Job Access Reverse Commute Program Application

Submitted to:
Mid-America Regional Council
600 Broadway
Kansas City, Missouri 64105-1659

Submitted by:
City of Independence, Missouri
Community Development Department
111 E. Maple Avenue
Independence, Missouri 64050
March 20, 2013
Job Access Reverse Commute Program
& New Freedom Program
2013 FUNDING APPLICATION

Important Dates

1. **Pre-Application Workshop**: 9 a.m. CST, Wednesday, February 13, 2013,
   Mid-America Regional Council, 600 Broadway, Suite 200, Kansas City, Mo.
2. **Application Due Date**: 12 noon CST on Wednesday, March 20, 2013

Contact Information

Direct all questions and inquiries to Tyler Means, tmeans@marc.org, or Ron
Achelpohl, rona@marc.org, at (816) 474-4240.

Application Submission Instructions

1. Please combine this application and all supporting documentation into **one electronic file** for submission to the Mid-America Regional Council (MARC). If you need assistance attaching documents onto this form, contact MARC.
2. Submit your application file via e-mail to tmeans@marc.org by 12 p.m. CST on March 20, 2013.
3. Refer to the Competitive Selection Booklet for more details about how to provide information requested in the application. 
4. Applicants **must submit a separate, fully completed application** for each funding program.
5. Each applicant must provide three years of budget information for each project. This requirement is detailed under the Sustainability and Project Financing section.
6. Please make sure that all supporting documentation is appropriately labeled and electronically attached to the application document before submitting it.

Each text box in Section 3 of this application is limited to **500 words**. Microsoft Word counts all words, even if the word is a single letter, such as “a” or “I”; however, it does not count spaces between words. The software program can automatically count words in a document. For help using the Word Count feature, search for “Word Count” in Microsoft Word Help.
1. **General Information**

1.1. Program Applying for (choose one):

- [x] Section 5316 **JARC** (Operating)
- [ ] Section 5317 **New Freedom** (Operating)

1.2. Funding will be used for which of the following:

- [ ] New Service
- [x] Continuation of Service
- [ ] Expansion of Service

1.3. Legal Name of Organization: **City of Independence, Missouri**

1.4. Person Submitting Application

- Name: Mary M. Hunt
- Address: 111 E. Maple Ave.
- City/State/Zip: Independence, Missouri 64050
- Phone: 816.325-7418
- E-mail: mhunt@indepmo.org

Contact Person (if different)

- Name: 
- Address: 
- City/State/Zip: 
- Phone: 
- E-mail: 

1.5. List the names of individuals authorized to enter into contract(s) and amendments with the Kansas City Area Transportation Authority (KCATA).

- Name: **Robert Heacock**
- Title: City Manager
- Phone: 816.325.7170
- Fax: 816.325.7024
- Address: 111 E. Maple Ave.
- City/State/Zip: Independence, MO 64050
- E-mail: rheacock@indepmo.org

- Name: **Jennifer Clark**
- Title: Community Development Director
- Phone: 816.325.7415
- Fax: 816.325.7400
- Address: 111 E. Maple Ave.
- City/State/Zip: Independence, MO 64050
- E-mail: jclark@indepmo.org

1.6. Applicant Status (choose one):

- [ ] Private Nonprofit Organization
- [x] State or Local Government
- [ ] Public Transportation Operator
- [ ] Private Operator of Public Transportation

1.7. Project Name: **KCATA – City of Independence Routes 24 and 15X**
1.8 Amount of Federal Request per FFY:

<table>
<thead>
<tr>
<th></th>
<th>Program Funds ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>JARC</strong></td>
<td></td>
</tr>
<tr>
<td>2012:</td>
<td>$175,000</td>
</tr>
<tr>
<td><strong>New Freedom</strong></td>
<td></td>
</tr>
<tr>
<td>2012:</td>
<td>N/A</td>
</tr>
</tbody>
</table>

1.9 Please list all the information for the contact at your labor union:

Name: JP Walker  
Title: President, Amalgamated Transit Union  
Phone: 816.361.8400  
Fax: 816.361.8497  
Address: 6320 Manchester Ave, Suite 46  
City/State/Zip: Kansas City, MO 64133  
E-mail: local1287@aol.com

2. Sustainability and Project Financing

Provide budget information for your project that identifies the amount and source of local match in the tables below. Also indicate which local match sources are capable of sustaining the project once FFY 2012 JARC or New Freedom funds are completely expended. See Section III Program Objectives and Section IV.C Project Evaluation Criteria that address supplanting of financial support.

