# REGIONAL TRANSIT COORDINATING COUNCIL

## Meeting Summary for March 14, 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
- Justus Welker, Unified Government
- Josh Boehm, Jackson County, Mo.
- 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:**
- Erin Burroughs, GWIA
- Jen-Jordan Spence, City of Gardner, Ks.
- Victoria Stracke, NourishKC
- Mark Swope, Transituity
- Art Gough
- Bobby Hosack, HNTB
- Eva Steinman, MoDOT
- Linda Redford, KUMC
- 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

**Staff:**
- Ron Achelpohl, MARC
- Karen Clawson, MARC
- Drew Stiehl, MARC
- Martin Rivarola, MARC
- Laura Machala, MARC
- Amanda Graor, MARC
- Beth Dawson, MARC
- Lisa Womack, KCATA
- Chuck Ferguson, KCATA
- Shawn Strate, KCATA
- Tyler Means, KCATA
- Jenna Hillyer, KCATA
1. **Welcome and Introduction**
   Mr. McKiernan welcomed members and introductions were made.

2. **Approval of November Meeting Summary**
   The meeting summary for January 2018 was APPROVED with one change to comments by Mike Spadafore regarding JARC activities (not funds) having been rolled over.

3. **Public Comments**
   Mr. John Ivey, Citizens for Progress, said he wanted to see KCATA take over the airport. Additionally, Mr. Ivey said that KCATA needed to release an RFP for rail on Rock Island corridor, noting that this corridor has been owned for two years now.

4. **Policy Discussions:**
   a. **Transit and Mobility Project Priorities for CMAQ & STP Funding**
      Martin Rivarola reminded the RTCC that MARC’s Call for Projects has been released and that all applications are due on March 23rd. Mr. Jarrold described the projects priorities below, noting the costs are subject to change:

      | Project                                        | Applicant | Proposed Partners                              | State   | Project Scope                                                                 | Capital/Operating/Planning |
      |-----------------------------------------------|-----------|-----------------------------------------------|---------|------------------------------------------------------------------------------|-----------------------------|
      | Regional Fare Collection / Mobile Ticketing    | KCATA     | All Transit Operators-KCATA, Independence,    | MO (KS  | Purchase of ticket validators for the Missouri bus fleet. Compliments ticket   | Capital                     |
      |                                               |           | Johnson Co., Wyandotte Co., Streetcar         | already| vending machines and software separately funded.                             |                             |
      | Regional Clean Transit Vehicle Program        | KCATA     | Johnson Co., Wyandotte Co. and KCATA          | KS / MO | Replace buses that have reached their useful life with new CNG or propane     | Capital                     |
      |                                               |           |                                                |         | buses (~19 Buses): 5, UG; 6, Johnson County; 8 for ATA.                     |                             |
      | Prospect MAX Enhanced Transit Service (BRT)   | KCATA     | KCATA, Independence, Mo., Kansas City, Mo.    | MO      | Operating Expenses of new BRT Services                                        | Operating                   |
      | Operating Assistance                          |           |                                                |         |                                                                               |                             |
      | Outreach related to regional fare support     | KCATA or  | Non-profit, private sector groups, CID etc.   | KS / MO | Promote transit pass programs and funding support from the private sector     | Operating                   |
      | programs (funding to match contributions from | others    |                                                |         | and non-profit institutions - with federal funds supplementing or matching    |                             |
      | employers, non-profit institutions, etc.)     |           |                                                |         | funds from outside groups providing passes.                                  |                             |
      | New Regional Job Access Services (KCI, 435,   | KCATA     | Transit Agencies and others TBD               | KS / MO | Fund new or expanded services, including new service delivery models, with a  | Operating                   |
      | others)                                       |           |                                                |         | jobs access focus.                                                            |                             |
      | Planning Sustainable Places Program           | MARC      | All                                            | KS / MO | Continuation of bi-state PSP program                                         | Planning                    |
      | Multimodal Branding & Wayfinding              | KCATA     | KCATA, MARC, local governments                 | KS/MO   | Branding and wayfinding for mobility hubs, MetroGreen, and regional bikeways. | Planning                    |
Mr. Jarrold demonstrated a ticket vending machine that will be part of the fare collection project.

There was discussion regarding the “new regional services project” and why KCATA was not including specific projects. Mr. Jarrold said that retaining flexibility is important since planning is not yet underway. Additionally, local match has not been secured for the projects yet.

The council noted that KCATA is seeking funds for fewer projects than what was originally presented. Mr. Jarrold said that projects were honed down to the best ones. He said that the vehicle ask could be up to $10 million.

Mr. Warm said that the ask is anemic and we should put emphasis on new job access services.

The council endorsed the list of projects.

The council discussed overall approach to fares and fare policy and the council agreed that regional fare study including the feasibility of a fare free system. Mr. Spadafore mentioned that he has been building research on this and that KDOT may have funds available. The council endorsed this study under the direction of the RTCC Technical Team.

b. **Regional Transportation Plan 2050**

Martin Rivarola provided an update to the council regarding the development of new metropolitan transportation plan called RTP 2050. RTP will set the regional vision for transportation and includes a set of policy areas and strategies for carrying out that vision. New to this work is thinking through what “driving forces” will need to be considered in the future and how the plan should respond to those. The key driving forces that were identified include technology, climate change, globalization of the regional economy, and shifting demographics.

