



WINTER 2024

KANSAS TRANSIT REPORTER

The Newsletter for Kansas Rural and Specialized Transportation Providers • University of Kansas Transportation Center

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By Kara Cox, Kansa RTAP



This uncharacteristically warm February feels more like April, and therefore, it feels odd that this is just the first newsletter of 2024! KS RTAP hit the ground running coming back from our winter break and have not slowed down. 2024 is already treating us well, and we hope that it is doing the same for you all!

The early weeks of this year were packed with planning for resources that we hope you will find beneficial. Our first bimonthly webinar will take place on Thursday, February 22 at 2 p.m. This webinar will cover what the KS Infrastructure Hub is and how the Build Kansas Fund can benefit your agency. From improving transit facilities to enhancing transportation for the elderly and disabled, the Build Kansas Fund can help make this happen. Be sure to [register through Zoom](#) and have your questions ready for the webinar!

Since our last newsletter, we have published two new resources to our website. The 2023 Transit Manager Handbook has been updated with the latest KDOT policies and can be found at <https://kutc.ku.edu/kansas-transit-manager-handbook>. An overview of the updates can be found later in this newsletter. Additionally, we have published our Kansas RTAP Construction Project Management Guidebook for Small Transit Agencies to our website and can be found at https://kutc.ku.edu/sites/kutc/files/files/Construction%20Manual_RTAP%202023.pdf. We anticipate publishing a Title VI guidebook in the coming months, so keep an eye for it!

We released a survey about our RTAP services late 2023 and it closed on January 31st. Thank you to all who participated in the survey! Your feedback is essential to our improvement and understanding the needs of transit agencies across Kansas.

If you haven't heard, we have a [new LinkedIn page](#)! Be sure to give us a follow! As always, if you have any questions or need assistance, please reach out!

THE FINAL RULING ON PROWAG AND DESIGNING IN THE PUBLIC RIGHT OF WAY

By Payton Smith, KS RTAP

On August 8th of 2023, the final rule on the Public Right-of-Way Accessibility Guidelines (PROWAG) was published after over 20 years of deliberation. This marks a major milestone in the movement of disability rights. The first-time public accessibility was addressed in federal law was in 1968 with the Architectural Barrier Act which required facilities designed, built, or altered with federal funding to be accessible to disabled individuals.



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However, the broadest and most well-known step towards accessibility was the Americans with Disabilities Act of 1990 which required equal access to programs and services in both public and private sectors. Off the momentum of ADA, the U.S. Access Board began development of accessibility guidelines for the public right of way in 1999, but deliberation around ratification would continue until 2023 due to public comment periods, contentious politics, and continued advancement in transportation research. Despite these barriers, as of September 7th, 2023, PROWAG is now in effect as the official guidelines to design elements in the public right of way and will be mandatory after they are adopted for enforcement by the Department of Justice and the Department of Transportation.

WHAT IS PROWAG?

PROWAG are the accessibility guidelines for pedestrian facilities in public rights-of-way. This pertains to alterations, additions to existing, or any newly constructed pedestrian facilities. Pedestrian facilities include sidewalks, crosswalks, ramps, and even driveways in some instances. Clarifications around accessibility cover everything from pedestrian push buttons to providing audible and vibrotactile walk indicators and making crossings accessible for people who are blind or have low vision, to appropriate slopes for crosswalks. The full extent of the accessibility guidelines is available on the [U.S. Access Board](https://www.access-board.gov/) website and should be consulted when planning projects within the public right of way.

WHAT ARE THE IMPLICATIONS?

While the draft PROWAG guidelines have been available since the 2000s and have informed development within the public right of way since, the final rule represents best practices and will have critical design and implementation implications. While in the past the guidelines have been recommendations, after the final rule and once adopted and enforced by the Department of Justice and Department of Transportation, they are enforceable required.

WHAT DOES THIS MEAN FOR TRANSIT PROVIDERS?

