



**JOHNSON COUNTY
TRANSPORTATION
COUNCIL**

Regular Meeting

**7:30 a.m.
August 16, 2019**

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



Johnson County Transportation Council
August 16, 2019
Regularly Scheduled Meeting

AGENDA

- Item 1: Call to order
- Item 2: Comments from the General Public
- Item 3: Election of the Vice Chair
- Item 4: Consideration of the April/June Meeting Summaries
- Item 5: Microtransit Pilot Update – Josh Powers
- Item 6: RideKC Next, System Redesign Update – Chuck Ferguson
- Item 7: Title VI Update – Shawn Strate
- Item 8: 510 Route Changes – Josh Powers
- Item 9: Johnson County Ridership Report – Shawn Strate
- Item 10: Johnson County Business Liaison Update – Josh Powers
- Item 11: Other Business

Adjournment

Johnson County Transportation Council
August 16, 2019 – 7:30 a.m.

CALL TO ORDER

Council Members

<i>First District</i> – Jason Myers	Yes	No	Excused	Yes	No
<i>Second District</i> – Heidi Thummel	Yes	No	Excused	Yes	No
<i>Third District</i> – Vacant	Yes	No	Excused	Yes	No
<i>Fourth District</i> – Brandon Kenig	Yes	No	Excused	Yes	No
<i>Fifth District</i> – Rick Biery	Yes	No	Excused	Yes	No
<i>Sixth District</i> – Maria Holiday	Yes	No	Excused	Yes	No
<i>Seventh District</i> – Vacant	Yes	No	Excused	Yes	No

<i>At Large</i> – Chair – Chip Corcoran	Yes	No	Excused	Yes	No
<i>At Large</i> – Casey Cassias	Yes	No	Excused	Yes	No
<i>At Large</i> – Tony Privitera	Yes	No	Excused	Yes	No
<i>At Large</i> – Vacant	Yes	No	Excused	Yes	No

Ex-Officio Member

Jim Allen, KCATA Liaison	Yes	No	Excused	Yes	No
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Others Present:

Joseph Conner, Assistant County Manager
Jay Leipzig, Director of Planning and Codes
Josh Powers, Business Liaison, CMO

KCATA Staff:

Richard Jarrold, Senior Vice-President of Regional Planning and Development
Chuck Ferguson, Vice-President of Planning, Scheduling, Marketing and Customer Service
Shawn Strate, Planning Manager
Don Bowlin, Manager of Fixed Route Contracted Services

First Transit:

John Randle, First Transit General Manager
Lori La'Bounty, Administrative Manager

Johnson County Transportation Council
April 19, 2019
Regular Meeting

In Attendance: Commissioner Jim Allen, Chip Corcoran, Tony Privitera, Brandon Kenig, Heidi Thummel, George Lafferty, Jason Myers, Rick Biery, Maria Holiday, Josh Powers, Jay Leipzig, Dick Jarrold, Chuck Ferguson, Don Bowlin, John Randle, Lewis Lowery, Paul Snider.

Meeting Summary of April 19, 2019

Call to order:

The January JTC meeting was held at Northeast Johnson County Administration Building and called to order at 7:35AM.

No Comments from the General Public

Consideration of the April Meeting Summary

Action Item #1: January Meeting Summary
Motioned for approval by Rick Biery
Seconded by Commissioner Jim Allen
Action Item #1 approved unanimously

**Non-Action Item #4:
Microtransit Pilot Update – Josh Powers**

Josh Powers provided four Microtransit policy's issues for the Council to consider and discussed:

Pilot Period: Expand current pilot period for an additional six months:

Fare Structure: Currently set at \$1.50 per ride. Proposing to increase to \$3.00 for curb to curb trips and continue standard fare when connecting to fixed route service.

