elderly and disabled, and computerized rideshare matching and referral.

PARATRANSIT SERVICE DEVELOPMENT AND COORDINATION

In late 1984, ACT staff set up a meeting of a few of the larger human service agencies that provided transportation services to discuss special service needs of the elderly and the disabled and service coordination opportunities. Prior attempts to facilitate coordination inevitably turned into either public versus private sector debates on who was responsible for meeting special service needs or human service agency debates between each other on the individual needs of each agency. The results of the meeting were once again the same but concluded with "let's meet again in a month to discuss the 16(b)2 vehicle grant program." At that time, the Kansas Department of Transportation (KDOT) was receiving twice as many requests for vehicles as they could fund.

Staff immediately contacted KDOT and suggested that the group of private paratransit providers collectively review the applications for duplication, rate the applications, and attach a local statement by the group in support of each

application. In the past, applications were accompanied by up to 30 individual support letters that in some cases were predesigned form letters sent out by the applicants for support signatures. The new process would eliminate the need for mass mailouts of support letters, shorten the grant submission/review/approval cycle, eliminate duplication through a peer review process, and promote dialogue between agencies through a common theme of addressing vehicle replacement needs.

At the same time, ACT staff received approval of a \$10,000 seed grant for special service subsidy to help meet unmet service demand of the disabled (a survey undertaken by ACT staff and the Independent Living Center of Southcentral Kansas revealed a demonstrated unmet trip demand of 25,000 trips per year). It was also decided that the funds should support a coordinated service program for the disabled utilizing private agency vehicles during their idle times. Both items would be presented at the following meeting of the paratransit group.

The next meeting was a great success. The ten human service agency officials in attendance were surprised to find that the 16(b)2 grant process was overhauled and that monies were available for expanded service provision. Agencies would receive immediate benefits from working together to address unmet needs. Turfism issues disappeared and were replaced by constructive dialogue on how to make both programs successful. Staff knew immediately that this approach was the right one and would embark on an expanded coordination program that would be structured in the same way.

WICHITA-SEDGWICK COUNTY PARATRANSIT COUNCIL, INC.

Following meetings would result in the development of bylaws, election of officers, development of goals and objectives, and the eventual not-for-profit incorporation of the Wichita-Sedgwick County Paratransit Council (WSCPC) in 1985. During the next three years, WSCPC, Inc. grew to an voluntary organization of 40 public and private agencies who either plan, fund, or deliver specialized transportation services for the elderly and the disabled.

In 1987, the WSCPC hired a part time paratransit coordinator using county mill levy funds passed through the Sedgwick County Department on Aging to address the transportation needs of the elderly and to provide support for human service agency transportation coordination. This was the first local funding commitment made to support coordination, paving the way for other funding programs to follow.

Through the joint efforts of the ACT Program and WSCPC, Inc., number of activities were initiated. Most activities during

1987 centered on developing an inventory of existing transportation resources, developing an information distribution network, membership recruitment, and of course, a great deal of one-on-one sessions with transportation program directors and human service agency administrators. Initial work began on the development of a long range plan for voluntary human service agency transportation coordination.

The long range plan called for the development of coordination efforts in each of the traditional areas of administration, operations, and maintenance. Administrative coordination efforts would center on developing training programs, handling special service information dissemination and referral, developing service expansion programs, and planning and advocacy. Maintenance coordination efforts would center on development of a maintenance cooperative to reduce labor costs, bulk purchasing, development of a group risk self-insurance pool, and preventative maintenance. Operations coordination would focus on eliminating onstreet service duplication, and the development of a centralized dispatch/scheduling operations clearinghouse.

At the same time, the WMTA received the notification of the Urban Mass Transit Administration's final ruling on Section 504 of the Rehabilitation Act of 1973 requiring equal accessibility of the disabled on public transportation services supported by UMTA funds. Through the mutual efforts of the ACT Program, the WSCPC, and the Wichita Metropolitan Area Planning Department, a 504 Plan was developed that would not only address equal accessibility requirements, but also included recommendations to facilitate the continuing expansion of WSCPC's role in specialized transportation provision and increased levels of voluntary coordination. The 504 Plan was formally adopted and unilaterally supported by both the public and private sectors.

SPECIALIZED SERVICE PROVISION

Cooperative Transportation Program

By 1987, WSCPC, Inc. had grown from 15 to almost 30 human service agency members in a little over a year. A total of 4,326 one way trips were provided through the Cooperative Transportation Program (CTP) on WSCPC member agency idle vehicles at a cost of \$8,183 (a subsidy rate of \$1.89 per trip), excluding the \$.15 fare, in 1986. That figure increased to 6,986 trips in 1987 at a cost of \$13,972 (a \$2.00 subsidy per trip). Passengers on the CTP program must qualify for the WMTA's specialized service but are unable to use the service because of seating limitations.

In 1988, the CTP program provided 7,118 trips at the same

subsidy rate of \$2.00 per passenger trip. This subsidy rate was less than one-third the subsidy (\$7.21 per passenger trip) for the WMTA's privately contracted service supported by UMTA and City of Wichita funding.

