

Johnson County Transit Visioning Strategy

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Recommendations Overview

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Agenda

- BOCC Direction for Transit Visioning
- Recommendations
 - Express Service
 - Local Service
 - Micro Transit
- Cost Estimation and COVID Funding
- Recommendation Advancement of BOCC Vision
- Next Steps



BOCC Strategic Priorities 2021 - 2022

- 2) Develop a forward-thinking transit approach that connects the community and serves vulnerable populations.

Impact Statement: Public transportation planning and services enhance the quality of life of our residents and customers by improving access to jobs, health care and other important destinations.

- a. Continue to explore and analyze the micro transit pilot.
- b. Utilize the BOCC feedback from the 2021 visioning sessions to develop a 5-year transit plan that re-thinks how the services are provided and to target populations.

BOCC Transit Visioning Direction

- The **goal** for transit is a system that:
 - Is accessible, effective, and efficient
 - Is regionally coordinated
 - Connects housing, workforce, and jobs
- and **prioritizes**:
 - Vulnerable populations including the elderly, disabled, and low-income residents
 - Areas where it will get the most use or has the highest potential for use

...within existing budget

Service Improvement Recommendations

- Utilize available, one-time federal funding to implement pilot projects to expand services over next 4-5 years
- Establish foundation for Johnson County Transit System to build upon
- Improve access for residents traveling within the county and regionally throughout the day
- Right-size commuter express services for anticipated travel patterns

Federal COVID Relief Funding Available

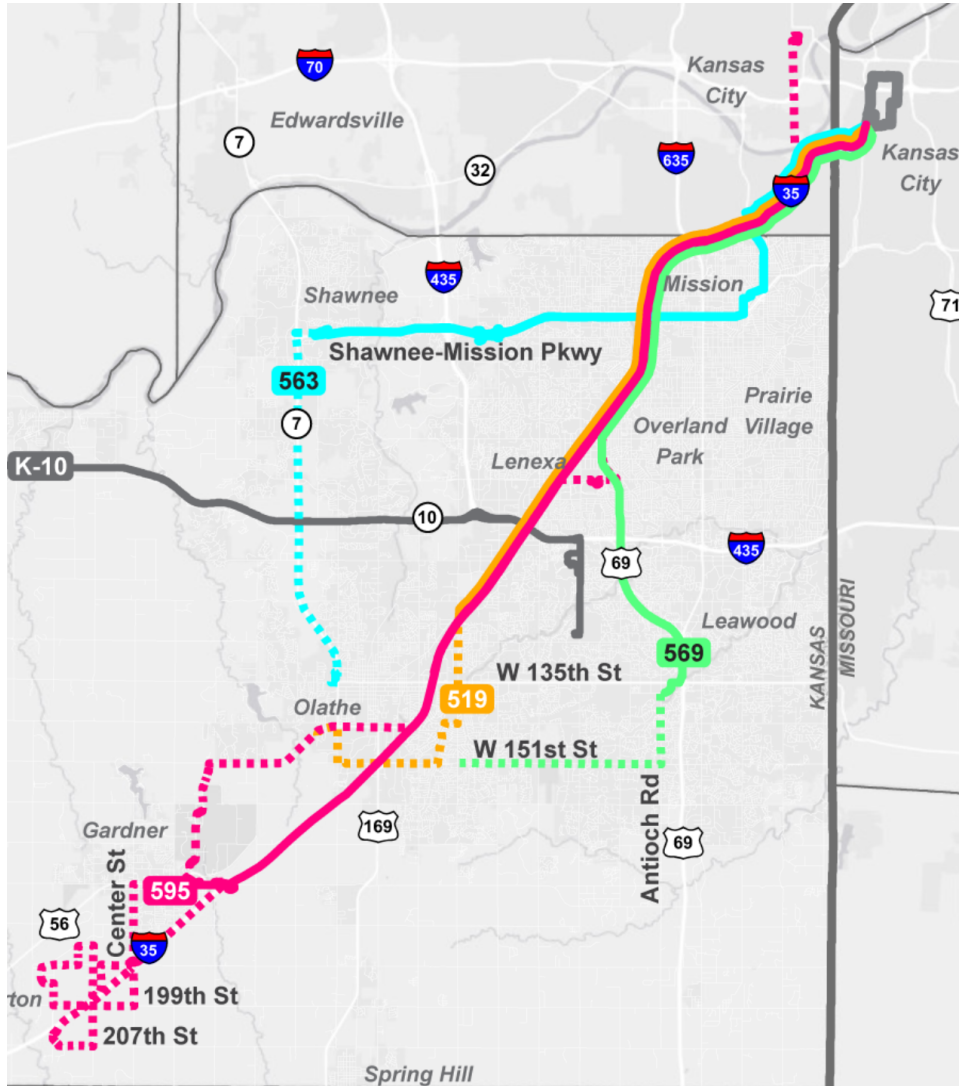
COVID Relief Funding Program	Amount Available	Program Requirements
Coronavirus Aid, Relief, and Economic Security Act (CARES)	\$4,100,000	<ul style="list-style-type: none"> - Expenses must be COVID-19 specific - Funds to be directed to payroll and operations of transit service unless certified that no staff furloughed - COVID-19-related capital and operating assistance, above and beyond normal operations - Operating funds not required in TIP or STIP - No current lapse date on funds
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSSA)	\$3,400,000	<ul style="list-style-type: none"> - Operating and Capital expenses relating to COVID response - Funds to be directed to payroll and operations of transit service unless certified that no staff furloughed - Operating funds not required in TIP or STIP - No current lapse date on funds
American Rescue Plan Act (ARPA)	\$7,700,000	<ul style="list-style-type: none"> - Funds Available until Sept. 30, 2024 - Funds to be directed to payroll and operations of transit service unless certified that no staff furloughed - Operating funds not required in TIP or STIP
Total	\$15,200,000	