Service area: Shawnee Mission to 119th Street, and Renner Blvd. to Metcalf Ave. The proposal is to expand service nodes outside boundary and weekend service to Overland Park Farmer Market

Partnerships: There are not formal funding partnerships but are in talks with the City of Overland Park

Tony Privitera – *Of the current \$250,000 dollars, 120 day worth of use, at \$2100 per day, or something.. How much of that total is applied toward marketing the service? We should have a good idea of new possible target areas based on the success at JCCC.*

Josh Powers – *The \$250,000 is operations and we have our own line item marketing budget. That said, we have been very aggressive with marketing through JCCC on campus events, fliers, brochures and boots on the ground events.*

Maria Holiday – *I was happy to see this service talked about on the news with its similarities to Uber so it is in and of itself a marketing tool.*

Josh Powers – *based on that news story and our other efforts the City of Lenexa has reached out about expanding the boundary to the West to cover additional apartment and retail complex's. To the SW corner is the Department of Health and Environment with a built in client base that is currently receiving state grant funds for and at the County expense Uber rides. We are looking at ways they could utilize us and our service instead of Uber. Advent Health, Children's Mercy, KU Medical and the City of Overland Park is the furthest along with the City Council agreement to fund a Saturday service. We have also had conversations with the Food Policy Council, to see if this service could assist with food insecurity. Knowing that all these conversations are in the preliminary stages but very promising.*

Josh Powers – *Initially, I don't believe that during an expansion we would want to recreate a square area but expand with service bubbles from the current area.*

Heidi Thummel – *When considering the city expansion with service bubbles, the City of Shawnee has expressed interest in up Quivira to Johnson drive, including City Hall and other attractions in that area.*

Commissioner Jim Allen – *from a Board perspective, this could be exactly what the majority of the Board is looking for in thinking outside of the box in enhancing services.*

Shawn Strate – *This is one of the more exciting things of this pilot, and it appears that this service this is starting to enhance the fixed route service in the zone.*

Heidi Thummel – *Excited to see the service being used in her neighborhood. Has a survey been done to see why people are using?*

Josh Powers – *Yes, we surveyed the passengers riding and were surprised that the top reason for use was education followed by fixed route connections and then jobs.*

Brandon Kenig – *Wanted to add that the numbers are strong as they are adjusted for seasonality and was excited to look at additional information as we move into the summer. Pointed to some expansion to the SE area of the County.*

Chairman Chip Corcoran – *This is not an action item but, Josh you can move forward with having our support.*

Maria Holiday – *I think this is the most exciting thing I've seen on before this Council.*

Action Item 5:

U-Pass Agreement with JCCC – Josh Powers

Josh Powers, Johnson County Business Liaison, spoke about a KCATA service that offers a U-Pass program for participating colleges and universities, through which students (and in some situations faculty and staff) are able to ride applicable transit services for free, the cost of which is subsidized by the participating school. Staff from the county, JCCC and KCATA have tentatively agreed to a contract that would allow JCCC students, faculty and staff to ride all fixed route, Microtransit and express route transit (excepting the 510 K-10 Connector) service in exchange for an annual payment of \$25,000

Maria Holiday – *Wanted to point out that JCCC is taking 26% of the rides on Microtransit service, just under \$11,000 cost to the county. Paying for two and a half month of service and the following nine months for free. I want to make sure the contract and costs are reviewed in twelve months.*

Josh Powers – *You are right, this is a great introduction to the service and conversations have been had to look at usage and ridership at the end of the contract period and the bill will reflect the true costs.*

Rick Biery – *What are comparable school costs?*

Dick Jarrold – *A comparable school would be Kansas City Kansas Community College at around \$18,000 per year and provided them the same type of low introductory rate for the first year.*

Maria Holiday – *Have they renewed and if so have you increased the rate?*

Dick Jarrold – *Yes, we have had three contract periods with them and have seen the rate increase base on student ridership and usage.*

Paul Snider – *I sit on the JCCC Board and have recused myself from the conversation, the Board of Trustees is aware of the potential for an increase next year but, I am not as sure if they understood that their number is 26% of the ridership on the Microtransit.*

Chairman Chip Corcoran – *Questioned the 2020 term date.*

Commissioner Jim Allen/Josh Powers – *Explained the reasoning of the contract and the service unknowns with Microtransit pilot.*

Action Item #5: Approve U-Pass Agreement with JCCC, as presented.