2.1 Start Date or Date of Planned Implementation: July 2014

2.2

<table>
<thead>
<tr>
<th>Total Cost ($)</th>
<th>Program Funds ($)</th>
<th>Local Match ($)</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year 1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$458,605</td>
<td>$175,000</td>
<td>$283,605</td>
<td>General Fund &amp; Fare Revenue</td>
</tr>
</tbody>
</table>

Enter the source(s) of the local match your agency is providing in this column. Address the sustainability of those funds.
2.3 Please describe the activities or steps involved in implementing your project and the associated milestones from project start to end.

<table>
<thead>
<tr>
<th>Project Details</th>
<th>Action Steps</th>
<th>Expected Outcomes / Milestones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enter information on the activities you expect to offer with these federal funds each year.</td>
<td>Enter the action steps you will take to support the project activities listed in the Project Details column.</td>
<td>Enter the expected outcomes from each action step listed, and address sustainability. Establish annual milestones to achieve.</td>
</tr>
<tr>
<td><strong>Year 1</strong></td>
<td>The Kansas City Area Transportation Authority (KCATA), through a contract with the City of Independence provides inter-city transit service between downtown Kansas City and Independence. The funds will be used to provide dependable transit service to employment destinations via the 24 Route and 15X route. The 24 Route provides service every hour for approximately 14 hours/Mon-Sat. The 15X, Truman Express route is a commuter route with two alignments providing a total of four round trips each weekday. The City is committed to</td>
<td>The City, through its contract with KCATA continues to demonstrate its commitment to regional transit by budgeting funds for operations, utilities and maintenance of the MetroCenter transit hub on Independence Square. Efforts are underway currently to adjust the timing of the local IndeBus system to better coordinate with the inter-city routes. This change is expected to become effective July 1, 2013. The City of Independence continues its robust support of transit in areas populated with transit dependent persons and is the only community in Eastern</td>
</tr>
<tr>
<td>Year 2</td>
<td>N/A</td>
<td>Independence city officials are committed to continued transit service, as has been evident for four decades and is anticipating and planning for the day when JARC funds are no longer available while still providing the level of service provided today. Independence anticipates that as population increases, and the popularity of transit increases, that demand for service on the routes connecting Independence and Kansas City will continue to increase at 4% each year as we see today.</td>
</tr>
<tr>
<td>-------</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Year 3</td>
<td>N/A</td>
<td>The Independence city officials are committed to continued transit service, as has been evident for four decades and is anticipating and planning for the day when JARC funds are no longer available while still providing the level of service provided today. Independence anticipates that as population increases, and the popularity of transit increases, that demand for service on the routes connecting Independence and Kansas City will continue to increase at 4% each year as we see today.</td>
</tr>
</tbody>
</table>

providing the same or better service to its transit patrons, especially those using the system for employment purposes. The funds requested in this application are directed to two of the nine routes currently serving Independence. Six of the seven local routes provide connecting service to the 24 Route and the Truman Express (15X) route. Jackson County doing so, resulting in residents of other communities accessing transit services in Independence. City staff directs considerable time and effort in securing the necessary funds to support transit services and facility maintenance. Matching funds are derived from fare revenue and from the City’s General Fund, a source that is relentlessly stressed for other city expenses. The City Council continues to direct more city resources to public transit and plans to continue to do so in future years.
2.4 Can this project be scaled to a more limited scope with less funding? (Select one)

☑ Yes □ No

2.5 If no, please explain.

The project scope could be limited, depending on the availability of funding, by reducing the number of round trips provided each day and increasing headways. Reductions in service for all routes (including those not included in this application) would need to be evaluated to match the service provided to the funding available. Alternatives include inter-lining routes, reducing service frequency and trimming the length of service provided each day. There may be routes that would reduce or eliminate service on Saturday. Funding alternatives could offset the reduced funding as ridership increases, or fares are adjusted to match other systems if necessary. As we exit the recession, we anticipate there could be additional General Funding available to offset the reduction of JARC funding.

2.6 If yes, how might the scope of the project be limited?

The project scope could be limited, depending on the availability of funding, by reducing the number of round trips provided each day and increasing headways. Reductions in service for all routes (including those not included in this application) would need to be evaluated to match the service provided to the funding available. Alternatives include inter-lining routes, reducing service frequency and trimming the length of service provided each day. There may be routes that would reduce or eliminate service on Saturday. Funding alternatives could offset the reduced funding as ridership increases, or fares are adjusted to match other systems if necessary. As we exit the recession, we anticipate there could be additional General Funding available to offset the reduction of JARC funding.

