

# Citizens Advisory Committee - Meeting #1



To: Kansas City Area Transportation Authority (KCATA)  
From: Project Team  
Re: Summary of Citizens Advisory Committee - Meeting #1, 2-4 p.m. on June 3, 2021

## Attendance

- 23 participants
- **KCATA:** David Johnson, Jameson Auten, Jon Moore, Cindy Baker, Dick Jarrold
- **Project Team:** Ehren Bingaman, Lyndsey Scofield, Lauren Reiman, Jason Parson, Erin Barham, Schylon Kubic, Taylor Rippe

## Welcome, Purpose and Agenda Review

Ehren Bingaman of Transpro welcomed the group to start the meeting. He introduced Deputy CEO and Chief Operating Officer Jameson Auten (who filled in for Robbie Makinen ) who shared remarks about the purpose of One RideKC.

David Johnson gave a brief overview of the KCATA and recognized that this group represents important voices in the region.

## Process Overview

Bingaman provided an overview of the One RideKC project process and noted that this project is being built on a strong foundation and stitches previous work together. He explained the purpose of the Citizens Advisory Committee (CAC), their role in the process and that their invitation to participate is intentional. He also noted that this work builds on pre-existing plans.

## Stakeholder Engagement

Jason Parson, of Parson + Associates, explained the stakeholder engagement process, the care and thought that went into selecting stakeholders for each committee, the purpose of each committee and how feedback will impact the process. Slides were presented with who did, and did not, accept the invitation to participate in each of the three committees - Stakeholder Advisory Committee, Financial Task Force, and Citizens Advisory Committee.

Bingaman explained the framework and the Four Pillars of Access - access to jobs, housing, healthcare, and education - through the lens of social equity. He emphasized the need to define what each of those topics means in the context of this plan.

## Group Discussion

### What advice would you give the KCATA and project team as they think about the development of plan scenarios and the Four Pillars of Access?

- Safety, equity, social service agencies.
- Safety - commitment to represent of transgender/women of color - murders ongoing in KC. On streets without access to safe transportation. Wants access to safe well lit areas, safety boxes, training and relations to public safety officers and the community.
- Equity - meaning social equity centered around the highest need of transit. People who need it most get the most.
- Box around health human services - think about transit through priority is vital for serving most in need, must think about transit as a desirable option and everyone's solution to get buy-in from elected officials. Think of Johnson County and the lack of will and investment in transit comes across that a lot of people won't use it.
- Access to grocery stores and childcare.
- How has ATA thought about access to childcare?
  - Part of the contract is to look at measures for access to those things. Look at where people live and have access to transit. Often the need for employment doesn't match where employment is. Warehouse low paying jobs not being met by transit today. May serve housing by getting people to jobs. Core goal is to serve a multifamily of mixed use areas. All transportation is chasing density.
- Looking at the regional lens to not miss any groups. Critical that footprint is regional?
- Regarding Transpo, so many thoughts! Takes lot of political will to invest in transportation infrastructure. Been around tables in multi states and jurisdictions. When invested poorly, and empty buses go by - self fulfilling prophecy. All things impacting transit are not connecting - first and last mile of transit. Jobs to justify it with a convenient location for pickup. Rarely do three entities talk on the front end to allow them to work together.
- When you see an empty bus it probably wasn't before you saw it. Lower cost to the taxpayer and thresholds are monitored closely.
- Digital and impacts physical mobility - access there's a physical component where transit plays a role. Regional systems, think about the digital side of the system. Not a good model to predict what it looks like the design of systems to access systems through mobility.
- Desirability along with necessity. Perception of why transit is necessary must be on the mind of everyone including funders. Why would you choose public transit if you have a car or can catch an Uber? People see it as needs based instead of very convenient.
- Cost of owning a car is increasing so an economy lags and forces people into the department to participate in the economy. Economic and environment friendly to use public transit.
- For some it will access others, community health, environment and tourism - challenge how to say yes to something that has different meaning for different folks.