Motion: Tony Privitera

Second: Rick Biery

Action Item #5 was approved unanimously

Non-Action Item #6:

Coordinated Transportation Study Update – Josh Powers

Part of the FY2018 budget, the Board of County Commissioners authorized transit funding for a study of every county department that provides transportation services, for the purpose of identifying efficiencies, cost-savings and opportunities for coordination and collaboration. Each participating department agreed to match transit's funding equally.

Chairman Chip Corcoran – *Has this level of conversation happened before between Governmental agencies?*

Chuck Ferguson – *No, to his awareness this level of communication has not happened and is new.*

No additional comments or questions.

Non-Action Item #7:

MARC 2050 Reginal Transportation Plan – Shawn Strate

The Regional Transportation Plan serves as a blueprint for managing the region's transportation system. Required by the federal government, this plan identifies transportation improvements for the next 20 to 30 years. For the Kansas City region, the current RTP is called Transportation Outlook 2040. MARC is developing a new plan for 2050 for the Kansas City region, called Regional Transportation Plan 2050.

Josh Powers – *Smart Moves 3.0 is underway*

Maria Holiday – *Here to help with the process.*

No additional comments or questions.

Non-Action Item #8:

October Route Markup – Shawn Strate

The Mid-America Regional Council's Planning Sustainable Places (PSP) program promotes concepts consistent with sustainable communities and the advancement of site-specific and project-specific activities within the centers-and-corridors planning framework.

No comments or questions.

Non-Action Item #9:

Johnson County Ridership Report – Shawn Strate

Commissioner Jim Allen – *These are good ridership numbers.*

Other Business:

Adjournment – 8:51am

Johnson County Transportation Council
June 21, 2019
Regular Meeting

In Attendance: Commissioner Jim Allen, Commissioner Hanzlick, Chip Corcoran, Tony Privitera, Brandon Kenig, George Lafferty, Jason Myers, Rick Biery, Joe Conner, Josh Powers, Jay Leipzig, Dick Jarrold, Chuck Ferguson, Don Bowlin, John Randle, Lewis Lowery, Paul Snider.

Meeting Summary of June 21, 2019

Call to order:

The June 21st JCTC meeting was held at Northeast Johnson County Administration Building. At 7:51AM, Chair Chip Corcoran established that a quorum has not been met and no official business will be reviewed.

No Comments from the General Public

Consideration of the April Meeting Summary

****No quorum – April meeting minutes were not approved.***

Action Item #4:

Election of Vice-Chair – Josh Powers

***Action Item #4:
Quorum not met.***

Non-Action Item #5:

Microtransit Pilot Update – Josh Powers

Josh Powers provided a Micro transit update for general discussion:

On 6/20/2019, the Board of County Commissioners (BOCC) unanimously approved the extension of the microtransit pilot through the end of 2019 also authorizing a six month agreement with software provider Transloc. The BOCC approved an agreement with the City of Overland Park for Microtransit, provision on Saturdays, serving the Farmers Market. To support the growing passenger needs and service area, three (3) new vehicles, one (1), seven passenger vehicle and two (2), ten (10) passenger transit vans have been added to our fleet. This will allow the fifteen (15) passenger vans, currently being used, to be moved back to our para transit service, replacing three (3) cutaways. This is a win/win, serving the greater goal of the County by moving away from the cutaways and “right sizing” the fleet for the passengers.

Chairman Chip Corcoran – Can you run through the finances for this deal?