Commuter Express Service Change Recommendations (500 series routes)

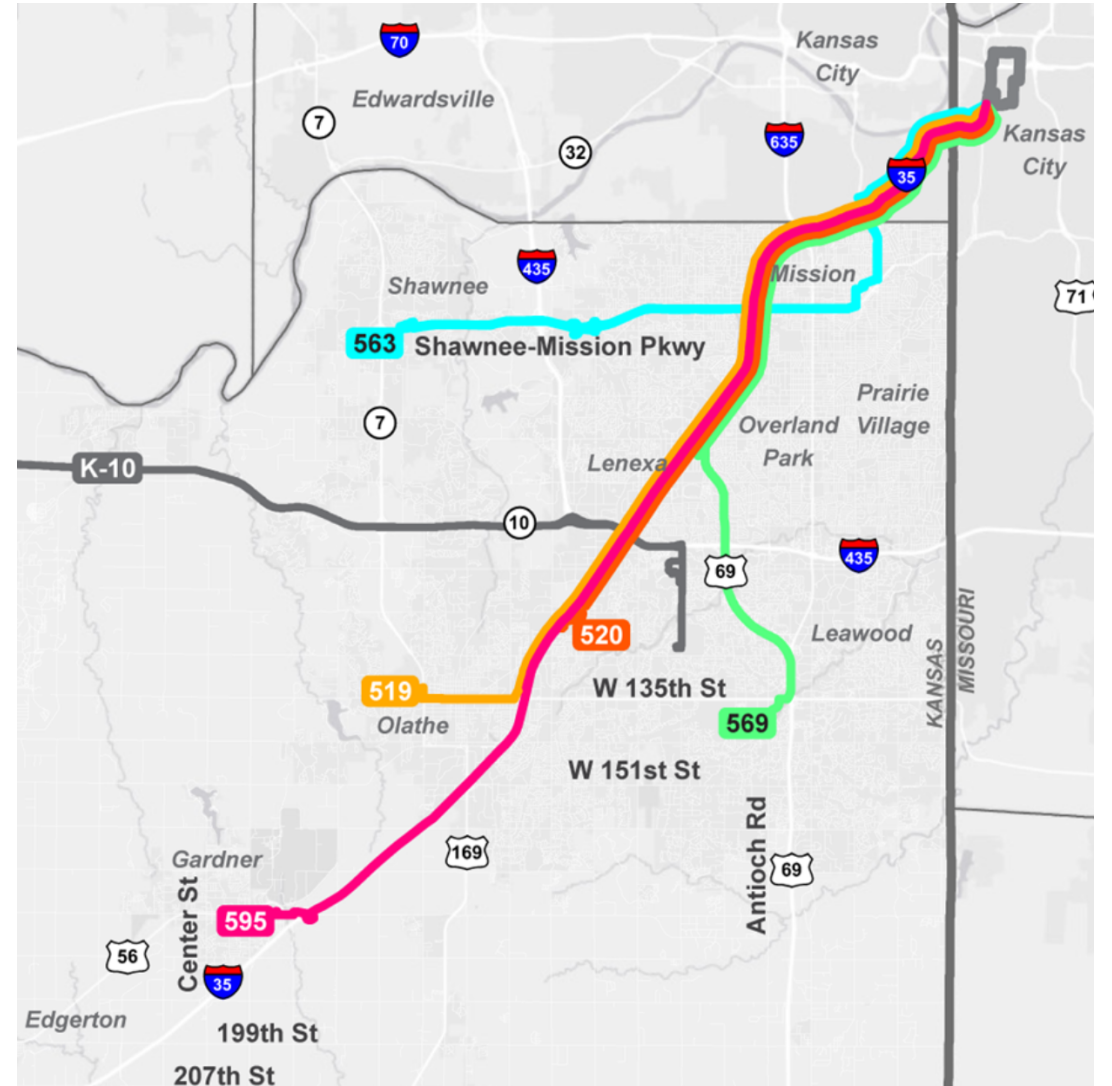
- Shorten all express trips to begin/end near highway
- Consolidated all express routes to 3 morning and 3 evening trips
- New express route starting/ending at Strang Line Park and Ride (520)



