



**JOHNSON COUNTY  
TRANSPORTATION  
COUNCIL**

**Regular Meeting**

**7:30 a.m.  
August 18, 2017**

**Johnson County Northeast Facility  
6000 Lamar, Mission, KS 66202**



**Johnson County Transportation Council**  
**August 18, 2017**  
**Regularly Scheduled Meeting**

AGENDA

- Item 1: Call to order – Chairman Chip Corcoran
  - Item 2: Comments from the General Public
  - Item 3: Consideration of the Meeting Summary
  - Item 4: SmartMoves Update and Recommendation – Dick Jarrold
  - Item 5: Rider Capacity of the 569 Route – Shawn Strate
  - Item 6: First/Last Mile Pilots in Mission and Wyandotte County – Jameson Auten
  - Item 7: RideKC Taxi Update – Jameson Auten
  - Item 8: Johnson County Ridership Report and Briefing Sheet
  - Item 9: Johnson County Business Liaison Update – Josh Powers
  - Item 10: Other Business
- Adjournment

Johnson County Transportation Council  
April 21, 2017 – 7:30 a.m.

**CALL TO ORDER**

**Council Members**

George Lafferty – <i>First District</i>	Yes	No	Excused	Yes	No
Ted Rieck – <i>Third District</i>	Yes	No	Excused	Yes	No
John Rupard – <i>Fourth District</i>	Yes	No	Excused	Yes	No
Rick Biery – <i>Fifth District</i>	Yes	No	Excused	Yes	No
James Griffith – <i>Sixth District</i>	Yes	No	Excused	Yes	No
Chip Corcoran – <i>At Large</i>	Yes	No	Excused	Yes	No
Open Position – <i>At Large</i>	Yes	No	Excused	Yes	No
Open Position – <i>At Large</i>					
Open Position – <i>At Large</i>	Yes	No	Excused	Yes	No
Open Position – <i>At Large</i>	Yes	No	Excused	Yes	No
Casey Cassias – <i>At Large</i>	Yes	No	Excused	Yes	No
<b>Ex-Officio Member</b>					
Steve Klika, KCATA Liaison	Yes	No	Excused	Yes	No
Jim Allen – Board Liaison	Yes	No	Excused	Yes	No

Others Present:

Penny Postoak Ferguson, Deputy County Manager  
Josh Powers, Business Liaison, CMO

KCATA Staff

Paul Snider, Senior Operations Manager  
Dick Jarrold, Vice-President of Regional Planning and Development  
Jameson Auten, Chief of Regional Service Delivery and Innovations  
Chuck Ferguson, Senior Planning Manager  
Shawn Strate, Planner II  
Tyler Means, Operations Manager  
Chrissy Kramer, Administrative Assistant

First Transit Staff

John Randle, First Transit General Manager

Reveal Managements Service

Bert Schoessel, Reveal Management Services

# Johnson County Transportation Council

July 28, 2017

## Regularly Scheduled Meeting

### MEETING SUMMARY

In attendance: Chip Corcoran, Ted Rieck, Casey Cassias, James Griffith, John Ruppard, Rick Biery, Commissioner Steve Klika, Commissioner Jim Allen, Penny Post oak-Ferguson, Josh Powers, Shawn Strate, Paul Snider, Dick Jarrold, Tyler Means, Karen Clawson, Steve Hale, B.J. Garcia and John Randle

Item 1: Call to order – Chairman Chip Corcoran

Item 2: Comments from the General Public

Item 3: Consideration of the Meeting Summary

On the motion and second of Casey Cassias and Rick Biery the May Meeting Summary was approved.