User Side Subsidy Program

The adopted 504 Plan called for the eventual shifting of the publicly provided specialized service to a user side subsidy taxicab service due to the increasing cost of the contracted service and limited funding. Member agencies of the WSCPC and local government officials met to address how services could be shifted without creating chaos among users. The result was the recommendation of implementing a pilot program in 1988, incrementally shifting portions of the contracted service during 1989, and full implementation by 1990.

A pilot user side taxicab program for the frail elderly was implemented in January, 1988. The Sedgwick County Department on Aging granted the WSCPC \$12,000 to help defray the cost of taxicab service for frail elderly individuals who were in need of short notice medical and social service trips. WSCPC, Inc., ACT Program, and Department on Aging staff met with local taxicab owners (both taxicab companies are member agencies of the WSCPC) to negotiate a \$4.00 flat rate fee per trip provided on taxis through SCRAM (Senior Citizens Rides At a Moment). SCRAM clients are required to pay a \$1.00 fare while the other \$3.00 is subsidized through county mill levy funds.

A total of 1,546 trips were provided through the SCRAM program during 1988. Patronage on the service started off slow as the elderly were qualified for the service and adjusted to the program but grew to over 200 trips per month by the end of the year. The Sedgwick County Department on Aging has committed to increasing it's funding of SCRAM to \$20,000 in 1989.

In addition, St. Joseph Regional Medical Center's Adult Day Care program approached the WSCPC with a problem related to outpatient transportation needs. Another user subsidy taxicab service was set up for them, also administered by the WSCPC. A total of 771 rides were provided through the program with support for 1,000 more rides in 1989. Two new user side subsidy services will be implemented by the spring of 1989 with funding to support up to 5,000 additional user subsidy trips.

EQUIPMENT/MAINTENANCE

A maintenance cooperative was developed during 1988 for member agencies of the WSCPC. One of the for-profit private

operators offered maintenance service, a preventative maintenance program, and some consumable parts (air filters, etc.) to WSCPC members at reduced rates. The WSCPC has over 150 vehicles operating through the individual agencies and collectively provide over 500,000 special service trips per year. Kansas Truck Equipment Co. and Collins Manufacturing (also WSCPC members) have offered wheelchair lifts and other specialized transportation accessories and equipment repairs at reduced costs, as well as assist in developing vehicle specifications and modifications.

Of major impact is the recent application and approval of an UMTA Section 9 capital grant for the purchase of 19 wheelchair lift equipped vans which will eventually be leased (at the rate of \$1.00 per year with a required level of public service trip provision) to WSCPC agencies to support both public and private sector special service delivery. The vans will be purchased with federal funds supporting 95 percent of the vehicle cost and the 5 percent local share paid for by the WSCPC members who will eventually lease them. The van lease program should be fully operational by July, 1989.

In conjunction with the van lease program, another UMTA grant was approved for the purchase of computer hardware and a paratransit scheduler software package to support the development of a centralized dispatch/scheduling/trip request clearinghouse of paratransit services. The WSCPC and the ACT Program will be housed at Wichita's City Hall with space made available by the Metropolitan Area Planning Department. Operations should begin along with the start of the van lease program this summer.

OTHER COORDINATION ACTIVITIES

WSCPC and ACT Program staff have been working towards the development of a self insurance group risk pool. That effort has spilled over to encompass the entire state of Kansas. The State Insurance Commissioner, the Kansas Public Transit Association, Kansas University Transportation Center, and WSCPC/ACT representatives have identified over 500 vehicles of over 140 agencies that would be included in group self coverage. The Insurance Commissioner has targeted the fall of 1989 for start up of the program.

Training programs covering driver sensitivity, emergency evacuation, first aid, human service accounting, grant workshops, and other cooperative training ventures have been undertaken. Braille special service brochures have been developed by a WSCPC agency and provided at no charge to the WMTA while a program to train the learning disabled to ride regular mass transit services is currently being developed. In addition, a first time single directory of human service

agency transportation providers was published in late 1987 for public use and will be updated on an biannual basis.

Technical assistance to other areas of the state has been given by WSCPC members at the request of the state. Four other paratransit councils have recently been developed in anticipation of coordination mandates that will come with the advent of state operating assistance. Kansas is one of 10 states left that provides no state generated operating assistance for urban or rural public transportation programs.

Transportation advocacy efforts of the WSCPC resulted in the local approval of a budgetary increase for special service operations, as well as to expedite grant approvals and educate decision-makers on the special service needs of the elderly and mobility impaired. A bill has been introduced to the Kansas Legislature to authorize state funding assistance for paratransit operations.

SUMMATION

Today, the WSCPC is staffed by a full time paratransit professional and a clerk through split funding from the Sedgwick County Department on Aging and the WMTA. The WSCPC works hand in hand with local government to address any issue relating to transportation service development. Of the 340,000 citizens living in Wichita and Sedgwick County, an estimate 8 percent have severe mobility limitations due to physical or mental disabilities. Although most transit innovation has taken place in the more densely populated areas of the east and west coasts, Wichita, Kansas continues to be a hotbed of voluntary special service coordination and service innovation.