Existing Commuter Network



Proposed Commuter Network



Commuter Route Proposed Changes Benefits

- Commuter trips become truly ‘Express’
 - Changes shorten travel time by approximately 10%
 - Commuter routes had functioned similar to a local route for miles before accessing the highway, slowing the trip time
- Simplify schedules with common number of AM/PM trips for all routes
- Shifting financial resources to fixed route services
 - Approximately \$700,000 to fixed routes
 - Improves mobility within Johnson County

Local Fixed Route Service Change Recommendation (400 series routes)

- Mid-day service on all routes
- Improved peak & midday frequency
- New ADA paratransit service
- New 87th St. route - 487
- Fixed route Saturday service
(401, 403, 404, 475)
- Discontinues unproductive service

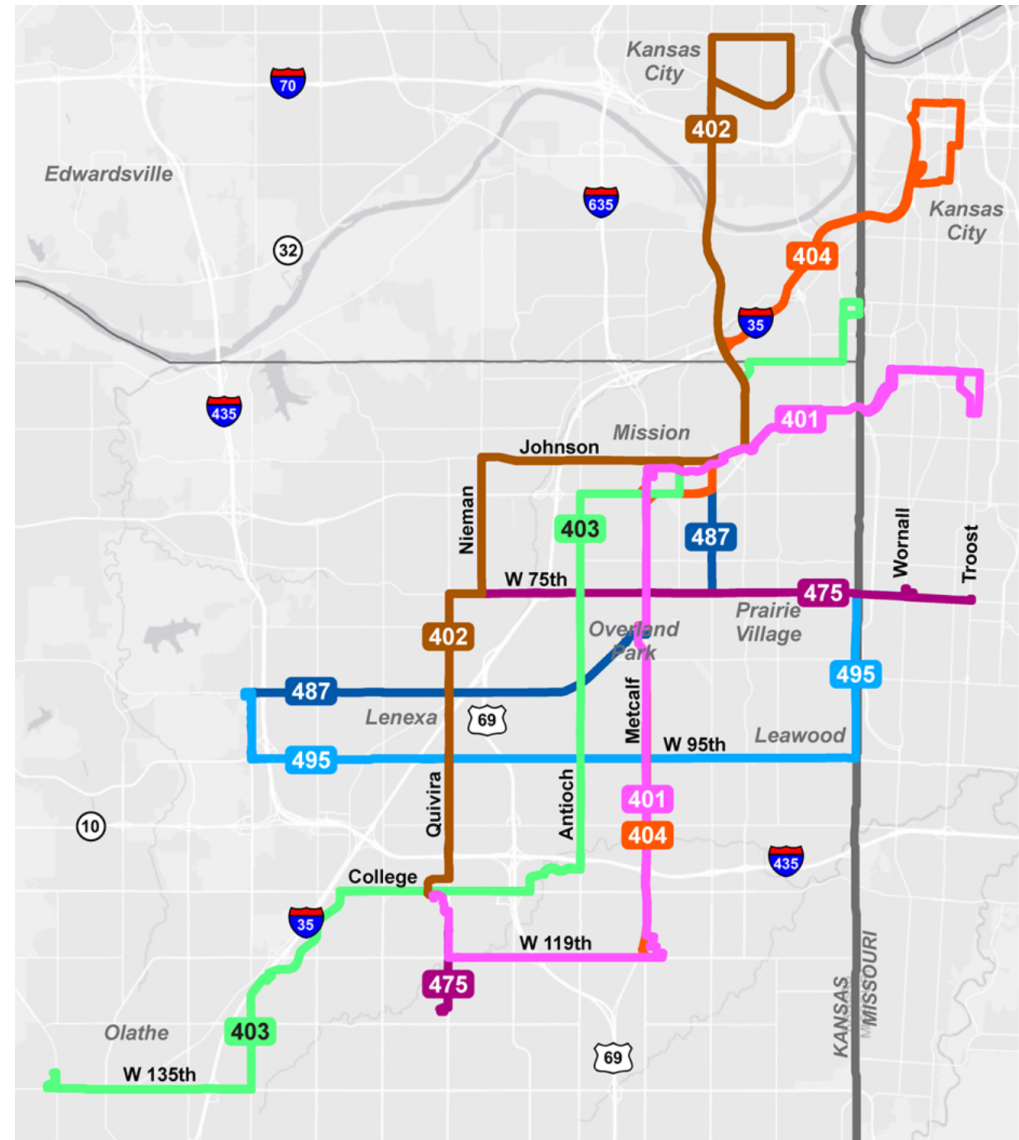
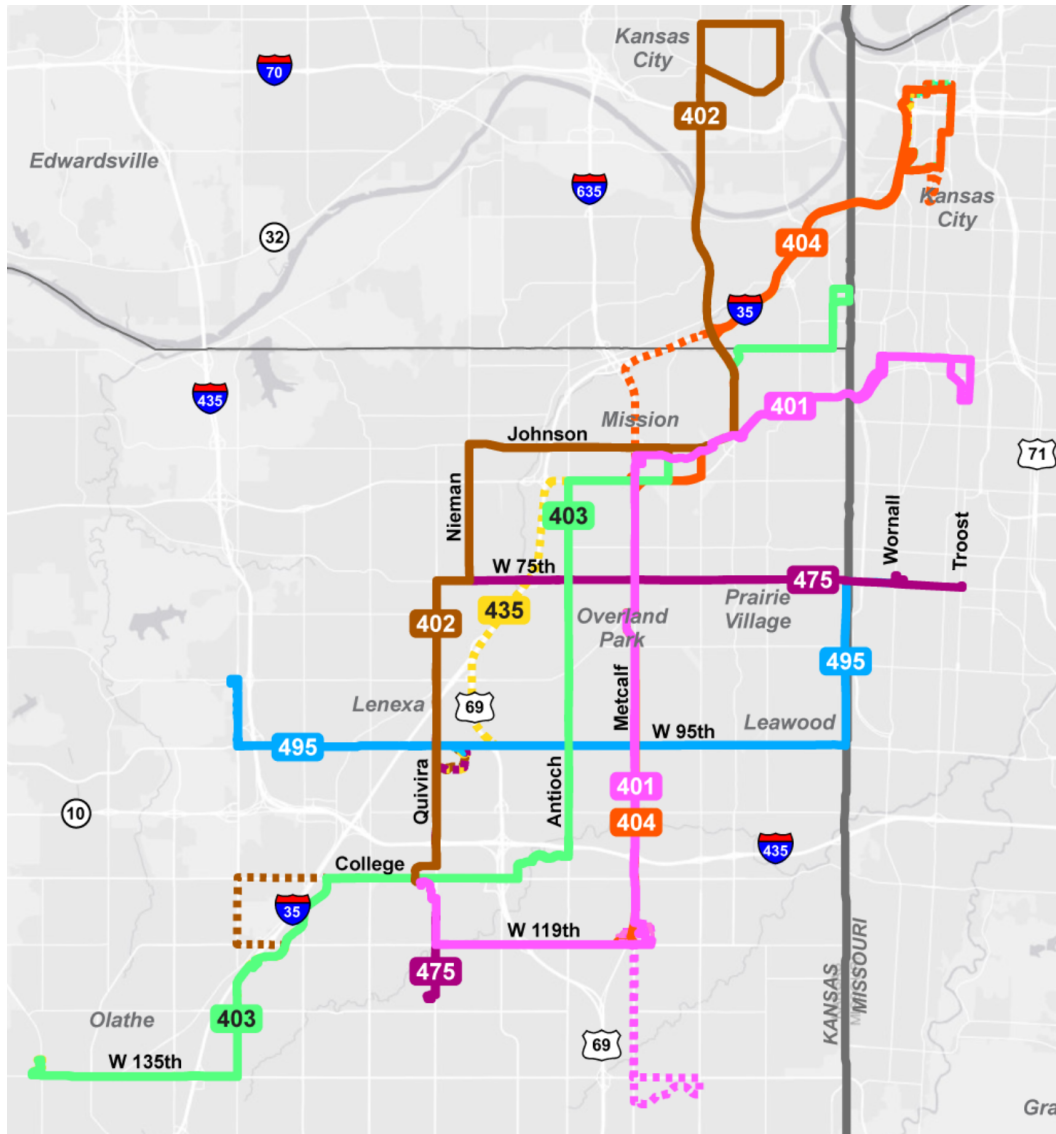