Item 4: SmartMoves 3.0 Johnson County Update – MARC Staff

Dick Jarrold and Karen Clawson provided a summary of the Smart Moves 3.0 investment strategies. The presentation focused on parts of the plan that may impact Johnson County. A core tenant of the plan is empowering businesses and increasing job access. Additionally, the plan has a goal to empower communities. The needs that have been identified for the Johnson County investment strategies include: employer's ability to recruit and retain employees, increased evening and weekend transit services as transit pertains to work schedules, expansion of fast and frequent service corridors, and increasing economic activity throughout the region. One investment strategy looks at the development of 3 mobility hubs: downtown Overland Park, Olathe and Johnson County Community College. A second strategy looks at developing high-capacity corridors throughout the County.

Commissioner Klika pointed out the robust growth of service in southern Johnson County connecting the Gardner/Edgerton intermodal facility with the rest of the county via transit. Commissioner Klika asked Steve Hale of Elevate Edgerton to speak to the amount of jobs, planned growth and expansion and general increase in the amount of activity tied to the Gardner/Edgerton area. Currently there is a challenge to get employees to jobs located in the area, and it is projected to become more of a challenge in the near future. Ted Rieck pointed out that this may be an opportunity where transit could be a main driver in creating development and job growth. James Griffith pointed out that the potential growth in the Gardner/Edgerton area may also stimulate residential growth and an increase in the number of residents that live and work in the area. Mr. Jarrold stated that residential growth in the area would be a benefit and could still be served by transit.

Ms. Postoak-Ferguson asked about the Olathe mobility hub location. She was curious if MARC and KCATA had spoken with the Olathe council or chamber of commerce regarding the location and development of the mobility hub. Mr. Jarrold stated that he would like the council to speak to the proposed locations and guide the plan in ensuring the proposed location for the mobility hubs are targeting the best locations. Mr. Griffith asked why Olathe was being looked at, but Lenexa City Center was not being looked at. Commissioner Klika stated that the economy and the cities themselves will drive the location of the mobility hubs. Additionally, Commissioner Klika pointed out that the expansion of transit service along 95<sup>th</sup> Street was in response to the Lenexa City Center development. Mr. Rieck stated that it is important that the council put some effort into the consideration of the locations of the mobility hubs.

Mr. Jarrold asked that the council consider the six future planning projects listed under high-capacity corridors. These projects look at growing the amount of midday, night and weekend service, as well as geographical expansion of service between Johnson County and Wyandotte County, Johnson County and Jackson County and Johnson County and KCI. Ms. Postoak-Ferguson suggested that I-435 be included on the project list that looks at connecting Johnson County and Jackson County along south I-435. Mr. Jarrold directed the council to the Future Planning Section and asked the council to make suggestions for future projects to consider.

Commissioner Allen stated that to sell these concepts to the Board of Commissioners the plan needs to speak to why we are doing this. Commissioner Allen stated that it appears that a challenge is getting workers from outside the county into the county to fill job vacancies for employers in Johnson County. More or less, some more definition needs to be added and articulated. Commissioner Klika echoed Commissioner Allen's comments and said that this plan needs to lay out a probable future scenario, so that the Board of Commissioners can get in front of the problem. Ms. Postoak-Ferguson agreed with the Commissioners and stated that many employers have reached out to the county and KCATA regarding their job vacancy challenges. Mr. Powers added that the regional transit system speaks collectively to the challenge of connecting people to opportunities, and the plan needs to speak to the tangible benefits tied to a strong regional transit system. Commissioner Klika stated that this conversation has been elevated to the Core 4 Group to consider how to strengthen the connectivity of communities and allow individuals to move more effectively throughout the region. Ms. Postoak-Ferguson spoke to the inclusion of the New Century Airport in the plan. Mr. Powers stated that the New Century Airport is a key part of the Planning Sustainable Places study.

