

Revised Proposed FY 2013 Service Eliminations and Reductions Effective January 2, 2013

Johnson County Transportation Council – August 14, 2012



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Proposed FY 2013 Service Reductions

(Posted 6/14/2012)

Proposed Route Eliminations

- *Route 546/D – Johnson-Quivira*
- *Route 667/E – Nall-Downtown*
- *Route 669/I – KCK-Lenexa-Olathe*
- *Route 672/M – JoCo-Downtown Midday*
- *Route 676/P – Paola-Spring Hill-Olathe*
- *Route 677/R – Downtown-Olathe*
- *Route 810 – De Soto FlexRide*
- *Route 812 – JO Flex*
- *Route 816 – Spring Hill Shuttle*

Proposed Service Reductions

- *Route 556/856 – Metcalf-Plaza*
- *Route 575/875 – 75th Street-Quivira*
- *Route 660/A – Antioch-Downtown*
- *Route 664 – Metcalf-Downtown*
- *Route 670/L – Gardner-OP Xpress*

Why Reduce Transit Service?

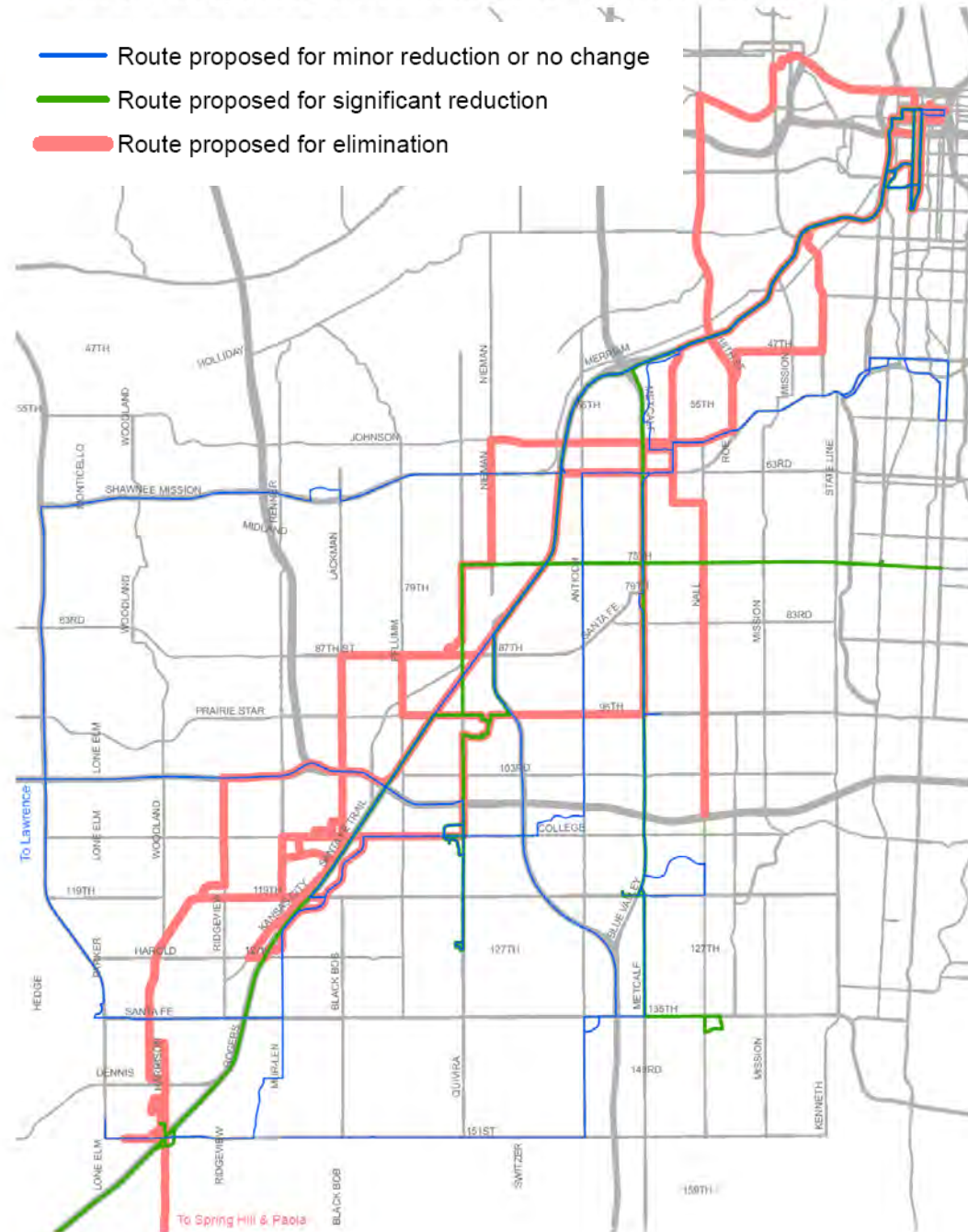
- Decreasing federal and state funds, as well as ongoing capital needs, have caused an estimated budget deficit in FY 2013 and FY 2014. County funding will remain constant.
- The Board of County Commissioners Transit priorities (in order of importance):
 - Protecting the most vulnerable county residents by maintaining Special Edition and SWIFT services.
 - Supporting TIGER investments by maintaining service on the Metcalf and Shawnee Mission Parkway corridor
 - I-35 Xpress
 - K-10 Connector
 - Local Services and Local Links

The JO Route Map

If proposed changes are implemented, The JO would consist of 11 routes, including:

- Xpress: four commuter express routes to downtown Kansas City, MO
- Connex: BRT-style service on the Metcalf and Shawnee Mission Parkway corridors, per regional planning efforts and investments
- K-10 Connector: limited-stop service between Overland Park and Lawrence (serving KU, JCCC, and KU-Edwards)
- Local: peak-hour fixed route service on major arterial streets, primarily Antioch, Quivira, and 75th Street

The JO - Proposed Service Reductions - Effective January 2, 2013



Public Comments

- During the 6 week long public comment period, a total of 153 comments were received from citizens, agencies, and city partners.
- Two public meetings were held.

Public Comments by Route

- **Route 546/D – Johnson-Quivira:** 43 comments
- **Route 669/I – KCK-Lenexa-Olathe:** 40 comments
- **Route 667/E – Nall-Downtown:** 32 comments
- **Route 672/M – JoCo-Downtown Midday:** 20 comments
- **Route 676/P – Paola-Spring Hill-Olathe:** 9 comments
- **Route 812 – JO Flex:** 8 comments
- **Route 556/856 – Metcalf-Plaza :** 5 comments
- **Route 810 – De Soto FlexRide:** 3 comments
- **Route 660/A – Antioch-Downtown:** 3 comments
- **Route 677/R – Downtown-Olathe:** 2 comments
- **Route 664 – Metcalf-Downtown:** 2 comments
- **Route 816 – Spring Hill Shuttle:** 1 comment
- **Route 661/B – Olathe Xpress:** 1 comment

Note: Many comments were not route specific or included multiple routes.

