OPEN MEETING NOTICE
REGIONAL TRANSIT COORDINATING COUNCIL

Brian McKiernan, MARC Co-Chair
Daniel Serda, KCATA Co-Chair

There will be a meeting of the Regional Transit Coordinating Council on
Thursday, April 30th at 9:00 a.m. via Go-to-Meeting (online)

AGENDA

1. Welcome and Introductions
2. Approval of December 2019 Meeting Summary*
3. Policy Discussion Items:
   a. Regional Transit Impacts of COVID-19—MARC and transit agency staff (20 minutes)
      i. Reports form agencies on impact
      ii. CARES Act funds and distribution/need
   b. Investable Transit and Mobility Strategies—MARC and KCATA staff (30 minutes)
      i. Approach
      ii. Timeline
   c. MARC Sub-allocated Funding—MARC and KCATA staff (20 minutes)
      i. Possible projects
      ii. Coordination and policy priorities
4. Informational Items:
   a. Connected KC 2050 Public Comment Period—MARC staff (2 minutes)
   b. Member Updates - (10 minutes)
5. Other Business
6. Public Comments (sign-in required, 3 minute maximum)
7. 2020 Meeting Dates (all at 9:00 a.m.):
   a. June 17 (KCATA, 1200 E. 18th Street, Kansas City, Mo. (Breen Room)
   b. September 16 (MARC, 600 Broadway, Kansas City, Mo. (Board Room)
   c. December 16 (KCATA, 1200 E. 18th Street, Kansas City, Mo. (Breen Room)
8. Adjourn

*Action item

Special Accommodations: Please notify the Mid-America Regional Council at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests. MARC programs may not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see http://www.marc.org/transportation/title_vi.htm, or call 816-474-4240.
REGIONAL TRANSIT COORDINATING COUNCIL

Meeting Summary for December 18, 2019

ATTENDANCE

Members and Alternates:
Daniel Serda, KCATA Board (Co-Chair)  
Brian Mckiernan, MARC Board (Co-Chair)  
Josh Powers, Johnson County  
Patty Hilderbrand, KCMO  
Tom Gerend, KC Streetcar Authority  
Justus Welker, UG

Others:
Jared Gulbranson, WSP  
Christine Daw, PCBS  
Jen Jorden-Spence, City of Gardner  
Melissa Sieben, UG  
Art Gough  
Cathy Bennett, KC Chamber  
Jake Jacobs, EITAS  
Dave Kocour, Hg Consult  
Jay Leipzig, Johnson County  
Joe Connor, Johnson County  
Sara Lamprise, MEC

Staff:
Ron Achelpohl, MARC  
Laura Machala, MARC  
Kaleena Salazar, MARC  
Jared Islas, MARC  
Tom Jacobs, MARC  
Dick Jarrold, KCATA  
Robbie Makinen, KCATA  
Jameson Auten, KCATA  
Don Bowlin, KCATA
1. **Welcome and Introduction**
   Brian McKiernan provided a welcome and started a round of introductions.

2. **Approval of June Meeting Summary**
   The summary notes for the September 2019 meeting were APPROVED.

3. **Policy Discussions:**
   a. **Connected KC 2050 Update**
      i. **Prioritize projects list/approach**
      Martin Rivarola discussed project prioritization for the Connected KC 2050 Plan. He said that there would be a Tech Team meeting next month to talk through which transit projects should be financially constrained. Mr. Rivarola offered that if anyone wants to participate (beyond the Tech Team members), to let him know and they would be invited.

      Mr. Rivarola discussed public feedback, meetings and the online meeting/survey. He said about 70 people attended the meetings and over 830 filled out the online survey. Needs were equally rated, but access to opportunity ranked the highest. The survey also asked the public what project types the region should focus on (not do, do within existing funding, seek new funding for). Respondents were (overall) not interested in adding lanes for future development but were in favor of seeking new funds for transit.

      Dick Jarrold voiced his concern that only two transit projects could be financially constrained because of lack of [projected future] funding. Ron Achelpohl mentioned that the plan will discuss new possible sources of funding, but will not financially constrain based on those sources. Tom Gerend was pleased that the plan would make the point that we don’t have enough money to fund all transit projects.

   b. **Zero Fare as Long-Term Goal for Regional Transit**
      i. **KCMO resolution passed on Dec. 5**
      Mr. Jarrold reported that the resolution, in addition to directing city staff to identify funding for zero fare, also asks staff to figure out transit priority on the street network, which fits nicely with the system redesign. Priority can be traffic signal priority, avoiding closures and detours on transit emphasis corridors, how parking is developed, etc.

