MEETING SUMMARY

Mobility Advisory Committee

Sara Davis, Chair

December 13th, 2017

Procedural Business

1. Welcome and Introductions (5 mins)
   a. Committee Membership Updates
      i. Unfortunately, Mary Hunt (City of Independence), the recently-appointed co-chair of MAC, has retired and moved away from Kansas City. The committee will proceed with Sara Davis (OATS) as chair until further notice. If anyone is interested in learning more about the roles and responsibilities of co-chairing MAC, please contact MARC staff.

2. Approval of October Meeting Minutes (5 mins)
   a. Motion: Jim Courtney
      Seconded: Phil Hanson

New Business

3. Online Survey Results (15 minutes)
   a. Drew Stiehl, MARC, recapped the Coordinated Plan process, including the planning requirements, goals, tasks, and timeline.
   b. Mr. Stiehl then proceeded to inform the committee on the results from the public survey
      i. The survey had high representation from Kansas City, MO, and Roeland Park, Kansas
      ii. 50 respondents were 65 or older, and 50 reported having a disability. Awareness of ADA eligibility was low in these groups
         • A combination of these two groups constitute the “Target Group,” and other respondents comprise the “Outgroup”
      iii. Target group participants were roughly twice as likely to “Strongly Disagree” with statements of autonomy as outgroup participants
      iv. Target Group participants were nearly three times as likely to “Strongly Disagree” with having mobility options as Outgroup participants
      v. Cost was not a major concern for either group
      vi. Distrust of drivers was very low, and in fact many commendations for outstanding service were offered
      vii. Service to more places was the #1 priority for each group, followed by more reliable service, and cheaper service.
         • Mr. Courtney: Those choices seem to be almost conflicting
            a. Mr. Stiehl: The question was intentionally designed that way to force a choice, to determine which investments are most valuable to the users
Lisa Womack: It would be useful to know the geography of respondents who answered certain questions certain ways.

a. Mr. Stiehl: That all will be included in the final report

viii. The most desired locations for users were Lee’s Summit, Raytown, Independence, and Liberty.

ix. In the open-ended responses, respondents were most likely to comment on infrastructure, scheduling, communication/information, a desire for more rail investment (e.g. streetcar, LRT, etc.), or outstanding service commendations.

c. Discussion:

i. Mr. Courtney to Ms. Womack: do we have a regional, uniform process for ADA eligibility yet?

- Ms. Womack: yes, it is all online
- Mr. Courtney: we should continue to refer people to that website

ii. Mary Carter (Mayor’s Committee for People w/ Disabilities): How long will the survey be open for?

- Mr. Stiehl: we aren’t sure when we are going to close the survey down, but we will keep it open at least until January.

4. Data Analysis Report (15 minutes)

a. There were a total of 14,350,172 fixed-route transit trips taken in the Kansas City region (KCATA, JOCO, UG, and IndieBus) between September 2016 and September 2017.

b. Additionally, there were 435,667 paratransit trips taken in that time frame

i. Those trips followed typical time-of-day schedules for the most part, with high morning peaks around 8:00am, a lull in the middle of the day, and then a peak again between 4:00pm and 6:00pm.

ii. However, RideKC Freedom rides changed this dynamic slightly, with a single, large peak between 1:00pm and 3:00pm, and then steady performance throughout the day, trending downward into the late evening hours (not including a late-night jump on Saturdays).

c. The average trip cost was $14, and the total net fair was $13.44, while the average cost to the customer was $4.71

d. The geographic coverage of paratransit suggests, unsurprisingly, that areas at the fringes of the region are less accessible by paratransit than areas closer to the urban core

e. There is substantial duplication/overlapping of service, particularly in Johnson County, where several agencies have attempted to fill in the gaps left by low transit service

f. Most Share-a-Fare destinations were to residences, medical appointments, shopping, grocery, dialysis, or recreational activities

g. Discussion:

i. Carroll Ramseyer: Where is the rest of the data for the region?