Public Comments

I believe that any community that does not embrace mass transit will be left behind. When you see places that have good mass transit, you realize what it can do for the vibrancy of a community – David, Loyal JO Rider

My son who has mild disabilities uses the bus to attend JCCC. These changes will make it extremely difficult or impossible for him to continue his education - Georgia, Loyal JO Supporter

This is a county of 550,000 people and we have the worst bus service in the country for a county this large. Springfield Missouri has a population of 275,000 and they have better transit than Johnson County – something has to be done – Timothy, Loyal JO Rider

Adequate transportation is an essential service provided in all developed countries so that citizens can get to their employment and be educated. It is gravely irresponsible to deprive the poorest people of the most basic governmental service – Roseann, Loyal JO Rider

I am a nurse at KU Med and use this service everyday to get to and from work. In an economy such as we have today with gas prices and employment levels through the roof, I was surprised to learn that the county is cutting back on something so essential as a transportation system – Angie, Loyal JO Rider

The cuts seemed to be short-sided misguided cost cutting measure that will cost residents of KC metro area a lot more in the long run by increasing the amount of traffic and wear and tear on vehicles and the highway system, not to mention the environmental impact – Angela, Loyal JO Rider

Public Comments

Letters of concern were received by the following cities and counties:

- **City of Mission**
- **City of Roeland Park**
- **City of Shawnee**
- **City of Spring Hill**
- **Miami County**

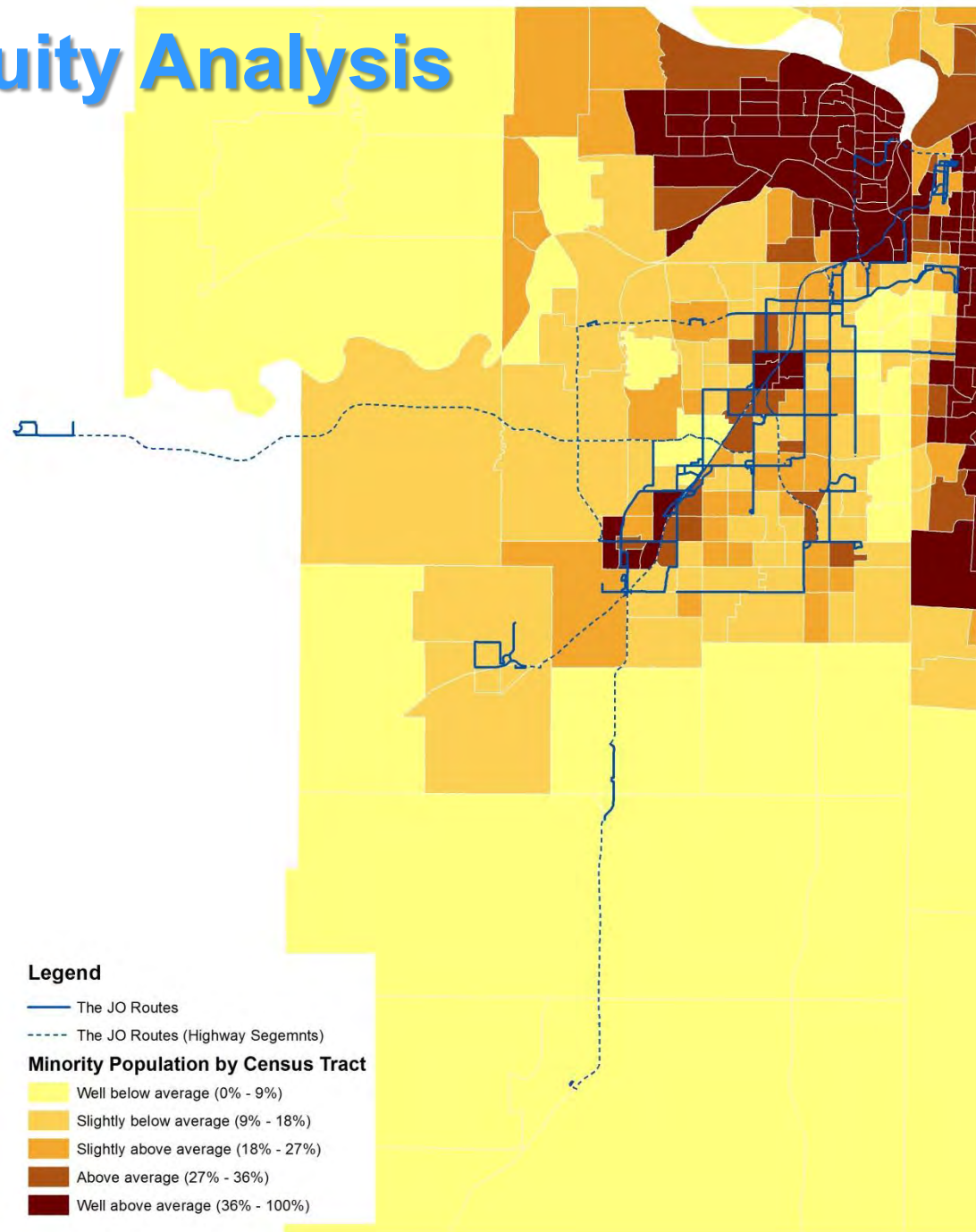
Other Organizations:

- **SAFEHOME:** “Many of SAFEHOME’s clients depend on the bus to get to work – to jobs they need in order to escape abusive and potentially deadly situations.”
- **Villa St. Francis:** “We all depend on the JoCo Transit. It’s hard to believe that with all the people depending on the bus and riding daily that cuts are again having to be made.”
- **The Whole Person:** “Public transportation is one of the services that a government can provide that serves the public with a real tangible necessary benefit.”
- **Kansas City Regional Transit Alliance:** “Elected officials and Federal Transit Administration officials who are looking at the Kansas City Region's budding regional transit progress cannot help but see in this a failure of our Region to follow through with commitments that were part of these grant applications. It’s a black eye for MARC’s and the whole Region’s credibility.”
- **Transit Action Network:** “Voluntary service cuts when the budget shows no shortfall are bad for the economy, the community, and the environment. People use these routes to get to work and they should be continued.”

Title VI Service Equity Analysis

Evaluation of significant system-wide service and fare changes to determine whether the changes have a discriminatory impact on minority and low-income populations.

Of the proposed eliminations, routes **546/D – Johnson-Quivira**, **667/E – Nall-Downtown**, and **669/I – KCK-Lenexa-Olathe** have significant service to areas with higher percentages of minority and low-income populations.



Revised Recommendations

JCT recommends revisions to the FY 2013 Service Reductions plan, based on:

- Public Comments
- Title VI Service Equity Analysis
- Additional evaluation of routes and schedules

Revised Proposal

- Eliminate five routes (instead of nine)
- Reduce/combine service on the four other routes that were proposed for elimination
- Additional schedule modifications on four other routes based on comments and service efficiencies.

The JO 669

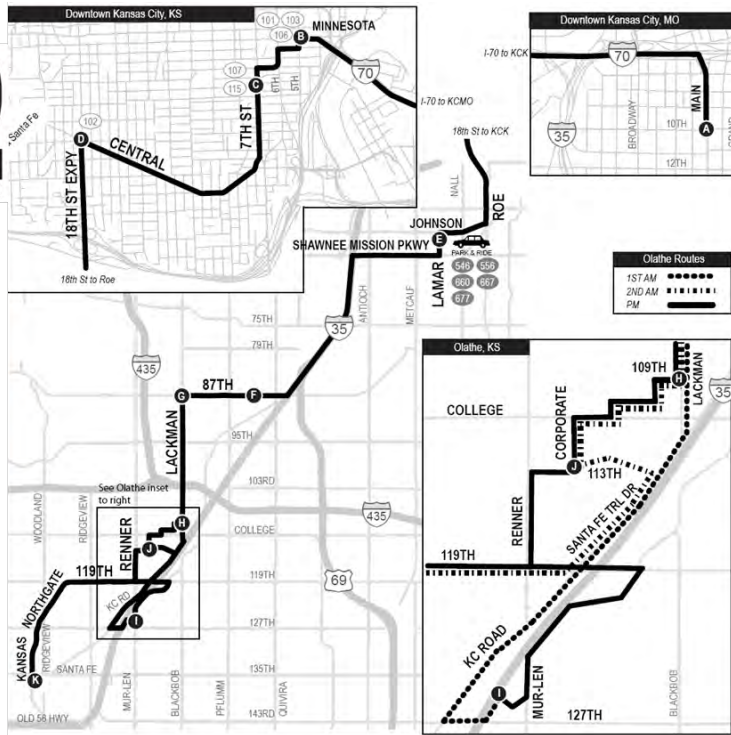
KCK - Lenexa - Olathe

Route I

Serving portions of Mission, Lenexa, and Olathe from Kansas City, Kansas via 6000 Lamar; some trips also serve downtown Kansas City, Missouri.

Daily Trips: 4
Daily Hours: 7.72
Daily Ridership: 46.78

Funding: Federal formula, JARC, State, County



Proposed Change:

Initial: Eliminate route

Revised: Eliminate route, but **Route 546/D** trips would be extended to serve KCK and parts of Olathe, serving most existing riders.

