REGIONAL TRANSIT COORDINATING COUNCIL

Meeting Summary for July 11, 2018

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
Justus Welker, Unified Government        David Warm, MARC
Josh Boehm, Jackson County, Mo.            Tom Scannell, Independence, Mo.
Allison Smith, KDOT
Eva Steinman, MoDOT

Others:
Art Gough                                      Jim Huffman, Life Unlimited
Jen Jordan-Spence, Gardner, Ks.               John Moore, Olsson Associates
Christine Hardison, PCBS                     Sara Frost, Transystems
Chris Snyder, Siemens                         Jake Jacobs, EITAS
Ben Bachwirtz, Wilson and Company
Lucinda Rice-Petrie, Historic Kansas City

Staff:
Ron Achelpohl, MARC                         Shawn Strate, KCATA
Drew Stiehl, MARC                             Dick Jarrold, KCATA
Martin Rivarola, MARC
Laura Machala, MARC
Amanda Graor, MARC
Beth Dawson, MARC
Drew Shifman, MARC
Jenny O’Brien, MARC
Patrick Trouba, MARC
Aaron Bartlett, MARC
1. Welcome and Introduction
   Brian McKiernan welcomed members and introductions were made.

2. Approval of March Meeting Summary
   The summary notes for the May 9, 2018 meeting was APPROVED.

3. Public Comments
   There were no public comments.

4. Policy Discussions:
   a. Funding recommendations for STP, CMAQ and TAP
      Martin Rivarola provided an overview of the 2018 Call for Projects for STP, CMAQ, and TAP funding and stated that a special RTCC Tech Team held on July 19th—to which both RTCC members and interested parties and MAC committee members were invited—gave an opportunity for these groups to provide funding recommendations, for RTCC’s consideration. Mr. Rivarola described how RTCC has an advisory role for STP and TAP funds and a programming role for transit CMAQ funding. Upon conclusion of the presentation, committee members talked about whether they had sufficient information to make the CMAQ programming recommendations as well as why transit projects might not be doing as well as they could be in the competition for funding. Shawn Strate pointed out that there is not a very direct relationship between how MARC staff scores projects and how funds are programmed by the programming committees. He said he has argued for a more direct relationship between how well projects score and how much money they receive. Mr. Rivarola said that after the funding cycle was over, MARC staff would do an assessment of how projects were scored and how funds were programmed and that the results of this assessment will be presented at a future RTCC meeting. David Warm argued that RTCC needs to do more to push for transit as a regional priority. Daniel Serda stated that if the regional policy is that transit should be a priority, then MARC needs to change the programming process to get more transit projects funded.

      After discussion, Dick Jarrold moved to endorse CMAQ programming recommendations. The motion was seconded and passed. Following this motion, Tom Gerend moved to endorse the advisory recommendations for STP and TAP, including the following additional comments: 1) RTCC contends that given that transit is a regional priority per the MTP, the programming committees should provide more funding to transit projects. 2) Despite the fact that it was one of the top scoring projects, the Committee also recommends adding the KCATA’s clean vehicle project to its list of endorsements for Kansas STP. The motion was seconded and passed.

      In the end, Mike Spadafore discussed the need for RTCC to strategize how to get more funding for transit six months ahead of the next call for projects. Mr. McKiernan and others approved of this approach and he said the Committee needs to set a date to begin this work.

   b. Planning Sustainable Places Priority
      Mr. Strate summarized the three KCATA project submissions for PSP funding, in order of KCATA priority: Blue Ridge Crossing, the Regional Branding and Wayfinding study, and the Woodland Plaza transportation investments projects. Mike Spadafore brought up that part of the Wayfinding and Branding scope was ineligible, but Allison Smith interjected that she had talked about these concerns with Mr. Strate and that they were being resolved. No concerns on KCATA’s priorities for PSP studies were voiced.
c. **FTA Grant Opportunities (TOD and Bus and Bus Facilities)**

In addition to the TOD and Bus and Bus Facilities grants, Dick Jarrold presented on the FTA Low/No Emissions Grant. He discussed how the KCATA Board authorized the purchase of two electric buses and that the KCATA is currently looking at what the Agency's fleet mix should be. The plan is to pilot the buses around the region on a variety of routes and in different seasons to see how they perform. Later in the year KCATA will go to its board with a fleet mix plan. The Low/No Emissions Grant request is $4.4 million with $1.6 million in local match (KCATA partnered with KCPL). The application was submitted in June 2018; KCATA asked for five buses, but the request is scalable.

