

Prospect MAX
Kansas City, Missouri
Small Starts Project Development
(Rating Assigned November 2015)

Summary Description	
Proposed Project:	Bus Rapid Transit 10.0 Miles, 26 Stations
Total Capital Cost (\$YOE):	\$53.82 Million
Section 5309 Small Starts Share (\$YOE):	\$29.89 Million (55.5%)
Annual Operating Cost (opening year 2019):	\$4.58 Million
Current Year Ridership Forecast (2015):	7,400 Daily Linked Trips 2,240,300 Annual Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Kansas City Area Transportation Authority (KCATA) proposes to implement bus rapid transit (BRT) service in the Prospect MAX corridor that extends from downtown Kansas City to Prospect Avenue and 75th Street. The project includes construction of 25 station pairs and one transit center, transit signal priority, a real-time bus arrival information system, and the purchase of 12 uniquely branded vehicles. The service is planned to operate for 21 hours a day, seven days a week, with buses every 10 minutes on weekdays and every 30 minutes on weekends.

Project Purpose: KCATA believes the project will improve mobility in the corridor by reducing trip times, increasing frequency of service, improving passenger amenities, and complementing existing bus service. In addition to improving access to employment and education opportunities for transit-dependent populations, the project is also expected to increase transit ridership and attract new businesses and investment to the corridor, which serves an economically distressed area of the city. Household poverty rates in the corridor are between 21 percent and 35 percent higher than the city rate of 14 percent.

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 anticipates completion of the environmental review process with a Categorical Exclusion in early 2016, receipt of a Small Starts Grant Agreement in late 2016, and the start of revenue service in March 2019.

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	55.5%
FHWA Flexible Funds (Surface Transportation Program)	\$8.00	14.9%
Local:		
KCATA Transportation Sales Tax	\$3.50	6.5%
Kansas City, Missouri Sales Tax	\$12.44	23.1%
Total:	\$53.83	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 and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county.

- Average population density across all station areas is 4,100 persons per square mile, which corresponds to a Medium-Low rating. Total station area employment is 64,000, corresponding to a Medium-Low rating according to FTA benchmarks.
- The proportion of legally binding affordability restricted (LBAR) housing units in the corridor compared to the proportion of LBAR housing units in the county through which the project travels is 3. This corresponds to a High rating.
- The average daily parking cost in the central business district (CBD) is \$13.20, which corresponds to a Medium-High rating. The CBD has 0.48 parking spaces per employee, which corresponds to a Medium-Low rating.
- 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.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