This "reverse commute" route connects Kansas City, Missouri and Kansas City, Kansas to high employment locations in Johnson County, including Southlake Business Park. Due to the elimination of Route 680/V in January 2012, this route was adjusted to serve Villa St. Francis, substantially increasing ridership.

Primary destinations include:

- Southlake Business Park
- Villa Saint Francis
- Downtown Olathe
- Johnson County Offices (6000 Lamar)
- Lenexa City Hall

Estimated FY 2013 Route Information

Ridership:	11,928
Operating Costs:	\$136,065
Fuel:	\$ 40,899
Total:	\$175,964
Farebox Revenue:	\$ 21,180
CMAQ:	\$ -
Federal:	\$113,248
State:	\$ 30,942
County:	\$ 10,594
Farebox Recovery:	12.04%



The JO 676

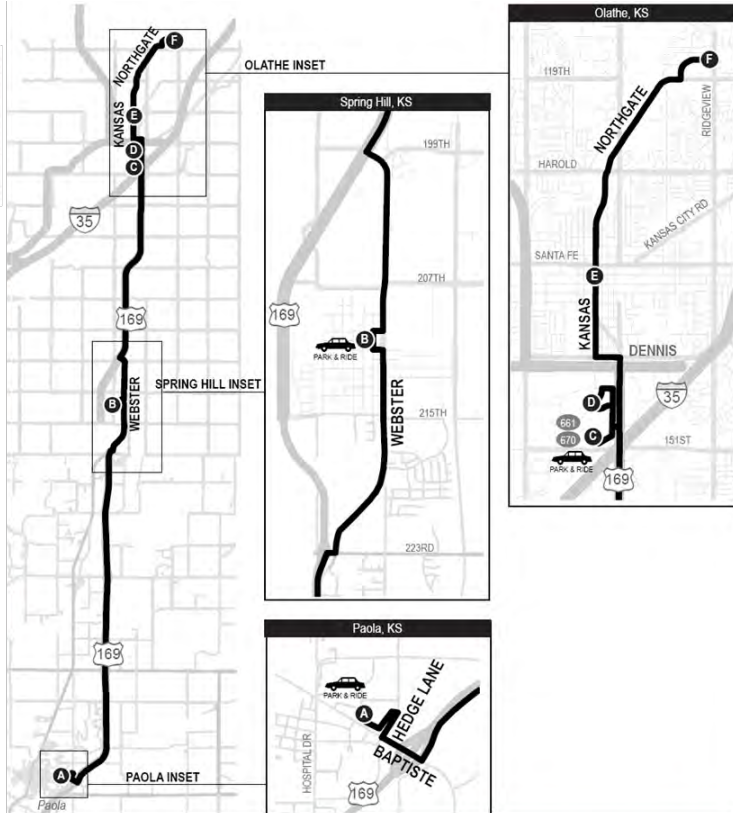
Paola - Spring Hill - Olathe

Route P

Serving the Great Mall, Downtown Olathe and Johnson County Sunset Building via Paola and Spring Hill.

Daily Trips: 4
Daily Hours: 6.15
Daily Ridership: 25.05

Funding: Federal
formula, State, County



Proposed Change:

Initial: Eliminate route

Revised: Eliminate route

Options considered:

- Ending route in Spring Hill (no Paola service).
- Eliminating only two of the four trips.

This route provides two northbound morning trips and two southbound evening trips to Olathe from Spring Hill and Paola. Many riders transfer (661/B or 670/L at the Great Mall to get to downtown Kansas City. Ridership on this route increased by 60 percent in 2011 compared to 2010.

Primary destinations include:

- Johnson County Administration Building
- Johnson County Courthouse
- Johnson County Sunset Building
- Great Mall
- Downtown Kansas City (via transfers)
- Spring Hill Civic Center

Estimated FY 2013 Route Information

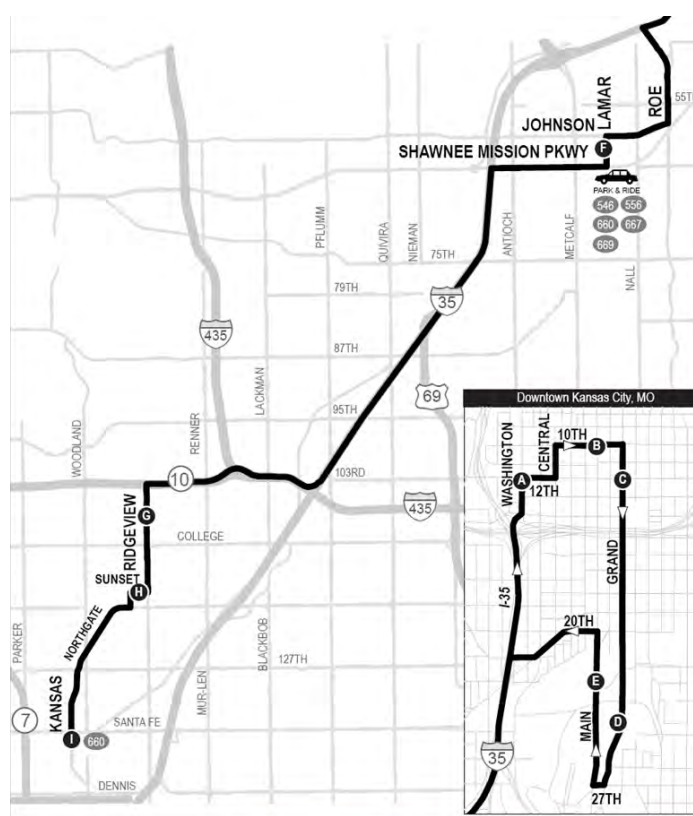
Ridership:	6,388
Operating Costs:	\$ 82,328
Fuel:	\$ 44,774
Total:	\$127,102
Farebox Revenue:	\$ 11,870
CMAQ:	\$ -
Federal:	\$ 23,151
State:	\$ 79,285
County:	\$ 12,796
Farebox Recovery:	9.34%



Reverse Commute service from Downtown Kansas City, Missouri and Crown Center to Downtown Olathe via K-10 & Ridgeview.

Daily Trips: 2
 Daily Hours: 2.34
 Daily Ridership: 10.96

Funding: Federal formula, State, County



Proposed Change:

Initial: Eliminate route

Revised: Eliminate route, but some *Route 546/D* trips would be extended to serve Ridgeview in Olathe.

This route provides “reverse commute” service to Olathe from downtown Kansas City and Mission, with only one daily trip in each direction. As of January 2012, this route began serving the employment center located at K-10 & Ridgeview. To date, ridership to this area has been low but is expected to increase over time.

Primary destinations include:

- Farmer’s Insurance
- Downtown Olathe
- Johnson County Courthouse
- Johnson County Sunset Building
- Johnson County Offices (6000 Lamar)

Estimated FY 2013 Route Information

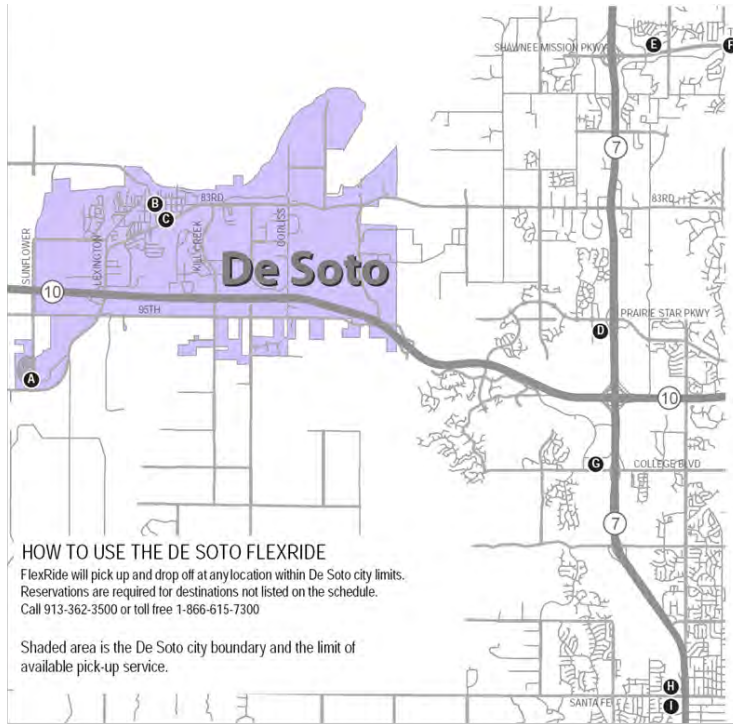
Ridership:	2,796
Operating Costs:	\$ 41,848
Fuel:	\$ 15,789
Total:	\$ 57,637
Farebox Revenue:	\$ 5,363
CMAQ:	\$ -
Federal:	\$ 38,088
State:	\$ 10,841
County:	\$ 3,345
Farebox Recovery:	9.30%



Providing flex service within De Soto on Tuesday and Wednesday, with service into Shawnee on Tuesday and Olathe on Wednesday.

