

# Stakeholder Advisory Committee - Meeting #1



To: Kansas City Area Transportation Authority (KCATA)  
From: Project Team  
Re: Summary of Stakeholder Advisory Committee - Meeting #1, 9-11 a.m. on May 20, 2021

## Attendance

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

## 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. His remarks also included:

- KCATA has a patchwork of funding - there are two city-wide sales taxes in KCMO, other services are funded through general funds, and service beyond boundaries is difficult.
- There are competing priorities and any service provided is funded by the local government.
- The KCATA doesn't have their own local revenue source.

## 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 Stakeholder Advisory Committee (SAC), their role in the process and that their invitation to participate is intentional. He also summarized:

- This work builds on pre-existing plans and will avoid rework.
- Every investment in capital, route, facility will pay for operations over time.
- There is a need to be clear to define steps and actionable priorities.

## 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. This allowed for the SAC to review and validate each group, and suggest other people, organizations and areas who were missing.

Johnson commented that the KCATA is a good steward with resources they have, the project outcome is not predetermined, and the hope is to spread financial responsibility - spread service to where the needs/jobs are knowing this is a problem transit can solve - to connect jobs to where people live.

### **Suggested additions to the SAC**

- ADDED - Sook Park, Asian Chamber
- Molly Haase, Advent Health
- Joe Reardon (on FTF)
- Janee Hanzlick (on SAC)
- Kim Randolph, Heartland Black Chamber (on SAC)
- Independence Chamber or EDC
- Suzanne Wheeler, LGBT Chamber (Brandy Williams alternate on CAC)
- Restaurant Association and/or Hotel & Lodging Association of Greater Kansas City
- Jeff Pittman KS State Rep (on FTF)
- Keely J. Schneider (on CAC)
- Matt Tapp, PC EDC (on FTF as alternate)
- Higher education campuses - KU Edwards, MCC, UMKC (on SAC list as suggestion)
- Marcia Harrington (on FTF as alternate)
- Greg Kindle, Pers CEO Wyandotte EDC
- Al Balique, LaborMax
- Mayor Alvey, UG (on SAC as alternate)
- Mark Brandmeyer, KC T-Bones owner
- Mark McKee, CEO / Partner at Kansas City Monarchs Baseball Club
- Industrial Developers, large industrial employer
- Rep of Logistics Park Kansas City Businesses
- Mark Loughry, Leavenworth County rep (on SAC as alternate)
- Al Balaky, Labor Max (day labor agencies in general)
- Alphapointe or other disabled groups
- The Whole Person (on SAC as alternate)
- Ed Ford
- Jenny Johnson, Northland Chamber (on SAC)
- Shelly Daniels, MODOT (on SAC, sent alternate)
- Platte County and Clay County EDCs (on FTF)
- Northland Neighborhood Inc

### **Suggested additions to the FTF**

- Johnson County & Jackson County - Ed Eilert, Troy Schulte, Bridgett Williams (on FTF)
- Jeff White, Columbia Capital
- Industrial real estate side that can offer input on how recurring revenue can be crafted as projects are proposed. Mark Long, Zimmer or Todd LaSala at Stinson. Bi-state expertise.
- Alise Martiny (on FTF). Duke does not go into KS, confined by jurisdiction. Need Alise and Joe Hudson who go into KS.
- Deb Herman, Northland Neighborhood Inc.
- Reginald Lindsey, UG Budget Director
- Adam Timmerman, KC Chamber
- Mark Coulter and/or Brian Rabineau, PortKC

### **Suggested additions to the CAC**

- Eastern Jackson County or organizations
- Independence Chamber or EDC
- Community of Christ Church
- Doug Cowan, Community Services League
- ArtsKC representation
- ULI-KC
- Beto Lopez, Guadalupe Center
- Church of the Resurrection
- Young professionals/organizations - The Porter House KC, Black Excellence, GYFT
- Linda Brown, President of the Blue Hills Neighborhood Association
- Young Latino professionals
- Qiana Thompson of the Health Forward Foundation (suggestion on CAC)

### **Group Discussion**

#### **What advice would you give KCATA and the project team as they think about priorities and decision making?**

- Focus on density and need.
- Robust analysis for economic returns is huge in Johnson County. Don't have great information for jurisdiction specific numbers on return for investment on public transportation. What it means for the Johnson County economy - finding this will carry a lot of weight in his area. National numbers being used but really need local regional numbers.
- Critical to link plan and conversation to local planning efforts. Thinking about long term funding transit, has to be a plan local government can see in themselves and become part of vision for their area and the region. Improving access now is key, but what are we doing to align investment to local needs to help grow the region in a strategic way and benefits that extend beyond transit? Reinforce their priority. Smart Moves has done that and built on it over time.