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TESTIMONY ON TRANSPORTATION, HB 2099

TRANSPORTATION COMMITTEE

FEBRUARY 16, 1989

THANK YOU, CHAIRMAN CROWELL, AND MEMBERS OF THE COMMITTEE. MY NAME IS FLOYD E. POPE. I AM SPEAKING ON BEHALF OF THE SILVER HAired LEGIATURE AND THE ONE THOUSAND PLUS MEMBERS OF THE WICHITA RETIRED TEACHERS ASSOCIATION IN SUPPORT OF TRANSPORTATION ASSISTANCE FOR THE KANSAS ELDERLY AND HANDICAPPED.

THERE IS A GROWING NEED IN THE STATE OF KANSAS FOR STATE SUPPORT OF PUBLIC TRANSPORTATION FOR THE ELDERLY AND HANDICAPPED CITIZENS. MANY SENIOR CITIZENS AND HANDICAPPED INDIVIDUALS ARE FORCED INTO INSTITUTIONS BECAUSE ADEQUATE SERVICES, SUCH AS TRANSPORTATION, IS NOT AVAILABLE. THESE SERVICES CAN MAKE THE DIFFERENCE BETWEEN BEING INDEPENDENT OR LIVING IN AN INSTITUTIONAL SETTING. IN THE LONG RUN, IT IS MORE ECONOMIC TO PROVIDE TRANSPORTATION SERVICES TO THESE INDIVIDUALS ALLOWING THEM TO LIVE OUTSIDE INSTITUTIONAL SETTINGS THAN TO HAVE TO CARE FOR THEM IN INSTITUTIONS.

INADEQUATE LOCAL RESOURCES, REDUCED FEDERAL FUNDING, AND A LACK OF STATE ASSISTANCE FOR PUBLIC TRANSPORTATION POSES A SUBSTANTIAL THREAT TO THE MOBILITY OF THESE INDIVIDUALS.

MANY BUS AND VAN PROGRAMS OPERATE ACROSS KANSAS, IN BOTH RURAL AND URBAN SETTINGS, PROVIDING NEEDED TRANSPORTATION FOR ELDERLY AND HANDICAPPED KANSANS. FEDERAL FUNDING HAS HELPED SUPPORT THESE PROGRAMS IN THE PAST, BUT THE FEDERAL FUNDS ARE BEING CUT BACK. STATE AND LOCAL GOVERNMENTS ARE BEING ASKED TO INCREASE THEIR SHARE OF THE COSTS OF THESE VITAL SERVICES. THERE ARE MORE THAN 100 CITY AND COUNTY PROGRAMS OVER THE STATE WHICH OFFER PUBLIC TRANSPORTATION TO THE ELDERLY AND HANDICAPPED IN RURAL KANSAS. THESE PROGRAMS ARE IN DIRE FINANCIAL STRAITS,

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AND BECAUSE OF THE LACK OF FEDERAL FUNDS, ARE BEING REQUIRED TO INCREASE THE AMOUNT OF LOCAL FUNDS NEEDED FOR THE CONTINUANCE OF THEIR PRESENT SERVICES. UNFORTUNATELY THERE IS NOT THE RESOURCES LOCALLY TO SUPPLY THE NEEDED ADDITIONAL MONEY. TO ASSIST THE ELDERLY AND HANDICAPPED, TRANSIT PROVIDERS IN KANSAS MUST FIND ANOTHER SOURCE OF FINANCIAL ASSISTANCE.

TRANSIT SYSTEMS ACROSS THE COUNTRY, WHEN FACED WITH REDUCED FEDERAL FUNDING, REQUESTED AND RECEIVED STATE ASSISTANCE. 40 STATES PASSED LEGISLATION TO FINANCIALLY ASSIST PUBLIC TRANSPORTATION, INCLUDING MANY PREDOMINANTLY RURAL STATES IN THE MIDWEST SUCH AS NEBRASKA, IOWA, COLORADO AND OKLAHOMA.

ONE OF THE MOST SIGNIFICANT AND PHYSICAL BARRIERS CONFRONTING THE OLDER OR HANDICAPPED PERSON IS THE LACK OF ESSENTIAL AND ACCESSIBLE TRANSPORTATION.

SERVICES ARE WORTHLESS IF PEOPLE CAN NOT GET TO THEM; AND, TOO OFTEN IN THE STATE OF KANSAS PEOPLE ARE LOSING ACCESS TO MEDICAL SERVICES AND SOCIAL SERVICES BECAUSE TRANSPORTATION IS DIFFICULT OR IMPOSSIBLE TO FIND.