While many transit providers and local communities have taken steps to create accessible public right of ways, now would be a good time to familiarize yourself with the final ruling before starting new projects. Access to the final ruling is available on the [U.S. Access Board](https://www.access-board.gov/). This is a useful resource for accessing any requirements stated by PROWAG. However, this resource is comprehensive and full of jargon. Several resources are available that breakdown the PROWAG and other ADA guidelines in a more user-friendly way and provide examples for transit providers to refer to when thinking about designing in the public right of way. The National Aging and Disability Transportation Center (NADTC) offers a [Toolkit for the Assessment of Bus Stop Accessibility and Safety](https://www.nadtc.org/toolkit/) which can help agencies to understand optimal bus stop design for accessibility. This resource provides principals of bus stop design, provides examples, and refers to federal requirements that are necessary, however, this resource was developed before the ratification of the final ruling of PROWAG, so while it does mention the recommended guidelines, it does note that they are not federally mandated. This resource refers to Americans with Disabilities Act (ADA) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) which provide context for developing accessible public accommodations, including bus stops. With PROWAG, facilities such as sidewalks and ramps that lead up to bus stops must now be accessible, and the NADTC Toolkit can help guide transit agencies or developers on the best practices for providing accessible accommodations.



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The National RTAP also offers an [ADA toolkit](#) which covers not only key standards, guidelines, and guidance as recent as 2020 but it also provides requirements for facility and service type. While this document provides guidance for necessary design components for facilities such as bus stops, it does a broader sweep of incorporating accessibility in all aspects of providing transit services. This resource is well suited as a starting point and can guide you to the necessary resources and guidelines to follow when developing facilities or other aspects of transit services.

One of the most valuable resources when transit agencies are considering altering or developing new facilities or public accommodations within the public right of way is community. Reaching out to other agencies that have been successful in implementing accessible bus stops can be a great way to learn about the process and learn from the experience of your peers. The same can be said for sidewalks and other aspects of the public right away. Communicating with your local government about their goals and previous experience can be valuable. Toolkits and guidebooks can be extremely helpful resources, but sometimes the best wisdom is hard earned experience!

RESOURCES

Davis, A. (2023, November 28). History of U.S crosswalk accessibility laws, 1968-2023. Polara. <https://polara.com/blog/history-of-accessibility-laws-united-states>

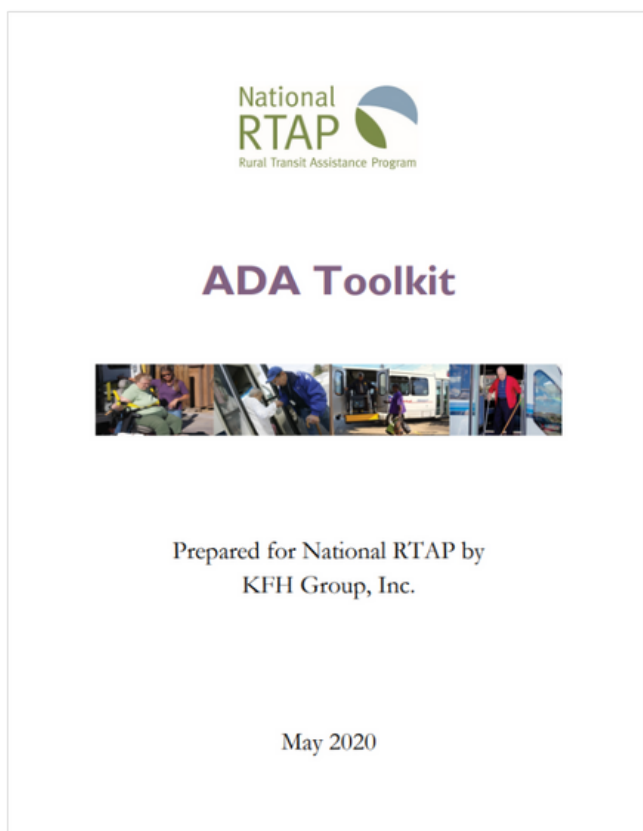
The final rule on public right-of-way accessibility guidelines (PROWAG) is out: Here's what you need to know. Kittelson & Associates, Inc. (n.d.). <https://www.kittelson.com/ideas/the-final-rule-on-public-right-of-way-accessibility-guidelines-prowag-is-out-heres-what-you-need-to-know/>

The National Aging and Disability Transportation Center. (2016). Toolkit for the Assessment of Bus Stop Accessibility and Safety. Washington D.C.