- Focus on access to employment; analysis is needed on what that means. Our challenge has been getting people to locations at the time they need to be there. A few times a day doesn't necessarily match up with the shifts of hotels, restaurants or major employers.
- Consider adding someone from United Way.
- Third shift has been a big problem for employer buy-in because we don't run overnight in JoCo.
- Consider how we connect to MARCs Metro Green plan, the amazing trails asset work in Eastern Jackson County and KCK and more.
- Huge region and county are strong transit corridors/potential there are a lot of dead areas. Consider Metcalf Ave., some other north/south streets in Johnson County, strong employment places and very good places where people work and live. Robust transit system down Metcalf would be a huge push for Johnson County. Concentration areas where good transit is needed. On 23rd St or Noland Road may be needed. Double system of the streetcar and buses on Troost and Prospect has been good. Redevelopment occurring because of those efforts. Investment in real estate and business. The investment in Independence, KCK - getting there needs a robust transportation system for housing and businesses. Look at the building out of local transit corridors that are part of the region.
- Although there needs to be cost effective routes and looking at areas of growth, there still needs to be consistency in targeted areas that may not have the density for 7 day routes but are needed for a healthy community. In some areas of the metro there are no Sunday buses but people need that transportation to go to work on Sunday (Quindaro). So we need to invest in poorer areas and provide 7-days a week transportation.
- There is strong support for enhanced transit across many regional plans: Smart Moves, Connected KC 2050, Regional Climate Action Plan, Clean Air Action Plan, KC Rising Pillars, etc. This effort should focus on actionable priorities for local transit investments that add up to a regional system.
- How do we tackle childcare and early childhood learning alongside transit? Need both to address 4 pillars.
- Mentee lives in Quindaro and works outside of KCK - had to figure out how to get downtown on Sunday to get to work. Lack of transportation on Sundays in some areas. Some areas have to take a loss to make sure there's consistent transportation 7 days a week.
- Transportation is available but extremely limited in KCK's northeast area.

**What advice would you give KCATA and the project team to assure the process is successful?**

- The plan needs to be bold and exciting, it needs to paint a clear picture of a region that will be better off (increased service frequencies, routes, modes, affordable housing/aligned development), and it needs to compel real public support and in-turn investment.

- This is a great start - committees and people outlined - are good. Process as outlined is representative of communities who have to own it and communicate why it's worth investing in it. More folks to engage and viewing this as a way to build ambassadors for the effort and understanding the context and value this brings to spread the word.
- Targeted approach is right on!
- Commitment to a long term plan that is inclusive of all populations in all areas of the region. People are willing to wait their turn as long as they believe their turn is coming.
- What does success look like for KCATA? What they would like to ultimately see from their service?
  - Requests for service from the region all the time. No revenue source of its own to spend. All services paid for by local govt not KCATA. If had the budget to get a wide range of services, he would do that. Make sure we are good stewards of current resources. Also, we don't have to run everything and there may not be a reason to change it all in one swoop. Value model of streetcar, or Johnson County - microtransit w/fixed route, vs indiv cities bearing burden.
  - How much? MARC 's peer city analysis shows were under spending as a region per capita. KC overspends and the rest of the municipalities are underspending. Theory - spreading financial responsibility in a broader way, will allow us to connect people from where needs are to where jobs are.
- From today to the end of the project, what will this project accomplish to better the future of the community? Specifically underserved communities, as well as growing the market for those who may not use public transportation.
- Denver is an excellent example to aspire to. A model of regional cooperation and funding.
- Agree with Denver. In KCMO, this was done many years ago (Ed Ford on council with me) in mid-90's Johnson County, KCMO and Wyandotte County (?) agreed Union Station was a valuable asset. And, agreed on local tax for fund for the Union Station. Think about bistate (St. Louis), they are a regional system too. People in St. Clair County, IL passed a tax to expand the system into St. Louis County - robots for development. St. Louis County agreed to allow the system into Clayton. We have agreed on things before regionally, and need to get back there.
- Union Station is the perfect example for regional funding collaboration. Seen this in the regional response to covid - great example. Region mostly stayed aligned. See same thing with transportation access. People seek jobs where there's opportunity.
- KCATA mirrors the region's success. Our goal has always been to connect people to opportunity. We're a tool for the communities we serve so we define our performance by how we meet varying needs.
- Need to think of major shifts that may be coming, such as Royals and Chiefs relocating out of eastern Jackson County.
- I am really excited to continue the discussions. This is exactly the type of macro planning we need more of. Thank you all.
- Thank you for including us in this critically important dialogue.

## Next Steps

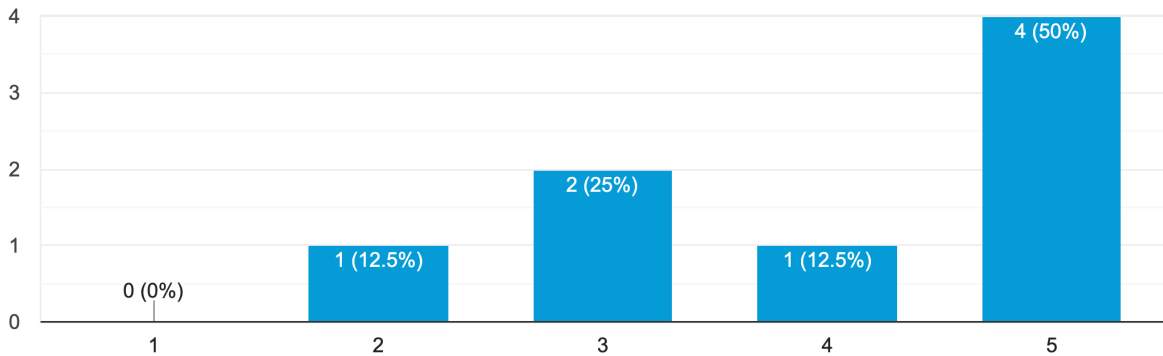
In conclusion, these are the next steps for the SAC:

- SAC 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

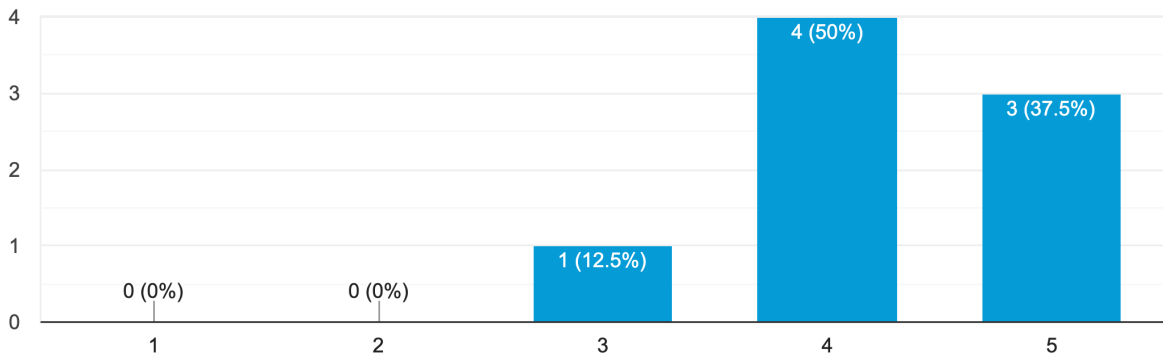
Please rate your level of awareness about regional transit and funding at the BEGINNING of the meeting.

8 responses



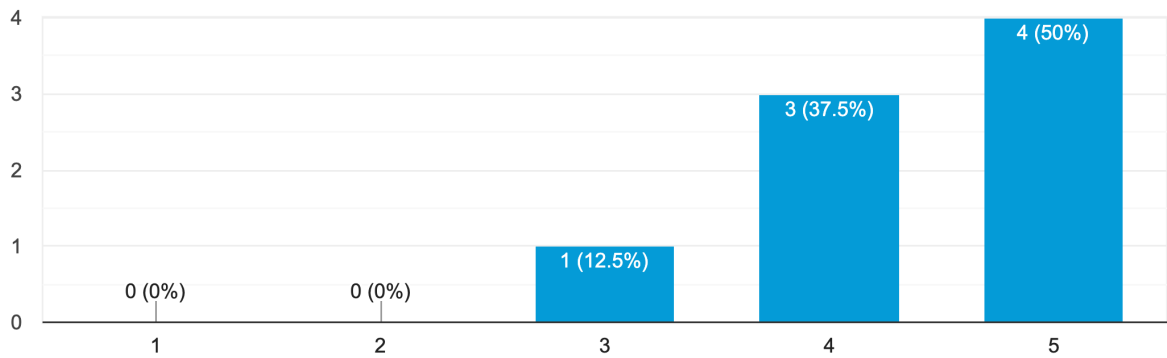
Please rate your level of awareness about regional transit and funding at the END of the meeting.

8 responses



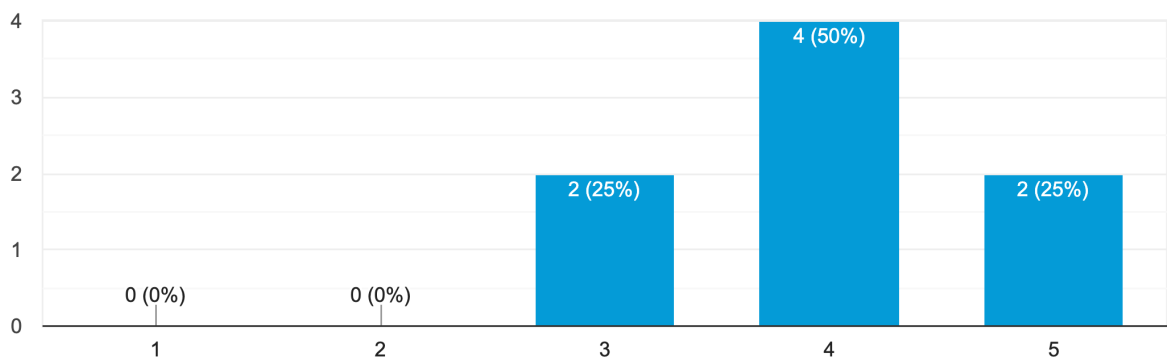
How easy is it to understand the PURPOSE of One RideKC - a regional transit and funding plan?

8 responses



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

8 responses



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

7 responses