3. Project Criteria

3.1 Local Government Partnerships (if applicable)

Please refer to Section IV.C.1.d Local Government Partnerships for Competitive Prioritization of the Competitive Selection Booklet for more information on this section. List up to three local government partnerships associated with this project. Attach relevant copies of partnership agreements with your local government partner(s) in Section 4 Supplemental Information and Attachments of this document and label each attachment as “Local Government Partnerships Attachment 1,” etc.

Local Government Partner: Kansas City Area Transportation Authority
Phone: 816.346.0356
Address: 1200 East 18th St.
City/State/Zip: Kansas City, Missouri 64108
E-mail: djarrold@kcata.org

Contact Person: Dick Jarrold
Fax: 816.346.0253

Local Government Partner: Mid-America Regional Council
Phone: 816.474.4240
Address: 600 Broadway
City/State/Zip: Kansas City, Missouri 64105
E-mail: _____

Contact Person: Ron Achelpohl
Fax: 816.421.7758
3.2 Cooperative/Partnering Operations

Please refer to Section III Program Objectives and Section IV.C Project Evaluation Criteria of the Competitive Selection Booklet for more information on this section.

3.2.1 Do you have an agreement with another agency(ies) in addition to your local government partnerships that enhances mobility services among and/or between communities?

☑ Yes ☐ No

3.2.2 If yes, please list the name of the agency(ies) with whom you cooperate to enhance mobility services. Coordination can include such activities such as joint purchasing of vehicles, joint planning, sharing vehicles, dispatching, scheduling, training and maintenance, or coordinating client trips.

Agency Name: Northwest Communities Development Corporation

Agency Name: Habitat for Humanity

Agency Name: Community Services League

3.2.3 In the text box below, describe how the project demonstrates coordination or partnering with local jurisdictions, other agencies, and interested stakeholder organizations. Summarize the nature of your cooperative activities with the partners listed in Question 3.2.2 above, and attach copies of your cooperative agreements or memoranda of understanding to Section 4 Supplemental Information and Attachments (found at the end of this application). Label any attachments as “Cooperative/Partnering Operations Attachment 1”, etc. (500 words or less)

The Kansas City Area Transportation Authority (KCATA), in contract with the City of Independence provides a fully operational transit system, providing inter-city service, and has done so since the 1970’s. Several partnerships have evolved over time, providing the necessary support for continued transit service. The City has partnered with KCATA as the operator of the system. KCATA functions as the agency handling all federal pass-through dollars for transit operations. The balance necessary to supplement the transit system is provided by the City’s General Fund.

The proposed Job Access routes are mutually funded and operated in cooperation with KCATA and include:

- Shared customer information lines;
- Shared schedules and maps;
- Uniform bus passes;
- Coordinated service delivery;
- Fare/transfer/pass agreements;
- Reciprocal agreements for crossing service area boundaries, and through joint marketing, purchasing, training and maintenance activities;
Coordinated electronic trip planner;
(See Cooperative/Partnering Operations Attachment #1)

The City of Independence, a founding member of the Mid-America Regional Council (MARC) has enjoyed a long and cooperative relationship with MARC. Councilmember Jim Schultz now serves as Chair of the Board of Directors and several city staff members serve on various committees, including transportation related committees. The City and MARC are partners in implementing the Smart Moves Plan and together are committed to linking people, especially those dependent on public transit, to jobs within the region. (See Cooperative/Partnering Operations Attachment #2)

The City of Independence works with the Community Services League (CSL), the NorthWest Communities Development Corporation (NWCDC) and Habitat for Humanity to meet the needs of their constituencies who are trying to access gainful employment. These clients and patrons also utilize the transit system to maintain self-sufficiency. CSL provides instruction and information to their clients about ATA routes and services and relocated their offices within walking distance to the Independence Metro Center transit hub adjacent to Independence Square.

The City of Independence consistently seeks input from these and other agencies, as well as the public at large, regarding work related transportation planning and service provision. Input from these organizations and the public are used to guide the City Council in developing the appropriate transit policies that ensure dependent populations have access to employment opportunities.

3.3 Community-Based Transportation

Please refer to Section III Program Objectives and Section IV.C Project Evaluation Criteria of the Competitive Selection Booklet for more information on this section. In the text box below each question, provide the information requested in 500 words or less.

3.3.1 Describe how your project supports the concept of community-based transportation found in the Coordinated Public Transportation–Human Services Plan, and fits within the Smart Moves service concept described in Transportation Outlook 2040. How does your project support the concept of using activity centers, transit centers and/or transfer centers? List the specific citations where this project is derived from the Coordinated Public Transportation–Human Services Plan.