The practical application of PROWAG: When does it impact my project's design and compliance? Kittelson & Associates, Inc. (n.d.-b). <https://www.kittelson.com/ideas/a-practical-application-of-prowag-when-does-it-impact-my-projects-design-and-compliance/>

U.S. Access Board. About PROWAG. (n.d.). <https://www.access-board.gov/prowag/>

U.S. Access Board. ADA Accessibility Standards. (n.d.). <https://www.access-board.gov/ada/#department-of-transportation-ada-standards-for-transportation-facilities-2006>



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DISCOUNT FUEL PURCHASE PROGRAMS

By Megan Hazelwood & Megan Tester, KS RTAP



A discount fuel purchase program is often used by transportation workers to reduce fuel prices and save money over time. These programs are often through “membership” at individual gas station chains across the United States.

Casey’s is a common gas station chain that offers a members rewards program. The program is free to join and you can earn points for every dollar spent. According to the Casey’s website, each dollar gives the member 10 points, once you have earned 250 points you can earn \$0.05 off per gallon up to 20 gallons when fueling up. Many other gas stations offer rewards programs at no cost as well.

Another recognizable chain would be Shell. Shell has over 12,000 stations across the United States. According to the Shell fuel rewards website, their fuel rewards program can be joined at no cost and will automatically earn you \$0.05 off/gallon up to 35 gallons. Filling up your tank 12 times in three months (with at least 10 gallons/fill up) can earn you Platinum Status meaning you will earn \$0.10 off/gallon up to 35 gallons. You can also earn more rewards by using Shell’s Online Shopping, Dining, and other partner benefits with brands like Dunkin’, Advance Auto Parts, and more.

KwikTrip is another gas station chain very common in the state of Kansas. According to the KwikTrip website, you can use a KwikTrip Rewards membership to earn free items in store and at the pump. With their basic KwikTrip Rewards program, you can only earn fuel rewards after purchasing “qualifying items” from their store. However, if you sign up for and qualify for their KwikTrip Rewards Credit/Debit card, you can earn an automatic \$0.03 off at the pump, five percent off any purchases in their store, and all the benefits from the basic KwikTrip Rewards membership. QuikTrip also offers rewards, but only in the Wichita area. QT rewards cards are available at any Wichita location and can only be redeemed at QT locations in Wichita.

Using individual chain memberships and taking advantage of Fuel Points programs can be a great way to save money on gas. These programs can be used by transportation workers and individuals alike to try to cut down on the high cost of fuel.

RESOURCES

<https://www.caseys.com/rewards#:~:text=Online%2C%20simply%20login%20to%20your,local%20school%20of%20your%20choice.>

<https://www.shell.us/motorist/ways-to-save/fuel-rewards-program.html>

<https://www.kwikrewards.com/>

<https://qt-rewards.com/FAQ.aspx>

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NAVIGATING SUCCESS: EFFECTIVE MARKETING STRATEGIES FOR RURAL TRANSIT AGENCIES

By Kara Cox & Megan Tester, KS RTAP

Rural transit agencies face unique challenges when providing accessible and efficient transportation services. Marketing plays a vital role in surmounting these challenges by increasing awareness, bolstering community engagement, and encouraging ridership. In this article, we will explore effective marketing strategies focusing on the specific needs of rural transit agencies.

Community engagement programs are a great way to build connections between a rural agency and the community they serve. These strong connections benefit both agency and community. Organizing outreach events, town hall meetings, and workshops allow agencies to understand the wants and needs of the community they serve. This more personal approach creates a sense of community involvement and helps tailor services to meet community needs. Another way to get involved with your community is to partner with local businesses. These partnerships will benefit both the transit agency and the community. These partnerships can include joint marketing initiatives, such as offering discounts to riders at local businesses or cohosting events, and more.

A digital presence and social media accounts can also help an agency communicate with their community. Although rural areas might not be as densely populated, an online presence is still important. An easy-to-navigate website and social media accounts can help an agency spread information, give updates, and interact with the community. Social media is a great way to reach your audience and promote your services effectively. Your agency should also implement user-friendly technology to enhance overall rider experience and make your transit services more appealing. This technology could include developing a mobile app that provides route information and real-time updates, introducing contactless payment options, and providing Wi-Fi on transit vehicles. By emphasizing the convenience and



modernity of your transit system, you can attract new riders and improve rider satisfaction.

Tailoring marketing materials for your audience is important as well. Keep in mind that you are providing services to a rural population. In your marketing materials, you should be utilizing local imagery, culturally relevant content, and language that reflects your community's values. This, along with clear and concise information about routes, schedules, and fares, can enhance the effect of your agency's promotional campaigns. Don't forget to make your materials visually appealing and use digital content such as websites and social media posts as well! Getting involved with public relations and media outreach by engaging with local media outlets, such as newspapers, radio stations, and community newsletters, can help amplify information about your transit agency as well. Regular press releases, interviews, and features can raise awareness for your agency and the benefits of your transit system. These can also highlight success stories and address any concerns or questions from the community.