Mr. Jarrold asked the council to think about the plan and provide comments. Ms. Postoak-Ferguson asked about the timeline of the plan. Mr. Jarrold stated that the vision and 20-year plan aspects are pretty well firmed up, but the planning team needs feedback regarding the near-future planning aspects. Commissioner Klika said that the council should consider today what can be in the near future. Chairman Corcoran stated that the council seems excited about the framework and echoes Commissioner Klika's comments regarding the near term projects. Mr. Cassias stated that their needs to be statements in the needs section that speaks

to the needs of residents; such as, meeting the daily needs of county residents. Mr. Strate added that the plan could highlight those needs more effectively via a needs assessment index. Commissioner Klika stated that he agreed with Mr. Cassias and added that the fiscal success of transit will not only come from the benefits associated with the social network of services, but also the business empowerment items. Ms. Postoak-Ferguson asked a few questions to the council. One being, how does the council feel about creating a connection from the county to the Truman Sports Complex. Mr. Jarrold pointed out that the previous service was deemed a charter service and discontinued, but that there are private charter services that offer transit trips to and from the Truman Sports Complex. Mr. Griffith pointed out that it is a luxury service and the amount of funding available for transit services is small, and thus, the limited resources should focus on providing needed services to Johnson County. Mr. Griffith added that if it could be profitable and add economic means to the rest of the system, then he is all for it. Commissioner Klika stated that he is on the fence on this item as it is a desire of residents to have a better connection to the complex, but a manner of providing the service needs to be explored. Mr. Cassias agreed with Mr. Griffith regarding the use of limited funding resources. Commissioner Klika stated that RideKC may not be able to be a provider of the service, but may be able to help in providing the service from a coordinator perspective.

Ms. Postoak-Ferguson also had a question regarding the process; in that will there be a review of the plan with the Board of Commissioners on September 28<sup>th</sup>. She added that the special session will look at the increased funding packages that have been put in place, a variety of planning studies and Smart Moves. Commissioner Klika in addressing the council stated that the plan needs to have flexibility in capital investments and highlight the social needs. John Rupard asked about the Gardner/Edgerton plan and what was being done. Mr. Jarrold stated that the analysis of that area is being done as part of the Planning Sustainable Places.

Mr. Rieck said spoke to the importance of regional connectivity. Mr. Corcoran added that there should be an assessment of employment issues and challenges. Commissioner Allen agreed with Corcoran. Mr. Hale said that the folks in Edgerton/Gardner do not take this lightly and the need for bringing employers to the area is noted. Ms. Postoak-Ferguson asked about financial investment from employers. Mr. Hale and city manager said that they think there is interest from employers to invest or develop partnerships regarding transportation services.

Motion and second to approve the framework and priorities of the plan was approved. The council has noted that they would like another opportunity to review the plan prior to adoption.

Item 5: Mobile Payment Pilot Update – Dick Jarrold

Dick Jarrold provided a presentation of the mobility payment pilot project. Mr. Jarrold ran through the features of the app and the “plan, track, pay” capabilities of the mobile app. Currently, services in Johnson County are not in the track pay component, but the software engineers are working to adjust the app. Mr. Rieck asked about the format and developer, as well as how the mobile app interacts with the fare box. Mr. Jarrold stated that it was developed by a subsidiary of

Trapeze and is a flash pass. Which means operators have to look at the pass and push a key denoting a boarding. The app is on pilot until February 2018. Currently KCATA is tracking usage of the app and general consensus is positive.

Item 6: Veterans Pass Update – Dick Jarrold

Veterans pass program is underway. Veterans Community Project is a partner in this initiative. Veterans have to get a card from KCATA or partnering agency to utilize the program. Usage is strong and the accolades from Veterans, service organization and community are highly positive. Mr. Griffith asked about publicity. Mr. Jarrold stated that there was a big push to initially make Veterans aware of the program and the available services. There have been 18,000 rides so far. Mr. Griffith spoke to the importance of providing better public engagement and advertising this service and the benefits of it. Yes, Mr. Jarrold agreed a better effort could be taken to speak out about the benefits of the program.