This application supports the goals of Community-Based Transportation (part of Transportation Outlook 2040) by continuing to provide transit services that reduce dependence on single-person occupied vehicles, attract new transit riders, reduce dependence on fossil fuels and provide affordable travel for those most impacted by the recession. The City of Independence continues to invest heavily in northwest Independence (location of 24 Route) with new low-income housing and improved pedestrian access along US 24 Highway near the completed transit hub at US 24 Highway and Brookside Blvd. Independence has supported transit service for decades and is the only community in Eastern Jackson County to do so at this level and continues to provide funding for transit services that are targeted at low-income households and others who depend on transit to secure employment. In recent years, local funding has been stressed in keeping up with rising costs; as such, justify the need for assistance. There have been opportunities for transit funding, however they are directed at capital projects and not operating assistance as is needed here. Routes noted in this application (Exhibit A) are part of the Smart Moves Regional Transit Plan (Exhibit C) and include the regional and express services (24 Route and 15X Truman Express). These two routes intersect with the local transit routes in Independence that function as feeder routes for the 24 Route and 15X routes to Kansas City. In total, the connectivity of
these routes to other systems within the region provide wider access than routes in Independence could provide on their own, a central tenant of the Smart Moves Plan. The Metro Center transit hub, at Independence Square is less than ¼ mile from a Farmer’s Market that operates May to October, providing riders with convenient access to affordably priced fresh produce.

As a partner with the KCATA, the City of Independence takes advantage of the economy of scale provided by a large transit provider. Our partnership ensures an efficiency in service through uniform bus passes and fare and transfer agreements.

Citations: 4.2; 5.3; 5.4; 5.42; 5.5;

3.3.2 List the transportation goals and objectives of your organization. How will your proposed project address these transportation goals and objectives?

*Independence 2030: A Comprehensive Plan* includes an extensive section on public transportation as well as other non-auto modes of transportation. The plan is in the draft stages now. Repeated comments from citizen’s survey responses included strong support for public transit. This is evident in the budget presentation process the city conducts each spring. There is strong support for a multi-modal approach to transportation planning with transit as a key component associated with a modern transportation system. Comments were collected through an on-line and paper survey instrument and are incorporated in the Plan.

Draft goals of the Plan include:

- Encourage an efficient, affordable and accessible transit system in the city for employment purposes and the transit dependent population;
- Provide alternative modes of transportation including pedestrian connectivity, bicycle accommodation and a transit system in order to ensure that transport needs are met in ways other than the single-occupant automobile;
- Provide a well-planned and integrated transportation system moving people and goods safely and efficiently.
- Promote reliable funding sources for transportation modes;
- Encourage a well-planned and aesthetically pleasing transportation system minimizing potential negative visual and environmental impacts;

These goals will be included in *Chapter 3 – Transportation*, of the Comprehensive Plan.

The City of Independence City Council Goals (Resolution 5213, September 19, 2005) established a commitment to public transportation and targeting services for special needs in the community.

Section 2(4): “To meet existing and emerging transportation needs…the development and support of local and regional transportation system, and promotion of public transportation.”

Section 2 (1): “To develop and support vibrant neighborhoods…through regular communication and diverse public involvement, cooperative partnerships, and the provision of targeted services designed to meet the specific needs of the community.”

3.3.3 Describe how this project will serve needs that are unserved or underserved in the geographic service area. Such needs may include evening, weekend, split shift, childcare issues, holidays, etc.

Exhibit B illustrates how the two routes in this application serve areas of the city where persons living below the poverty line range from approximately 8% to 46%. The 24 Route and 15X routes serve areas of Independence with lower household incomes and are more
likely to be transit dependent. Exhibit A depicts the various subsidized/disabled housing developments and destinations including social services, day care centers and how the 24 Route and 15X route connect these riders to downtown Kansas City. The map also illustrates where transit interchanges are located in Independence.

### 3.4 Current Service Description and Statistics (if applicable)

Please refer to Section III Program Objectives and Section IV.C Project Evaluation Criteria of the Competitive Selection booklet for more information on this section. Note that both sections address the supplanting of financial support. As mentioned in Section III Program Objectives, the methodology for calculating the number of jobs accessed can be found within the tutorial at: http://www.marc.org/transportation/pdf/2013JarcTutorial.pdf.

In the text box below each question, provide the information requested in 500 words or less.

#### 3.4.1 Geographic area currently served: List all counties, cities, and other locations served. If available, please attach a map to this document in Section 4 Supplemental Information and Attachments (found at the end of this application), and label the document “Service Description and Service Level Attachment 1, etc.”