Josh Powers – Going back to the phase 1 of the pilot \$250,000 use of transit reserves, the addition of the eastern expansion and the Saturday service is going to cost \$100,000 dollars. Also, Transloc provided the initial software license for free so now we will begin paying the \$20,400 for that. That will bring us to about \$370,000 for the rest of 2019. During phase 1 of the COA eliminated the 405 Nall route and adjustments to the 519 OP/Shawnee Express and combined that should make up the difference in the original request of \$500,000 in transit reserves.

Chairman Chip Corcoran – I am looking for understanding of the Overland Park (OP) extension.

Josh Powers – the city of OP came to us asking if it was possible to add Saturdays to assist in getting people to the Framers Market and the important part here is, the City will be subsidizing any trip that begins or ends in OP.

Joe Conner – There are is also part of the 2020 budget that includes funds for Microtransit, for operations but, that budget has not been approved yet.

Tony Privitera – Pleasantly surprised at he June ridership numbers.

Josh Powers – In June, we have completed over 100 rides per day, getting close to our lowest ridership numbers on fixed routes.

Chairman Chip Corcoran – Can we overview of Marketing?

Josh Powers – Chuck Ferguson and I have in talks with Councilmen Logan and Councilmen Hughes to utilize the Cities social media and social services to get people to the Farmers Market. We have typically done lots of social media and not relied on the TV or radio. We are actively working with a few of the local Chambers with printed media and fliers.

Non-Action Item 6:

90 Day Microtransit Pilot Update – Josh Powers / Chuck Ferguson

The staff has been tasked with finding balance between our existing transit services and microtransit. The vision has been from the start, is that microtransit is best served as a “first mile/last mile” solution. We want to leverage existing services with Freedom, fixed and paratransit services. Microtransit costs are running about \$45,000 per month but the key point of the spread sheet is the average daily ridership (ADR) and how it compares with lower ridership fixed route services. Staff will review microtransit from January -September 30th and look at the where we think there is opportunity to adjust fixed route or part of a route where it could be back filled by microtransit. The bottom four or five routes, where the ridership is under three digits, would be prim for some level of impact by microtransit. Some of the numbers are a little misleading, such as with the 482. The 482 Flex operates 3days a week and by appointment.

Commissioner Jim Allen – Is it possible to breakout the farebox revenue on these routes? That would provide a framework to compare costs of a route to ridership.

Josh Powers – Yes, we are working on putting together a book that will show the costs of each route.

Commissioner Jim Allen – Some of the Commissioners understand that this is part of an overall transit system and a few that believe this is the future of transit in Johnson County, I think we have a little bit of work to do on that.

Josh Powers – That is a great point. There is a balance with microtransit where at some level it gets more expensive to do otherwise Uber and Lift would be blowing up South/West Johnson County and they are not. Where you are moving less people with more dollars as on fixed route.

Chairman Chip Corcoran – I was with the City Mayor yesterday, does this include the Edgerton piece of the reverse commute on 595?

Josh Powers – We have been in regular contact with the City Mayor and City Manager, we hoped for a high level of commitment, as far as ridership that segment would have to come back up.

Chuck Ferguson – There was a significant marketing effort made for that segment as well.

Josh Powers – Again going back to the microtransit piece, what we talked about before, we streamline that express portion of the 595 and build a mobility hub somewhere in the south/west part of the route and have smaller vehicles take people to their work.

Part of what staff will suggest is that whatever we look at pulling up, we would look to reinvest some funds into well performing routes with increased frequency on those routes.

Non-Action Item #7:

KCATA System Redesign – Chuck Ferguson

RideKC is the largest system redesign we have conducted to date looking for services efficiencies. We will spend the next two months gathering public input on the largest system redesign in Kansas City Area Transportation Authority (KCATA) history. RideKC Next will incorporate different modes of transit and bring together the public and private sectors to reexamine transit options in the Kansas City region.

