

Prospect MAX
Kansas City, Missouri
Small Starts Project Development
(Rating Assigned November 2017)

Summary Description	
Proposed Project:	Bus Rapid Transit 10.0 Miles, 26 Stations
Total Capital Cost (\$YOE):	\$55.81 Million
Section 5309 Small Starts Share (\$YOE):	\$29.89 Million (53.6%)
Annual Operating Cost (opening year 2019):	\$4.93 Million
Existing Corridor Ridership (Warranted):	7,400 Daily Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The Kansas City Area Transportation Authority (KCATA) is proposing bus rapid transit (BRT) service from downtown Kansas City to 75th Street. The corridor contains several institutional and neighborhood commercial developments and includes landmarks such as Pioneer Community College and HCA Midwest Research Medical Center. The project includes the purchase of 12 40-foot, low-floor compressed natural gas buses with special BRT design and branding. The project includes road work; transit signal priority and queue-jumps; intersection and sidewalk improvements; construction of 30 park and ride spaces; and communications and fare collection systems. The service is planned to operate every 10 minutes during weekday peak and off-peak periods, and every 30 minutes during weekday evenings and weekends.

Project Purpose: The project will provide an enhanced, higher capacity transit service that will be faster than the current local service on the existing Route 71 bus route to better serve passengers. The project corridor's high percentage of transit-dependent passengers will be served by improved bicycle and pedestrian facilities that connect to the project, improving access to jobs along the corridor and downtown.

Project Development History, Status and Next Steps: KCATA selected a locally preferred alternative in June 2013 that was adopted into the region's fiscally constrained long range transportation plan in January 2014. The project entered Small Starts Project Development in August 2015. KCATA completed the environmental review process with receipt of a Categorical Exclusion from FTA in March 2016. KCATA anticipates receipt of a construction grant in early 2018, and the start of revenue service in October 2019.

Significant Changes Since Last Evaluation (November 2016): No significant changes.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$29.89	53.6%
FHWA Flexible Funds (Surface Transportation Program)	\$8.00	14.3%
Local:		
Cash Contribution from the City of Kansas City, Missouri	\$12.43	22.3%
KCATA Transportation Sales Tax	\$5.49	9.8%
Total:	\$55.81	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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LAND USE RATING: Medium

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- Average population density across all station areas is 4,100 persons per square mile, which rates Medium-Low by FTA benchmarks. Total station area employment is 64,000, which rates Medium-Low. The average daily parking cost in the central business district (CBD) is \$13.20, which rates Medium-High. The CBD has 0.48 parking spaces per employee, which rates Medium-Low. The proportion of LBAR housing units in the corridor compared to the proportion of LBAR housing units in the county through which the project travels is 3.06, which corresponds to a High rating by FTA benchmarks.
- Transit-supportive character is strongest in the downtown segment of the corridor. The portion of the corridor outside the downtown area includes numerous parcels of vacant or undeveloped land. Much of the commercial developments include surface parking located in the front of the buildings.
- The CBD portion of the corridor has a supportive pedestrian environment with wide sidewalks, clearly demarcated crosswalks, and enhanced pedestrian wayfinding. The area outside the CBD is less pedestrian friendly. While there are sidewalks along the corridor, the streets are wide and have limited pedestrian facilities.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

