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, September 18, 2019 at 9:00 a.m. at MARC – Board Room**
(600 Broadway, Suite 200, Kansas City, Mo.)

AGENDA

1. Welcome and Introductions
2. Approval of June 2019 Meeting Summary*
3. Public Comments *(sign-in required, 3 minute maximum)*
4. Policy Discussions Items:
   a. Regional Transit:
      i. Roadmap to regional funding—Robbie Makinen and Joe Reardon (25 minutes)
      ii. Need for regional funding presentation input—Laura Machala (10 minutes)
   b. Rider Feedback—Anita Cobbins (10 minutes)
   c. System Redesign—Dick Jarrold and David Johnson (20 minutes)
      i. Survey results
      ii. Mobility options
      iii. Microtransit Pilot update
5. Informational Items:
   a. RTP 2050 Project Prioritization Overview—Martin Rivarola (15 minutes)
   b. Member Updates - (10 minutes)
6. Other Business
7. Next Meeting Date:
   a. December 18, 2019 at 9:00 a.m. at KCATA, 1200 E. 18th Street (Breen Room)
8. Adjourn

*Action item

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**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 June 20, 2019

ATTENDANCE

Members and Alternates:
Daniel Serda, KCATA Board (Co-Chair)          David Warm, MARC
Susan Maier, Johnson County                  Tom Gerend, KC Streetcar Authority
Matt Davis, Jackson County                  David Johnson, KC Streetcar Authority
Joan Roeseler, MoDOT                        Jon Moore, KDOT

Others:
Jim Courtney, MAC                            Art Gough
Jen Jordan-Spence, City of Gardner, KS       John Jenks, KC Chamber
Dave Kocour, Hg Consult                       Scott Smith, KC Chamber
Dan Ryan, Tri-County Mental Health           Morris Dirnberger, TSi Geotechnical
Teresa Gerard, Guardian Group                Kevin Corlew, Evans and Dixon, LLC
Lisa Shofstall, WSP                           Jeff Samborski, MU-Extension
John Dobies, HNTB                             Jennifer Schwaller, HDR
Linda Redford, KUMC                          Linda Redford, KUMC
Sheila Styron, The Whole Person               Phil Hanson, THCF

Staff:
Martin Rivarola, MARC                        Dick Jarrold, KCATA
Laura Machala, MARC                          Shawn Strate, KCATA
Beth Dawson, MARC                             
Patrick Trouba, MARC                          

1. **Welcome and Introduction**  
This item was skipped, due to starting the meeting a bit late.

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

3. **Public Comments**  
Jeff Samborski from MU-Extension commented on the need for transit for jobs accessibility. He said that he is glad that RTCC is working on this important issue and that MU-Extension is ready to help in the effort.

4. **Policy Discussions:**  
   a. **KC Chamber Big 5 & RTCC’s Role**  
      Scott Smith from the Chamber presented. He described how the Chamber formed a steering committee made up of a variety of stakeholders to discuss what specifically the Chamber could focus on vis-à-vis transportation and have an impact. The Chamber also did a member survey to find out what businesses see as important. The survey showed that businesses value transportation infrastructure, but also how transportation affects quality of life. From this engagement, the Chamber designated four transportation goals: 1) Workforce access, 2) regional transportation revenue and investment, 3) safety, and 4) advocacy. In terms of the workforce access goal, nearly 2/3rds of businesses that responded to the survey said it is difficult to access their locations via transit. Mr. Smith stated that they are looking to test strategies (perhaps microtransit) but have not yet identified a location (although they will soon meet with RideKC to discuss the Johnson County pilot and perhaps pick another pilot location). Mr. Smith also discussed the financial outlook (“regional investment strategy”) for funding regional transit/mobility and the need to raise money. He mentioned that the Chamber was looking at gas tax and sales tax on a regional level. He added that Sen. Grays was interested in the user tax (VMT) approach. As for safety, Mr. Smith mentioned that the Big 5 had discussed collaborating with law enforcement, doing a “MADD-style” campaign on distracted driving, as well as the fact that we pay for safety as a “hidden tax” in our insurance rates. The timeline for Big 5 Transportation is one year—wrapping up in June 2020. David Johnson asked what it would take to set up a VMT pilot. Mr. Smith responded that an organizational framework would be needed and that there are some federal planning grants available for this type of work. On the topic of the Chamber’s focus on safety, Joan Roeseler from MoDOT commented that she is pleased that Mr. Smith used the “Buckle Up, Phone Down” logo in his presentation, and that anyone interested in learning more can go to the MoDOT website. When asked how RTCC can help, Mr. Smith indicated that some members are already part of the Big 5 Transportation steering committee and as the Chamber gets more into initiatives more operational, real-time coordination will be needed. Daniel Serda thanked Mr. Smith for the Chamber’s leadership.

   b. **Transit access as part of location decision for USDA**  
      Mr. Serda informed the RTCC about the USDA’s announced relocation to the Kansas City Region and said that there were several criteria driving site selection. He asked if the co-chairs should
author a letter to USDA and GSA to ask that transit be considered when making the location decision. RTCC voted yes, endorsing the co-chairs to draft and send such a letter.