For the RideKC Next transit redesign to be successful, the ATA will need to understand which goals matter the most to users of their system and will gather that stakeholder input through a robust engagement and surveying effort.

The system redesign will incorporate three steps:

Step One - Review existing transit services and conduct initial public outreach. Online surveying will be vital in reviewing existing services and will help shape options for the future. The surveys will be open until the end of July.

Step Two - Present the draft plan and getting public comments.

Step Three - The project team will submit the final plan to KCATA for review and approval by the Board of Commissioners.

The system redesign is projected to take the rest of the year, with the implementation of recommendations to take place in early 2020.

Josh Powers – I just want to weigh in here because this was a topic of the BOCC yesterday, what our goals with transit? How are those goals measured? If the goal is ridership then is it clear on what we need to do with our fixed route system. What is not clear is equity and how to measure that. The problem staff is on how to measure impact on the County. If you don't live next to a route or stop then possibly, microtransit could solve that.

Chuck Ferguson – In the early 2000's the BOCC made it very clear, they wanted ridership and we designed the system to accommodate ridership. This model was peak ridership for the County but required most passengers to get to a Park & Ride to board a bus.

Rick Biery – I wanted to add one more thing, regarding the elderly population and the notion of easy transit and access for that population. At some point mobility becomes an issue to utilizing a big bus but need to provide some level of transit, microtransit could be our solution.

Josh Powers – Your point is well taken, but we also need to educate the aging population on how to use the microtransit app. Right now, as we spoke earlier, the 482 serves that population and we had to increase the big bus frequency because they needed additional services.

Commissioner Hanzlick – I wanted to mention something that is very important to me and something that is very important to me is our aging population. That as time move forward, the fear in using an app will not be such a hurdle to cross.

Action Item #8:

Title VI – Shawn Strate

Action Item #4:

Quorum not met.

Non-Action Item #9:

Johnson County Ridership Report – Shawn Strate

No comments.

Other Business:

Those in attendance went outside to view the demo vehicle provided by MCI.

Adjournment – 8:50am



Transportation Council Briefing Sheet



To: Chairman and Members of Johnson County Transportation Council
From: RideKC Planning Department
Date: August 16, 2019
Subject: System Redesign Update

ITEM 5: Chuck Ferguson

This item will be a verbal update of where the ATA stands in their system redesign.

FOR INFORMATION ONLY

To: Chairman and Members of Johnson County Transportation Council
From: KCATA and Johnson County Staff
Date: August 16, 2019
Subject: Title VI Program – 2019 Update

Item 6: Shawn Strate

Issue: KCATA has completed the 2019 Johnson County Transit Title VI Program, as required by the Federal Transit Administration (FTA) every three years. The program has been reviewed by the FTA Region VII Civil Rights Officer and a concurrence letter has been provided. The only finding was that the Title VI Complaint Form needed to be posted on the Johnson County website; this has since been completed by KCATA staff.

The only remaining item is for the Title VI Program to be approved by the Johnson County Transportation Council and the Board of County Commissioners. As a requirement of FTA Title VI Circular 4702.1B, the Title VI Program must be approved by the recipient's governing body. Once this occurs, a final version with documentation of these approvals will be submitted to FTA.

The Title VI Program is a document that is required by the Federal Transit Administration (FTA) to be updated once every three years and represents Johnson County's procedures and policies for ensuring compliance with Title VI of the Civil Rights Act of 1964.

Section 601 of Title VI of the Civil Rights Act of 1964 states: "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

The Title VI Program outlines the procedures, standards, and policies to be followed by Johnson County to ensure non-discrimination in the provision of public transportation service. Service area demographics are also evaluated to document the distribution of services as it relates to minority and low-income status, and to provide a baseline for evaluating major service or fare changes.

Recommendation: Acceptance and Approval of the Johnson County Transit Title VI Program 2019 Update. If approved, the Title VI Program will be considered by the Board of County Commissioners for approval and a final document with these approvals will be submitted to FTA.