Finally, educating the community on the environmental, economic, and social benefits of using public transportation is an incredible marketing strategy. Workshops, seminars, and school programs can teach residents about the positive impacts public transportation

has, such as reduced traffic congestion, lower emissions, and a greater sense of community.

Marketing for rural transit agencies can be difficult. It is important that marketing is tailored to the audience your agency is trying to reach and connect with. By focusing on things such as community engagement, partnerships, media outreach, education, technology, localized marketing, and a digital presence, rural transit agencies are able to build strong connections within their communities and encourage sustainable ridership. As these strategies are implemented, rural agencies can watch as their transit systems transform into vital parts of the rural community.

NALOXONE PROGRAMS FOR TRANSIT AGENCIES

By Anne Lowder, Kara Cox & Megan Tester, KS RTAP



Considering establishing a naloxone program at your transit agency? This article will explore the benefits of having a Naloxone Program at your agency and the resources available to get your agency set up with the program.

WHAT IS NALOXONE?

First things first, naloxone (Narcan) is a life-saving medication that can reverse the effects of an opioid overdose according to the Centers for Disease Control (CDC). It is not addictive and only works if opioids are in the person's system. Naloxone will not harm someone who is not overdosing meaning there is no risk to using naloxone if you believe someone to be overdosing, even if they aren't. Some examples of opioids that Naloxone

can reverse the effects of include heroin, fentanyl, oxycodone (OxyContin), hydrocodone (Vicodin), codeine, and morphine.

Once administered to someone overdosing on an opioid, Naloxone can help to restore normal breathing if their breathing has slowed or stopped.

WHY IS NALOXONE NECESSARY?

The National Institute on Drug Abuse reported deaths due to overdose are on the rise across the United States, reaching 106,699 deaths in 2021. This is an increase of fourteen percent from 2020 alone (28.3 per 100,000 in 2020 vs. 32.4 per 100,000 in 2021).

Over the last ten years, drug-related overdoses have nearly tripled in the state of Kansas. Additionally, the Kansas Department of Health and Environment (KDHE) reported 738 drug-related overdose deaths in 2022. Synthetic opioids, like fentanyl, were the cause of nearly half of the drug-related overdose deaths. According to the KDHE Overdose Database, there were 254 overdoses caused by opioids in 2020 versus 497 opioid overdoses in 2022. Additionally, this database shows that Black and Indigenous people of color are disproportionately affected by drug overdoses in the state of Kansas. People aged 35-44 are also disproportionately affected in Kansas. The number of deaths caused by overdose in those aged 35-44 has almost doubled over the last few years. In 2020, 92

people aged 35-44 died of a drug overdose compared to 183 deaths in 2022.

With proper resources and training, Naloxone administration can help to reduce the number of deaths due to overdose. According to Emergent BioSolutions, the developer of NARCAN, almost 17 million doses of naloxone were distributed in 2021. Having naloxone readily available to public transit entities is especially important as public transit is often a hot spot for drug use and overdose incidents.

THE GOAL - HARM REDUCTION

According to Chrissy Mayer from Kansas DCCCA, the need for public access and establishing programs on how to administer naloxone is creating an overdose strategy called “Harm Reduction” developed by the U.S. Department of Health and Human Services. “We do not want to create harm by letting people die when lives can be saved. Thus, Harm Reduction,” said Mayer.

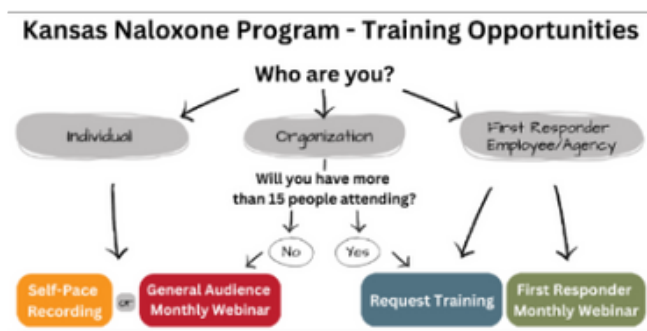
Kansas DCCCA has resources available to help you train your employees and provide the naloxone. With funding through the Kansas Department of Aging and Disability Services (KDADS), DCCCA can provide free naloxone nasal spray, fentanyl test strips, and training to community organizations and any Kansas resident.