EVEN WHEN A TRANSPORTATION SERVICE EXISTS, IT MAY NOT BE AVAILABLE TO PEOPLE WHO NEED IT THE MOST. FOR EXAMPLE THE CITY-COUNTY HEALTH DEPARTMENT OF ONE OF THE LARGER CITIES IN KANSAS REPORTED, "MOST TRANSPORTATION PROVIDERS TRANSPORT ONLY PERSONS ABLE TO GET IN AND OUT OF VEHICLES AND OFFICES INDEPENDENTLY."

Testimony for H.B. 2099 before Transportation Committee

Thank you Chairman Crowell, members of the Committee. I am very pleased to be with you to discuss with you a subject which, in the past I have told you "was near and dear to my heart."

I represent a group of consumers who are in large part dependent on public transportation for travel. I am also dependent on public transportation, for the medical reason that even with all the adaptive equipment in the world, I am no longer coordinated enough to operate a motor vehicle, nor have I been for some twenty odd years.

Last week an incident came up that I thought I'd tell you about which will illustrate why H.B. 2099 is so important to us. I sit on the Community Development Block Grant Advisory Board in Lawrence, which meets every Thursday night this time of year. When I called to arrange my ride, I was told that due to budget constraints, the agency was finding it necessary to cut back on the three nights a week we have had available in the past. This story is indicative as to why the need for some operating expense monies exists. Title 16b-2 is for capital expenses only, i.e., purchasing new lift vans, which would be of great help to rural areas as we discussed in earlier hearings. Section 18 provides monies for operating expenses as well as capital expenses. In most of the urban areas, the need is greater for operating expenses.

Further, I would suggest deleting Section 7 from H.B. 2099. First of all, the only census figures we have are those of 1980. It's anybody's

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guess as to their accuracy. For instance in Lawrence, we have imported several handicapped people to fill a new complex for the disabled. With the elderly population, there is a natural attrition rate, which would preclude KDOT from coming up with a statistically sound formula for distributing these new monies.

Secondly, if we don't delete it, it would probably entail setting up a new bureaucracy to administer funds, which might or might not result in duplication. In my experience, I've never seen a new bureaucracy do anything--except perhaps try to justify its own existence.

I would like to see a program addressing the needs of the elderly and handicapped citizens with a state supported funding. There is a real problem among the providers in paying the operating expenses. Another problem exists with aging fleets which are not cost effective or safe. There are examples in which vans have broken down on route to medical facilities.

The demographics also indicate that people are tending to live longer and the demand for transportation will be increasing. The trend clearly indicates that aging population will require more public transportation.

In conclusion, whatever solution you choose, the most important point I want to make is that I think there is a need for the state to provide aid to public transportation for elderly and the handicapped. One way to do this is to allow KDOT to coordinate the entitlement programs with state funding

which in turn, will allow KDOT to cost-effectively coordinate elderly and handicapped transportation systems.

Respectfully submitted,

Carol Renzulli

533 Alabama

Lawrence, KS 66044

(913) 841-7719

LCCD Lobbyist

Reba Caldwell Litman
208 Highland
Lansing, Kansas 66043
February 16, 1989

Before the Transportation Committee - House of Representatives - House Bill
2099.

Mr. Chairman, Members of the Committee - I am Reba C. Litman, Leavenworth County Delegate to the Silver Haired Legislature, 1983-1988. I am a member of the Silver Haired Legislature Board, Board member of Kansas Improvement of Nursing Home, a member of the Leavenworth-Wyandotte County Advisory Board.

The Silver Haired Legislature passed Silver Haired Legislature Bill No. 503-1; an Act enacting the Kansas Elderly and Handicapped Coordinated Public Transportation Assistance Act. The Bill is same as H.B. 2099, except for changes. I was Chairman of Silver Haired Legislature Transportation Committee. During the course of the Committee hearing, evidence was presented that I deeply feel points up the need for Transportation. Deck Ruddell, President of The Kansas Public Transportation ~~Association~~, recognized the need for state funding of public transportation because of the proposed reduction in Federal funding that has been taking place over the past several years.

I have been a Volunteer Outreach Worker with Leavenworth County Council on Aging, Leavenworth, Kansas, for eleven years, Vickie Green, Director. I am well aware of the problems connected with transportation. Leavenworth County has no public transportation system and no city buses. The only transportation available to Senior Citizens ^{and} Handicapped is by vans obtained through the Leavenworth County Council on Aging. Monies come from KDOT, Older American Act, Leavenworth County Mill levy, Donations - Nine units running in Leavenworth County 1988 - 76,694 trips. Service offered Medical, Nutrition, Home

bound meals, paying bills, shopping trips, shopping assistance - Kansas needs local and state funding and coordination of transportation service; because we are not reaching all the citizens that need transportation service.

One of the greatest fears of Seniors Citizens is the fear of leaving their home environment, and going in a Nursing Home, because adequate service such as transportation is not available. Transportation service can make a big difference in the ability of the Elderly and Handicapped to maintain their dignity and an independent existence outside of institutional setting. It is more economical to provide transportation to those individuals, so they can remain out of Institution. Nursing home bills average approximately \$22,000 a year.