Daily Trips: 4 (loop)
Daily Hours: 4.83
Daily Ridership: 10.33

Funding: Federal formula, State, County, City of De Soto



Proposed Change:

Initial: Eliminate route

Revised: Eliminate route

Options considered:

- Operating one day per week instead of two
- Combining service with De Soto FlexRide
- Offered assistance to City for other service delivery options

The De Soto FlexRide has three scheduled midday stops within De Soto and also will pick up and drop off anywhere within the city by reservation (at least one day in advance). Trips to Shawnee Station and Monticello shops are made on Tuesday; trips to K-7 & Santa Fe for shopping destinations are made on Wednesday. The bus will also stop at the Shawnee Mission Outpatient Pavilion by reservation.

Primary destinations include:

- De Soto Library
- De Soto Senior Center
- Shawnee Station
- Monticello Shops
- Wal-Mart
- Price Chopper

Estimated FY 2013 Route Information

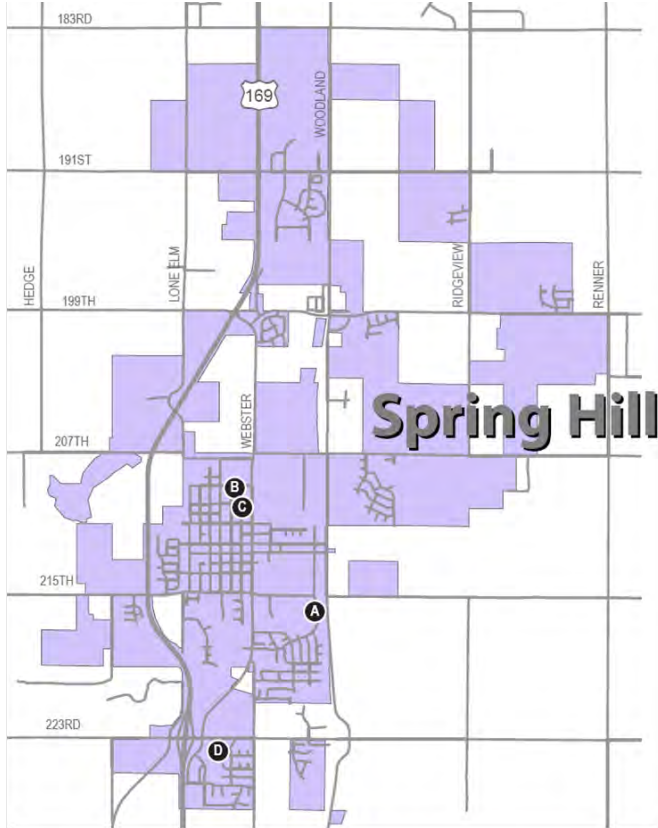
Ridership:	1,048
Operating Costs:	\$ 34,355
Fuel:	\$ 11,105
Total:	\$ 45,460
Farebox Revenue:	\$ 1,231
CMAQ:	\$ -
Federal/City:	\$ 11,098
State:	\$ 33,131
County:	\$ -
Farebox Recovery:	2.71%



Providing flex service within Spring Hill on Tuesday and Friday, with service into Gardner on Tuesday and Olathe on Friday.

Daily Trips: 4 (loop)
 Daily Hours: 4.83
 Daily Ridership: 9.14

Funding: Federal formula, State, County



Proposed Change:

Initial: Eliminate route

Revised: Eliminate route

Options considered:

- Operating one day per week instead of two
- Combining service with Spring Hill Shuttle
- Offered assistance to City for other service delivery options

The Spring Hill Shuttle has scheduled midday stops at senior housing centers in Spring Hill and will also pick up and drop off anywhere within the city by reservation (at least one day in advance). Trips to the Gardner Wal-Mart are made on Tuesdays; trips to the Olathe Target and Great Mall are made on Friday.

- Primary destinations include:
- Price Chopper - Gardner
 - Wal-Mart - Gardner
 - Target - Olathe
 - Great Mall - Olathe
 - Spring Hill Civic Center

<u>Estimated FY 2013 Route Information</u>	
Ridership:	1,038
Operating Costs:	\$ 28,180
Fuel:	\$ 6,128
Total:	\$ 34,307
Farebox Revenue:	\$ 1,321
CMAQ:	\$ -
Federal/City:	\$ 8,174
State:	\$ 24,812
County:	\$ -
Farebox Recovery:	3.85%

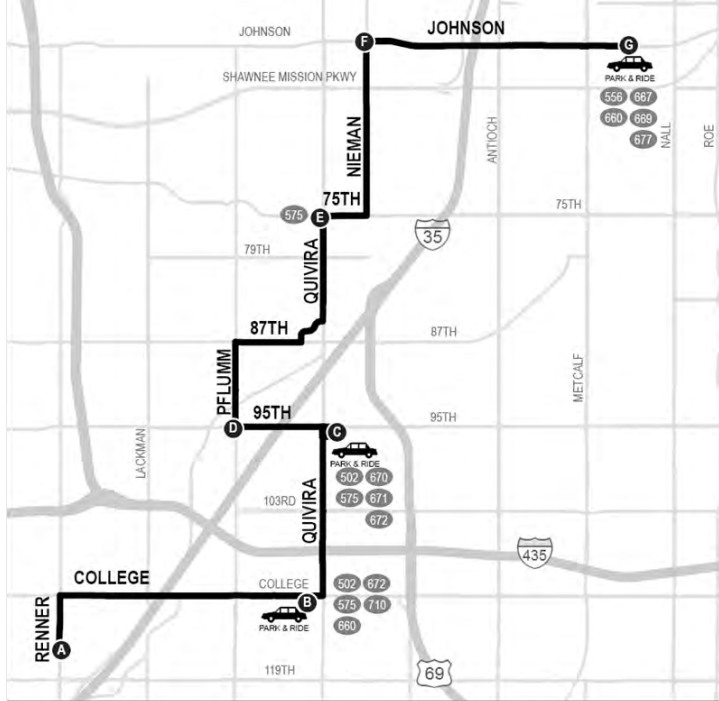




Serving from 116th & Renner in Lenexa to 6000 Lamar in Mission via College, Quivira, Nieman, and Johnson.

Daily Trips: 16
Daily Hours: 18.64
Daily Ridership: 60.96

Funding: Federal formula, State, County



Proposed Change:

Initial: Eliminate route.

Revised: Operate reduced service. Reduce daily trips from 16 to 9, but extend each trip to serve parts of *Route 669/I* and *Route 677/R*.

This change lengthens each trip but continues to provide transportation options for customers.

The route provides local service within Johnson County. In January 2012, the portion of the route between Mission and downtown Kansas City was eliminated, requiring passengers to transfer to Route 660/A to get downtown. This change cut 8 daily service hours from the route and ridership has significantly decreased.