According to the Kansas DCCCA website, the objective of the program is to, “learn about the impact of the opioid crisis nationally and in Kansas, develop the ability to prevent, recognize, and respond to an opioid overdose, explore resources associated with opioids in Kansas and learn how to administer Naloxone if an opioid overdose is suspected.”

Chrissy Mayer of Kansas DCCA said, “The training takes about 1 hour and that DCCCA will come to your agency if you have fifteen or more employees to be trained. There is also an online option.” Chrissy Mayer may be contacted at Cmayer@dcccca.org.

Currently, Kansas DCCCA has trained police officers and health departments and has put in vending

machines in Wyandotte County, Kansas. Ms. Mayer stated that the high-risk counties in Kansas include Douglas, Johnson, Reno, Wyandotte, Sedgewick, and Crawford.



OUT OF THE HEADLINES

Washington Metro Transit Police Officers have a new tool to protect customers and save lives. All active duty MTPD officers and Metro's crisis intervention specialists will be equipped with naloxone (commonly known as Narcan) to prevent deaths by opioid overdose. January 4, 2023
[Metro Transit Police Officers now equipped with Narcan to prevent opioid overdose deaths | WMATA](#)

Two Las Cruces RoadRunner transit drivers are being praised for saving the life of a man who had overdosed. February 3rd, 2023
[2 Las Cruces public transit drivers credited with saving life of man who overdosed | KFOX \(kfoxtv.com\)](#)

An Orillia Transit driver recently went above and beyond his job description by saving a passenger's life during an overdose. February 25, 2023
[Orillia Transit driver saves passenger's life during overdose - Orillia News \(orilliamatters.com\)](#)

In collaboration with Fargo Cass Public Health, every MATBUS is now equipped with the naloxone nasal spray called Narcan, which can prevent an opioid overdose. November 16, 2023
[MATBUS now carrying Narcan kits to help prevent opioid overdose deaths - InForum | Fargo, Moorhead and West Fargo news, weather, and sports \(jamestownsun.com\)](#)

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IN SUM

Statistics both nationally and in Kansas show a rise in opioid overdoses. Kansas DCCCA can help transit agencies in Kansas establish a naloxone program and train employees to be part of the “harm reduction” tool in Kansas.

RESOURCES

U.S. Department of Health and Human Services. (2023, September 25). *Drug overdose death rates*. National Institutes of Health. <https://nida.nih.gov/research-topics/trends-statistics/overdose-death-rates#:~:text=Opioid%2Dinvolved%20overdose%20deaths%20rose,with%2080%2C411%20reported%20overdose%20deaths>.

SG, K. S. J. D. (n.d.). *Designing a public access naloxone program for public transportation stations*. Healthcare (Amsterdam, Netherlands). <https://pubmed.ncbi.nlm.nih.gov/37247465/>

Centers for Disease Control and Prevention. (2023, April 21). *Lifesaving naloxone*. Centers for Disease Control and Prevention. <https://www.cdc.gov/stopoverdose/naloxone/index.html>

Kansas Naloxone program. dccca.org. (2023, November 15). <https://www.dccca.org/naloxone-program/>

Mayer, C. (2023, November 20). Kansas DCCCA Naloxone Program. personal.

Emergent BioSolutions. (2023, August 30). “Emergent BioSolutions’ NARCAN® Nasal Spray Launches Over the Counter Making it Possible for Everyone to Help Save a Life from an Opioid Overdose Emergency.” <https://investors.emergentbiosolutions.com/news-releases/news-release-details/emergent-biosolutions-narcanr-nasal-spray-launches-over-counter>. Accessed 7 February 2024.

2023 TRANSIT MANAGER HANDBOOK UPDATES

By Megan Tester, KS RTAP

The 2023 Transit Manager Handbook has been updated from the 2020 Transit Manager Handbook. This article quickly breaks these updates down. For a quick overview, please see the list at the end of this article.

In Chapter 1, information was added regarding Section 5339 Bus and Bus Facilities Infrastructure and Investment Program including information on what agencies may use the funding for. Though Section 5339 is a federal program, information on state programs was added as well. These programs are the Access, Innovation and Collaboration Public Transit Program (AIC Program), the Cost Share Program, and the Innovative Technology Program. KDOT and Kansas RTAP contacts were updated in this chapter as well. A new addition is the section of Kansas Mobility Managers and their contact information. Finally, links to the FMSCA and the KCC websites were updated.