For older people and the handicapped to have necessities of life, food, medical care, recreation, social activities, they must have access to a well-coordinated, ^{barrier} free transportation system. The Elderly and Handicapped are often restricted to their homes by fear of street crimes, illness, financial and physical limitation locked in by inadequance of so called modern transportation.

The number of Senior Citizens in Kansas is high and will increase, 431,000 persons in Kansas are over the age of 60. They make up 24.2 percent of voting age population in our state. In the state 323,000 persons are over age of 65.

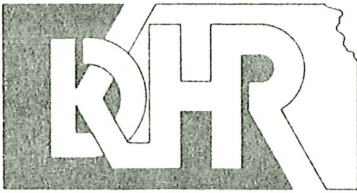
I am well aware that transportation services cost money.

The Kansas Department of Aging supports state funding and state and local coordination of Transportation Service.

Kansas is one of the ten states in the nation that does not provide state funding for Elderly and Handicapped Transportation.

It is time for you, the Legislature, to rectify this situation so that Kansas can continue to provide to all citizens the benefits of dignity and an independent life.

Thank you, Mr. Chairman, for allowing me the opportunity to make these remarks.

**ADVISORY COMMITTEE ON EMPLOYMENT
OF THE HANDICAPPED**

1430 S.W. Topeka Boulevard, Topeka, Kansas 66612-1877
913-296-1722 (Voice) • 913-296-5044 (TDD) • 561-1722 (KANS-A-N)

Mike Hayden, Governor

Dennis R. Taylor, Secretary

February 16, 1989

To: Members of the House Committee on Transportation

From: Mike Oxford
Legislative Liaison

Subject: House Bill 2099 (Elderly and Handicapped Coordinated
Transportation Act)

Thank you for this opportunity to appear before you. Our committee supports House Bill 2099. Coordination of transportation services is sorely needed. Coordination greatly enhances efficiency. This has already been amply documented in numerous studies and previous testimony. Coordination allows for two outcomes: 1. The provision of the same services at a lower cost 2. Increasing the amount of services for the same cost. With passage of House Bill 2099, the state can expect to accrue the advantages of both of these positive outcomes.

The research that I have done indicates that subsidizing existing for profit transportation companies can be an effective, cost efficient method of providing for services or enhancing services. Subsidies can also be a catalyst for the start-up of new transportation providers. Subsidies to for-profit companies appear to have been particularly effective in more rural areas where population densities and thus absolute numbers of people needing services are low. Such programs have been effective in Oregon, California, Colorado, New Jersey and several other states as well.

These States are using cab companies or allowing cab companies to lease non-profit vehicles which are lift or ramp equipped. Subsidizing a small cab business will help keep the business in operation which is a benefit to the community as a whole. Additionally, riding in a regular cab can afford more privacy and dignity to individuals because it is more normal than an "Invalid Van" or "Handicapped or Aging" Van."

In order to strengthen the intent of this bill, I am offering the following amendments:

Section 2, line 25. Strike "on a non-profit basis".

Section 3(a), line 27. Strike "non-profit".

Section 3(a), line 29. Strike "non-profit".

Subsidizing private for-profit providers alleviates the need for governmental or service agency involvement in administrative costs such as dispatching, maintenance and payroll. Contracting out services on a competitive bid basis also helps contain cost.

In the spirit of true coordination and rationalization of transportation services, we should avail ourselves of all options, including private enterprise. This is particularly true today. On Monday, February 13, the U.S. Third Circuit Court of Appeals in Philadelphia upheld a lower Federal Court decision that transit systems receiving Federal funds must gradually make their fixed route buses accessible.

Thank you again for allowing my input into this significant piece of legislation. I would be glad to answer any questions.

ws:a:h2099

To: Members of the House Transportation Committee
The Honorable Rex Crowell, Chairman

From: Anne M. Nees
Citizen

Re: HB 2099: An Act enacting the Kansas elderly and handicapped
coordinated public transportation assistance act.

My name is Anne Nees. I'm a newcomer to the state of Kansas; I've lived here for only twenty years. And every day I count my blessings that I'm able to drive my car.

There are elderly Kansans in all parts of the state who have been contributing to Kansas many years more than my twenty. They grew up, married, and raised their children here. Their taxes paid for schools, county and state buildings, and .yes. .roads.

They don't need the schools any more . . and many can't use the roads because they can no longer drive a car. They need transportation to doctors, dentists and grocery stores.

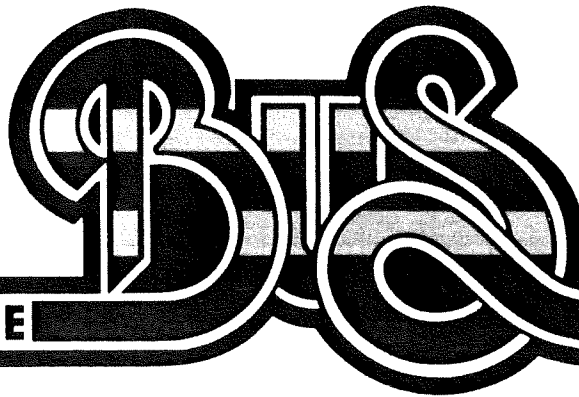
This bill will provide funds for the nonprofit organizations which provide transportation services to the elderly and the handicapped, who are equally in need of these essential services. Allowing them to remain independent in their own homes not only helps their health and happiness, but it also avoids the medicaid expenses of nursing homes. The state medicaid bill is already enormous.