Item 7: First/Last Mile Pilots in Mission and Wyandotte Co. – Jameson Auten

In the absence of Jameson Auten, Tyler Means spoke about the current efforts KCATA are undertaking to engage transportation network companies (TNC), Uber and Lyft, and learn how TNCs may be able to applied as first/last mile solutions to the existing transit system. Currently, RideKC efforts are underway to put a TNC pilot on the ground in Wyandotte County near the Amazon distribution facility and another in Mission, KS around and near the Mission Transit Center. The hope is that these more-direct, on-demand services will provide connections for customers to/from the their houses or place of work and the transit system.

Commissioner Klika provided an overview of RideKC Freedom and how it has been tested in Jackson County. The KCATA Board of Commissioners have been pushing to have the technology items expand throughout the region. Additionally, Commissioner Klika stated that there is an effort to have ADA services available in Johnson County. Johnson County has not had to have ADA services available prior to today, but County is preparing for on-demand and ADA services throughout the region.

Item 8: Johnson County Ridership Report and Briefing Sheet

Shawn Strate provided some highlights: ridership remains stronger in Johnson County over other areas in the region. The expansion services are performing well and continue to grow. The 569 route is also experiencing high ridership, and even has one run that is at over capacity. RideKC is working to address that issue and ensure there is ample service when needed. Additionally, Mr. Strate spoke to the low ridership challenges associate with the K-10 route, and stated that the planning team is putting forth efforts to address these issues.

Item 9: Johnson County Business Liaison Update – Josh Powers

Smart Moves will go through the approval process at MARC in September. KCATA and RideKC will work with County agencies to see how transit services are able to meet the needs of developmentally disabled. Additionally, KCATA and

the County will be working together to see what improvements can be made in gathering transit data, such as boardings/alightings.

Corcoran noted the advance of technology in transit and stated that it may be interesting to have a more robust discussion about the role of A/V and other technologies in transportation. Mr. Powers agreed.

Item 10: Other Business

Adjournment

**To:** Chairman and Members of Johnson County Transportation Council  
**From:** KCATA and Johnson County Staff  
**Date:** August 18, 2017  
**Subject:** SmartMoves Regional Transit Plan

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**Item 4:** Dick Jarrold

**Issue:** Recommendation of the SmartMoves 3.0 Regional Transit Plan Update  
- For Action

**Discussion:**

Last month, KCATA and MARC staff provided an overview of the Smart Moves 3.0 Regional Transit Plan, Although Smart Moves is a long term vision for regional transit, a series of near term (first 5 years) implementable strategies for specific portions of the region are important components of the plan. A draft of the strategies for Johnson County was presented for review and comment.

There was general consensus from JCTC on the direction of the Implementable Strategies and the items proposed for specific review or implementation. However, JCTC members also had several comments and suggestions including:

- Conduct a regional analysis of transit for the I-435/I-470 corridor from Lee's Summit, Missouri to Johnson County, Kansas.
- Clarify the importance of improving transit options for vulnerable populations (transit dependents, elderly, persons with disabilities, etc.) and clearly identify this as both a county and regional need.

A revised Smart Moves Implementable Strategies document for Johnson County that reflects JCTC comments will be presented at the August meeting. MARC and KCATA plan to present an overview of the Smart Moves plan and the revised Implementable Strategies to the Regional Transit Coordinating Council, MARC committees, the MARC Board, and the KCATA Board.

**Recommendation:** JCTC is asked to endorse the Smart Moves regional transit plan and the Implementable Strategies being recommended for Johnson County.

**To:** Chairman and Members of Johnson County Transportation Council  
**From:** KCATA and Johnson County Staff  
**Date:** August 18, 2017  
**Subject:** Route 569 – South Overland Park Express

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**Item 5:** Shawn Strate

**Issue:** Overcrowding on Route 569

**Discussion:**

Based on rider comments and feedback from First Transit employees, it appears that route 569, the South OP Express (151<sup>st</sup> & Mur-Len to Union Station) is facing capacity issues. Reports of as many as five riders having to stand during the last northbound trip (arrives at 10<sup>th</sup> & Main at 8:10 AM and at Crown Center at 8:20 AM) are becoming more frequent, which is both a safety issue and also a customer service issue, as riders may choose to not ride a service that is overcrowded.