ADA Complementary Paratransit Service Requirements

Public entities that provide fixed route services must also provide ADA complementary paratransit services for persons whose disabilities prevent them from using the fixed route system. (ADA complementary paratransit requirements do not apply to commuter bus, commuter rail, or intercity rail service, however.) This includes a rider's inability to access vehicles, transit stops, or facilities, or to independently navigate through the system. Complementary paratransit must be origin-to-destination service, providing service from a passenger's origin to the passenger's destination.

Source: National Rural Transit Assistance Program ADA Toolkit

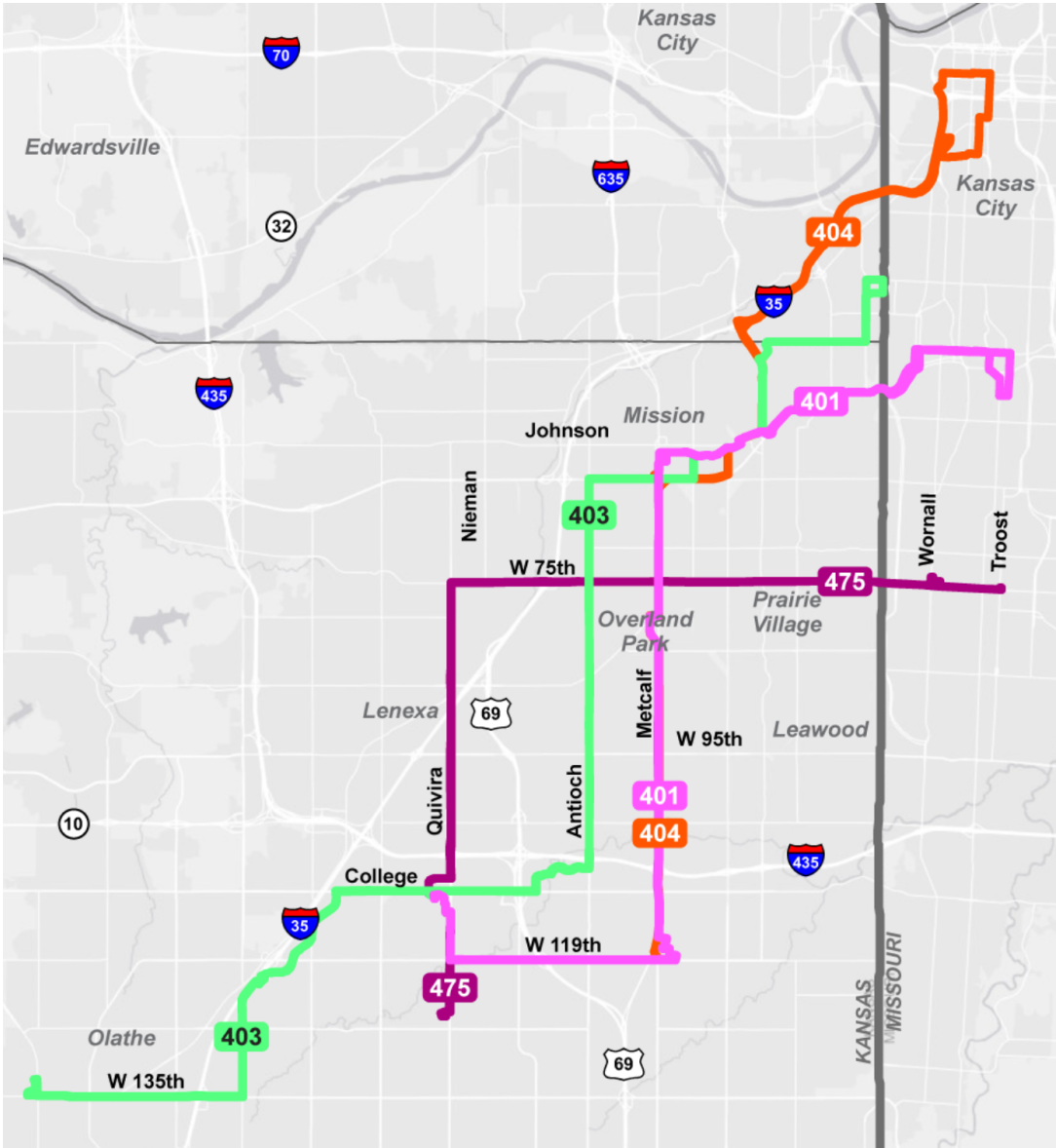
Existing Local Fixed Route Network



Proposed Local Fixed Route Weekday Network



Proposed Local Fixed Route **Saturday** Network