The proposed project area is located within the City of Independence municipal limits. These routes also provide service in Jackson County (unincorporated) and the city of Kansas City, Missouri. This application applies to the Independence portion of the routes as this is what the City financially supports toward the inter-city routes. Both the 24 Route and 15X route intersect at the Metro Center transit hub in Independence. This transit station provides riders of the local transit routes in Independence access to the transit lines serving downtown Kansas City. Please see map labeled Exhibit A.

#### 3.4.2 Describe the target population(s) currently served, how the consumer is involved in the planning/design of the services, how the service is marketed to this target population, and how this population accesses the service.

The target population for the proposed program is working individuals who are dependent on the transit system to access employment. Exhibit B illustrates the location and percentage of residents within the city living below the poverty line. Levels range from 8.3% to 46.7% in the area served by the 24 and 15X routes.

It is important to the City of Independence and KCATA that we provide services that benefit the community. Passenger surveys, public comments and suggestions and ridership data area tools used by KCATA in the planning process to ensure that services provided are efficient and effective. Stakeholders are engaged through passenger surveys and the public is encouraged to contact KCATA’s customer service department with suggestions and concerns. Riders may contact the KCATA customer service department through the website, by e-mail or by calling the customer service phone line.

KCATA communicates via their website and printed materials available on board buses and public facilities. Employment and other agencies provide information to the public and agency clients about KCATA services and route information.

#### 3.4.3 Describe the operational characteristics of the existing service, such as fares, operating hours, days of operation, number of jobs accessed, type of service (fixed route, demand response, subscription, coupon).
There are two fixed routes (24 and 15X) included in this application. The 24 Route is an inter-city route connecting Independence to downtown Kansas City. Service is provided Monday through Friday from approximately 5:00 am to 7:00 pm (15 round trips); and on Saturday from approximately 6:00 am to 7:00 pm (13 round trips). The 15X route is a commuter route service in western and eastern Independence providing 4 trips in the early morning and 4 trips in the later afternoon, Monday through Friday.

These two routes are managed and operated by the KCATA and adheres to the fare structure of the ATA system. Full fare is $1.50; reduced fare is $.75; monthly bus passes are available at $50 for full fare and $25 for reduced fare.

The US Census estimates that the 24 Route accesses 42,824 jobs of which 20,343 (48%) are jobs held by low-income persons. The 15X route accesses 50,408 jobs of which 30,091 (60%) are jobs held by low-income persons.*

*Source: http://onthemap.ces.census.gov/

3.4.4 Indicate whether the applicant will operate the service directly or via contract with another entity.

The fixed route service for the 24 route and 15X route is operated through an annual contract with the Kansas City Area Transportation Authority.

3.4.5 Indicate the number of average one-way passenger trips — per day, per month and annually — that the service currently provides. If possible, break down by trip type (medical, employment, daycare, etc.) or target population served.

The 24 route provides 108,222 rides per year; 9,018 rides per month; 354 rides per average day; The 15X routes provides 18,105 rides per year; 1509 rides per month; 71 rides per average day; The total rides provided for both routes each year is 126,327 rides per year; 10,527 rides per month, and 425 rides per average day. The target population is a low-income, transit dependent person or those families that need to limit themselves to one automobile per household. We estimate that fewer than 10% of riders on these routes access destinations for purposes other than employment.

3.4.6 Indicate the cost per one-way passenger trip for each trip type, or other quantifying performance measurements. If needed, provide a brief explanation or justification of the costs.

The contract amount with KCATA totals $440,966 for one-year of service. This equates to $3.49 per trip making these long-distance routes between Independence and downtown Kansas City very efficient. ($440,966/126,327 rides = $3.49); As noted earlier, the 24 route is one of the top five producing routes in the entire KCATA system.

3.4.7 Describe the administrative characteristics of the existing service, such as number of employees (differentiate between part-time and full-time), operation and maintenance costs, as well as manner in which the service is currently financed.

As part of the KCATA system, the two routes described in this application are part of a very large transit system and enjoy the economy of scale resulting from a large operation. The 24 route is one of the top five routes, for ridership, in the KCATA system. Approximately 18 jobs are created due to the provision of these routes (16 full-time and 2 part-time);

The operations cost for the 24 Route and 15X route is $216,074; the cost for maintenance is $224,892 per year. Funding is derived from fares, state and federal assistance, local funding and occasional grants.
3.5 Proposed Service Description and Service Level

Please refer to Sections III Program Objectives for JARC and New Freedom Project Selection and IV.C Project Evaluation Criteria of the Competitive Selection booklet for more information on this section. As mentioned in Section III Program Objectives, the methodology for calculating the number of jobs accessed can be found within the tutorial at:

Base your responses to the following sections on the requirements reference in Section III A.2–4 of the Competitive Selection booklet (i.e., inappropriate, insufficient, unavailable).

