

2014



Kansas City Area Transportation Authority Ladders of Opportunity Grant Application

KCATA, doing business as the Metro, is requesting \$1.2 Million of Section 5309 Ladders of Opportunity funds for design and construction of transit improvements between 22nd Street and 27th Street on Prospect Avenue in Kansas City, Missouri. These improvements will facilitate access to recent investments in this corridor, improve access to the Prospect Avenue transit line and future BRT, and access to connecting east-west bus routes on 23rd Street and 27th Street.



Project Title: *Prospect Transit Improvements Initiative*

Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri

Kansas City Area Transportation Authority - Agency Profile**1. Applicant information:**

- a. **Applicant:** Kansas City Area Transportation Authority, 1200 E. 18th Street, Kansas City, MO 64108.

FTA Recipient ID: 1827

- b. **Contact information:** Mark Huffer, General Manager, MHuffer@kcata.org, 816-346-0210 and Dick Jarrold, Sr. Director, DJarrold@kcata.org, 816-346-0356

- c. **Description of Agency Services:** KCATA doing business, as *The Metro* is the regional transit authority providing public transit service throughout the bi-state Kansas City, MO/KS metropolitan area. KCATA was formed by bi-state compact and is authorized to provide service in the 7 county metropolitan area. In 2013, KCATA provided more than 15.8 million passenger trips on its fixed route system and over 200,000 on its paratransit services.

- d. **Existing fleet and employee information:** KCATA has 793 employees and an annual operating budget of \$80 million (2014). KCATA has a fleet of 263 owned vehicles for fixed route service and contracts with private providers for paratransit service.

- e. **Agency Capacity:** KCATA is the region's designated recipient of federal funds and is legally eligible to receive FTA funding. The project proposed is of a nature that has been frequently implemented by KCATA. Staff is fully capable of implementing the proposed Prospect Corridor Improvements from 22nd- 27st and Prospect. This project will benefit existing customers and the surrounding community. Local match is available from KCATA and the City of Kansas City, Missouri sources.

The work in this project will be competitively bid to a qualified contractor or contractors overseen by KCATA staff and, where necessary, by qualified Architectural/ Engineering (A/E) firms. KCATA has sufficient qualified in-house staff and available consultants to oversee the project and satisfactorily complete it on time and within budget.

Project Title: *Prospect Transit Improvements Initiative*

Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri

Project Description

Description of Service Provided:

Kansas City Area Transportation Authority (KCATA) is the bi-state Regional Transit Authority created in 1965 by the Missouri and Kansas legislature and approved by Congress. KCATA is governed by a bi-state board of commissioners, which is responsible for public transportation in the region. KCATA has a seven-county jurisdiction - the counties of Cass, Clay, Jackson, and Platte in Missouri; and Johnson, Leavenworth, and Wyandotte in Kansas.

This project is in the Prospect Corridor - one of the region's busiest transit corridors. The Prospect local bus has the second highest ridership in the region averaging 6,000 rides per day.

A MAX BRT line is planned for the corridor by 2018. The project improvements along with local bus service will provide sidewalk and stop improvements and also ready this 6 block stretch for BRT.

Description of Areas Served:

KCATA is an interstate agency of Missouri and Kansas, governed by a board of commissioners, which is responsible for coordinating and monitoring public transportation in the region. KCATA has a seven-county jurisdiction - the counties of Cass, Clay, Jackson, and Platte in Missouri; and Johnson, Leavenworth, and Wyandotte in Kansas.

Eligibility Information

Project Title: KCATA Prospect Transit Access Improvements from 22nd Street to 27th Street