Primary destinations include:

- Johnson County Community College
- Johnson County Offices (6000 Lamar)
- Downtown Kansas City (via transfers)
- Overland Park Regional Medical Center
- Oak Park Mall
- Southlake Business Park
- New EPA offices (beginning mid-2012)
- Lenexa City Hall
- Downtown Shawnee

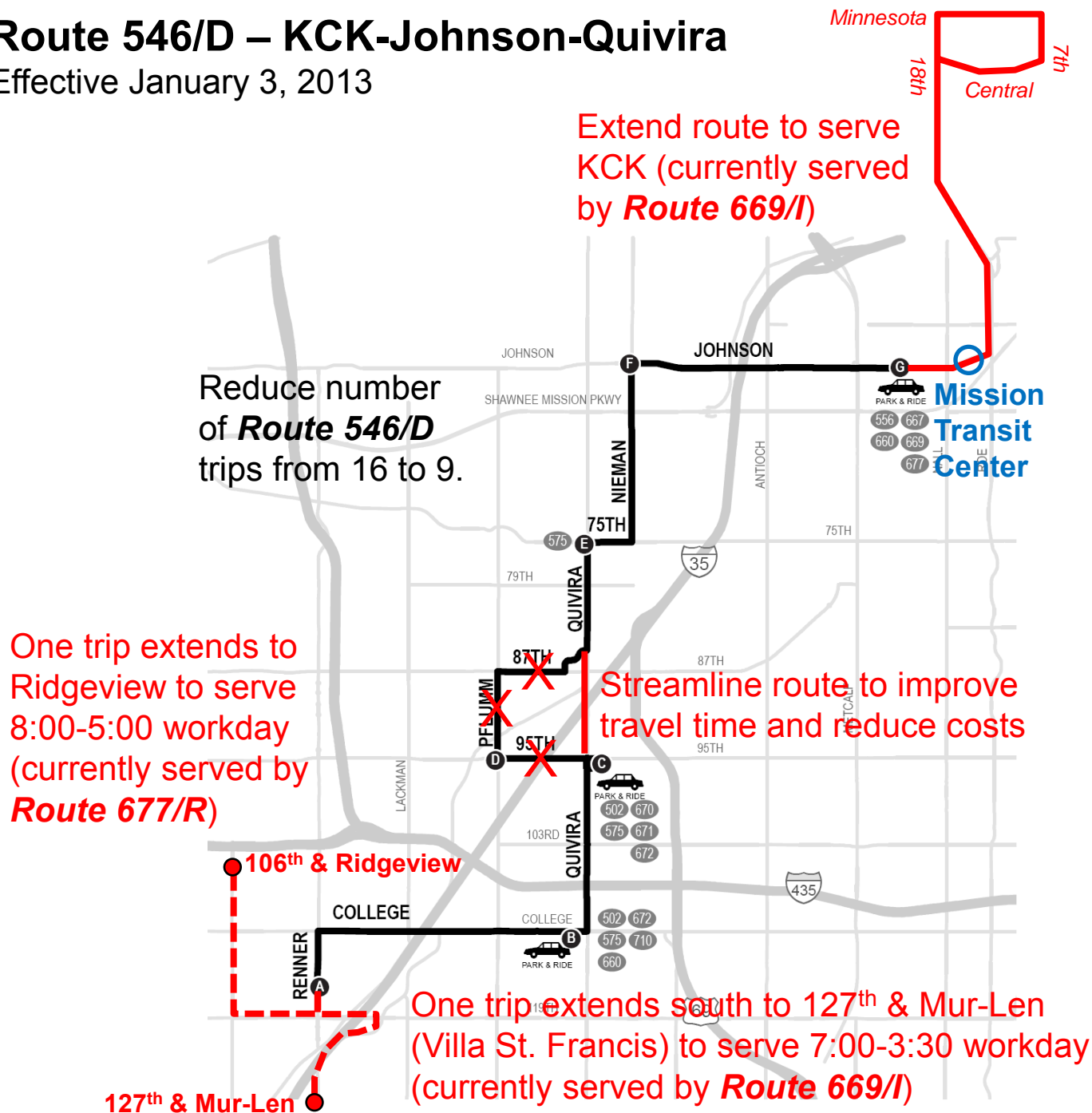
Estimated FY 2013 Route Information

Ridership:	15,544
Operating Costs:	\$236,183
Fuel:	\$ 88,093
Total:	\$324,276
Farebox Revenue:	\$ 28,085
CMAQ:	\$ -
Federal:	\$114,085
State:	\$ 97,095
County:	\$ 85,011
Farebox Recovery:	8.66%



Route 546/D – KCK-Johnson-Quivira

Effective January 3, 2013



Benefits:

- Maintains service for most riders of three existing routes
- Connects **Metcalf-Plaza Connex** to **State Avenue Connex**
- Improves service between Johnson and Wyandotte counties by providing for travel in both directions and more time options
- Maintains service to Mission Transit Center (under construction)

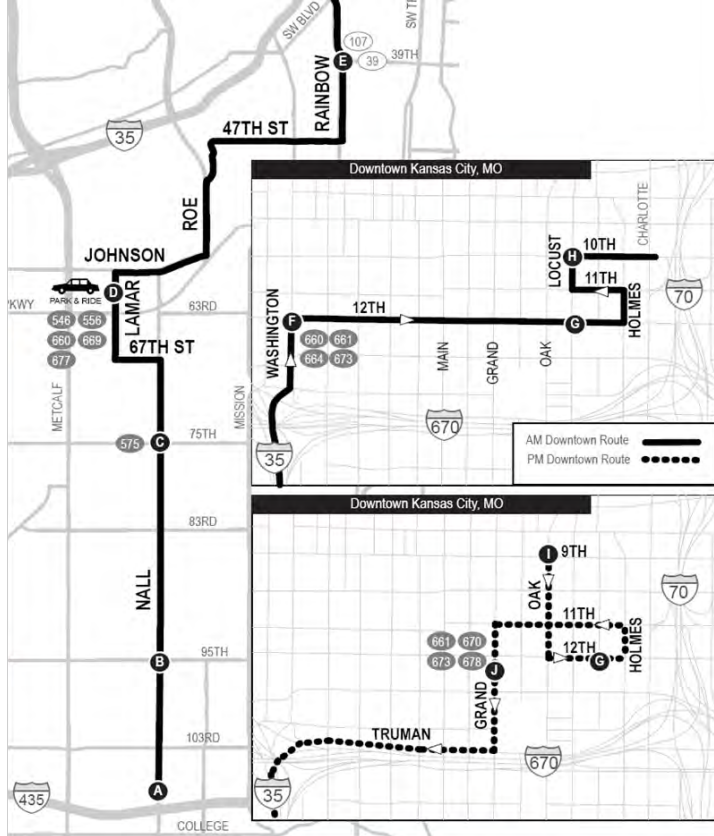
The JO 667

Nall - Downtown
Route E

Serving 107th & Nall in Overland Park to Downtown Kansas City, Missouri via 6000 Lamar and the University of Kansas Medical Center.

Daily Trips: 4
Daily Hours: 7.39
Daily Ridership: 44.05

Funding: Federal
formula, State, County



Proposed Change:

Initial: Eliminate route

Revised: Operate reduced service, eliminating two of the four daily trips

Options considered:

- Terminating route at KU Med or 6000 Lamar

The only JO route serving KU Medical Center and east downtown federal district, this route provides two northbound morning trips and two southbound evening trips that connect the Nall corridor to Downtown Kansas City. The KU Med Transit Planning Study is recommending infrastructure improvements at 39th & Rainbow (where this route connects to Metro routes), as well as incrementally expanding service when funding becomes available. JCT views KU Med as having a large potential for transit ridership.