In the text box below each question, provide the information requested in 500 words or less.

3.5.1 Geographic area to be served: List all counties, cities, and other locations to be served. If available, please attach a map to this document in Section 4 Supplemental Information and Attachments (found at the end of this application), and label the document “Service Description and Service Level Attachment 1,” etc.

The proposed project area is located in the City of Independence, Missouri. The 24 Route connects downtown Kansas City, Missouri to the US 24 Highway & Brookside transit hub in far northwest Independence and east to Independence Square in downtown Independence. A major transit hub is located adjacent to the Independence square and intersects with six local transit routes providing service throughout the City of Independence. The 24 Route operates hourly from approximately 5:00 am to 7:00 pm on weekdays and from 6:00 am to 7:00 pm on Saturday. The 24 Route traverses through nearly half of the developed area of Independence, through a small section of unincorporated Jackson County and the eastern part of Kansas City, Missouri until it reaches its destination in downtown KCMO. The 15X route is a commuter route operating weekdays and provides four early am trips and four late afternoon trips for those commuting to downtown Kansas City. This commuter route has two alignments and is primarily targeted at job commuters from Independence and other eastern Jackson County communities. See Exhibit A for a map of the 24 Route and 15X route.

3.5.2 Describe the target population(s) to be served, how the consumer will be involved in the planning/design of the services, how the service will be marketed to this target population, and how this population will access the service.

The target population, for the proposed program is working individuals who are dependent on the transit system to access employment. The two routes identified serve lower income persons as depicted on the map labeled Exhibit B that depicts the locations of residents living below the poverty level. Levels range from 8.3 % to 46.7% based on data from the US Census.

It is important to the City of Independence and KCATA that services are provided that benefit the community. Passenger surveys, public comments, suggestions and ridership data are tools used by KCATA in the planning process to ensure that services are efficient and effective. Stakeholders will be engaged through passenger surveys and the public is encouraged to contact KCATA’s customer service department with suggestions and concerns. Customers may contact KCATA customer service department through the website, by e-mail or by calling the customer service phone line.

KCATA communicates via their website and through printed materials available on board buses and at public facilities. Employment and other agencies provide information to the public and agency clients about KCATA services and route information.
3.5.3 Describe the operational characteristics of the proposed service, such as fares, operating hours, days of operation, number of jobs accessed, type of service (fixed route, demand response, subscription, coupon).

There are two fixed routes (24 and 15X) included in this application. The 24 Route is an inter-city route connecting Independence to downtown Kansas City. Service is provided Monday through Friday from approximately 5:00 am to 7:00 pm (15 round trips); and on Saturday from approximately 6:00 am to 7:00 pm (13 round trips). The 15X routes is a commuter route service in western and eastern Independence providing 4 trips in the early morning and 4 trips in the later afternoon, Monday through Friday.

These two routes are managed and operated by the KCATA and adheres to the fare structure of the ATA system. Full fare is $1.50; reduced fare is $0.75; monthly bus passes are available at $50 for full fare and $25 for reduced fare.

The US Census estimates that the 24 Route accesses 42,824 jobs of which 20,343 (48%) are jobs held by low-income persons. The 15X route accesses 50,408 jobs of which 30,091 (60%) are jobs held by low-income persons. *Source: http://onthemap.ces.census.gov/

3.5.4 Indicate whether the applicant will operate the proposed service directly or via contract with another entity.

The fixed route service in Independence will be operated through an annual contract with the Kansas City Area Transportation Authority.

3.5.5 Indicate the number of average one-way passenger trips — per day, per month and annually — that the project hopes to provide. If possible, break down by trip type (medical, employment, daycare, etc.) or target population served.

The project anticipates providing 130,117 rides per year; 10,843 rides per month and 438 rides per average day. We estimate that fewer than 10% of riders on these routes access destinations for purposes other than employment. Target populations are individuals who do not currently own an automobile, are transit dependent or for other reasons such as disability or low-income households. Exhibit B illustrates how the transit system connects with many of the low-income areas of Independence.

3.5.6 Indicate the proposed cost per one-way passenger trip for each trip type, or other performance measurements. If needed, provide a brief explanation or justification of the costs.

The cost to operate the two routes in this application is anticipated to be $458,605 resulting in an average cost per ride of $3.52. Due to this being a fixed route system, the cost is the same for all ride types (medical, employment etc…). Cost is calculated as follows: $458,605 (cost to operate system) divided by anticipated rides provided (130,117) per year, resulting in a cost per ride of $3.52. We estimate that 90% of rides are work related, or 117,105 x $3.52 for a total of $412,210 for the work related trips.