ATA and Johnson County staff are currently working on collecting on-and-off boarding data as well as upcoming customer surveying, and there are several regional planning efforts (SmartMoves 3.0 update, the SW Johnson County Planning Sustainable Places study) that will inform possible future service adjustments; the question in regard to the 569 is how to address current capacity issues ahead of the completion of these study efforts.

Some options to discuss include:

1. Add an additional trip at an annual cost of about \$30,000, either on a permanent or temporary basis.
2. Add an additional trip, on the 569 while also identifying a trip elsewhere in our service to eliminate, so as to be cost-neutral. This would take more time to implement due to the fact that any reduction in service would require a public engagement process.

A map of the South OP Express is on the back of this sheet.

FOR DISCUSSION ONLY



# 569 South OP Express

Effective Jan. 1, 2017

## Monday-Friday Schedule

MAP		<b>A</b> 151st & Mur-Len Olathe, KS	<b>B</b> 151st & Antioch Olathe, KS	<b>C</b> 137th & Antioch Palazzo, Olathe, KS	<b>D</b> 12th & Washington Kansas City, MO	<b>E</b> 10th & Main Kansas City, MO	<b>F</b> 11th & Oak Kansas City, MO	<b>G</b> Crown Center Kansas City, MO	<b>H</b> Union Station Kansas City, MO
<b>NORTHBOUND TO DOWNTOWN KANSAS CITY, MO</b>									
A.M.	5:42	5:54	5:59	6:24	6:28	6:32	6:38	6:42	
	6:19	6:31	6:36	7:03	7:07	7:11	7:17	7:21	
	6:48	7:00	7:05	7:36	7:40	7:44	7:50	7:54	
	7:18	7:30	7:35	8:06	8:10	8:14	8:20	8:24	
MAP		<b>D</b> 12th & Washington Kansas City, MO	<b>E</b> 10th & Main Kansas City, MO	<b>F</b> 11th & Oak Kansas City, MO	<b>G</b> Crown Center Kansas City, MO	<b>H</b> Union Station Kansas City, MO	<b>C</b> 137th & Antioch Palazzo, Olathe, KS	<b>B</b> 151st & Antioch Olathe, KS	<b>A</b> 151st & Mur-Len Olathe, KS
<b>SOUTHBOUND TO OLATHE, KS</b>									
P.M.	3:38	3:42	3:46	3:52	3:56	4:29	4:34	4:46	
	4:06	4:10	4:14	4:20	4:24	4:57	5:02	5:14	
	4:38	4:42	4:46	4:52	4:56	5:33	5:38	5:50	
	5:10	5:14	5:18	5:24	5:28	6:07	6:12	6:24	
	5:38	5:42	5:46	5:52	5:56	6:31	6:36	6:48	

**To:** Chairman and Members of Johnson County Transportation Council  
**From:** KCATA and Johnson County Staff  
**Date:** August 18, 2017  
**Subject:** First/Last Mile Pilots in Mission and Wyandotte Co.

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**Item 6: Jameson Auten**

**Summary:**

The public transportation industry is rapidly becoming more mobility focused. One of the identified strategies for meeting mobility needs is to pilot and test First / Last Mile service strategies. This service strategy works to connect transit riders to their final destination, e.g., jobs, or as an insertion point into the overall public transportation system.

There is a real need to study this operational dynamic immediately. Service reductions and an increase in demand for specific locations throughout the region have created a need to expedite a First / Last Mile pilot program that is centered on connecting transit riders to and from the fixed-route bus system. In addition, the KCATA is in the process of developing a mobility hub concept that will further improve the KCATA's regional ability to provide a variety of service modes directly to customers. A key component to mobility hubs are the inclusion of first / last mile services- which are typically provided by Technology Network Companies (TNCs) and / or taxis.