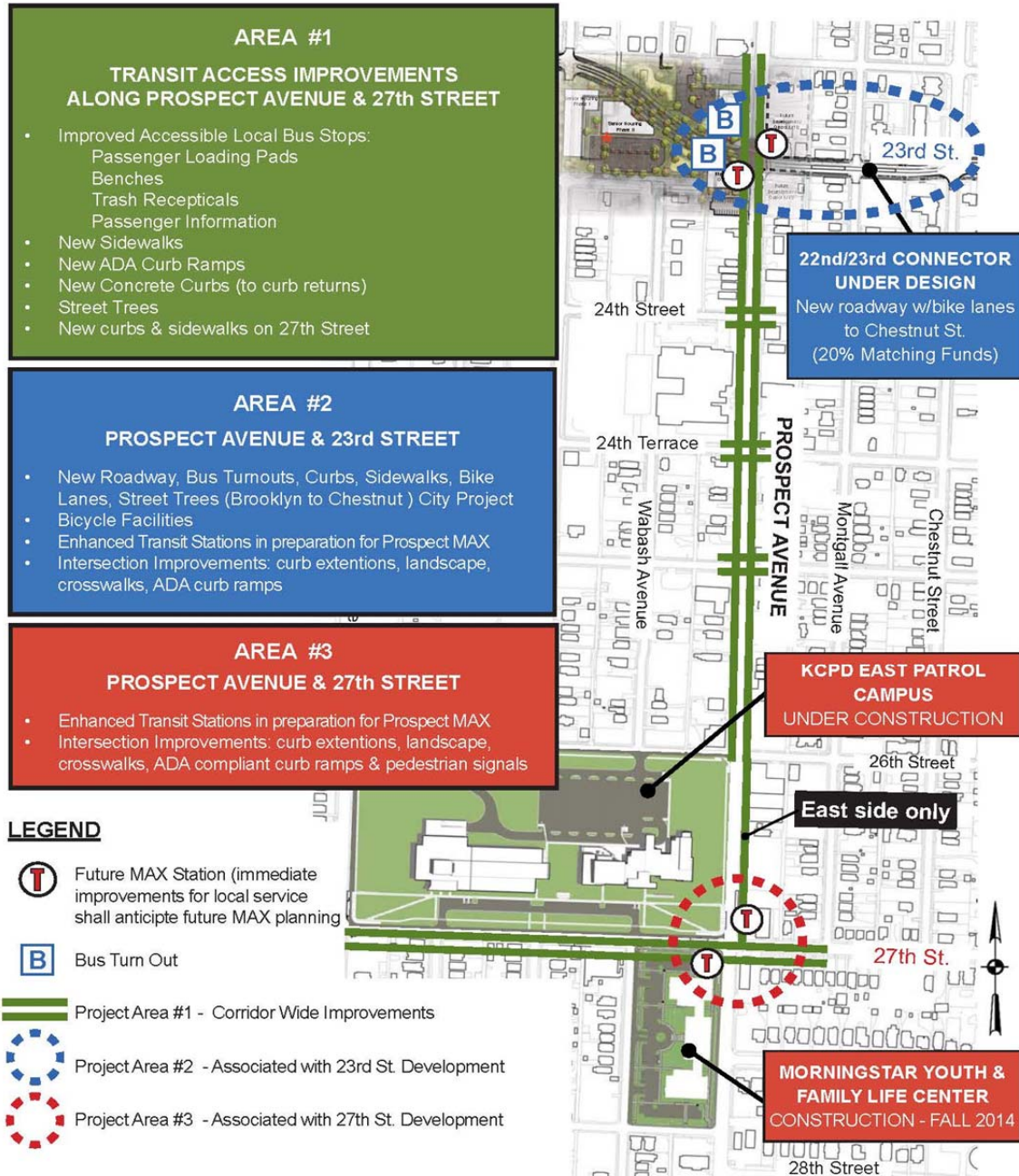
Project Executive Summary

KCATA is requesting \$1.2 Million of Section 5309 Ladders of Opportunity funds for design and construction of transit improvements between 22nd Street and 27th Street on Prospect Avenue in Kansas City, Missouri. These improvements will facilitate access to recent investments in this corridor; improve access to the Prospect Avenue transit line and future BRT, and access to connecting east-west routes on 27th Street and 23rd Street. It will include concrete bus pads and bus pull offs, new curbs and sidewalks, ADA compliant bus stops, passenger benches and shelters, and ADA compliant curb ramps and related improvements to support access,

Project Title: Prospect Transit Improvements Initiative

Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri

economic development and job creation.



