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
Wednesday, December 18, 2019 at 9:00 a.m. at MARC – Board Room
(600 Broadway, Kansas City, Mo.)

AGENDA

1. Welcome and Introductions
2. Approval of September 2019 Meeting Summary*
3. Policy Discussion Items:
   a. Connected KC 2050 Update—Martin Rivarola (15 minutes)
      i. Prioritized projects list/approach
      ii. Public survey results
      iii. MARC sub-allocated funds/programming process adjustments
   b. Zero Fare as Long-Term Goal for Regional Transit—Robbie Makinen (30 minutes)
      i. KCMO Resolution passed on Dec. 5
      ii. Economic Impacts of Zero Fare (UMKC Study)
      iii. Zero Fare Implementation Discussion
   c. Regional Funding Structure—Robbie Makinen and Joe Reardon (30 minutes)
      i. Possibilities for a regional funding mechanism for regional transit
4. Informational Items:
   a. 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. March 18 (KCATA, 1200 E. 18th Street, Kansas City, Mo. (Breen Room)
   b. June 17 (KCATA, 1200 E. 18th Street, Kansas City, Mo. (Breen Room)
   c. September 16 (MARC, 600 Broadway, Kansas City, Mo. (Board Room)
   d. 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.
Meeting Summary for September 18, 2019

ATTENDANCE

**Members and Alternates:**
- Daniel Serda, KCATA Board (Co-Chair)
- Brian McKiernan, MARC Board (Co-Chair)
- Josh Powers, Johnson County
- Matt Davis, Jackson County
- Sherri McIntyre, KCMO
- Tom Gerend, KC Streetcar Authority
- Jon Moore, KDOT
- Justus Welker, UG

**Others:**
- Dan Ryan, Tri-County Mental Health
- Teresa Gerard, Guardian Group
- Linda Redford, KUMC
- Jared Gulbranson, WSP
- Dave Berck, Level Five
- Jeff Swartz, Level Five
- Christine Daw, PCBS
- Art Gough
- Scott Smith, KC Chamber
- Jennifer Schwaller, HDR
- Greg Kindle, WYEDC

**Staff:**
- Ron Achelpohl, MARC
- Karen Clawson, MARC
- Martin Rivarola, MARC
- Laura Machala, MARC
- Beth Dawson, MARC
- Dick Jarrold, KCATA
- Shawn Strate, KCATA
- Chuck Ferguson, KCATA
- Anita L. Cobbins, 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 June 2019 meeting were APPROVED.

3. **Public Comments**  
   No public comments.

4. **Policy Discussions:**  
   a. **Regional Transit (I. Roadmap to regional transit)**  
      This discussion was slated to be led by Robbie Makinen and Joe Reardon but both had last minute conflicts and could not attend the meeting. Instead, Greg Kindle, President of the Wyandotte Economic Development Council (WYEDC) addressed the group about jobs access issues in the county.

      Mr. McKiernan offered an introduction. He discussed how the University of Wisconsin’s community health rankings had Wyandotte county coming in last place in Kansas in terms of children living in poverty. Wyandotte County also had the second highest unemployment rate in the state. After reading this, Mr. McKiernan approached Mr. Kindle to talk about jobs—to put people to work and raise incomes to help these two factors. Mr. Kindle has really focused the WYEDC on knocking down barriers to employment and increasing income levels.

      Mr. Kindle provided a backdrop for the jobs access challenges the county struggles with as well as related issues. He discussed how the Community Health Improvement Program or CHIP found that the number one thing that would improve community health was access to jobs and education. Wyandotte County residents considered low-income spend 56% of their income on transportation as compared to 25% for those considered median income. Employers have not been willing to contribute to transit. And at the same time, employers are letting people go because they are late to work regularly. The UG can only afford to put so many buses on the street. It is possible that employer shuttles from transit hubs could work. Because of shift schedule changes though, an Uber-like system that is flexible would be optimal, especially given the fact that many of the jobs for low-income workers in the county are not very accessible to transit. But companies cannot expect workers to pay the full cost. What would a shared cost structure look like?

      Mr. Kindle asked the group why as a region, we are incentivizing projects that pay less than $15/hour to locate in places where people who are seeking these jobs do not live presently and cannot afford to live?

      Mr. Kindle discussed how the burdens and hurdles of the working poor in the county are affecting the county’s children. Childcare costs $1,000 per month per child in Wyandotte County. Low-income workers who spend 56% of their incomes on transportation cannot afford this cost. Instead, while at work they often leave their kids (at best) with a capable relative who is keeping them safe and fed, but not truly helping them get ready for kindergarten. And when kids fall behind before kindergarten, they often do not get caught up by 2nd grade, which is when kids start not just learning to read but reading to learn. This leads to the cycle of poverty continuing. Mr. Kindle asked: Do we have a responsibility when we are saying to our working
poor that they need to travel 45 minutes to Olathe for a job not earning much ($14/hour), leaving kids with a relative (instead of a quality preschool), to help offset their quality of life?