The bill requires coordination of services in a geographic area in "an effective and efficient manner". It has built-in protections and encouragements for local providers to coordinate services.

The concept of the bill was included, I understand, in the highway bill which failed at the special session. It evidently has the Governor's support. And it ~~might~~^{could} be included in a large, overall highway bill. But I urge you to consider it now, as a much-needed separate project, which stands on its own merit. And for the sake of all of those isolated Kansans, I hope you will support it.

Thank you for your attention.

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Public Transportation Office * Municipal Office Building * Fifth Floor Room 504 * 701 N. 7th * Kansas City, Kansas * 66101 (913) 371-6402

City of Kansas City, Kansas Public Transportation

February 16, 1989

House Bill 2099

Testimony Concerning: An act enacting the Kansas elderly and handicapped coordinated public transportation assistance act.

For many years we have stated that mass transportation is the answer to a variety of problems such as pollution, gas consumption, inadequate parking and expensive transportation. And because of cost, we have stopped short of providing adequate transportation to segments of our population. For many, private transportation is unattainable due to a number of reasons including cost. Particularly affected are the elderly and disabled.

Transportation cannot and should not be considered a luxury. Transportation is necessary for our society to maintain the standard of living. People should be able to go to and from work, to and from schools, to and from medical appointments. We have been referred to as a "mobile society". A mobile society requires the availability of transportation.

Transportation services can make a big difference in the ability of older persons and the disabled to maintain an independent existence outside of institutional settings. The elderly and those with disabilities in both rural and urban areas across Kansas are dependent on transit to live meaningful lives with dignity.

Ridership on the City of Kansas City, Kansas Dial-A-Ride program for disabled individuals increased 38.6% in 1988. Work trips accounted for the highest percentage of total trips 39.2%, with medical trips the next highest 32.5%. The City of Kansas City, Kansas funds and operates this program as a service to those individuals that are unable to use the fixed route system "The Bus". Our passengers are

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House Bill 2099 Testimony
February 16, 1989
Page Two

dependent on this service. The elderly and disabled residents of Kansas City, Kansas want to participate fully in our city and throughout Kansas and they need transportation. As a transit provider we experience the same problems as other agencies in our state, limited funds and increased demands.

Please assist us and the elderly and disabled of Kansas with House Bill 2099. Thank you.

Marcia R. Bernard
Director of Transportation
City of Kansas City, Kansas



TOPEKA RESOURCE CENTER FOR THE HANDICAPPED

West Tenth Professional Building
1119 West Tenth, Suite 2
Topeka, Kansas 66604-1105

Telephone
913-233-6323

Ray Petty
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Testimony to the House Transportation Committee
in support of House Bill No. 2099
(paraphrase of oral testimony)

Ray Petty, Executive Director
Topeka Independent Living Resource Center
February 16, 1989

Mr. Chairman and Members of the Committee:

Since I spoke to you last week (February 9) on the need for enhanced transportation services for people with disabilities during your hearings on the "highway bill" (H.B. 2014), I will not repeat those comments today. Rather, I want to support the idea of a "carrot" approach to enhancing coordination of services - the idea contained in House Bill No. 2099 - and to suggest that it is important that both funding and a program plan be implemented.

We appreciate the legislature's progress in coming to understand the need for state support of paratransit in Kansas. The fact that funding for this program was supported during the Special Session on Highways and again this year in H.B. 2014 is evidence of that progress. It is my feeling that the legislature wants to improve our transportation system statewide, and I certainly believe that paratransit services must be considered as a part of that initiative.

Including funding in the neighborhood of \$300,000 - \$400,000 in the highway formula should be adequate to initiate the coordination efforts envisioned in H.B. 2099. [Let me add here that I certainly support the inclusion of stronger "intent" language in H.B. 2014 to guarantee that the requisite funds are generated.] If that is the means chosen to generate funds, then perhaps the appropriation of \$390,000 should be stripped from H.B. 2099, leaving the program description intact.

OVER

Whether funding comes from the "highway formula" or from the general fund is not as important as making certain that funding is provided. I also believe that this committee should pass some version of H.B. 2099, with or without appropriation, so that the suggested coordination approach is ultimately adopted. Although I believe everyone understands that this small amount of money could simply not be used for capital or operating costs, and I have no reason to be suspicious of the Kansas Department of Transportation, I do feel that the legislature should make its intent clear. Further, should the highway bill be lost for some reason, H.B. 2099 will provide the Senate a legislative vehicle to implement this program.