3.6 Administrative Capacity (Feasibility)

Please refer to Sections III Program Objectives for JARC and New Freedom Project Selection and IV.C Project Evaluation Criteria of the Competitive Selection booklet for more information on this section. Does your organization have the manpower and the resources to carry out your proposed project? Describe how your organization will address federal requirements for record keeping.
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In the text box below each question, provide the information requested in 500 words or less.

3.6.1 ORGANIZATION: equipment, office capability and location, communications system and institutional capacity

The Kansas City Area Transportation Authority (KCATA) is an interstate agency of Missouri and Kansas, governed by a board of commissioners which is responsible for public transportation in the region. The KCATA operates fixed route, demand response and bus rapid transit service throughout the region, including the fixed route service noted in this application. KCATA has provided, through a contract with the City of Independence, full service transit service for approximately 40 years. The City, in its partnership with KCATA is committed to continuing service to the extent that funding is available. The Independence City Council continues to support public transit in our city through annual appropriations in the City budget. City staff is active with MARC transportation related committees and workgroups. KCATA possesses the skills, experience and personnel necessary to properly manage and administer transit service with the City of Independence.

3.6.2 ABILITY: reporting requirements, record keeping, documentation, book keeping, invoicing required by federal regulation

KCATA is the recipient of federal funds and conforms to the terms and conditions of all applicable federal regulations, including transit service it operates in the City of Independence.

4. Supplemental Information and Attachments

Electronically attach properly labeled supplemental information as referenced above. This may include cooperative agreements, memoranda of understanding, service map(s), and any other documents necessary to fully describe your project. If you have technical problems or questions about attaching documents to this form, please contact MARC for assistance.
Job Access-Reverse Commute Program Application

Attachments

Cooperative/Partnering Operations Attachment 1 & 2
Letters of Support – 1, 2 & 3
City of Independence Map – Exhibit A
Poverty Level Map – Exhibit B
Smart Moves Map – Exhibit C

KCATA Routes 24 & 15X
City of Independence, Missouri
Community Development Department
March 20, 2013
March 18, 2013

Mr. Ron Achelpohl  
Assistant Director of Transportation  
Mid-America Regional Council  
600 Broadway  
Kansas City, Missouri 64105

Re: City of Independence and Mid-America Regional Council partnership

Dear Mr. Achelpohl:

The City of Independence was one of the founding members of the Mid-America Regional Council (MARC) and is a signatory to the articles of incorporation. The City and MARC have enjoyed a long and beneficial relationship for many years. Several members of the City staff serve on different transportation committees including the Transit Committee, Special Transportation-Job Access Partnership, CMAQ, TTPC, Operation Green Light, STP/Bridge Priorities as well as other non-transportation committees. Additionally, City of Independence Councilperson Jim Schultz serves as the Chair of the MARC Board of Directors.

The City of Independence in partnership with the MARC committee is linking people to jobs within the City and throughout the region. In order to maintain, and eventually enhance transit services connecting low-income residents with employment opportunities, the City of Independence is submitting three applications under the Job Access Reverse Commute and New Freedom programs.

Sincerely,

Jennifer Clark  
Community Development Director

Cc: Mary M. Hunt, City of Independence
March 19, 2013

Mr. Ron Achelpohl  
Assistant Director of Transportation  
Mid-America Regional Council  
600 Broadway, Suite 300  
Kansas City, MO 64105

Re: City of Independence Job Access Reverse Commute (JARC) & New Freedoms Applications

Dear Ron:

The Kansas City Area Transportation Authority (KCATA) has been a transit provider for services in Independence for several decades. The services are provided in keeping with an annual contract between KCATA and the City of Independence (City).

The City and KCATA are partners in providing inter-community transit services that connect Independence to downtown Kansas City and the rest of the metropolitan area. The IndeBus intra-community transit services are integrated with the rest of the regional transit system with schedules, maps, bus passes, fare and transfer media being fully consistent with those in other parts of KCATA’s system.

Transit services in the City of Independence are heavily used and are critical to linking people to jobs both within the City and throughout the region. In order to maintain services connecting low-income residents with employment opportunities, the City of Independence is making application for funding under the Jobs Access Reverse Commute and New Freedom programs.

The KCATA is in complete support of the City’s efforts to secure additional funding for transit services through the Job Access Reverse Commute and New Freedom programs.

Sincerely,

Daniel J. O’Connor  
Director of Planning

cc: Mary Hunt, City of Independence  
Dick Jarrold, KCATA  
Michael Graham, KCATA
March 13, 2013

Ms. Mary Hunt, Senior Planner
City of Independence
Community Development
111 E Maple Ave
Independence, MO 64050

Dear Ms. Hunt,

Community Services League (CSL) is pleased to provide this letter of support for the City of Independence's application for funding under the Job Access Reverse Commute program and the New Freedom program of the Federal Transit Administration.