Mr. Kindle discussed a couple of initiatives that could help. He mentioned the idea of a 3-month bus pass for 250 people/year coming out of the corrections system to help with transportation to jobs. Justus Welker confirmed that an announcement about this would be made in about a week. Mr. Kindle also mentioned the potential for an app that shows jobs, transit, childcare, and worker training resources. The unemployment rate in the county is 5%, which equates to about 3,000 people out of work. Given that there are over 8,000 jobs available in Wyandotte County and the average salary for these openings is $40,000, and average household income is $46,000, perhaps an app could help to connect workers to jobs.

Josh Powers brought up the issue of affordable housing. Mr. Kindle responded that most communities want $350,000 homes but that the lower income households can only afford around $180,000 homes.

Dick Jarrold mentioned that the ATA has started a conversation about zero fare. Mr. Kindle indicated that what businesses in the county really want is a free Uber-like service (because they are generally not located near transit). Mr. Jarrold asked how this message can be brought to the business community. Mr. Kindle offered that it would have to be a policy discussion of how to not incentivize development where workers do not live. He wondered—when does it start to hurt the brand/image of companies when they cannot get people to jobs?

a. Regional Transit (II. Need for regional funding presentation input)
Laura Machala addressed the committee regarding the “Need for regional funding” presentation that was requested as a work product at the March meeting. The idea was to have a presentation that local elected officials and others could use in front of their governing bodies to make the case for regional transit and therefore why a regional funding mechanism is necessary for improved transit in the metro area. The general consensus from members was that the development of such a presentation was premature given that there is no specific funding mechanism or mechanisms on the table for discussion at this time.

b. Rider Feedback
Anita Cobbins from KCATA introduced consultants from Level 5, which did a ridership study for the agency. Level 5 interviewed transit riders and people who used to ride transit. The team found that the most likely reason why people do not ride or stopped riding was a lack of convenience (stops not close enough to home or work, not frequent enough service, etc.). However, a “transit lifestyle” has taken shape around the streetcar. How can this be built upon? Can RideKC help connect or market transit service that intersects with the streetcar? The team also noted that companies that have robust employee pass programs have been seeing increases in participation—so there is a culture of transit riding that can be built.

c. System Redesign
Dick Jarrold discussed the system redesign, entitled “RideKC Next.” Because of a lack of time in the agenda, he gave a brief update only on the survey results. He told the committee that the public survey—asking about providing a ridership v. coverage system—resulted in about a 50/50 split, which is not far off from how service operates currently. Survey respondents thought that coverage service should focus on workers who need access to jobs and other opportunities and do not have other transportation options.
Mr. Jarrold went on to say that the city will not see a wholesale removal of routes. Instead, while some service will be proposed to end, microtransit will be suggested as a substitute for fixed route service in some cases. He mentioned that there are two models for microtransit: the Johnson County model (which operates in an area that includes some fixed route service but also areas with no fixed route service) as well as the Boardwalk Square approach (which is being discussed to operate as first mile/last mile service from the transit center). Specific recommendations from the redesign will be out by the end of the year. Then public engagement will happen in the first few months of 2020, with service changes going into effect mid-year.

5. **Informational Items**
   a. **Project Prioritization Overview**
      There was not time for this item. Martin Rivarola did, however, announce the upcoming November 17th project prioritization workshop and asked members to attend.
   b. **Other agency updates:**
      No other agency updates.
   c. **Member Updates**
      Tom Gerend mentioned that KC Streetcar submitted for engineering for the Main Street streetcar extension in August, a joint effort with Streetcar and KCATA. The agency is still thinking this service would be operational by early 2024.

6. **Other Business**
   None

7. **Next Meeting Date**
   December 18, 2019 from 9:00-10:30am at MARC KCATA.

8. **Adjourn**
   With no further discussion, the meeting was adjourned.
ISSUE: Connected KC 2050 Update

BACKGROUND:
The Mid-America Regional Council (MARC) is responsible for developing and maintaining a metropolitan transportation plan (MTP) to guide federal investments and serve as a blueprint for managing the region’s transportation system. Adoption of the next plan will be due by June of 2020. MARC is now working to develop the regional transportation plan for 2050, “Connected KC 2050” (formerly referred to as the Regional Transportation Plan RTP2050).

As a major next step towards completion of this plan, MARC’s planning and policy committees have been working to prioritize submitted projects. Committees have also advanced work on development of policies and strategies, land use, population and employment forecasts, update of the programming policy statement, and continuing community engagement activities. At the upcoming RTCC meeting, staff will provide details about these activities, which include:

- Project prioritization process (underway)
- Public engagement activities, including online survey (completed)
- Sub-Allocated Funds (STP, STBG-SA, CMAQ) Programming Process (Mid-2020 Activity)

POLICY CONSIDERATIONS
Connected KC 2050 identifies needs and budget federal transportation funds that the metro area expects to receive over the next three decades. The plan contains:

- Vision: a long-term vision for the region’s transportation system.
- Goals and strategies: what we want to achieve by the year 2050 and how we plan to do it.
- Proposed regional transportation projects,
- Reasonably expected regional transportation investments to help accomplish goals.

Once adopted, updated policies/goals and strategies identified in the MTP will guide transportation investments in our region in future years. For more information, please see: www.marc.org/2050

RECOMMENDATION
None. Information Only.

STAFF CONTACT
Martin Rivarola