Finally, having listened to other conferees suggest the savings to the state of keeping people out of institutions, let me put forward a bold proposal here. Assuming an annual cost of \$10,000 per institutionalized person (which is low), the state can save something in the neighborhood of \$1 million per year by keeping only 100 persons in the community and out of costly institutions. Surely the coordinated efforts envisioned in H.B. 2099 will affect at least 100 persons in this manner. That being the case, why not consider putting \$1 million into the program so that some capital and operating costs which have been mentioned could be funded in addition to coordination?

Thank you. I will be glad to answer questions or provide any additional information at my disposal which will help the committee in its deliberations.

STATE OF KANSAS

See
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KANSAS DEPARTMENT OF TRANSPORTATION

Docking State Office Building

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Horace B. Edwards
Secretary of Transportation

Mike Hayden
Governor of Kansas

TESTIMONY ON HB 2099

by
DEB MILLER, DIRECTOR
PLANNING AND DEVELOPMENT
KANSAS DEPARTMENT OF TRANSPORTATION

February 16, 1989

Att. 17

THANK YOU MR. CHAIRMAN AND MEMBERS OF THE TRANSPORTATION COMMITTEE FOR GIVING ME THE OPPORTUNITY TO TESTIFY TODAY.

MY NAME IS DEB MILLER, DIRECTOR OF PLANNING AND DEVELOPMENT, KANSAS DEPARTMENT OF TRANSPORTATION. THIS ADMINISTRATION SUPPORTS THE CONCEPT OF PROVIDING FUNDS FOR PUBLIC TRANSPORTATION TO THE ELDERLY AND HANDICAPPED.

IT WAS IN RECOGNITION OF THESE NEEDS THAT GOVERNOR HAYDEN RECOMMENDED STATE FUNDING OF ELDERLY AND HANDICAPPED TRANSPORTATION SERVICES TO THE 1987 SPECIAL SESSION OF THE LEGISLATURE AS A PART OF HIS COMPREHENSIVE HIGHWAY PROGRAM. UNDER GOVERNOR HAYDEN'S PROPOSAL, THE SECRETARY OF TRANSPORTATION WOULD HAVE BEEN AUTHORIZED TO SPEND STATE FUNDS EQUIVALENT TO A MAXIMUM OF 25% OF FEDERAL APPORTIONMENTS TO KANSAS FOR SECTIONS 16(B)(2) AND 18. THIS TRANSLATED INTO APPROXIMATELY \$3 MILLION IN STATE FUNDING FOR THE FISCAL YEAR 1988 THROUGH FISCAL YEAR 1996 PERIOD. THE FUNDING WOULD HAVE BEEN IN ADDITION TO FUNDS RECEIVED BY THE STATE FOR SECTIONS 16(B)(2) AND 18 OF THE URBAN MASS TRANSPORTATION ACT OF 1964.

THIS WAS A LANDMARK RECOMMENDATION BY GOVERNOR HAYDEN. IT MARKED THE FIRST TIME THAT THE STATE'S CHIEF EXECUTIVE RECOMMENDED STATE FUNDING OF THESE PROGRAMS.

HOWEVER, THE LEGISLATURE ADJOURNED WITHOUT ENACTING FUNDING FOR TRANSPORTATION. AMONG THE ITEMS LEFT ON THE TABLE WHEN THE LEGISLATURE ADJOURNED WAS FUNDING OF ELDERLY AND HANDICAPPED TRANSPORTATION SERVICES. UNLESS THE LEGISLATURE PROVIDES A SOURCE OF FUNDS FOR THIS PURPOSE, THERE CAN BE BUT LITTLE HOPE THAT ELDERLY AND HANDICAPPED TRANSPORTATION PROGRAMS WILL RECEIVE STATE FUNDS.

HOUSE BILL 2099, AS INTRODUCED BY REPRESENTATIVES POTTORFF AND SADER PROVIDES FOR A ONE TIME TRANSFER OF \$390,000 ON JULY 1, 1989 FROM THE STATE GENERAL FUND TO A NEW FUND: "ELDERLY AND HANDICAPPED COORDINATED PUBLIC TRANSPORTATION ASSISTANCE FUND".

SECTION 7 OF THIS BILL REQUIRES THE SECRETARY OF TRANSPORTATION TO ADMINISTER AND ALLOCATE FUNDS FOR THE PURPOSE OF PROVIDING FINANCIAL AND ADMINISTRATIVE ASSISTANCE TO ALL PUBLIC AND PRIVATE NON PROFIT TRANSPORTATION SERVICES TO THE ELDERLY AND HANDICAPPED ON A NON PROFIT BASIS, AND WHICH RECEIVE FEDERAL, STATE OR LOCAL FISCAL SUPPORT. ALLOCATION OF FUNDS SHALL BE DETERMINED THROUGH A FORMULA WHICH TAKES INTO ACCOUNT THE ELDERLY AND HANDICAPPED POPULATION IN EACH GEOGRAPHIC AREA, AND TO A LESSER EXTENT THE SQUARE MILES COVERED BY EACH AREA. ELDERLY IN THIS ACT MEANS THOSE PERSONS 65 YEARS OF AGE OR OLDER AND HANDICAPPED MEANS THOSE PERSON DETERMINED BY THE DEPARTMENT OF TRANSPORTATION TO BE DISADVANTAGED IN TERMS OF THE TRANSPORTATION SERVICES AVAILABLE TO THEM DUE TO PHYSICAL OR MENTAL HANDICAP.