Fixed Route Proposed Changes Benefits

- Expands system coverage with new route (487)
- Greater mobility options with all-day service
- Improves service for vulnerable populations with ADA paratransit services
- Enhanced connectivity to jobs and other services in Johnson County along with regional connections
- Saturday Fixed Route Service

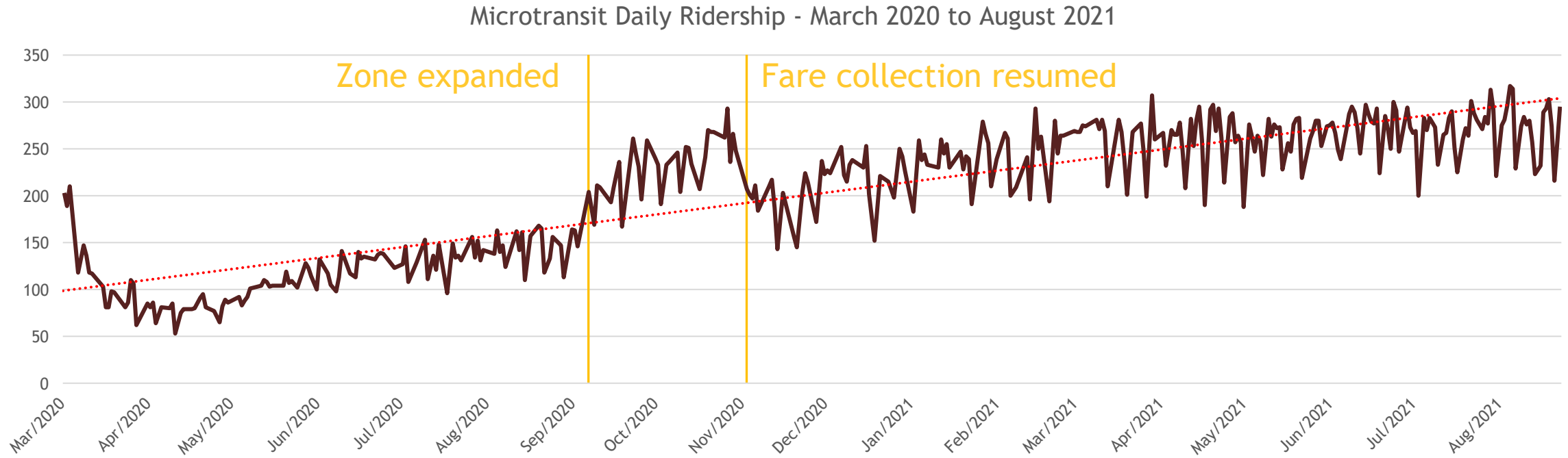
Johnson County Micro Transit Pilot

- Introduced in 2019
- On-demand, door to door
- Premium service
- Low fare (\$1.50)
- Popular, but over subscribed
- High wait times required overflow service additions
- Zone expanded - nearly 170 square miles



Micro Transit Ridership Trend

- Ridership increase despite pandemic



Ridership increased by 221% between April 2020 (2,131 total trips) and April 2021 (6,847 total trips) and continuing to increase

Policy Questions: How to Best Utilize Micro Transit Funding?

