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, June 20, 2019 at 9:00 a.m. at KCATA – Breen Conference Room
(1200 E. 18th Street, Kansas City, Mo.)

AGENDA

1. Welcome and Introductions
2. Approval of March 2019 Meeting Summary*
3. Public Comments (sign-in required, 3 minute maximum)
4. Policy Discussions Items:
   a. KC Chamber Big 5 & RTCC’s Role—Scott Smith (15 minutes)
   b. Transit access as part of location decision for USDA*—Daniel Serda (5 minutes)
   c. System Redesign—Dick Jarrold (20 minutes)
      i. Project update
      ii. Tradeoffs in system planning
      iii. Microtransit Pilot update
      iv. FTA Bus and Bus Facilities electric bus grant*
5. Informational Items:
   a. RTP 2050 Update—Martin Rivarola (10 minutes)
      i. Submitted projects
      ii. Transit revenue projections
   b. Other agency updates – KCATA Staff (15 minutes)
      i. Corridor planning
         a. Independence Avenue
         b. North Oak
   c. Brief reports (see packet)
      i. Programming policy statement
      ii. March RTCC deliverable follow-up
   d. Member Updates - (10 minutes)
6. Other Business
7. Next Meeting Date:
   a. September 18, 2019 at 9:00 a.m. at MARC, 600 Broadway (Board 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 March 20, 2019

ATTENDANCE

Members and Alternates:
Brian McKiernan, Unified Government (Co-Chair)  Tom Gerend, KC Streetcar Authority
Daniel Serda, KCATA Board (Co-Chair)  David Johnson, KC Streetcar Authority
Josh Powers, Johnson County  Mike Spadafore, KDOT
Caleb Clifford, Jackson County

Others:
John Moore, Olsson and Associates  Lauren Reiman, HNTB
Jen Jordan-Spence, City of Gardner, KS  Jared Gulbranson, WSP
Tom Van Camp, City of Independence, MO  Jim Courtney, MAC

Staff:
Martin Rivarola, MARC  Dick Jarrold, KCATA
Ron Achelpohl, MARC  Chuck Ferguson, KCATA
Laura Machala, MARC
Beth Dawson, MARC
1. **Welcome and Introduction**
   Brian McKiernan welcomed members and introductions were made.

2. **Approval of March Meeting Summary**
   The summary notes for the December 2018 meeting were APPROVED.

3. **Public Comments**
   There were no public comments.

4. **Policy Discussions:**
   a. **KC Chamber Big 5 & Regional Funding Strategy Discussion**
      David Johnson informed the RTCC that the Greater Kansas City Chamber held a Big 5 meeting last month and that there seemed to be an interest in pushing for a regional funding source for public transit. Ron Achelpohl reported that the Chamber has two named goals when it comes to transportation: improving transit access to jobs and increasing the use of innovation in regional transportation planning. The Chamber is interested in setting up a jobs access pilot project and was made aware of the work that KCATA is already doing. In terms of funding, Chamber is interested in pursuing increased State transportation funding (for all modes), with a focus on increasing funding for transit. In addition to these topics, the Chamber is also interested in transportation safety in all areas of the system.

      Dick Jarrold mentioned that the System Redesign will provide data/information that could prove useful to the Big 5 Initiative. Tom Gerend mentioned that the Big 5 has been very supportive of streetcar extension efforts. He also stated that they are looking to transit professionals for guidance: What are we asking them to mobilize the business community around? Are there specific legislative requests that should be made? Mr. Gerend thinks the Chamber is open to lean on RTCC/MARC/KCATA for guidance over the next 6-12 months.

      Brian McKiernan asked what the RTCC can do to help the Chamber with the Big 5 transportation initiative. He also wondered what the working relationship was between the Chamber at KCATA. Mr. Jarrold responded that there is a relationship, but it can be improved. Mr. Johnson pointed out that to raise funds for transit through taxing, the authority to authorize this type of tax must be attained from the states—but transit agencies are not the best entities to approach the state governments. The message would likely be received better from business leaders, i.e. the Chamber.

      Daniel Serda said he thinks the Chamber understands the issue, but it would be good to get more large regional employers to voice their needs to the Chamber. Mr. Courtney pointed out that the Chamber supports a broad array of businesses—maybe it would be good to hone in on specific sectors like hospitality—where workers are likely to take transit. Mr. Jarrold concurred that this was a good idea, but that it has proved difficult to get employers to voice the transportation needs of their workers.

      Matt Davis brought up the fact that there should be a push to locate jobs near where workers already live. He stated that unless we can focus where jobs go, we will have them in far flung areas. Mr. McKiernan agreed—we have to think about economic development incentives for businesses that locate near current/near-term transit service. Caleb Clifford asked if RTCC could put forward a policy for economic development groups on how to incentivize businesses along these lines. Martin Rivarola responded that Smart Moves 3.0 contains economic development incentive policies. Mr. Gerend stated he thought it would be good for RTCC to have an explicit
directive on land use incentives. Mr. Jarrold wondered if we can bring developers to an upcoming RTCC meeting. Mr. Spadafore recommended that if we get developers to attend an RTCC meeting we have a guest speaker come and talk about land use and transit and how land use drives transit usage. Mr. Johnson mentioned that someone from Minneapolis would be good given their recent elimination of restrictions on multi-family dwellings.