c. System Redesign
Dick Jarrold discussed the system redesign, entitled “RideKC Next.” He mentioned that the effort started in February and the goal is to have a plan developed by the end of the year. He referred to the project website, where data collection/analysis work is available. He also mentioned that the project team released a survey that would be open until 7/31 asking respondents to weigh the tradeoff between ridership and coverage. There have been 1,100 responses to-date. The team will do a detailed system (re)design in September, with a draft available in November, and stakeholder/public input in December/January. This would have the plan on-track for a February 2020 adoption by the KCATA Board. The redesign is focused on KCMO because that is where the most density of ridership and bus service is located. Other communities do not yet have enough service to warrant doing this type of analysis. The big question to be answered is how much the transit system in KCMO should be aimed at ridership v. coverage. Mr. Jarrold contended that the system should obviously not be 100 percent one or the other, but a mix. We are at 50/50 now, with 15 routes providing 75% of the ridership. The stakeholder group that the team hosted in May came up with 70/30. RideKC could put more service on those 15 routes and get more ridership, but that would come at the expense of coverage. Sheila Styron commented that at the Whole Person, they get a lot of calls from people who do not have transit options and that coverage should not be ignored. David Warm commented that increasing ridership and coverage through other types of service models—seems to be another goal—not just ridership v. coverage. Mr. Warm asked if that was a conversation taking place. Mr. Jarrold responded that this is not just about a fixed route system—there are other ways to provide coverage. He mentioned the current microtransit pilot and that some models might produce increased coverage at a lower cost than a fixed route. This has not been figured out yet. He said that KCATA is looking at microtransit run by private operators as well as run by ATA.

Mr. Jarrold provided a Johnson County microtransit update. He discussed that the location where it operates currently has no other transit and that latent demand for transit could be part of the reason for its success. Currently there are an average of 100 riders a day. The goal is to get to 125—the capacity of the vehicles. Rides have been concentrated at JCCC and other nodes, but also spread through the pilot area. It has been a good pilot to help KCATA understand how to deploy this type of service elsewhere. No demographic or cost/trip data yet. The County is funding this pilot with $250,000. Mr. Jarrold stated that the County Commission meets today to consider a proposal to extend the pilot for another 6 months. Overland Park has asked for an extension of the pilot to Saturdays to provide farmer’s market access and is willing to pay for this extended service. Mr. Jarrold mentioned that the current fare to ride the service is only $1.50. What would ridership be if it was raised to $3? Is there a private business (group) willing to provide a subsidy? Currently KCATA is conducting a passenger survey and working with Transloc to assess where else this type of service could work. Perhaps metroflex service could be converted to an on-demand service. In Johnson County, the microtransit service is not connected to fixed route. If a pilot were to be done around Boardwalk Square, riders could take fixed route service to the transit center and then microtransit within a zone the last mile or two to their employers. This would fit well with the Big 5 Transportation initiative. Jim Courtney mentioned that Olathe, Shawnee, and Lenexa have been investing in a taxi program for years. He also emphasized that when looking at providing microtransit service, it is important not to undervalue providing service to the underserved. Teresa Gerard spoke about health plans starting to underwrite non-emergency medical transportation. Art Gough commented that not everyone has a smart phone, so for microtransit, it is still important to provide another ride-
booking option. Mr. Jarrold responded that they offer a call-in booking and the ability to pay with cash.

David Johnson provided information on a Bus and Bus Facilities grant that KCATA is applying for to replace five (5) diesel buses with electric buses since now battery electric buses have enough range. He requested that the RTCC provide a letter of support (a motion to provide this letter passed).

5. Information Items:
   a. RTP 2050 Update
      Laura Machala provided information on the results of the RTP 2050 Call for Projects. MARC received 419 project applications totaling $15.2 billion in capital investment. Of these, 322 ($8.5 billion) of which were highway/roadway projects. Eleven transit applications were submitted, including applications that include all Smart Moves recommendations as well as streetcar extensions (submitted by the KC Streetcar). Ms. Machala mentioned that MARC staff would finalize project scores by the end of June. She encouraged RTCC members and attendees to review the project summaries posted on MARC’s website (www.marc.org/2050) and comment. She mentioned that MARC staff would seek RTCC’s assistance with project prioritization and strategy development. Ms. Machala also provided a breakdown of the capital and operations and maintenance costs of all the submitted transit projects as well as projected revenues. She stated that we are about $4.4 billion short over the 30-year timeframe of the plan. Therefore, we can build less transit, raise new revenues, or transfer unrestricted funds from the highway/roadway system. Mr. Johnson asked what happens if projects do not make the cut? Ms. Machala responded that RTP 2050 will have a financially constrained as well as an illustrative list. Mr. Gerend asked if MARC staff would discuss potential sources of new revenue? Ms. Machala responded that yes, we will identify various options and bring that information back to RTCC. David Warm stated that we can push the revenue conversation as far as policy allows but the bigger challenge will be to build leadership and consensus around acting on the revenue challenges.

   b. Other agency updates:
      Shawn Strate provided an update on the Independence BRT study. He outlined the service recommendation (10-minute service in KCMO, hourly service into Independence, inclusion of protected bike lanes on a three-mile stretch) and said that advanced planning was continuing. The estimated capital cost is $61 million, with the need to determine where this funding will come from.

      Mr. Strate also provided an update on the North Oak Corridor study. Preliminary recommendations are for 15-minute service all day to Barry Road (not quite MAX level service) and then 30-minute service out to Boardwalk Square. The estimated capital cost is $23 million, which could potentially be partially-funded with a BUILD grant. He stated that the final public meeting is next week.

      Mr. Rivarola directed RTCC members and interested parties to two staff reports in the packet on the programming policy statement and two previously discussed RTCC deliverables.

   c. Member Updates
      Mr. Gerend stated that the KC Streetcar Authority would re-apply for funds for the Main Street extension in August. He also mentioned that they bought two new streetcars which will be in service soon.
Mr. Jarrold said that the four-state transit conference will be in Kansas City in September.

Mr. Johnson announced that if people with email lists are inclined, he can send a toolkit to advertise the RideKC Next survey.

Jen Jordan-Spence asked if the Zona Rosa AV pilot was in motion. Mr. Jarrold stated that it has not started but KCATA is working with the providers on a start date.

6. Other Business
   None

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

8. Adjourn
   With no further discussion, the meeting was adjourned.