REGIONAL TRANSIT COORDINATING COUNCIL

Meeting Summary for January 10, 2018

ATTENDANCE

Members and Alternates:
Brian McKiernan, Unified Government (Co-Chair)
Daniel Serda, KCATA Board (Co-Chair)
Robbie Makinen, KCATA
Sherri McIntyre, City of Kansas City, Mo.
Josh Powers, Johnson County
Aaron Otto, Johnson County
Harold Johnson, Unified Government
Justus Welker, Unified Government

Tom Gerend, KC Streetcar Authority
David Johnson, KC Streetcar Authority
Dick Jarrold, KCATA
Mike Spadafore, KDOT
Josh Boehm, Jackson County
David Warm, MARC
Sara Davis, Oats, Inc.

Others:
Kite Singleton, KCRTA
Anne Rogers, PSSI
Tanya Rehma, KUMC
Ben Bachwirtz, Wilson & Company
Jennifer Schwaller, HDR
Dave Kocour, HG Consult
Chip Hillesheim, Dept. of Veteran Affairs
Jeremiah Shuler, FTA
Cathy Monroe, FTA
Jon Moore, Olsson Associates

John Ivey, Citizens for Progress
Dan Ryan, Tri-County Mental Health
Jim Huffman, Life Unlimited
Jim Courtney, Mobility Advisory Committee
Jared Gulbranson, WSP
Eva Steinman, MoDOT
Tom Worker-Braddock, Olsson Associates
Kitty McCoy, Enterprise Control Systems
Dave Kocour, HG Consult
Veronica Wynn, MTM

Staff:
Ron Achelpohl, MARC
Karen Clawson, MARC
Drew Stiehl, MARC
Martin Rivarola, MARC
Laura Machala, MARC
Amanda Graor, MARC
Patrick Trouba, MARC
Aaron Bartlett, MARC
Caitlin Campbell, MARC
Whitney Morgan, MAARC

Lisa Womack, KCATA
Chuck Ferguson, KCATA
Shawn Strate, KCATA
Tyler Means, KCATA
1. **Welcome and Introduction**
   Mr. McKiernan welcomed members and introductions were made.

2. **Approval of November Meeting Summary**
   The meeting summary for September 2017 was APPROVED.

3. **Public Comments**
   Mr. John Ivey, Citizens for Progress, said he wanted to see trail and rail constructed on the Rock Island at the same time for the cost savings benefit. He also said that there should be a quarter-cent tax for transportation and a ten-cent tax for tourism in Jackson County. He also mentioned the need of getting people to the airport, especially workers.

4. **Policy Discussions:**
   a. **Draft Transit Project Priorities**
      Martin Rivarola reminded the RTCC that MARC’s Cal for Projects has been released. He reviewed the timeline noting that all applications are due on March 23rd. Mr. Jarrold said that in conjunction with this round of programming, staff will ask the RTCC in March to endorse the joint submission of applications to help increase funding for transit. Mr. Jarrold presented a draft list of projects that is currently being considered for this programming round:

   ![](Possible_RTCC_Project_Priorities_Tables.png)