To: Chairman and Members of Johnson County Transportation Council
From: Shawn Strate, KCATA Planning Manager
Date: August 16, 2019
Subject: 510 K-10 Connector Route Changes

ITEM 7: Josh Powers, Shawn Strate

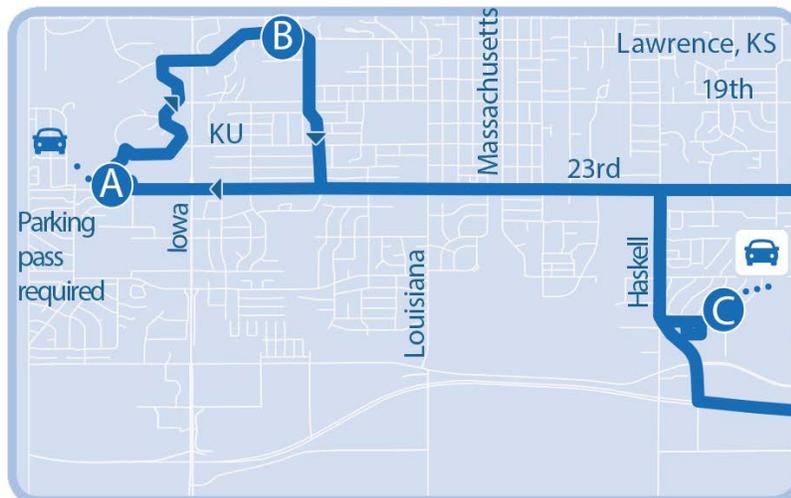
The 510 K-10 Connector route and schedule are being adjusted due to the closing of the 19th & Haskell Park & Ride and the establishment of a new Park & Ride location at the Lawrence College & Career Center. The revised schedule will begin on August 19, the same day the Regular Schedule begins for the fall semester.

With this change, the bus will stop in the parking lot of LCCC at the same location as Lawrence Transit's Route 15. Bus riders are allowed to park in the LCCC parking lot. Rider notices and new schedules are being posted at each of the stops on the route and on ridekc.org.

The scheduled times at JCCC-Carlsen Center and KU-Edwards will not change. Times in Lawrence will be adjusted by a few minutes. The total number of trips provided by the route will not change. When the buses are using the regular schedule during the school year, the route will continue to operate every 30 minutes during peak hours and every hour during middays and evenings. To reduce travel times for most commuters, LCCC will be served on eastbound trips in the morning and on westbound trips in the afternoon and evening.

KCATA and Johnson County will monitor ridership and customer comments to determine if any further route adjustments are needed in the future.