THE PROSPECT TRANSIT INITIATIVE
• 5309 LADDERS OF OPPORTUNITY •
PROJECT DESCRIPTION

Project Title: *Prospect Transit Improvements Initiative*

Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri

Ladders of Opportunity Criteria:**1. Enhance access to work**

KCATA transit services provide critical links to job opportunities throughout the community and within the Prospect corridor connecting individuals to jobs, schools, housing, health care, and grocery stores. As part of the strategy to transform the Prospect Avenue corridor, the local bus services (Routes 71, 123 and 27) will continue to serve the neighborhoods to provide access to work, training and work-related activities.

The Prospect Avenue Corridor is one of the City's highest volume corridors. Three local routes provide transit service to the project area within this corridor: Route 123-23rd Street, Route 27-27th Street and Route 71-Prospect. Service is provided 7 days per week, (except for Route 123) and 20 hours per day (27th and Prospect). Route 71 averages about 6,000 weekday passenger boardings and serves a high percentage of transit dependent passengers. Further, there are significant connections with east/west service on 23rd and 27th streets. With the new improvements, ridership is expected to increase by at least 15 percent due to improved access to transit services.

The three routes provide service and links to a myriad of businesses in the Central Business District and job-related facilities including Hallmark, Crown Center, Union Station, Children's Mercy Hospital, Truman Medical Center and Research Hospital. The Kansas City Police Department new East Patrol Campus (at 27th & Prospect) and the Morning Star Youth and Family Life Center currently under construction in the corridor will generate local employment and access to service opportunities. It is anticipated that the East Patrol campus will create over 200 job opportunities, and the Morning Star center will serve over 200 residents daily.

The principle goal for this Project is to provide improved transit access for these local facilities and major employment centers within the Prospect Avenue corridor and along the east/west corridors on the KCATA Routes 123 and 27.

This project will enhance access to both local and regional opportunities as the exhibit below depicts.

2. Provide More Transportation Choices

This application directly addresses the Ladders of Opportunity Initiative by focusing investments on critical existing assets that are in need of repair and that provide access to transit and pedestrian connections.

With the infrastructure enhancements, residents will not only have safe, reliable, accessible and economical transportation choices but will be able to better connect to transit service not otherwise easily accessible or safe to reach, especially by those with disabilities. Transit

Project Title: *Prospect Transit Improvements Initiative**Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri*

amenities will enhance user mobility (transit, pedestrian and bike) in the short term and as service is able to expand in the future transit will become a more viable and dependable travel option for additional choices. More transportation choices will be provided for riders who require the convenience of frequent, higher-capacity service such as the proposed Prospect MAX, a BRT service currently in the design stage that will operate along the Prospect corridor.

Design and construction of transportation infrastructure such as ADA compliant ramps, sidewalks, bus pull offs, new curbs, ADA compliant bus stops, passenger benches and shelters, and related improvements will aid in providing affordable and accessible transportation choices for our community. We recognize that families lack necessary access to reliable, affordable transportation options. According to the US Census Bureau, 2005, “nearly one in five Americans has a disability and relies on accessible transportation infrastructure such as curb ramps and accessible sidewalks to contribute and remain active participants in their communities.” Accessible transportation infrastructure is desperately needed in this portion of the Prospect Corridor.

Transportation ramps and sidewalks at various sections of the corridor will aid in providing more transportation choices. For people with mobility impairments who use public transportation, which often requires traveling from a bus stop or station, or other drop-off point to a destination, inaccessible sidewalks can render an otherwise possible trip impossible. As part of the strategy to transform this section of the Prospect Avenue corridor, the local bus services will continue to serve the neighborhoods with newly constructed sidewalks and ramps making access easier.

3. Support Existing Communities

This project will support existing communities to increase community revitalization and supports ongoing locally-funded Transit Oriented Development projects adjacent to the Prospect Improvements.

The largest single landowner in the Prospect corridor, Mt. Pleasant Missionary Baptist Church, has expressed the desire to utilize their land holdings in the corridor to develop housing for senior citizens.

The need for commercial development in the corridor has been identified during the public process. Development parcels on this part of Prospect combined with a local Church property would accommodate new transit oriented commercial development adjacent to a new enhanced bus station or future Prospect BRT service.