Josh Powers mentioned that for the first time, Johnson County had invested money ($75,000) in a transit project in Jackson County (a kiosk). Maybe we can advance the issue of regional funding with smaller projects like this one? This could build the narrative that regional investment helps everyone.

b. KCATA System Redesign

Status
Mr. Jarrold began by explaining the questions the Redesign is set to answer: Where do we have inefficient local buses? How to boost fast and frequent network? Can we replace certain routes with another mobility option? And, can we integrate modes in one app? KCATA has a contract with Transpro. They will work with WSP to look at private sector mobility providers to see how they could integrate with our transit system. It may be that we can expand our geographic coverage.

Jared Gulbranson (WSP) discussed that the consultant team has a condensed schedule (9 months) with the hope that some service changes will be implemented in early 2020. The consultant team will be talking to riders, the general public, as well as operators to get their insights and will report back to RTCC in June. There will also be a System Redesign retreat—to discuss new mobility service options. A Choices Report will come out of this and will get at what is most important to our region: Coverage or speed of service? Mr. Jarrold said that at the June RTCC meeting, we can discuss tradeoffs in system planning. Jen Jordan-Spence from the City of Gardner asked if there will be data on local usage of transit over time for both fixed route and RideKC Freedom. Mr. Jarrold responded that data should be available for most communities.

Microtransit Update
Mr. Powers provided an update on the microtransit pilot in Johnson County. He started by explaining that in 2018 the County did a comprehensive service analysis. Most of the changes coming out of that effort will go into effect in April. The changes amount to decreasing service in some areas, while increasing it in others.

The microtransit pilot is a partnership with Transloc. Bridj was a learning opportunity. Transloc kicked off on January 22nd. It has a constrained service area: Shawnee Mission Parkway to the North, and 119th Street to the South and Renner Road to the west and Metcalf Avenue to the east—with pick-ups and drop-offs also at Mission Transit Center and the KU Edwards Campus. So far, service in the area has been driven by JCCC, Oak Park, Mission Transit Center, and a couple of other locations. Service runs until 8pm, and there is interest in extending the hours (KU Edwards has a lot of night classes). The County has also heard from Lenexa that because service ends at Renner Road, it is missing Lenexa City Center. The pilot is scheduled to end on June 15th. It will come up at the Board of County Commissioners in May. Next week, the County will work with Transloc to ride the service and analyze what customers are experiencing. Currently, the cost is $23/trip, which is not sustainable. But it was a given that Uber-like service that costs $1.50/ride would not be. The best opportunity, Mr. Powers stated, is to tie
microtransit rides to a transfer from fixed route. In that case, perhaps a total fare of $4.00 could be charged. The County wants to try and minimize wait times to 20 minutes or less.

Mr. Johnson asked if the thought was that by coordinating shared trips, the cost per ride will come down. Mr. Powers answered affirmatively. While microtransit is mostly now being provided as curb-to-curb service, it was envisioned to be more of an Uber Pool-type service. The software is in ongoing evolution—hopefully it will lead to sharing rides. Currently, people who are picked up at JCCC are sharing rides sometimes.

Mr. Courtney asked how the pilot has been promoted. Mr. Powers answered that the Marketing department at KCATA has done a great job marketing this service, but it has been an on-going effort. Most people have learned about the service through social media. JCCC has been most receptive. KCATA has done trainings on how to use the service on campus. It has been part of the “onboarding process” for students.

5. Action Items
   a. RTCC 2019 Workplan and Schedule
      Laura Machala provided the upcoming meeting dates for the year as well as an overview of the draft 2019 workplan for RTCC. The workplan agenda that she proposed would have RTCC focus on funding; service strategy, planning and development; and regional coordination. Some highlights include promoting the need for a long-term funding strategy for transit on a regional level, serving as a “policy sounding board” for KCATA’s System Redesign, providing input on Smart Moves implementation, working with the Greater KC Chamber’s Big 5 Transportation initiative, participating in a discussion on regional fares, and supporting implementation of the Regional AV Policy Framework.

      The RTCC approved this workplan for the 2019 year. Two deliverables were added: 1) a presentation that local stakeholders, including elected officials can use to make a case for the need for transit and therefore the need for regional funding and 2) draft RTCC directive on economic development incentives (for locating near existing transit or on a transit-ready corridor).

6. Information Items:
   a. RTP 2050 Call for Projects Update
      Martin Rivarola presented on the upcoming Call for Projects that will be held in conjunction with the update to the region’s long-range transportation plan (RTP 2050). He provided background on the types of projects that are federally mandated to be part of the plan. He discussed how MARC and transit agency staff would work together to essentially submit the Smart Moves 3.0 system. He stated that the Call opened on February 26th, a pre-application workshop was held on March 6th, and that the deadline for submissions would be April 25th at 4pm. Mr. Rivarola also provided a schedule for evaluating projects, building scenarios, gathering feedback and finalizing project priorities.

   b. Other agency updates:
      Dick Jarrold provided information about an AV grant application that KCATA was submitting to potentially do a pilot project on 18th Street from Prospect to Main. The object will be to gather a lot of data from this project. KCATA will learn if the grant will be awarded in July and then the project would start in early 2020. Mr. Jarrold also mentioned that there will be a separate AV pilot in Zona Rosa later this spring.
The North Oak corridor update was deferred because of lack of time in the agenda.

c. **Member Updates**
   David Johnson announced that the Streetcar received a medium-high rating by the Federal Transit Administration. This positions the Southern Extension well for New Starts and Small Starts funding.

7. **Other Business**
   None

8. **Next Meeting Date**
   June 20, 2019 from 9:00-10:30am at KCATA.

9. **Adjourn**
   With no further discussion, the meeting was adjourned.