Martin addressed the timeline and current tasks. The tasks include discovery and needs assessment, storytelling and policy framework, investment scenarios, project selection, and plan development and adoption. Staff is currently working wrapping up the needs assessment and policy framework tasks and gaining feedback from various committees at MARC.

As part of this work, MARC has conducted public engagement including 13 pop-up meeting, administered a community survey, and held a Facebook Live event—all of which had great participation. Martin highlighted several of the finding s from the survey:

- The most important policy goals where transportation choices, safety and security, and economic vitality. Placemaking was low in terms of importance but open comments in support of smart growth and development suggest the term placemaking may not be well understood and there may be more support for the concept.
- In terms of perceived performance in each of the policy goal areas, the region is neither failing nor excelling.
- The most important needs that should be addressed through the plan include: sustainable growth and development, connectivity in the transportation system, access to jobs and other opportunities, accommodating/adapting to existing and emerging technologies, and funding/financial sustainability.

Survey results can be found at www.marc.org/2050.

c. **Coordinated Plan Update/ 5310 Programming Process**
Drew Stiehl provided information about the needs analysis and strategies in the new Coordinated plan and said that staff was seeking a recommendation for approval of this plan today.

The geographic gap analysis conducted found that rural areas within the region have fewer resources, fewer resources are available in Wyandotte County overall, fixed route service in the I-435/I-470/MO-291 loop is lacking, and there is geographic duplication of services in Johnson and Jackson counties. Level of service gaps include night and weekend service and “curb-to-curb” services.

Information and accessibility gaps include the need for better and easy-to-find information, access to network by sidewalks and bike facilities, and that older adults and disabled individuals are less likely to own a smartphone.

Mr. Stiehl reviewed the core of the new plan:
- 1. Maintain existing service levels.
- 2. Expand service levels for mobility service users in the region.
- 3. Improve quality and accessibility of information available to the public.
- 4. Bridge infrastructure gaps.

Several strategies are included in the plan to support these core goals.

Mr. Stiehl reviewed the programming timeline for 5310 funding and possible scoring methodologies.

Next steps for the Coordinated Plan include seeking recommendation for RTCC, TTPC, and final approval from the MARC Board of Directors.

There was no discussion of the proposed plan and the council recommended its approval to TTPC and the MARC Board.

5. Information Items:
   a. Legislative Update
      Dick Jarrold said that members of KCATA staff and Board went to Washington D.C. to communicate concerns regarding the lack of political appointees and no appropriations that would ultimately release funding for the prospect MAX. The congressional delegation expressed support for both of these issues being resolved. Mr. Jarrold mentioned that no TIGER awards were awarded for transit projects in the Kansas City area.

   b. Planning Sustainable Places Projects
      Beth Dawson provided a general overview of the PSP program, noting that currently there are 28 projects. Three of these plans, having focused on transit, were highlighted for the council
      i. 75th & Metcalf Avenue Access Improvement Plan
         Josh Powers provided an overview of this project. He said that 75th and Metcalf serves as a key connection point between two “key corridor” routes within Johnson County. The aim of the project was to address unsafe or inaccessible bus stops on 75th St and address gaps in the sidewalk network. The project included an analysis of existing conditions, a walking tour and a 3-day workshop. Ultimately, the plan includes two concepts that involve transit and traffic flow improvement. The city of Overland park would like to integrate these improvements in upcoming planning and engineering projects likely to happen at the intersection in the near future.
ii. **Leavenworth Transit Study**
Laura Machala, who served as the MARC liaison for this project, noted that Leavenworth County currently has no public transit service. The need, however, was indicated in previous studies, e.g. KDOT 5-County Study. Consultants looked at journey-to-work data, held several advisory committee meetings, public pop-up meetings, and a community survey. Two alternatives were developed as part of the final plan: an on-demand/flex service that would serve the city of Leavenworth and a commute connector between Leavenworth and Village West in Unified Government. The city of Leavenworth has a need for local circulation service first and is working with KCATA and KDOT to find a way to fund this service.

iii. **Southwest Johnson County Transit Study**
Josh Powers said that the intent of this study was to develop options to expand transit service to jobs in the intermodal facilities in Edgerton, Ks. This study evaluated four alternatives, with the recommended alternative combining features of each. The recommendation included modification of the existing 595 route to add a reverse commute trip to New Century, Gardner, and Edgerton; direct service from downtown Kansas City, Mo. And Kansas City, Ks.; loops through the Logistic Park KC at primary shift times, six morning trip; seven evening trips on weekdays; and limited service on Saturdays. Johnson County voted to approve funding for these service improvements and new service will be taking place on April 1, 2018.

c. **Paratransit Eligibility Modifications**
Lisa Womack said that on April 16th, the paratransit eligibility process will become in-person. This was a recommendation from FTA. KCATA will work with MTM to perform the in-person eligibility assessments. Before this change can be completed, KCATA will conduct public outreach.

d. **Member Updates**
Chuck Ferguson said that the Independence Avenue BRT Feasibility Study recently kicked-off with a well-attended advisory meeting. Additionally, KCATA will be holding a public open house to show off the 12th and Charlotte Transit center concepts.

Mr. Jarrold noted that the RideKC Annual Report is available.

Mr. Gerend said that there will be a public meeting for the KC Streetcar expansion on Main in April. The TDD process is also moving forward with ballot requests due soon. KC Streetcar has also released an RFI for ideas from industry on private funding solutions.

Mr. Johnson said that he is working on the next Transportation Camp which has been set for August 25th and will focus on transportation and technology.

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