      ii. **Economic Impacts of Zero Fare (UMKC study)**
      Robbie Makinen thanked everyone for their efforts to make transit better in the region. He reported that UMKC did a study on the economic impact of zero fare. It indicates that zero fare would generate $15 million dollars of economic activity. Mr. Makinen emphasized that transit should be part of economic development discussions, including those involving incentives. We incentivize parking garages—why not transit? Mr. Makinen discussed RideKC’s efforts making it free for veterans, students, and others to ride. He also discussed that Prospect MAX launched as a free service, with 27,000 rides provided so far. He said that KCATA is working with folks at the City of Kansas City, Mo. to figure out zero fare transit. Then the discussion will be what about zero fare in the other counties in the region. RTCC is the forum to have this conversation.

      iii. **Zero Fare Implementation Discussion**
      Mr. Gerend noted that KCATA is working through the resolution with the city and regional aspects of [zero fare] deployment. Justus Welker said that the Unified Government wants to be a good regional steward, but he is concerned that without regional deployment, zero fare has the potential to divide. He wondered if zero fare
[only in KCMO] would lead to additional conflict in Wyandotte County? How will interjurisdictional rides work? What about paratransit? He emphasized the need for more discussion.

Brian McKiernan offered that he wanted to share some personal thoughts/share a disappointment. He voiced that his understanding was that RTCC was convened to break down geographic and governmental barriers to create a truly unified transit system and connect us to other systems (bike, pedestrian, etc.). Over the years, RTCC has played a great role in regional collaboration. He went on to say that while there are real benefits to zero fare, there are real challenges as well. He voiced that RTCC should have had a discussion in the past (before now) to wrap our heads around opportunities and challenges. He said he was disappointed that RTCC was not given the opportunity to craft the vision/message for why this is the right move or how zero fare will be managed. He concluded by saying he wished the discussion had begun formally earlier.

Daniel Serda discussed how he has served on the KCATA Board for almost six years. When he started, KCATA had already started to reform itself. He said that everything that you see, including this conversation, is a result of conversations that started 7-8 years ago. He discussed how one component is to put ATA on a firmer financial footing. People want ATA to do more, do better, with what it has. To Mr. Gerend’s point, he said, it is important to recognize that we have positive reception to regional funding now (including the business community). He stated that the region has prioritized auto traffic for 50+ years. He said he shared his co-chair’s concern that we as a committee need to be part of the conversation. We need to champion and fashion the details as we move forward. He emphasized that this committee needs to play a fundamental role. Mr. Serda encouraged committee members to ask questions and direct them to the co-chairs and MARC staff.

Mr. Makinen agreed and said that transit partners from around the region should be able to bring concerns to RTCC and be honest. Mr. McKiernan also acknowledged that he should have brought concerns to the committee sooner.

c. Regional Funding Structure

i. Possibilities for a regional funding mechanism for regional transit

Mr. Makinen started by saying that the discussion we really need to have at RTCC is about regional funding. Mr. Jarrold emphasized that KCATA doesn’t have an independent revenue source. The agency must go to each community annually to negotiate service contracts. Only 10 communities fund transit in the whole region. Cobbling together a regional system with that is a challenge. Staff tries behind the scenes, but it is challenging. Transit competes with other community needs. Regional funding would make a big difference.

Mr. Makinen said that we need a plan for regional transit funding and that the discussion should happen at RTCC. Cathy Bennett, VP for Policy for the Chamber spoke, conveying that Joe Reardon sends his apologies. Ms. Bennett discussed that almost two years ago, the Chamber launched Big 5, focusing on transportation innovation. The work focused on Prop D the first year. This summer the Chamber reconstituted the work of the Big 5, launching four sub-committees: safety, public policy, workforce access, and regional investment strategies. The Chamber believes that the KC metro needs a regional transportation plan and a funding mechanism to achieve true prosperity. The
Big 5 has been researching how other states have done regional investment plans. The business community is saying now is the time to act.

Mr. Gerend stated that transit has been hamstrung by the regional funding issue. We haven’t been able to bring the business community to the table. The fact that the Chamber has stepped up is huge. The Chamber is not a transit expert, though, so they need RTCC’s help! Mr. Gerend said that the committee needs to come up with a strategy and support the Chamber. Mr. Makinen agreed. Ms. Bennett noted that they are working with fellow chambers throughout the region. Mr. Gerend also wondered whether with the 3/8 cent sales tax expiring in 2024, if the point of renewal would be a way to draw in other communities (and decrease the burden on KCMO).