## What advice would you give our team to ensure the process is a success?

- Regions successfully advance regional transit plans done in response to community goals that are broad for the city. Done a lot of work to align transit plans to community plans.
- Vision must compel investment over multiple decades. Multi-modal and may not be in regions that are easily served but can envision themselves as part of the plan.
- Some areas won't see physical investment for decades. How do you get them to invest in it now?
- How to build trust?
- Aligned with community investment goals. Depending on the scope of how a pillar is defined they are interconnected related to larger goals. A way to demonstrate actionable results for the journey. Show how the community is making strides to the impact of funding for this. If people don't have mobility both will suffer under pillars. Ensure transit is the spine to help all of them move forward. Disability community is not being well considered but an opportunity for us to be focused on - helps to improve workforce and housing for their lives.
  - Trust and transparency
  - Successful election
- Partnership between transportation providers and new job location.
- Sat on southwest Johnson County transit committee for logistics park and one recommended solution was (barrier - stranding people at worksite at end of day) to create a yearly transit pass that allowed you a 1-1 rider opportunity for emergencies. Couldn't get employers to bite on \$150 transit pass as employee benefit. If employers would buy in, then become a transit family. Thinking of low investment transit passes for your community as a benefit.
- Fare has been eliminated in KCMO. Now left with how to use the system. No cost to the agency to run the pass system. COVID funding allows zero fare to continue through 2023.
- Other transits connect to the Ride KC system, so it's not a solution for Johnson County unless it gets to KCK stop. There's still a barrier. Comes from IA/IL bistate community that had robust transit interconnectivity across the state lines.
- Talked about the usefulness of transit, but looking at finance tools to use must look at equity of whatever source (fees, taxes). Lottery is a good example - lower income people pay into it, but are the funds being used to get people who are paying it out of poverty. Equity for people paying for the service.
- I hope we can provide transit service for longer hours and for all days of the week. In south KC where I live, many service jobs are not 8 a.m. to 5 p.m., so they often need service later at night and on weekends.

## Next Steps

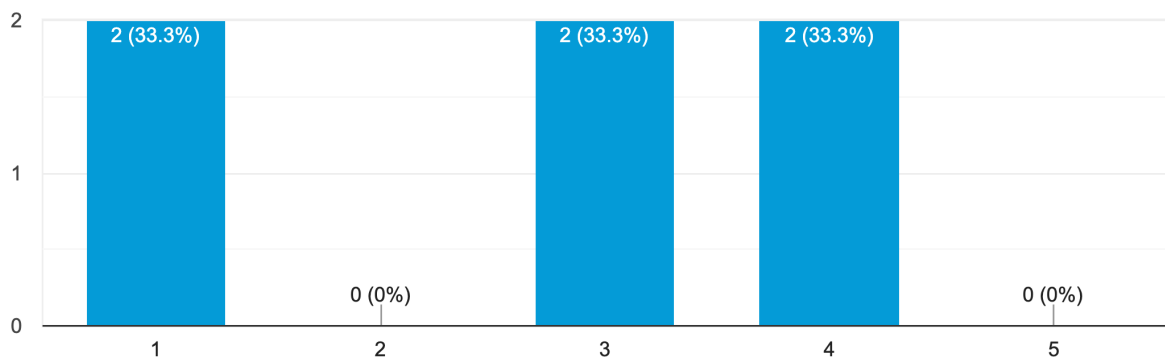
In conclusion, these are the next steps for the CAC:

- CAC meeting #2 - late Summer 2021
- Please reach out to the project team if you have any questions, concerns and/or comments.
- A follow-up email will be sent to participants with the presentation, updated roster and link to the project webpage at <http://oneridekc.org>.