Primary destinations include:

- KU Medical Center
- Federal Building
- Federal Courthouse
- Johnson County Offices (6000 Lamar)

Estimated FY 2013 Route Information

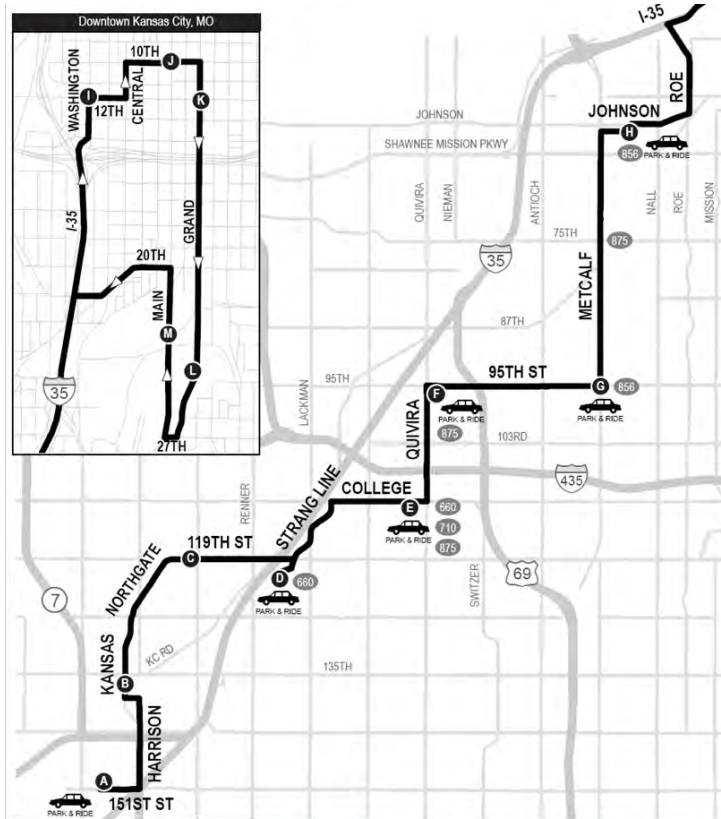
Ridership:	11,232
Operating Costs:	\$ 88,330
Fuel:	\$ 34,024
Total:	\$122,354
Farebox Revenue:	\$ 18,634
CMAQ:	\$ -
Federal:	\$ 36,219
State:	\$ 27,161
County:	\$ 40,340
Farebox Recovery:	15.23%



Midday service connecting Downtown Kansas City to Park & Ride locations throughout Johnson County.

Daily Trips: 2
 Daily Hours: 3.66
 Daily Ridership: 20.95

Funding: Federal formula, State, County



Proposed Change:

Initial: Eliminate route

Revised: Operate reduced service, eliminating Metcalf portion of route. Transfers to Metcalf are provided at 6000 Lamar.

Allows for flexible schedules of downtown employees.

This route provides an opportunity for JO riders to spend a half day in Downtown by providing midday service from various park and ride locations served by other routes during peak periods. Many riders from other JO routes (660/A, 661/B, 664, or 670/L) use this service to work a half day as needed.

- Primary destinations include:
- Hallmark
 - UMB
 - Eagleton Federal Building
 - DST, Commerce Bank
 - Federal Reserve
 - J.E. Dunn
 - Blue Cross-Blue Shield
 - Shook Hardy & Bacon
 - US Department of Transportation.

Estimated FY 2013 Route Information	
Ridership:	5,341
Operating Costs:	\$ 46,129
Fuel:	\$ 11,340
Total:	\$ 57,469
Farebox Revenue:	\$ 10,635
CMAQ:	\$ -
Federal:	\$ 15,970
State:	\$ 16,961
County:	\$ 13,903
Farebox Recovery:	18.51%





Providing flex service within Downtown Overland Park and surrounding areas on Monday, Wednesday, Friday.

Daily Trips: 4 (loop)
Daily Hours: 4.83
Daily Ridership: 30.94

Funding: Federal formula, State, County

The JO Flex is a midday flex service operating three days per week (Monday, Wednesday, and Friday) within a service zone bounded by 75th Street on the north, 95th Street on the south, Quivira west, and Lamar on the east. Overland Towers and Santa Fe Towers are the two scheduled boarding locations; scheduled stops are provided at area shopping destinations.

- Primary destinations include:
- Matt Ross Community Center
 - Wal-Mart Market
 - Hy-Vee
 - Price Chopper
 - Various restaurants and retail stores

<u>Estimated FY 2013 Route Information</u>	
Ridership:	5,142
Operating Costs:	\$ 36,148
Fuel:	\$ 4,532
Total:	\$ 40,680
Farebox Revenue:	\$ 5,029
CMAQ:	\$ -
Federal:	\$ 12,278
State:	\$ 12,914
County:	\$ 10,459
Farebox Recovery:	12.36%

Proposed Change:

Initial: Eliminate route.

Revised: Operate reduced service, from three days per week to two days per week.

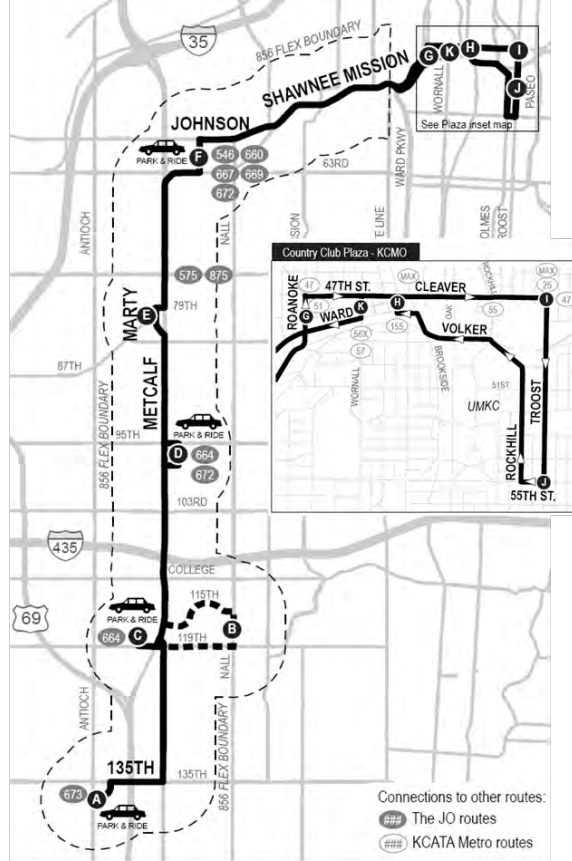
- Still maintains service to those who need it
- Reduces impact to Special Edition
- Prevents loss of mobility due to higher cost of Special Edition



Serving the Metcalf-Shawnee Mission Parkway corridor from 137th & Antioch in Overland Park to 47th & Cleaver in Kansas City.

Daily Trips: 20
Daily Hours: 36.06
Daily Ridership: 99.11

Funding: Federal formula, CMAQ, State, County



This route serves the Metcalf-Shawnee Mission Parkway priority transit corridor identified in various regional and local planning efforts. The route connects south Overland Park with the Country Club Plaza area. This route is being rebranded as Connex in January 2013, to coincide with the completion of TIGER-funded transit stations, Park & Ride locations, and the new Mission Transit Center. Midday flex service on this corridor is provided by Route 856.

Primary destinations include:

- Country Club Plaza
- UMKC
- Metcalf South
- Rosana Square
- Sprint Campus
- Downtown Mission
- Park Place & Town Center

Estimated FY 2013 Route Information

Ridership:	30,867
Operating Costs:	\$388,957
Fuel:	\$ 99,738
Total:	\$488,695
Farebox Revenue:	\$ 64,612
CMAQ:	\$155,319
Federal:	\$ 46,801
State:	\$ -
County:	\$221,962
Farebox Recovery:	13.22%

Proposed Change:

Initial:

- Reduce service south of Rosana Square (119th Street & Metcalf)
- Operate on Metcalf at 95th Street (instead of routing behind Metcalf South)

Revised: Same, but with some additional minor schedule modifications.



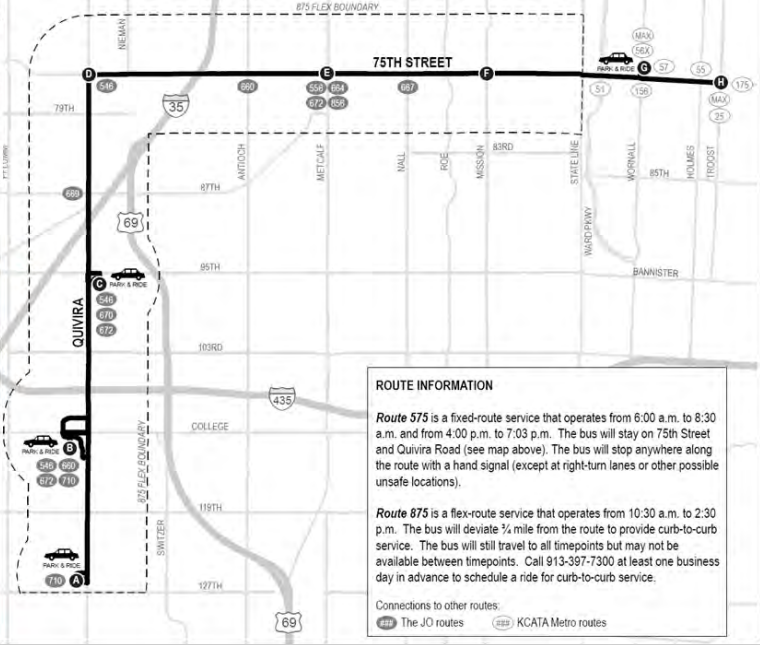
The JO 575

75th Street - Quivira

Serving 75th & Troost in Kansas City, Missouri to 127th & Quivira in Overland Park, along 75th Street and Quivira Road.