Mr. Jarrold also described the TOD Pilot Program grant to RTCC. This grant provides funding to local communities to integrate land use and transportation planning in new fixed guideway projects. KCATA sees this grant as an opportunity to begin planning for fixed-guideway service on the Rock Island Corridor, which goes through Kansas City, Mo., Raytown, and Lee’s Summit. The grant request will be $250,000, with $75,000 of match from KCATA. The deadline for grant submissions is July 23rd.

Lastly, Mr. Jarrold described the FTA Bus and Bus Facilities grant. He mentioned that nationally, $366 million is available and that KCATA is looking at three different projects to submit. The first would replace diesel with CNG or other alternative fuel buses. The second would expand the intermodal opportunities at the new downtown transit center—which will be located at 12th and Charlotte. The third would seek funds for upgrading fare collection technologies region wide. The grant request is TBD and the due date for applications is August 6th.

d. **BUILD grant for northern extension of the Streetcar**

Tom Gerend provided information about the re-submission of the Streetcar BUILD grant application; it was submitted last year under the TIGER program, but not funded. The application this year will be to fund bicycle and pedestrian facilities on the right-of-way that has been selected for the Northern Extension. The request for funding submitted will be around $17 million.

5. **Information Items:**

a. **Corridor Updates (Streetcar and Independence Ave.)**

Mr. Gerend provided an update on the Southern Streetcar Extension. He informed RTCC that the local funding mechanism for the expansion passed and that the Streetcar Authority will therefore be advancing a request for federal funds in September 2018 (Capital Investment Grant Program). He stated that tariffs and inflation have affected projected costs, so the grant request will be adjusted accordingly. Mr. Gerend also described how the Authority is modifying its relationship with KCATA, with the KCATA serving as its liaison to the federal government. This move consolidates certain administrative functions of the two agencies. Mr. Gerend concluded his presentation by reporting that the previous week had the highest streetcar ridership ever.

Shawn Strate provided an update on the Independence Avenue BRT study. He described how Independence Ave. will be used in the Northeast area of Kansas City, Mo., but that the rest of the alignment is under review/consideration. Some other issues that the study team is grappling with include: if/how to integrate a protected bike facility on Independence Ave. (currently a recommendation in the City’s draft bike plan) as well as where stations will be located. He reported that the fourth set of advisory/public meetings will take place in August with the project expected to wrap up by October. Mr. Gerend asked if KCATA has thought about interlining transit service on Independence or elsewhere. Mr. Strate stated that Smart Moves
3.0 proposes interlining service on Independence and State avenues but that the study team selected Crown Center as the Kansas City terminus of the Independence BRT route. At that location, there will be the possibility to connect to the Streetcar when the Southern Extension goes forward.

b. **Clean Air Action Plan**
Amanda Graor reported that the MARC Board adopted the Clean Air Action Plan in May. She stated that though still in attainment, the Kansas City region continues to be very close to being out of attainment. She summarized that the update has new strategies to reduce vehicle miles traveled and expands upon strategies to promote best practices in native and sustainable landscaping as well as green infrastructure, green buildings, sustainable design, and improved building codes for local governments.

c. **Workforce/Transportation Management Associations**
Ms. Graor described how there is currently momentum in the region to look at alternative modes of transportation as a tool for workforce development and transportation management association (TMA) creation. In the past month MARC staff has met with people at the Edgerton, Platte County, and Wyandotte County economic development councils to learn about the specific issues they are having and discuss potential solutions. It seems that there is a low level of awareness of what transit and mobility options are available, so a first step will be to create packets of information for employers. Next MARC and KCATA will work to get employers to work together to develop transportation solutions for their workers.

d. **Mobility Hub Workgroup**
Laura Machala presented on the work that the Mobility Hub Workgroup has completed, including drafting sample plan language and creating a strategy for local government engagement. David Johnson asked if these documents would be made public, and Ms. Machala responded that once finalized, they would be placed on the MARC website.

e. **Member Updates**
David Johnson announced that Bird, and electric scooter company, dropped off 100 scooters in downtown Kansas City, Mo. and that the City was actively talking with other providers. He said that now would be a good time for other local governments to look at regulating these types of “dockless” mobility solutions.

Josh Powers announced that new service serving the 3-Trails Transit Center in south Kansas City, New Century Parkway, and Logistics Park KC in Johnson County was added on July 2nd. Additionally, he mentioned that evening service was added to the 401 and 475 routes.

Tom Scannell announced that Indebus added one hour of service (in the evening) to all routes.

Mr. McKiernan announced that Justus Welker created a new UGT route that will start on January 1st. The route will go along Quindaro to 18th and then to the Price Chopper in Roeland Park. He stated that this will be accomplished with cost savings that Mr. Welker identified from other routes.

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