Chapter 2 had no updates. Chapter 3 shows updated information regarding what is an eligible administrative expense, out-of-state travel expenses,



and auditing. Chapter 4 also had no updates.

Chapter 5 sees updates regarding advertising requirements, most notably that those who receive funding from Section 5339 are required to advertise their transportation program. These advertisements cannot only be in a Senior Citizen's newspaper or in the Senior Citizen's section of the local newspaper. If there is no local newspaper, agencies must do their due diligence utilizing social media. In this chapter, there is also an updated wheelchair definition and an updated section regarding direct threats.

Chapter 6 includes updates on agency Title VI plans. Chapter 7 has no updates. Chapter 8 has a new section on the Approved Trainer Program and added information regarding Passenger Assistance Safety and Security (PASS) and required Core Courses. Agencies that do not comply with PASS training requirements will be removed from the KDOT grant program. The Core Courses with new information are Emergency Procedures and Passenger Assistance. There is also information regarding retrieving LMS certificates.

Chapter 9's only updated is a new section on KDOT's annual inspection. Chapter 10 updates include a paragraph on maintenance books and OEM requirements, updated information on reporting accidents, and an updated dollar amount on when KDOT needs to be contacted before proceeding with the repairs (was previously \$1500 but is now \$4500).

CHAPTER BREAKDOWN

Chapter 1

- Added Information on Section 5339 Bus and Bus Facilities Infrastructure and Investment Program
- Added Information on State Programs (AIC Program, Cost Share Program, Innovative Technology Program)
- Updated KDOT Contacts
- Updated Kansas RTAP Contacts
- Added Section on Kansas Mobility Managers and their Contact Information
- Updated FMSCA Website Links
- Updated KCC Website Links 500)

Chapter 2

- No Updates

Chapter 3

- Updated Eligible Administrative Expenses (Uniforms)
- Updated Information for Out-of-State Travel Expenses
- Updated Audit Information

Chapter 4

- No Updates

Chapter 5

- Updated Advertising Requirement Information
- No longer only 5311, 5339 is also required to advertise
- If there are no local newspapers, then agencies must use social media
- Advertisements cannot only be in a Senior Citizens' newspaper OR in the Senior Citizen's section of a newspaper
- Social media commercials are considered secondary media
- Added "Wheelchair Definition"
- Updated Section on "Direct Threat"

Chapter 6

- Updated Information about Title VI Plans

Chapter 7

- No Updates

Chapter 8

- Added Section on "Approved Trainer Program"
- Added Information on PASS
- Added Information on "Core Courses"
- Added Information on Q'Straint Wheelchair Securement
- Added Information on LMS Retrieval of Certificates
- Updated Appendix D

Chapter 9

- New Section on Annual KDOT Inspection

Chapter 10

- New Information on Maintenance Books
- Updated Information on Reporting Accidents
- Repair Requests: over \$4500 (previously \$1500)

KANSAS RTAP TRAINING, TRAINING RESOURCES AND CONFERENCES

By Anne Lowder, KS RTAP

Below are training courses available from Kansas RTAP and other sources through October of this year. If you are interested in hosting a training class, I am scheduling dates for 2024. Please contact Anne Lowder at alowder@ku.edu if you would like to host a training course at your agency.

KANSAS RTAP TRAINING

2024 KANSAS RTAP TRAINING DEFENSIVE DRIVING AND PASSENGER ASSISTANCE/WHEELCHAIR SECUREMENT

https://www.events-kutcc.ku.edu/assnfe/CourseView.asp_MODE=VIEW&cID=591

February 22 | Hutchison, KS | Mike Ellis
March 7 | Parsons, KS
March 12 | Salina, KS | Trell Grinter
March 14 | Arkansas City, KS
March 21 | Paola, KS | Jeffrey Priddy
March 21 | Chanute, KS | Alisa Miner
March 22 | Chanute, KS | Alisa Miner
March 28 | Hutchinson, KS | Patty Clark
March 28 | Independence, KS | Justin Lynch
May 1 | Salina, KS | Trell Grinter
May 22 | Atwood, KS
May 23 | Hutchinson, KS | Patty Clark
June 13 | Chanute, KS | Alisa Miner
June 19 | Garden City, KS
June 20 | Dodge City, KS
July 31 | Fort Scott, KS | Alisa Miner
September 11 | Garden City, KS
September 12 | Dodge City, KS
September 19 | Wellington, KS
September 26 | Chanute, KS
October 3 | Arkansas City
October 31 | Fort Scott | Alisa Miner
November 13 | Chanute, KS | Alisa Miner
November 14 | Chanute, KS | Alisa Miner