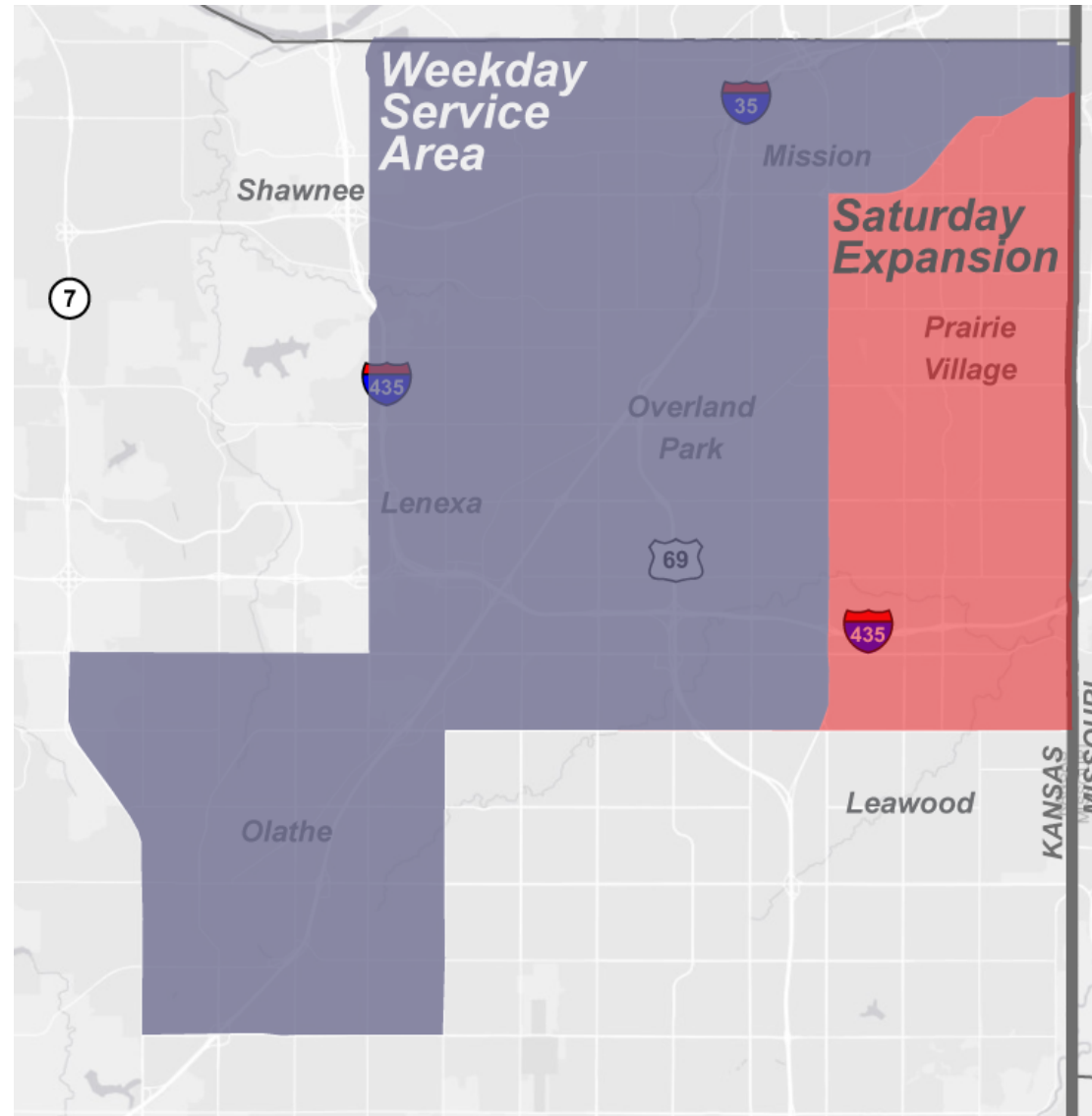
- **Fare Amount**

- Low fares for a premium service leads to demand outpacing resources, but as fares increase the service may become too expensive for vulnerable populations to utilize
- Need to balance affordability for vulnerable populations with appropriate use