THE DEPARTMENT WILL BE FACED WITH AN ADMINISTRATIVE DIFFICULTY BY THE REQUIREMENTS IMPOSED IN SECTION 7. THE DIFFICULTIES INCLUDE INCOMPLETE DATA ON THE DISTRIBUTION OF ELDERLY POPULATION AND THE NUMBER OF HANDICAPPED PERSONS. IN ADDITION, THERE WILL BE A PROBLEM IN DERIVING THE FORMULA TO CAPTURE THE LEGISLATIVE INTENT. ACCORDING TO THIS BILL, IT APPEARS THAT THE FORMULA WILL INVOLVE BOTH POPULATION COUNTS AND SQUARE MILES COVERED BY EACH AREA WITH SOME KIND OF WEIGHTING FAVORING THE POPULATION COUNT.

WHILE THE ADMINISTRATION CERTAINLY SUPPORTS LEGISLATIVE EFFORTS TO PROVIDE FUNDING FOR TRANSPORTATION OF THE ELDERLY AND HANDICAPPED, THE ADMINISTRATION, HOWEVER, WOULD FAVOR A MULTI-

YEAR FUNDING PROGRAM FROM THE STATE HIGHWAY FUND FOR PUBLIC TRANSPORTATION SUCH AS THAT PROPOSED IN HB 2014.

LASTLY, WE WOULD LIKE TO POINT OUT THAT THIS BILL AS CURRENTLY WRITTEN APPEARS TO PROHIBIT THE USE OF THESE FUNDS FOR "MEALS ON WHEELS" TYPES OF ACTIVITIES. IT IS OUR SENSE THAT THIS KIND OF ACTIVITY IS OF CONCERN ALL ACROSS THE STATE.

Cindy

ALL LIFESAVING DEVICES OR P.F.D.'s MUST BE COAST GUARD APPROVED, SERVICEABLE AND READILY ACCESSIBLE AT ALL TIMES.

PERSONAL FLOTATION DEVICES



TYPE I (life jacket) – Designed to turn an unconscious person in water to vertical or slightly backward position. 20 pounds buoyancy.



TYPE II (life vest) – Designed to turn an unconscious person to a vertical or slightly backward position. 15½ pounds buoyancy.

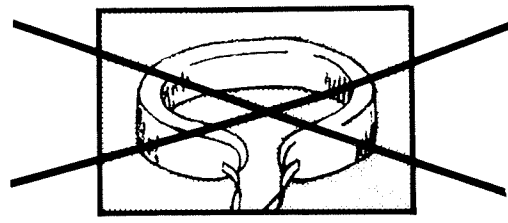


TYPE III (multi-purpose jacket) – Designed to keep a conscious person in vertical or slightly backward position. 15½ pounds buoyancy. Less turning ability than Type II, designed for water activities, such as skiing.



TYPE IV (float cushion or ring buoy) – Designed to be thrown to a person in the water and not worn. 16½ pounds buoyancy.

DO NOT EXPECT YOUR BOAT TO PASS INSPECTION BY DISPLAYING THIS ITEM.



EQUIPMENT (Minimum Requirements)

MOTORBOATS & SAILBOATS (A sailboat with auxiliary power is a motorboat.)

- CLASS A (Under 16 ft.)**
- Valid Certificate of Number on board.
- Registration number on both sides of bow.
- One coast guard approved lifesaving device type I, II, III or IV for each person aboard and being towed.
- Fire extinguisher – one B-I for motorboats in which inflammable gases may accumulate.
- Lights while underway from sunset to sunrise:
 - Motorboats – combination red & green light on bow, white horizon light aft to be higher than white light forward.
 - Sailboats – combination red & green light on bow, 12 pt. white light aft.
- Ventilation on motoboats using volatile fuels.
- Flame arrestor on inboard boats.

- CLASS 1 (16 to under 26 ft.)**
- Valid Certificate of Number on board.
- Registration number on both sides of bow.
- One coast guard approved wearable lifesaving device type I, II or III for each person aboard and being towed, plus one throwable device type IV coast guard approved.
- Fire extinguisher – one B-I for motorboats in which inflammable gases may accumulate or fixed system.
- Lights while underway from sunset to sunrise:
 - Motorboats – combination red & green light on bow, white horizon light aft.
 - Sailboats – combination red & green light on bow, 12 pt. white light aft.
- Ventilation on motorboats using volatile fuels.
- Flame arrestor on inboard boats.
- Whistle, horn or other mechanical sound-producing device for motorboats.