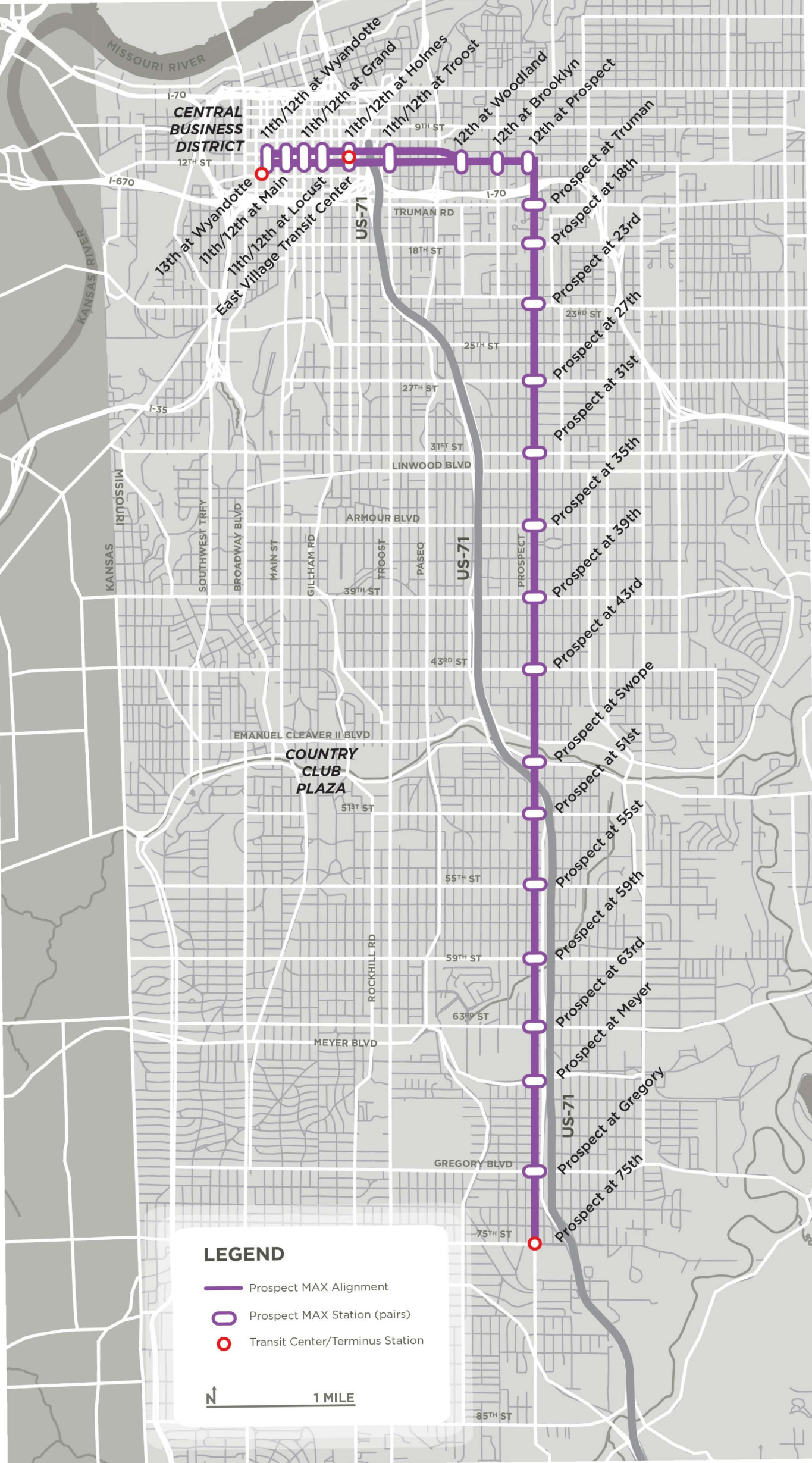
- *Transit-Supportive Corridor Policies:* The Greater Downtown Area Plan promotes the density needed to support transit, strongly supports pedestrian facilities, and calls for reducing parking requirements in the CBD. The Heart of the City Area Plan provides a framework for future growth for the area 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 proposed for some station areas allows 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. Additional incentives, including expedited development review and infrastructure financial tools, 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. These are properties that 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.



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

13th at Wyandotte
 11th/12th at Main
 11th/12th at Locust
 East Village Transit Center

US-71

TRUMAN RD
 18TH ST

I-70

Prospect at Truman
 Prospect at 23rd

25TH ST

Prospect at 27th

27TH ST

Prospect at 31st

31ST ST

Prospect at 35th

ARMOUR BLVD

Prospect at 39th

39TH ST

Prospect at 43rd

43RD ST

Prospect at Swope

EMANUEL CLEAVER II BLVD

COUNTRY CLUB PLAZA

51ST ST

Prospect at 51st

55TH ST

Prospect at 55st

59TH ST

Prospect at 59th

63RD ST

Prospect at 63rd

MEYER BLVD

Prospect at Meyer

GREGORY BLVD

Prospect at Gregory

75TH ST

Prospect at 75th

85TH ST

LEGEND

-  Prospect MAX Alignment
-  Prospect MAX Station (pairs)
-  Transit Center/Terminus Station

 **1 MILE**