- **Geography**

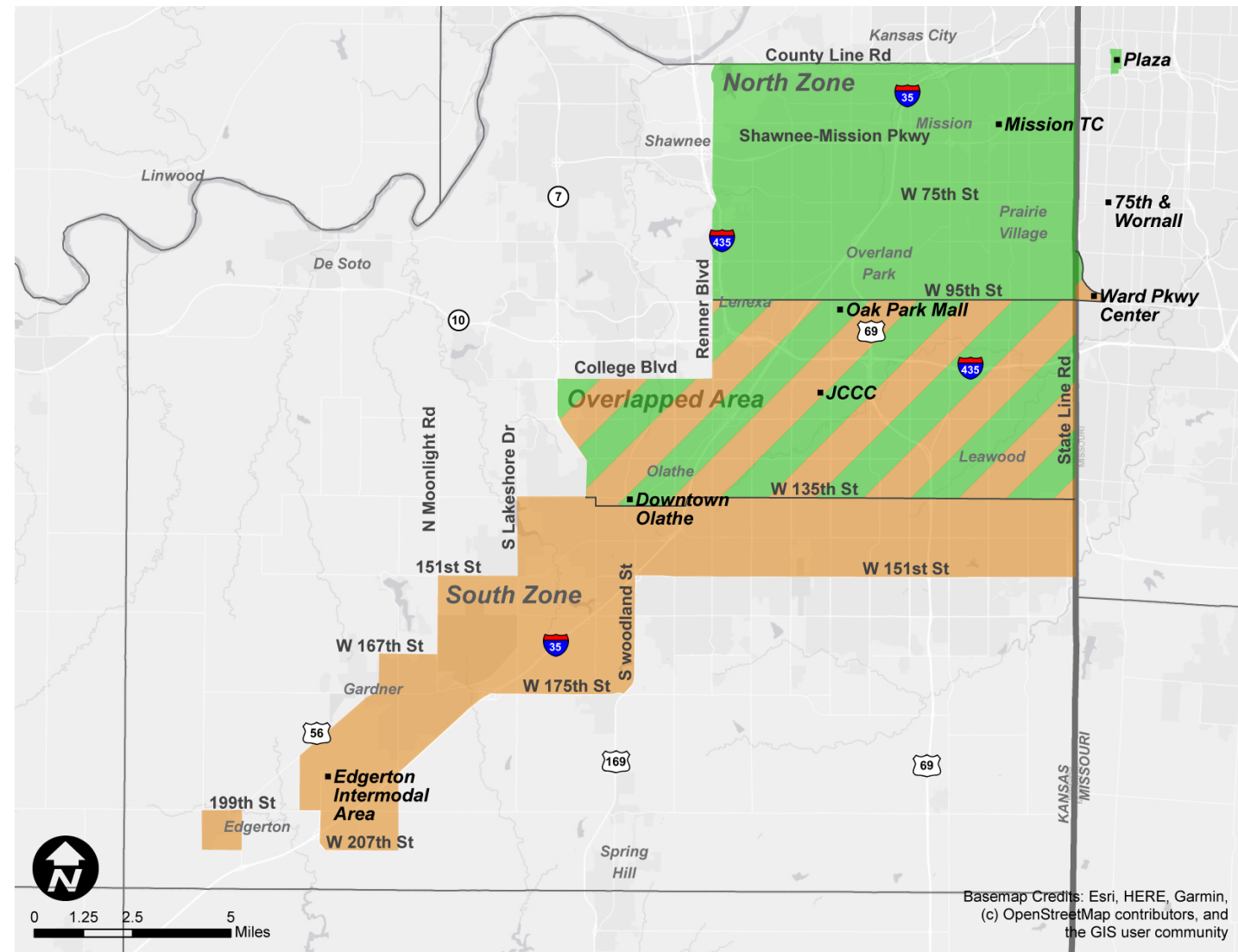
- Large service area with no control on travel time or cost to customer can overload the system, and lead to supplemental taxi service and additional costs

Existing Microtransit Service Area



Micro Transit Recommendation

- Expanded zone
- Multi-zone structure
- \$3.00 fare within one zone
- \$5.00 for trip between North and South zones
- 7 day a week service
- Higher fare moderates demand
- Reduced fare for eligible populations
- Maintain door to door service



Micro Transit Fare Impact on Demand

Cash Fare	Ridership Forecast (2022)	Fare Revenue Forecast (2022)
\$1.50	90,000	\$74,250
\$2.00	81,000	\$89,100
\$3.00	65,700	\$108,400
\$4.00	57,150	\$125,700
\$5.00	50,000	\$137,500
\$6.00	45,000	\$148,500

Micro Transit Proposed Changes Benefits

- Expands system coverage with larger zone
- First weekend transit service on Sunday in Johnson County
- Enhanced connectivity to jobs and other services in Johnson County along with regional connections
- Fare change will moderate demand and increase revenue

Pilot Elements and Federal Funding

Proposed: Four Years of Pilot Service Beginning in Q2 of 2022

Pilot Project	Annual COVID Funding
Route 487 - 87 th Street	\$545,000
Saturday Fixed Route Service (4 Routes)	\$612,000
Expanded Micro Transit Zone	\$500,000
Sunday Micro Transit	\$100,000
Midday Fixed Service	\$1,343,000
Complementary Paratransit	\$750,000
Total Annual Federal Funding	\$3,850,000
Future Policy Decision: Regional Zero Fare	\$950,000

Transit Strategy Next Steps

- BOCC Direction and Potential Agenda Item on 11/4
- Rider and Public Engagement/Comment on Proposed Changes
- Title VI Analysis of Planned System Adjustments
- Q2 2022 Implementation
- Future Zero Fare Policy Decision