New route alignment and stops in Lawrence



Monday–Friday Schedule

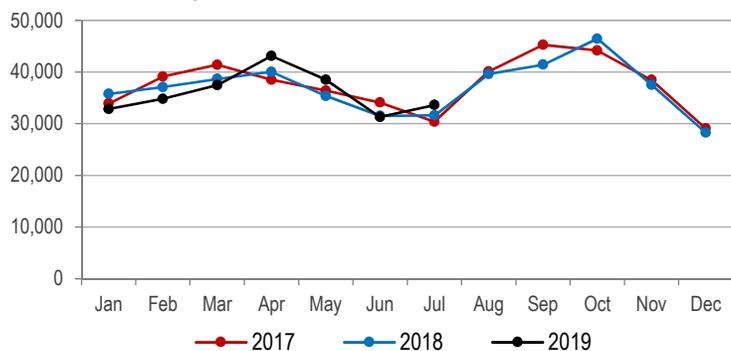
MAP

A	B	C	D	E		
KU Park and Ride Lawrence, KS	Irving Hill & Naismith Lawrence, KS	College and Career Center Lawrence, KS	JCCC Carlsen Center Overland Park, KS	KU-Edwards Campus Overland Park, KS	Summer Term*	Breaks/Holidays*
EASTBOUND TO OVERLAND PARK, KS						
A.M.	6:00	6:06	6:17	7:00	7:10	S B
	6:30	6:36	6:47	7:30	7:40	
	7:00	7:06	7:17	8:00	8:10	S B
	7:30	7:36	7:47	8:30	8:40	
	8:00	8:06	8:17	9:00	9:10	S B
	8:30	8:36	8:47	9:30	9:40	
	9:00	9:06	9:17	10:00	10:10	S
	9:30	9:36	9:47	10:30	10:40	
	10:30	10:36	10:47	11:30	11:40	S
PM.	11:30	11:36	11:47	12:30	12:40	S
	12:30	12:36	12:47	1:30	1:40	S
	1:30	1:36	-	2:30	2:40	S B
	2:30	2:36	-	3:30	3:40	S
	3:30	3:36	-	4:30	4:40	
	4:00	4:06	-	5:00	5:10	S B
	4:30	4:36	-	5:30	5:40	
	5:00	5:06	-	6:00	6:10	S B
	5:30	5:36	-	6:30	6:40	
	6:00	6:06	-	7:00	7:10	S B
Monday - Thursday Only						
	8:10	8:16	-	9:10	9:20	S
	9:10	9:16	-	10:10	10:20	

MAP

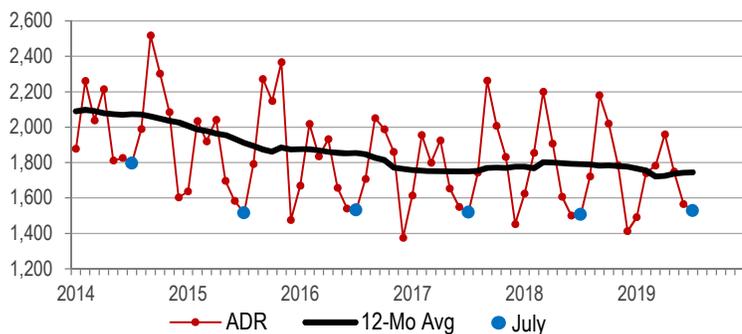
D	E	C	A	B		
JCCC Carlsen Center Overland Park, KS	KU-Edwards Campus Overland Park, KS	College and Career Center Lawrence, KS	KU Park and Ride Lawrence, KS	Irving Hill and Naismith Lawrence, KS	Summer Term*	Breaks/Holidays*
WESTBOUND TO LAWRENCE, KS						
A.M.	6:00	6:10	-	7:00	7:06	S B
	6:30	6:40	-	7:30	7:36	
	7:00	7:10	-	8:00	8:06	S B
	7:30	7:40	-	8:30	8:36	
	8:00	8:10	-	9:00	9:06	S B
	8:30	8:40	-	9:30	9:36	
	9:00	9:10	-	10:00	10:06	S
	9:30	9:40	-	10:30	10:36	
	10:30	10:40	-	11:30	11:36	S
PM.	11:30	11:40	-	12:30	12:36	S
	12:30	12:40	1:14	1:30	1:36	S B
	1:30	1:40	2:14	2:30	2:36	S
	2:30	2:40	3:14	3:30	3:36	S
	3:00	3:10	3:44	4:00	4:06	
	3:30	3:40	4:14	4:30	4:36	
	4:00	4:10	4:44	5:00	5:06	S B
	4:30	4:40	5:14	5:30	5:36	
	5:00	5:10	5:44	6:00	6:06	S B
	5:30	5:40	6:14	6:30	6:36	
	6:00	6:10	6:44	7:00	7:06	S B
Monday - Thursday Only						
	7:10	7:20	7:54	8:10	8:16	S
	8:10	8:20	8:54	9:10	9:16	
	9:10	9:20	9:54	10:10	10:16	S
	10:10	10:20	10:54	11:10	11:16	