The City's 22/23 Street connector project will improve east/west access to this corridor. It will enhance auto, pedestrian and transit access to employment centers east and west and open new areas at the 23rd and Prospect intersection to TOD (see Figure 1)

Project Title: Prospect Transit Improvements Initiative

Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri

Figure 1 – Summary of Related Development at 22/23 Connector

DEVELOPMENT SUMMARY

Senior Housing

Phase I Number of Units: 48
Phase II Number of Units: 26

Medical Office

Building Area: 7200 SF (One Story)

Mixed-Use Retail/Daycare/Residential

Retail/Daycare: 10,800 SF (Two Stories)
Residential Units: 10 @ 1,080 Gross SF per unit

The planned enhanced BRT stations at Prospect and 23rd Street, set the stage for joint development projects in the redevelopment area shown here along a new 11 block long roadway segment that is currently under design by the City of Kansas City, Missouri. The joint effort between the KCATA and a daycare operator at 39th & Troost Avenue is one example of this type of partnership. The roadway project and the adjacent development plan shown here requires significant right-of-way acquisition between Olive and Prospect. Most of land is currently vacant. The largest single landowner in this area, Mt. Pleasant Missionary Baptist Church, has expressed the desire to utilize their land holdings in the corridor to develop housing for senior citizens.

The need for commercial development in the corridor was also identified during the public engagement process. Development parcels on Prospect combined with Church property would accommodate new transit oriented commercial development adjacent to a new enhanced bus station or future Prospect BRT service.



LEGEND

Mixed use residential units above retail or daycare space is proposed to front Prospect Avenue. The entire area has been planned as a PIEA development area and incentives will be sought for development. East of Prospect at 23rd, future TOD opportunities have been identified that may likely grow out of the catalytic projects shown here.

-  Proposed Enhanced BRT Station
-  Proposed Enhanced Local Bus Stop
-  Drop-off for Senior Housing
-  Tot-Lot for Daycare Facility



THE PROSPECT TRANSIT INITIATIVE
• 5309 LADDERS OF OPPORTUNITY •
22nd/23rd TRANSIT ORIENTED DEVELOPMENT

The Kansas City Police Department New East Patrol Campus is located in Kansas City Missouri's Third District at 27th and Prospect (see Figure 3). The \$74 million project is funded by the Kansas City 2010 Public Safety Sales Tax Renewal approved by the Kansas City voters. Currently under construction, the project will be complete in winter of 2015-2016 providing modern facilities for police officers and giving police more tools to investigate crime as well as providing a multipurpose Community Center and jobs. The centralized location in the urban core serves as a redevelopment catalyst for Prospect Avenue and surrounding neighborhoods in the community. The project will enhance access to this important community facility.