- Mr. Stiehl: MARC is still working on collecting the remainder of the data, but it will be included in the final report

ii. Ms. Womack: If taxi trips were unlimited, we would see more activity

iii. Mr. Stiehl:

- There will likely be a change in the upcoming 5310 cycle where municipal services will have to certify that a nonprofit is not currently performing a similar activity in their jurisdiction. The best solution is to seek partnerships

5. Peer Communities Report (15 minutes)
a. Eight peer communities were reviewed:
   i. Ohio-Kentucky-Indiana Regional Council of Governments (Cincinnati, OH)
   ii. Southeast Wisconsin Regional Planning Commission (Milwaukee, WI)
   iii. Puget Sound Regional Commission (Seattle, WA)
   iv. Atlanta Regional Commission (Atlanta, GA)
   v. INDYMPO (Indianapolis, IN)
   vi. Memphis Urban Area MPO (Memphis, TN)
   vii. Southwest Pennsylvania Commission (Pittsburgh, PA)
   viii. North Central Texas Council of Governments (Dallas, TX)

b. Each community was profiled, and unique aspects of their coordinated plans were shared

c. Key themes included:
   i. Develop and support partnerships
   ii. Create a forum for stakeholders (i.e. MAC)
   iii. Expand local funding sustainability
   iv. Create and maintain One-call/One-click functionality
   v. Fund infrastructure supports for transit
   vi. Provide technical/capital support for providers

d. There was no discussion regarding this agenda item

6. Strategy Discussion / Development (30 minutes)
   a. Federal law requires that 5310 projects be included in the coordinated plan as strategies, activities, or specific projects addressing identified service gaps or transportation coordination objective. The Kansas City region has chosen to include them as strategies
   b. Eligible activities under 5310 were reviewed
   c. Topics that MAC has discussed in 2017 were reviewed
      i. Topics discussed included: jobs access, data, engagement with service populations, lack of information as a barrier to entry, and the regional transit vision offered by SmartMoves
   d. Each attendee was provided with the list of existing strategies from Chapter 5 of Transportation Outlook 2040, which has served as MARC’s Coordinated Plan until this update
   e. Mr. Stiehl: are the existing strategies sufficient? Are there any changes? How should we prioritize them?
      i. Ms. Davis: we are no longer “creating” a mobility management center, how can we re-frame this?
         • Mr. Stiehl: let’s try “continue to develop and promote”
      ii. Ms. Womack: 5-2a (first bullet) include better integration
      iii. Ms. Davis: Is there anything in here about working with employers to fund transportation (especially with healthcare)?
         • Mr. Stiehl: we can expand on 5.5b, which includes partnerships
   f. MAC members were then asked to vote via paper ballot on how they would prioritize the strategies, and were presented with an opportunity to provide their own strategy

7. Other Discussion
Lisa Womack, KCATA: Changes are coming on paratransit (non-ADA), effective in February. KCATA is also changing the eligibility process, and we will have Drew share with the group.
ATTENDANCE

December 13th, 2017

Chair:
Sara Davis, OATS Transportation

Other Attendees:

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<tr>
<th>Name</th>
<th>Organization</th>
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<td>Dan Ryan</td>
<td>Tri-County Mental Health</td>
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<td>Phil Hanson</td>
<td>THCF</td>
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<td>Kim Greene</td>
<td>FEC</td>
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<td>Jen Jordan-Spence</td>
<td>City of Gardner</td>
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<td>Amy Cox</td>
<td>DPI</td>
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<td>Jim Courtney</td>
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<td>Lisa Womack</td>
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<td>Jon Moore</td>
<td>Olssen Associates</td>
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<td>Linda Redford</td>
<td>KUMC</td>
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<td>Jim Huffman</td>
<td>Life Unlimited</td>
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<td>Linda Sharp</td>
<td>Truman Medical Centers</td>
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<td>Amy Wright</td>
<td>Mid-America Alliance for Access</td>
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<td>Bob Rice</td>
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<td>Carroll Ramseyer</td>
<td>City of Olathe, KS</td>
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<td>Arthur Gough</td>
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<td>Mary Carter</td>
<td>Mayor's Committee for People w/ Disabilities</td>
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<td>Michael Tramonte</td>
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<td>Augustin Sylvester</td>
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<td>Irvin Jackson</td>
<td>UG Transit</td>
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<td>Brenda Volle</td>
<td>Olathe Taxi Program</td>
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<td>Terry O'Toole</td>
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<td>Alan Lane</td>
<td>The Whole Person / Mayor's Council</td>
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<td>James Stowe</td>
<td>MARC / AAA</td>
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<td>Martin Rivarola</td>
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<td>Drew Stiehl</td>
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