Daily Trips: 17
 Daily Hours: 25.52
 Daily Ridership: 75.22

Funding: Federal formula, CMAQ, State, County



ROUTE INFORMATION

Route 575 is a fixed-route service that operates from 6:00 a.m. to 8:30 a.m. and from 4:00 p.m. to 7:03 p.m. The bus will stay on 75th Street and Quivira Road (see map above). The bus will stop anywhere along the route with a hand signal (except at right-turn lanes or other possible unsafe locations).

Route 875 is a flex-route service that operates from 10:30 a.m. to 2:30 p.m. The bus will deviate 1/4 mile from the route to provide curb-to-curb service. The bus will still travel to all timepoints but may not be available between timepoints. Call 913-397-7300 at least one business day in advance to schedule a ride for curb-to-curb service.

Connections to other routes:
 The JO routes KCATA Metro routes

Proposed Change:

Initial: Major service reduction:

- Reduce service frequency to 60 minutes
- Eliminate five trips

Revised: Same

This route began operation in July 2010 and connects JCCC and KU-Edwards to the Waldo neighborhood of Kansas City. In 2011, the route was extended to Troost, contributing to consistently increasing ridership. The route is an important “feeder” to the Metcalf transit spine as well as both MAX routes operated by KCATA. Midday flex service is provided by Route 875.

- Primary destinations include:
- Shawnee Mission Medical Center
 - Oak Park Mall
 - JCCC
 - KU-Edwards
 - Waldo
 - 75th & Troost (connections to Metro)

Estimated FY 2013 Route Information

Ridership:	29,724
Operating Costs:	\$423,285
Fuel:	\$120,802
Total:	\$544,087
Farebox Revenue:	\$ 60,750
CMAQ:	\$372,464
Federal:	\$ 99,185
State:	\$ -
County:	\$ 11,688
Farebox Recovery:	11.17%



The JO 875

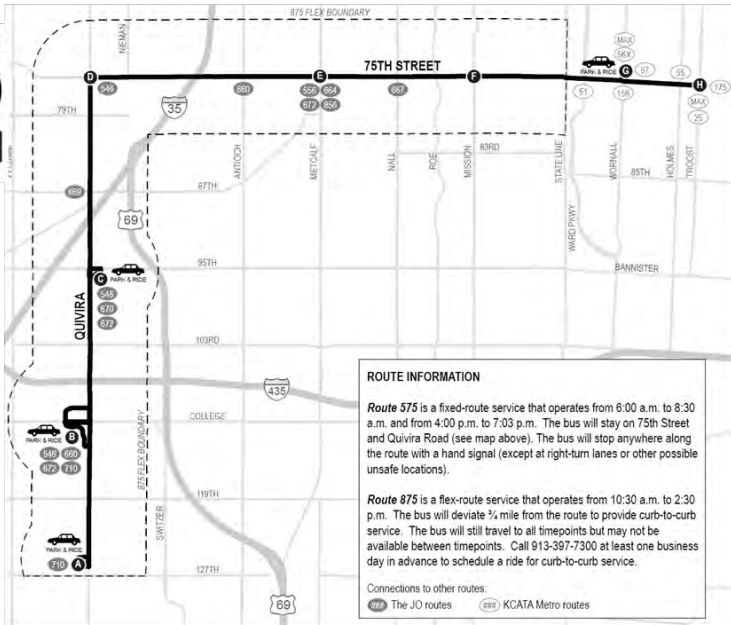
75th Street - Quivira

FLEX

Midday flex service from 75th & Troost in Kansas City, Missouri to 127th & Quivira in Overland Park, along 75th Street and Quivira Road.

Daily Trips: 6
Daily Hours: 10.16
Daily Ridership: 30.74

Funding: Federal formula, CMAQ, State, County



Proposed Change:

Initial: Adjust frequency to every two hours in the midday

Revised: Same

Route 875 is a flex route service that operates during midday hours and will deviate ¼-mile from the route (by reservation) to provide curb-to-curb service. The bus still travels to all timepoints but may not be available between timepoints.

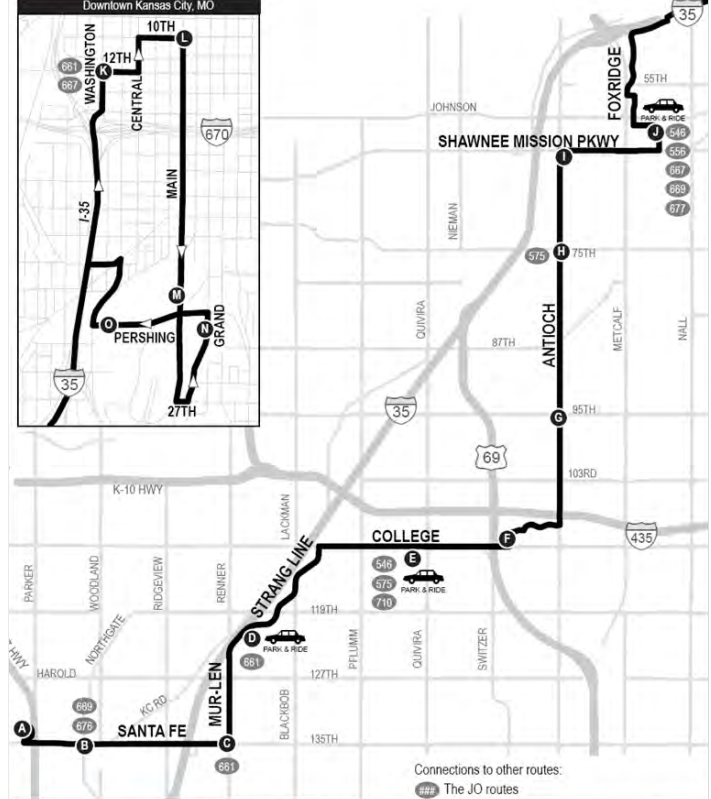
Primary destinations include:

- Shawnee Mission Medical Center
- Oak Park Mall
- JCCC
- KU-Edwards
- Waldo
- 75th & Troost (connections to Metro)

Estimated FY 2013 Route Information

Ridership:	12,551
Operating Costs:	\$169,423
Fuel:	\$ 39,103
Total:	\$208,526
Farebox Revenue:	\$ 24,420
CMAQ:	\$140,421
Federal:	\$ 39,295
State:	\$ -
County:	\$ 4,389
Farebox Recovery:	11.71%





Serving the IRS, Crown Center, Downtown Kansas City and portions of Overland Park and Olathe.

Daily Trips: 19
Daily Hours: 34.44
Daily Ridership: 230.70

Funding: Federal formula, State, County

This route provides local service between Olathe and Mission and express service between Mission and Downtown Kansas City. The downtown alignment of the route was modified in January 2012, and also began serving new riders transferring from Route 546/D to get downtown.