There are a few service providers in the region that are uniquely positioned to provide this service: Uber, Lyft and Kansas City Taxi Group. Using these app-based services allows customers access to low cost service and ensures the availability of accessible vehicles. The pilot projects in Mission, Kansas and Wyandotte County will allow RideKC to test how these services increase opportunities for customers to access jobs and other opportunities in the community.

**To:** Chairman and Members of Johnson County Transportation Council  
**From:** KCATA and Johnson County Staff  
**Date:** August 18, 2017  
**Subject:** Taxi Voucher Update

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**Item 7: Jameson Auten**

**Background:**

On July 1, 2016 the taxi voucher pilot program launched in both Johnson County and Eastern Jackson County. Funded by Federal 5310 grant funds, the program is designed to provide services to seniors (65+) and persons with disabilities. The program exists as a contract between KCATA and Transdev On-demand- the operator of 10/10 Taxi and Yellow Cab. Participants apply for the program via an application and receive an identification card that can be used as their payment form in lieu of cash. Each participant is able to use the service up to ten times per month. The fare (\$5) allows the rider to travel up to eight-miles in a cab- including wheelchair accessible vehicles. Once the eight-mile limit is reached the rider is responsible for an additional fare of \$2 per mile. The service operates as an on-demand service; is priced to the KCATA by trip type and distance; and is available twenty-four hours per day, seven days a week.

The ridership assumption for this program based on a percentage of the disabled and senior population in the County, was that the service could provide up to 10,000 trips per year. The service was marketed through a direct outreach program to senior centers and local officials / administrators throughout Johnson County. Two user surveys have been completed which indicate a favorable view of the program among users.

**Program Performance:**

- During the first year of service monthly trips increased from 52 trips in July 2016 to 617 trips in June 2017. Total trip count in year one was 3,806 trips. The average cost per trip was \$18.60.
- From January 2017 to June 2017 the monthly average of trips increased from 194 trips per month in the first six months to 537 trips per month. The increase in monthly trips can be partially attributed to the absorption of the Lenexa Taxi Voucher Program in December 2016, as well as maturity of the program.
- For the period July 2016 – June 2017 total net fare expenditures for the program in Johnson County amount to nearly \$76,981.50; half being reimbursed via the

FTA Section 5310 Program and the other half being paid via local contributions.

- The fare recovery amount for the period is 28.5% or \$21,945.00. The average trip distance is 4.83 miles.

While the decrease in trip distance has reduced the cost per trip incrementally, those savings were counter-balanced by the increase in wheelchair trips taken by users. However, the per trip cost of the program service is decreasing due to a new negotiated rate. The new per trip cost rate that is contracted with Transdev has reduced the average trip cost from around \$18.60 per trip to under \$12.50 per trip.

### **Next Steps: RideKC Freedom**

KCATA launched the RideKC Freedom On-Demand pilot service in May 2017 and includes parts of Johnson County. This app-based service operates similarly to that of RideKC Taxi in that it is a same day service and utilizes the Transdev taxi system to provide the service. The main difference and advantages of the Freedom on-demand service are the mobile app structure, decreased fares for ADA customers (\$3.00, instead of \$5.00) , and an increased number of trips customers can take in a given period. The service has experienced over 7,000 trips and has seen an increase in trips per month from just over 1,000 trips in May to nearly 3,500 trips in July.

KCATA is working to evaluate the program and provide a recommendation on how best to expand the program throughout the region. This evaluation will include assessing both Freedom and the taxi voucher program user groups and how they use taxi services in addition to: customer experience; cost per trip; origin / destination data; and trends over time. Additionally, KCATA has ongoing discussions with the City of Shawnee and the City of Olathe regarding their individual taxi voucher programs. KCATA believes that with the expansion of RideKC Freedom into Johnson County, it will make sense for the cities of Shawnee and Olathe to merge their taxi voucher programs into the Freedom on-demand service.