Total Ridership by Month



Month	2017	2018	2019	1yr Chg	2yr Chg
Jan	33,907	35,755	32,811	-8.2%	-3.2%
Feb	39,105	37,099	34,809	-6.2%	-11.0%
Mar	41,395	38,642	37,437	-3.1%	-9.6%
Apr	38,509	40,037	43,117	7.7%	12.0%
May	36,378	35,363	38,474	8.8%	5.8%
Jun	34,089	31,507	31,301	-0.7%	-8.2%
Jul	30,345	31,610	33,605	6.3%	10.7%
Aug	40,098	39,593			
Sep	45,264	41,417			
Oct	44,160	46,451			
Nov	38,464	37,490			
Dec	29,052	28,242			
Total	450,766	443,206	251,554		
YTD	253,728	250,013	251,554	0.6%	-0.9%
Days	148	149	149		

Average Daily Ridership by Month (5-Year Trend)



Average Daily Ridership, Revenue Hours & Miles

Route	ADR	Hours	Miles	Pass. /Hour	Pass. /Mile	ADR - Percent Change		
						Jul'19 / Jun'19	Jul'19 / Jul'18	'19 / '18 YTD

401 Metcalf-Plaza	250	50.00	766	5.00	0.33	-3.2%	20.0%	10.5%
475 Quivira-75th Street	177	40.31	574	4.40	0.31	-6.1%	22.2%	25.9%
Key Corridor	428	90.31	1340	4.73	0.32	-4.4%	20.9%	16.7%

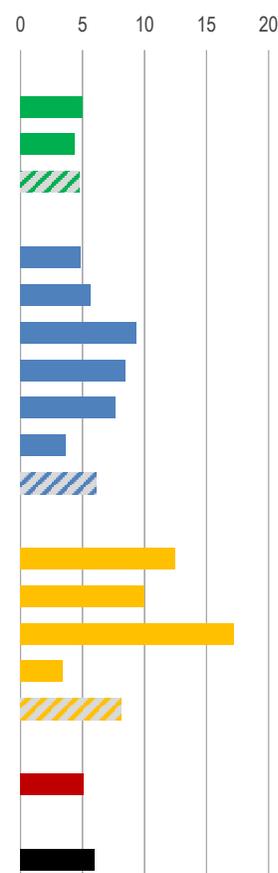
402 Johnson-Quivira	67	13.95	264	4.83	0.25	-7.1%	4.1%	-4.2%
403 Antioch-Olathe	169	29.73	561	5.68	0.30	1.3%	-6.3%	-5.3%
404 Metcalf-Downtown	122	13.06	276	9.38	0.44	-0.6%	25.1%	8.7%
435 JoCo Midday	23	2.76	57	8.45	0.41	-2.8%	23.3%	-0.7%
482 OP Flex (M/W/F)	31	4.00	20	7.64	1.53	1.3%	-26.8%	-8.7%
495 95th Street	37	10.22	183	3.62	0.20	-5.5%	-3.2%	-1.0%
Suburban Local	450	72.27	1353	6.07	0.32	-1.3%	1.8%	-1.5%

519 Olathe Express	182	14.55	418	12.51	0.44	-5.2%	-3.8%	-8.0%
563 Shawnee Express	47	4.67	123	9.98	0.38	3.5%	20.3%	13.0%
569 South OP Express	170	9.89	298	17.21	0.57	3.7%	-4.7%	0.0%
595 Gardner-OP Express	120	35.02	1040	3.43	0.12	-2.0%	-0.8%	-1.1%
Commuter Express	519	64.13	1878	8.09	0.28	-0.9%	-1.7%	-2.3%

510 K-10 Connector	136	26.55	952	5.13	0.14	0.5%	-19.3%	-6.0%
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Total	1,532	253.25	5522	6.01	0.28	-1.9%	2.7%	1.1%
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Passengers per Revenue Hour



Note: Table does not include routes eliminated in 2019 (405 in April, 596 in July)