   **Possible RTCC Project Priorities for the MARC 2018 Call for Projects**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Applicant</th>
<th>Proposed Partners</th>
<th>State</th>
<th>Project Scope</th>
<th>Funding Source</th>
<th>Capital/ Operating/ Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Fare Collection / Mobile Ticketing (Validators)</td>
<td>KCATA</td>
<td>All Transit Operators-KCATA, Independence, Johnson Co., Wyandotte Co., Streetcar</td>
<td>KS / MO</td>
<td>Purchase of mobile ticket validator systems and equipment.</td>
<td>STP / CMAQ</td>
<td>Capital</td>
</tr>
<tr>
<td>Regional Clean Transit Vehicle Program</td>
<td>KCATA</td>
<td>Johnson Co., Wyandotte Co. and KCATA</td>
<td>KS / MO</td>
<td>Replace buses that have reached their useful life with new CNG or propane buses</td>
<td>STP / CMAQ</td>
<td>Capital</td>
</tr>
<tr>
<td>New Job Access Services (621, 435, others)</td>
<td>KCATA</td>
<td>Transit Agencies and others TBD</td>
<td>KS / MO</td>
<td>Fund new or expanded services with a jobs access focus</td>
<td>CMAQ</td>
<td>Operating</td>
</tr>
<tr>
<td>Independence Ave. Enhanced Transit Service (BRT) Operating Assistance</td>
<td>KCATA</td>
<td>KCATA, Independence, Mo., Kansas City, Mo.</td>
<td>KS / MO</td>
<td>Operating Expenses of new BRT services</td>
<td>CMAQ</td>
<td>Operating</td>
</tr>
<tr>
<td>Regional Fare Support (match to Private Invest, non-profit funding, etc.)</td>
<td>KCATA or others</td>
<td>Non-profits, private sector groups, CIDs etc.</td>
<td>KS / MO</td>
<td>Match to funding from outside parties that contribute financially to provide area-wide or group-wide fare subsidies or low fare zones</td>
<td>CMAQ</td>
<td>Operating</td>
</tr>
<tr>
<td>Regional Fare Collection / Mobile Ticketing (Validators)</td>
<td>KCATA</td>
<td>All Transit Operators-KCATA, Independence, Johnson Co., Wyandotte Co., Streetcar</td>
<td>KS / MO</td>
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<td>STP / CMAQ</td>
<td>Capital</td>
</tr>
<tr>
<td>Independence Ave. Improved Transit Service (BRT) - Capital</td>
<td>KCATA</td>
<td>KCATA, Independence, Mo., Kansas City, Mo.</td>
<td>MO</td>
<td>Construction of stations for BRT Service</td>
<td>STP</td>
<td>Capital</td>
</tr>
<tr>
<td>75th/Metcalf and Downtown Overland Park (PSP Implementation)</td>
<td>KCATA or other</td>
<td>Overland Park</td>
<td>KS</td>
<td>Transit Access Improvements</td>
<td>STP</td>
<td>Capital</td>
</tr>
<tr>
<td>ADA/ Pedestrian Accessibility Program</td>
<td>Local</td>
<td>Local Gov.</td>
<td>KS / MO</td>
<td>Provide for ADA compliant bus stops and bike/pedestrian access pathways to transit on corridors in TBD</td>
<td>STP, TIP, 5310</td>
<td>Capital</td>
</tr>
<tr>
<td>Planning Sustainable Places Program</td>
<td>MARC</td>
<td>All</td>
<td>KS / MO</td>
<td>Continuation of bi-state program</td>
<td>STP</td>
<td>Planning</td>
</tr>
<tr>
<td>Regional Eligibility Process Mobility for All</td>
<td>KCATA</td>
<td>All Transit Operators plus others</td>
<td>KS / MO</td>
<td>Operating funds for eligibility services</td>
<td>S310</td>
<td>Operating</td>
</tr>
<tr>
<td>Travel Training</td>
<td>KCATA</td>
<td>All Transit Operators-KCATA, Independence, Johnson Co., Wyandotte Co., Streetcar</td>
<td>KS / MO</td>
<td>Travel training for fixed route for seniors / disabled</td>
<td>S310</td>
<td>Capital</td>
</tr>
<tr>
<td>Freedom On-Demand Expansion</td>
<td>KCATA</td>
<td>Johnson Co., Wyandotte Co. and KCATA</td>
<td>KS / MO</td>
<td>Regional Freedom On Demand</td>
<td>S310</td>
<td>Operating</td>
</tr>
</tbody>
</table>
Mr. Jarrold said that CMAQ funds can be used for both capital and operating projects. There are five projects that are being considered for CMAQ: mobile validators on buses, clean vehicle purchase, regional fare support to match private and non-profit funding for passes, jobs access services, and Independence Ave. BRT. The Independence project may need to wait until the next round of funding and after further study of BRT on the corridor.

Mr. Spadafore asked if 5311 funds are being considered for job access services. He noted that FTA’s Job Access Reverse Commute program funds were rolled into the 5311 program.

Surface Transportation Program projects include Independence Ave. BRT, regional clean vehicle purchase, mobility ticketing validators, 75th & Metcalf mobility hub, ADA/pedestrian accessibility program, and the Planning Sustainable Places program.

Section 5310 applications include regional eligibility, travel training, and freedom-on-demand expansion.

b. 2018 RTCC Work Plan
Ms. Clawson presented the final draft RTCC Work Plan for 2018 and said that she was looking for adoption by RTCC. Ms. Clawson said that the work plan was divided into 3 general areas of activity: regional coordination; service strategy, planning and development; and funding. These activities will support the overarching goals of improving the customer experience and implementing the Smart Moves plan.

The specific activities in the work plan draft are as follows:

- **RideKC Branding Implementation**
  - Complete roll-out
  - Mobility hub branding
- **Regional Revenue/Fare Collection**
  - Continue providing payment options
  - Integrate all RideKC services into mobile platform including plan, pay, track functions
- **RideKC Freedom**
  - Expand service as recommended by service analysis
- **Coordinated Plan Update**
  - FTA requirement related to 5310 funds
- **Develop a Mobility Work Plan Strategy**
  - Transition MAC to take on broader mobility services and issues
- **Outreach and Education Plan**
  - Outreach and Education Workgroup
- **Coordinated Plan Update**
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- **Jobs Access Planning**
  - Continue to develop solutions for regional job centers
  - Gardner & Edgerton
  - Airport
  - Others
- **Corridor Planning**
  - BRT Corridors: Independence Ave and North Oak Tfwy
  - Streetcar Extensions and integration with other services
  - Planning Sustainable Places
  - Rock Island Rail Corridor (not yet funded)
  - Airport Transit Study (not yet funded)
  - I-435 Transit Study (not yet funded)