CSL provides numerous programs for the low-income residents in Independence and surrounding communities. Among these services is our Work Express employment program which helps unemployed and under-employed residents seek, find, and retain employment. Critical to this endeavor is transportation. Fortunately for Independence residents, the City has made it a priority to work with and financially support public transportation through the Kansas City Area Transit Authority and IndeBus. Due to the high costs of the public transit system, our residents (especially the under-employed) cannot afford the full costs of the system and the City alone cannot fully subsidize this expense and must look for additional funding.

CSL and the residents of the City desperately need to not only maintain the current routes but to extend them to newly developed parts of the city where new jobs have been created. Without Independence's public transportation system, many low-income residents will not be able to keep their jobs and many others will not be able to obtain a job. They all need our transit system more than ever.

The City of Independence's transit system is a valuable community asset; so much so that CSL purchased property and moved our Central Resources Building ($3.5 million project) to just across the street from the City Transit Center for the convenience of our low-income clients.

We are proud to full support the city's application for funding under the Job Access Reverse Commute program and the New Freedom program as we work together for the benefit of our community.

Sincerely,

Doug Cowan
President/CEO
(816) 912-4484
cowand@csicares.org
March 13, 2013

Ms. Mary Hunt
Community Development Department
City of Independence
111 E. Maple Avenue
Independence, Missouri 64050

Dear Ms. Hunt:

The NorthWest Communities Development Corporation supports the efforts of the City of Independence's maintaining the public transportation resources which are so vital to this community, our citizens, and to the metro area businesses, as well. Having affordable and dependable transportation is a critical element to building and maintaining a vibrant community.

Throughout the metro area there is a growing segment of citizens who depend upon the public transportation system as their primary mode for getting to work, shopping and obtaining medical services. Because of the challenging financial conditions facing our community and the rising cost of fuel, many more are utilizing public transportation as their method of travel.

We are confident each route serves an important purpose. Particularly critical is the intercity route connecting western Independence to Kansas City, as well as the routes connecting the employment opportunities found within the major retail districts on US 40 Highway and East 39th Street. This transportation is crucial, particularly for the economic stability of low-income families. Anything that the city can do to maintain and increase transportation opportunities along these routes will be helpful for these families and our community.

We are grateful that you are working to obtain transportation funding for the many families who need that voice of caring and concern.

Sincerely,

Howard Penrod
Executive Director
March 13, 2013

Ms. Mary Hunt
Community Development Department
City of Independence
111 East Maple
Independence, MO  64050

Dear Mary;

Truman Heritage Habitat for Humanity (THHfH) is proud to offer its support for the City of Independence’s application for funding through the Access Reverse Commute Program. Access to work, school, and retail areas is a key component to the success of Habitat’s mission to eliminate poverty housing in our communities.

THHfH recently celebrated the completion of its sixtieth home in Eastern Jackson County, forty-two of which are inside the Independence city limits, with three more to be completed by the end of this month. This is indicative of the commitment the City of Independence has for its commitment to its citizens. These houses are seeds of hope to families striving to improve their lives.

Connecting low income families with remote job opportunities through public transportation is a wonderful way to support the local economies, the families involved, and the environment. We fully support your efforts and work towards making these transportation opportunities available to our neighbors.

Sincerely,

Michael Straughn, Director
Truman Heritage Habitat for Humanity ReStore
505 North Dodgion
Independence, MO  64050
Job Access - Reverse Commute
Grant Application

City of Independence, MO
Percentage of Persons Below Poverty Line

Legend
- Route 15X
- Route 24
- 1.2% Below Poverty
- 4.8% - 8.2% Below Poverty
- 8.6% - 10.9% Below Poverty
- 13.9% - 20.1% Below Poverty
- 30% - 46.7% Below Poverty

Exhibit B

Job Access Reverse Commute
Project Application April, 2013
March 19, 2013

Mr. Ron Achelpohl
Assistant Director of Transportation
Mid-America Regional Council
600 Broadway, Suite 300
Kansas City, MO 64105

Re: City of Independence Job Access Reverse Commute (JARC) & New Freedoms Applications

Dear Ron:

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The KCATA is in complete support of the City’s efforts to secure additional funding for transit services through the Job Access Reverse Commute and New Freedom programs.

Sincerely,

[Signature]
Daniel J. O’Connor
Director of Planning

cc: Mary Hunt, City of Independence
    Dick Jarrold, KCATA
    Michael Graham, KCATA