- Primary destinations include:**
- JCCC
 - Downtown Olathe
 - Corporate Woods
 - Hallmark
 - UMB
 - DST, Commerce Bank
 - Federal Reserve
 - Blue Cross-Blue Shield
 - Shook Hardy & Bacon
 - US Department of Transportation
 - IRS

Estimated FY 2013 Route Information	
Ridership:	66,982
Operating Costs:	\$443,033
Fuel:	\$120,325
Total:	\$563,359
Farebox Revenue:	\$138,650
CMAQ:	\$ -
Federal:	\$154,567
State:	\$157,799
County:	\$112,344
Farebox Recovery:	24.61%



Proposed Change:

Initial: Minor service reduction:

- Eliminate stop at Corporate Woods Bldg. 82, 84, 40 (will still stop at Corporate Woods along Indian Creek Parkway)
- Eliminate earliest southbound p.m. trip (3:28 p.m.)
- Extend all trips to K-7 & Santa Fe

Revised:

- Eliminate stop at Corporate Woods Bldg. 82, 84, 40.
- Keep earliest southbound trip, and add a northbound trip to provide service from Olathe after 5:00 (reduces impact of 677/R elimination)

The JO 664

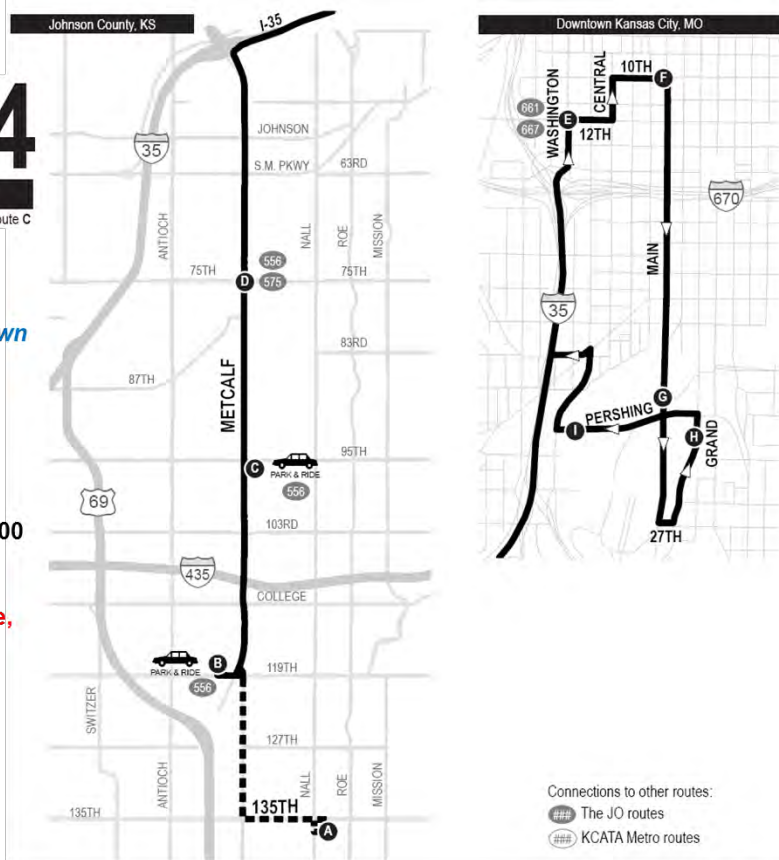
Metcalfe - Downtown

Route C

Serving Downtown Kansas City and Crown Center from 119th & Metcalfe in Overland Park.

Daily Trips: 18
Daily Hours: 28.34
Daily Ridership: 159.00

Funding: Federal formula, CMAQ, State, County



Proposed Change:

Initial: Service reduction:

- Reduce frequency to 30 minutes (60 minutes for “reverse commute” service)
- Eliminate two trips
- “Reverse commute” trips will stay on Metcalfe at 95th Street (will not directly serve Metcalfe South Park & Ride)

Revised: Same, but with minor time adjustments

This route serves the Metcalfe portion of the Metcalfe-Shawnee Mission Parkway corridor, providing express service to Downtown Kansas City. This route will utilize TIGER-funded transit stations and park-and-ride improvements along Metcalfe. Rosana Square and Metcalfe South are the primary boarding locations.

Primary destinations include:

- Hallmark
- UMB
- DST, Commerce Bank
- Federal Reserve
- J.E. Dunn
- Blue Cross-Blue Shield
- Shook Hardy & Bacon
- US Department of Transportation
- Metcalfe South
- Rosana Square

Estimated FY 2013 Route Information

Ridership:	51,367
Operating Costs:	\$356,711
Fuel:	\$107,588
Total:	\$464,298
Farebox Revenue:	\$109,767
CMAQ:	\$142,888
Federal:	\$ 66,371
State:	\$ 27,755
County:	\$117,518
Farebox Recovery:	23.64%



The JO 670

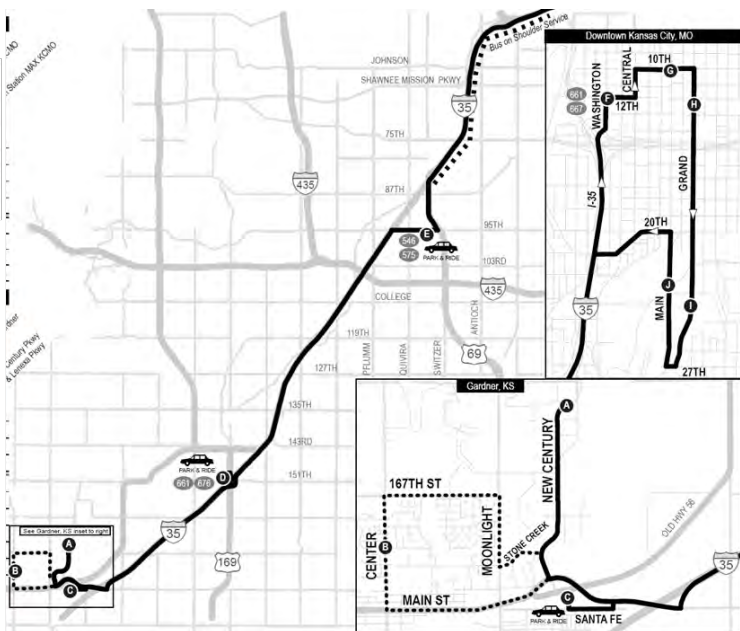
Gardner-OP Xpress

Route L

Serving Downtown Kansas City and Crown Center from Oak Park Mall, Olathe Great Mall, and Gardner.

Daily Trips: 19
Daily Hours: 27.23
Daily Ridership: 180.02

Funding: Federal
formula, State, County



Proposed Change:

Initial: Service reduction:

- Eliminate four “reverse commute trips (a.m. southbound and p.m. northbound)
- Eliminate 5:40 p.m. southbound trip

Revised: Same

Note: Loss of state funding in FY 2013 due to new “Urbanized Area” definition.

Estimated FY 2013 Route Information

Ridership:	51,659
Operating Costs:	\$350,079
Fuel:	\$151,595
Total:	\$501,674
Farebox Revenue:	\$102,820
CMAQ:	\$ -
Federal:	\$132,205
State:	\$165,931
County:	\$100,718
Farebox Recovery:	20.50%



This high ridership route serves a few of The JO’s most popular Park & Ride facilities; Gardner TradeNet, the Great Mall, and Oak Park Mall. It provides direct service to downtown KCMO and Crown Center, and is one of the primary routes for the I-35 Xpress services. Due to more efficient downtown routing, “reverse commute” trips were added in January 2012, reducing deadhead travel time.

Primary destinations include:

- Hallmark
- UMB
- Eagleton Federal Building
- DST, Commerce Bank
- Federal Reserve
- J.E. Dunn
- Blue Cross-Blue Shield
- Shook Hardy & Bacon
- US Department of Transportation
- Oak Park Mall
- New Century Parkway

Other Cost Reductions

- Beginning in July, eight (8) JO buses each day are parked at the KCATA facility during midday hours to reduce mileage and operating costs.
- JCT will begin using smaller vehicles (Transit Connect) to operate some Special Edition service, reducing fuel costs.
- Adjust route times so that buses operate more efficiently
- Evaluating expanded supplemental service for cost savings on Special Edition

Tentative Timeline

- Joint JCTC/BoCC meeting on August 28, 2012 to discuss proposed changes
- Present final recommendations at JCTC meeting on September 18, 2012
- Submit JCT/JCTC recommendations to BoCC on October 4, 2012.
 - Agenda Review: October 11
 - Final BoCC Action: October 18
- Final changes posted the week of October 22, 2012
- Changes will begin operation on January 2, 2013