KANSAS RTAP TRAINING

2024 KANSAS RTAP TRAINING DEFENSIVE DRIVING AND EMERGENCY PROCEDURES

<https://www.events-kutc.ku.edu/assnfe/CourseView.asp?MODE=VIEW&clCourseID=580>

3/7 | Hutchinson, KS | Mike Ellis
3/7 | Chanute, KS | Alisa Miner
3/8 | Chanute, KS | Alisa Miner
3/13 | Hays, KS
3/20 | Garden City, KS
3/21 | Dodge City, KS
3/29 | Chanute, KS | Alisa Miner
3/30 | Salina, KS | Leslie Webb
4/9 | Salina, KS | Trell Grinter
5/23 | Great Bend, KS
6/6 | Wichita, KS
6/12 | Fort Scott, KS | Alisa Miner
6/26 | Chanute, KS | Alisa Miner
7/17 | Wichita, KS
9/25 | Fort Scott, KS | Alisa Miner
10/2 | Hays, KS
10/30 | Chanute, KS | Alisa Miner

RESOURCES FOR TRANSPORTATION AGENCIES

EasterSeals Project Action Consulting

<https://www.projectaction.com/>

Easterseals Project Action Consulting provides instruction in a variety of formats to meet your community's needs and budgets.

National RTAP eLearning Transit Resources

<https://www.nationalrtap.org/>

- Training Modules
- eLearning Courses
- Technology Tolls
- Webinars
- Toolkits
- Topic Guides
- Technical Briefs
- Spotlight Articles

National Center for Applied Technology

<https://n-catt.org/>

Providing small-urban, rural, and tribal transit agencies with practical resources for replicable technological solutions and innovations. The site shares case studies, research, technologies, and provides information on technologies that enable solutions that solve problems and enable goals to be reached.

Community Transportation Association of America (CTAA) Resources

- Legislative and Federal Policy priorities
- Crime and Human Trafficking Prevention
- Census Issues 2020 Urban Area Determinations
- CT Reader Regular Updates
- Training Calendar

National Center for Mobility Management (NCMM)
<https://nationalcenterformobilitymanagement.org/>
Promoting Customer-Centered Mobility strategies that advance good health, economic vitality, self-sufficiency, and community.

U.S Department of Transportation
'Back to Basics' for Service Agents | US Department of Transportation
The Office of Drug and Alcohol Policy and Compliance (ODAPC) is introducing a short series of reminders called "Back to Basics" for service agents (e.g., collectors, Medical Review Officers, etc).

CONFERENCES, WEBINARS, AND CHATS

Community Transportation Association of America (CTAA) EXPO 2024
[Community Transportation \(ctaa.org\)](https://communitytransportation.org/)
June 9th – 12th, 2024
West Palm Beach, Florida

APTA (American Public Transportation Association) Workforce Summit
August 21 – 23, 2024
Washington, DC
More information to come.

APTA (American Public Transportation Association) Mobility Conference
April 28- May 1, 2024
Portland, OR
[Mobility Conference \(goeshow.com\)](https://goeshow.com)

SHARE!

If you know individuals who would like to receive our newsletter, please have them go to: www.ksrtap.org and sign up for the Kansas RTAP email list. There is a box to check to request electronic notification of each new issue of the TransReporter. Back issues are available at our website in the newsletter archives section.

KANSAS TRANSIT REPORTER

The Kansas Transit Reporter is an educational and technology transfer newsletter published quarterly by the University of Kansas Transportation Center (KUTC). The newsletter is free to rural and specialized transit providers and others with an interest in rural and specialized service.

The Kansas Transit Reporter is co-sponsored by the Federal Transit Administration under its Rural Transportation Assistance Program (rtap) and the Kansas Department of Transportation. The purposes of the RTAP program are to:

1) educate transit operators about the latest technologies in rural and specialized transit; 2) encourage their translation into practical application; and 3) to share information among operators.

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