Mr. Makinen said KCATA would put UGT and Johnson County staff in touch with the UMKC report authors so they can discuss the local details of the study with their governments. He said that the region needs to build a plan along with the Chamber.

Committee members agreed to have follow-up Tech Team meetings to discuss zero fare and plans for regional transit/funding.

4. Informational Items
   a. Member Updates
      None were given.

5. Other Business
   None

6. Public Comment
   John Ivey, from Citizens for Progress came to talk about light rail. He thanked MARC and KCATA for assistance on the Rock Island Corridor. He asked if KCATA could take over the airport and said it should be managed by a federal, bi-state agency. He also commented on the 3rd and Grand property and stated the progress had been slow to pick a proposal.

7. Next Meeting Date
   March 18, 2020 from 9:00-10:30 a.m. at MARC. [Note: This meeting was canceled and changed to April 30, 2020 from 9:00-10:30 a.m. via GotoMeeting.]

8. Adjourn
   With no further discussion, the meeting was adjourned.
Near-Term Regional Transit and Mobility Investable Strategy Development

**Objective:**

Develop scalable, measurable recommendations for fundable (near-term) transit and mobility services to address:

- Regional and local needs
- Maintaining existing service
- Job accessibility
- Serving vulnerable populations
- Other transportation needs based on Smart Moves 3.0.

While the objective is to develop several recommendations for transit and mobility services that could be implemented with regional funding in the near-term (perhaps 3-5 years), this is a step towards achieving the long-term goal of identifying regional funding to operate a transit system in the Kansas City region.

**Key Assumptions:**

- Transit-focused program designed to improve and expand service throughout the region
- Potential for new regional revenue sources
- New dedicated revenues may supplant some existing revenues
- Different jurisdictions may act in different timeframes
- Program funding will be for a proscribed set of recommendations over a specific timeframe

**Proposed Process:**

- Coordinate proposed process with KCATA and MARC boards
- Maintain coordination with Greater KC Chamber’s Big 5 and job access efforts
- Engage RTCC – add members, refine mission and work plan
- RTCC Tech Team staff review Smart Moves technical recommendations
- Individual and small group meetings with public and private sector community leaders to establish local and regional program goals
- Local consultation workshops – sub-regional community input on job access and mobility needs, strategies and priorities
- Progress reports and input sessions to RTCC as well as KCATA and MARC committees/boards
- RTCC.tech team members coordinate with the jurisdictions they represent
- RTCC Tech Team refine recommendations, cost estimates
- Additional community and community leader input
- RTCC Tech Team finalize recommendations
- Recommendations to RTCC for RTCC action
- RTCC submits recommendations to KCATA and MARC committees and boards

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1 Vulnerable populations include low-income populations, people of color, populations with a disability, older adults, and others who maybe depend on public transit for their transportation needs.
Timeline:

Given the current situation with the COVID-19 pandemic, this timeline will begin once it becomes possible to resume most daily activities.

- Throughout – Briefings for KCATA and MARC committees/boards
- Months 1-3: Meetings with public and private sector community leaders
- Months 1-3: Local consultation groups
- Months 1-6: Progress reports to RTCC and refinement of recommendations
- Months 6-8: Community and community leader input
- Months 8-10: Finalize recommendations; bring to RTCC for action.
- Months 11-13: RTCC recommendations sent to KCATA/MARC committees/boards and other entities and regional groups for action.
Potential Projects to Submit for MARC Sub-allocated Funding (STP, CMAQ, TAP, PSP)

2020 Call for Projects

Vehicles and Equipment:

- Regional Clean Transit Vehicle Program
  - MO side of region
  - KS side of region
- Regional CNG Fueling Stations (north and south)
- Country Club ROW Bridge Structural Repair

Corridors:

- ADA/Pedestrian Accessibility Program – Bus stop improvements, access pathways to transit
  - MO side of region
  - KS side of region
- Transit Priority Project Corridors (Fast and Frequent)
  - MO side of region (N. Oak, Independence, and others)
  - KS side of region (75th Street, Quivera, and State Avenue)

New Service:

- New Transit Service Operating Assistance
- Cass County Transit Program – Belton and Raymore

Planning:

- Linwood BRT Transit Study
- Blue Ridge Crossing
- Trolley Track Trail Streetcar Connections
**Previous Call for Projects (2018):**

This table shows the amounts awarded are for both Kansas and Missouri and the funding requests that came from the applications.

All CMAQ, STP, and TAP applications from the last round are still available at marc2.org/tr_cfp. There is a link to “Review Projects” at the bottom of the webpage. To view PSP applications, click here: https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_Application-Summaries.aspx.

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Strikethrough text indicates that the project was ruled ineligible for funding.