## Meeting Evaluation

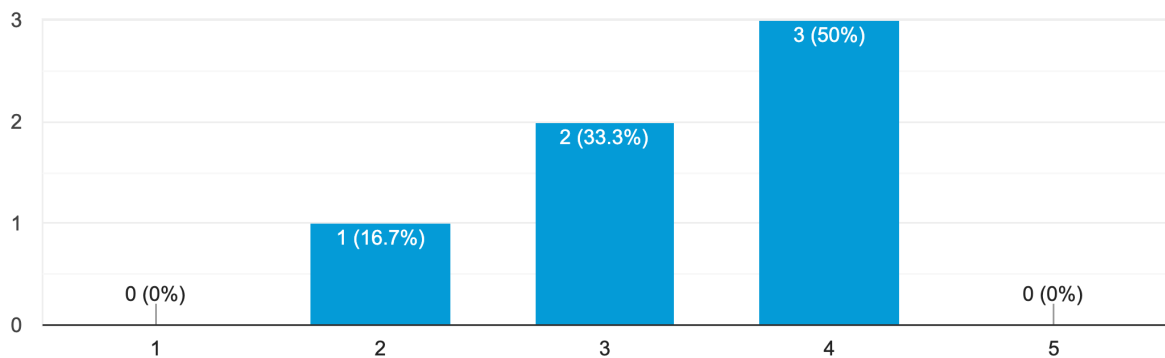
Please rate your level of awareness about regional transit and funding at the BEGINNING of the meeting.

6 responses



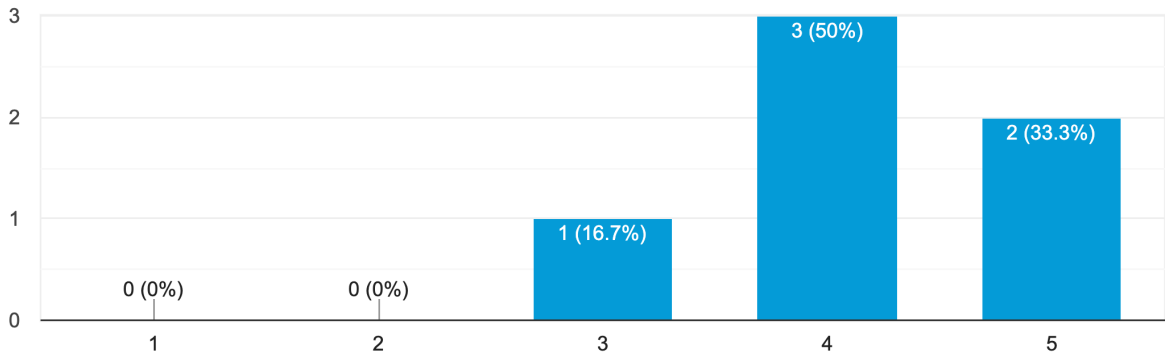
Please rate your level of awareness about regional transit and funding at the END of the meeting.

6 responses



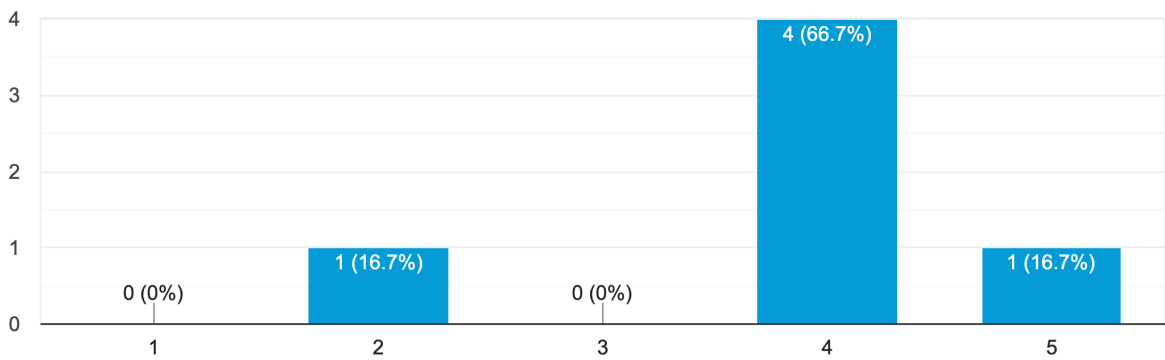
How easy is it to understand the PURPOSE of One RideKC - a regional transit and funding plan?

6 responses



How easy is it to understand the BENEFITS of One RideKC - a regional transit and funding plan?

6 responses



### What BENEFITS to regional transit and funding are most important to you or your organization?

6 responses