- **Smart Moves Funding Work Group**
  - Create a near- and long-term funding strategy

- **Programming (5310, STP, CMAQ, TAP)**
  - Develop project priorities & coordinate with partners
  - CMAQ Transit Project Scoring and Recommendations
  - Planning Committee Review/Prioritizing/Programming

The RTCC adopted the 2018 work plan.

c. **Coordinated Plan Update Process**

Mr. Drew Stiehl provided an update on the process to develop a new Coordinated Plan. The strategy to update the plan is to 1) update data analysis, 2) incorporate new or prior engagement into the plan, and 3) revise and prioritize strategies to reflect new goals. The intent is to complete the plan update ahead of the Section 5310 call for projects (anticipated in April 2018.) This plan update is required before any projects are programmed.

Mr. Stiehl outlined some of the ongoing engagement findings. He noted that the survey showed that most respondents were from Kansas City, Mo and many were not sure if they were ADA eligible. Additionally, when asked in the survey about different service characteristics as they relate to the respondents, e.g. “My transportation is an affordable part of my budget,” there was very little variation between those who would strongly disagree, disagree, agree, or strongly agree.

The RTCC previewed the draft goals of the plan which include:

- **GOAL 1**: Maintain existing service levels for mobility service users in the region
- **GOAL 2**: Expand service levels for mobility service users in the region
- **GOAL 3**: Improve the quality and accessibility of information to the public
- **GOAL 4**: Bridge gaps in the built environment to improve network accessibility

Mr. Auten spoke briefly about the KCATA’s possible expansion of the RideKC Freedom service through the 5310 funding program.

5. **Information Items:**

a. **KCATA Update**

Robbie Makinen, KCATA CEO, spoke about a recent survey administered by ETC for KCATA that reported that 91% of non-transit riders were familiar with the RideKC name. Mr. Makinen also spoke about funding for transit. He said that his goal is for no rider to pay for transit. He is working to find other ways to pay for the $9 mil in fare revenue that KCATA receives each year, including diversifying the revenue stream. Mr. Makinen mentioned that veterans’ pass that is funds through other organizations as an example. Mr. Makinen mentioned an initiative called RideKC Community Connections whereby KCATA will work with organizations like Full
Employment Council or community improvement districts as a partners to pursue grants or other sponsors to help cover bus fares and bus pass costs.

David Johnson said that the Smart Moves plan calls for a funding task force and asked if the RTC should be that group. He also asked how the Chamber would be brought into the conversation. Mr. Makinen agreed that the Chamber needed to be present. Dick Jarrold said that this item is in the work plan and staff is moving these things forward.

b. Regional Connected and Automated Vehicle Policy
Ms. Amanda Graor discussed work on the development of a Regional Autonomous Vehicle Policy Framework. She said that policy often moves slower than the technology. In order to move regional policy forward, MARC is undertaking an effort to build a framework that will assist the region in setting goals and advancing strategies to support the successful deployment of new transportation technologies.

This is a 12-month planning process that will focus on seven initial areas of inquiry:
1. Travel Demand Management and System Performance
2. Infrastructure, Planning and Investment
3. Data Management and Cybersecurity
4. Environment and Land Use
5. Equitable Access and Mobility Services
6. Certification, Liability, and Insurance

Ms. Graor said that a task force has been set up and will continue to meet. There was brief discussion about the impacts of AV in the region.

c. Regional Pedestrian Policy Plan
Aaron Bartlett gave a brief update on the Regional Pedestrian Policy Plan that is currently under review at MARC. He said that MARC has many regional plans, policies and programs that address the pedestrian mode. However, we have not performed a comprehensive review to provide a regional vision for a walk-friendly region. The final product includes a review of MARC’s existing plans, policies and programs with a pedestrian lens, accompanied by recommendations to strengthen regional policy, technical work and best practices at the regional level, as well as recommendations for policy, technical work and best practices at the local level based on findings of the Local Government Pedestrian Inventory.

Mr. Bartlett said that the plan reinforces recommendations from the Smart Moves 3.0 Plan by calling for robust pedestrian systems to support mobility hubs and transit corridors. The plan recommends the concentration of federal investments to complete pedestrian systems within ¼ mile of all mobility hubs and transit corridors. Moreover, it calls on public and private investment strategies to fund these investments.

Mr. Jarrold asked if the plan includes any design criteria. Mr. Bartlett said that the plan does not but there are design criteria and standards out there that can be referenced.

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