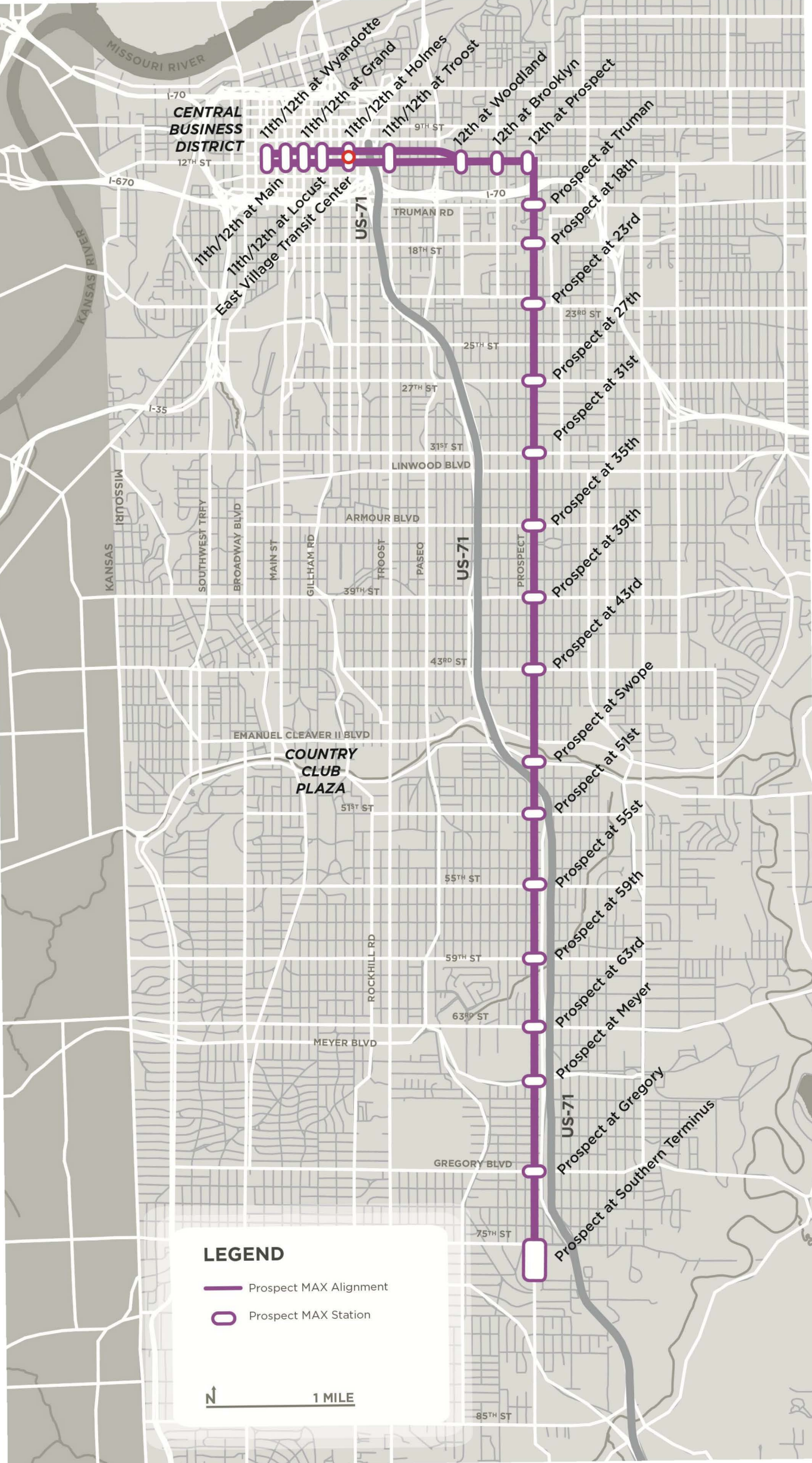
- *Transit-Supportive Corridor Policies:* The Greater Downtown Area Plan promotes the density needed to support transit, strongly supports pedestrian facilities, and calls for reducing parking requirements in the CBD. The Heart of the City Area Plan provides a framework for future growth for the area south of Interstate 70 and north of the Emanuel Cleaver II Boulevard. The plan calls for applying the concept of transit-oriented development along principal transit corridors, including Prospect Avenue.
- *Supportive Zoning Regulations Near Transit Stations:* The majority of the corridor is zoned as a neighborhood business district, which allows for a maximum floor area ratio of 2.2 and reduced parking requirements for lots located within 1,000 feet of rapid transit stops. An Urban Redevelopment District zoning overlay was proposed for some station areas that would allow flexibility of design to support the redevelopment of underdeveloped and blighted areas.
- *Tools to Implement Land Use Policies:* State and local development incentives include Enhanced Enterprise Zone designations, which provide tax credits and local property tax abatement to businesses, and Urban Renewal Area designations, which assist in the removal of blighted conditions within urban renewal areas. Incentives also include expedited development review and infrastructure financial tools that are available for the downtown portion of the corridor.

Performance and Impacts of Policies: Medium

- *Performance of Land Use Policies:* The Downtown District has seen recent growth due to the new streetcar system, which has served as a catalyst for economic development. While there have been recent developments within the Prospect Corridor, they are not consistent with transit-oriented design principles including higher density, limited parking, and pedestrian-friendly design characteristics.
- *Potential Impact of Transit Investment on Regional Land Use:* At present, there are 615 land bank properties within the project area. Land bank properties are available for purchase or transfer for economic development or neighborhood revitalization. Over 100 permitted planned developments and improvements have occurred in the past five years.

Tools to Maintain or Increase Share of Affordable Housing: Low

- The Green Impact Zone Housing Strategy was a catalyst to transform neighborhoods near the project study corridor, by identifying eight project areas in which revitalization of homes and the building of new homes is taking place. Low-Income Housing Tax Credits will be used in many of the projects.
- There are no specific plans or policies, limited tools and little developer activity to preserve or increase existing affordable housing within the corridor.



LEGEND

- Prospect MAX Alignment
- Prospect MAX Station

1 MILE

CENTRAL BUSINESS DISTRICT

11th/12th at Wyandotte
 11th/12th at Grand
 11th/12th at Holmes
 11th/12th at Troost
 12th at Woodland
 12th at Brooklyn
 12th at Prospect

11th/12th at Main
 11th/12th at Locust
 East Village Transit Center

Prospect at Truman
 Prospect at 18th
 Prospect at 23rd
 Prospect at 27th
 Prospect at 31st
 Prospect at 35th
 Prospect at 39th
 Prospect at 43rd
 Prospect at Swope
 Prospect at 51st
 Prospect at 55th
 Prospect at 59th
 Prospect at 63rd
 Prospect at Meyer
 Prospect at Gregory
 Prospect at Southern Terminus

COUNTRY CLUB PLAZA

I-70
 I-670
 I-35

US-71

US-71

US-71

KANSAS

MISSOURI

SOUTHWEST TRFY

BROADWAY BLVD

MAIN ST

GILLHAM RD

TROOST

PASEO

39TH ST

43RD ST

EMANUEL CLEAVER II BLVD

51ST ST

55TH ST

59TH ST

63RD ST

MEYER BLVD

ROCKHILL RD

GREGORY BLVD

75TH ST

85TH ST

TRUMAN RD

18TH ST

25TH ST

27TH ST

31ST ST

LINWOOD BLVD

ARMOUR BLVD

PROSPECT

23RD ST

9TH ST

I-70

MISSOURI RIVER

KANSAS RIVER

12TH ST