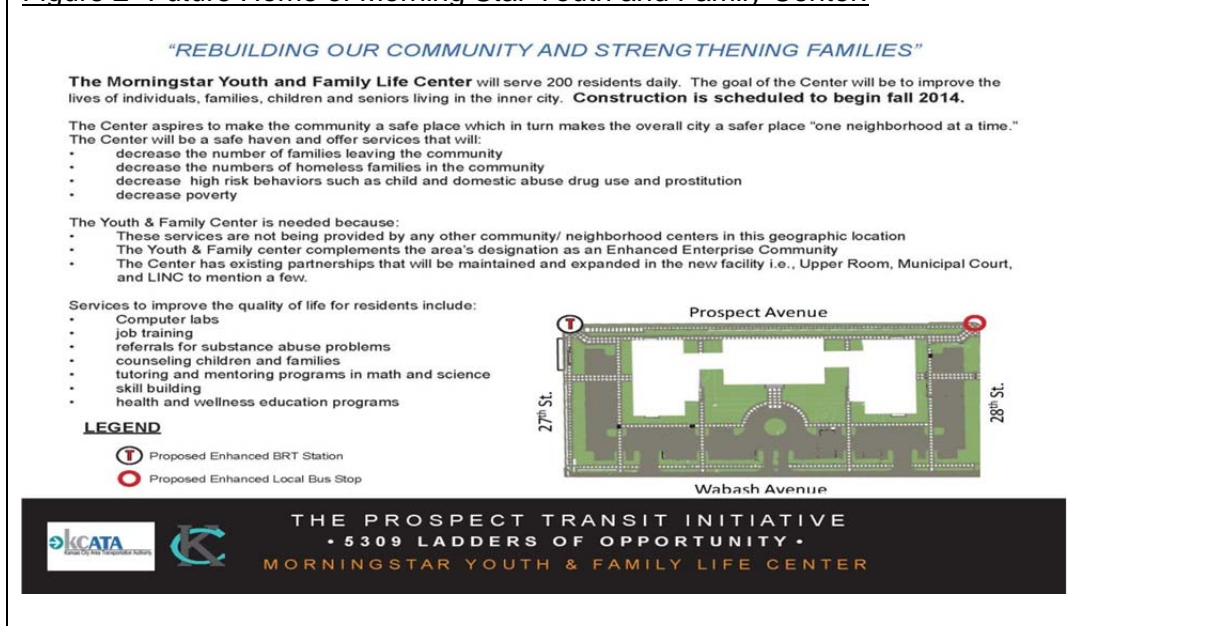
The Morningstar Youth and Family Life Center (Morning Star Baptist Church) will serve 200 residents daily. The goal of the Center will be to improve the lives of individuals, families, children and seniors living in the inner city. Construction is scheduled to begin fall 2014. Services to improve the quality of life for residents include computer labs, job training, referrals for substance abuse problems, counseling children and families, tutoring and mentoring programs in math and science, skill building, health and wellness education

Project Title: *Prospect Transit Improvements Initiative*

Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri

programs. All of these elements are essential to providing ladders of opportunity for the community (see Figure 2).

Figure 2- Future Home of Morning Star Youth and Family Center.



4. Support Economic Opportunities

The Kansas City Police Department New East Patrol Campus will occupy four square blocks in Kansas City Missouri's urban core at 27th and Prospect. The \$74 million project is funded by the Kansas City 2010 Public Safety Sales Tax Renewal approved by the Kansas City voters. Currently under construction, the project will be complete in winter of 2015-2016 providing modern facilities for police officers and giving police more tools to investigate crime as well as providing a Community Center and jobs. The centralized location in the urban core serves as a redevelopment catalyst for Prospect Avenue and surrounding neighborhoods in the community. The East Campus will include a Police station; crime lab and multipurpose community center (see Figure 3).

Project Title: Prospect Transit Improvements Initiative

Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri

Figure 3 – Kansas City Police Department East Patrol Campus

The Kansas City Police Department East Patrol Campus is located in Kansas City Missouri's Third District. The \$74 million budget is funded by the Kansas City 2010 Public Safety Sales Tax Renewal approved by the Kansas City voters. **Currently under construction**, the project will be complete in winter of 2015-2016 providing modern facilities for police officers and giving police more tools to investigate crime.

THE EAST CAMPUS WILL INCLUDE:

- Police station
- Crime Lab
- Multi-Purpose Center
- Property Evidence Depository

The centralized location in the urban core serves as a redevelopment catalyst for Prospect Avenue and surrounding neighborhoods. What's more, the Campus will function as a significant employment center with more than 200 employees over multiple shifts.

LEGEND

-  Proposed Enhanced BRT Station
-  Proposed Enhanced Local Bus Stop



THE PROSPECT TRANSIT INITIATIVE
• 5309 LADDERS OF OPPORTUNITY •
KANSAS CITY POLICE DEPARTMENT
EAST PATROL CAMPUS

Mixed use residential units above retail or daycare space are proposed to front Prospect Avenue. The entire area has been planned as a PIEA development area and incentives will be sought for development. East of Prospect at 23rd street, future transit oriented development opportunities have been identified that may likely grow out of the catalytic projects shown in the exhibit below.

This project will provide improved transit access for these local facilities and major employment centers within the Prospect Avenue corridor and along the east/west corridors on the KCATA Routes 123 and 27.

5. Support Partnerships

KCATA and the City of Kansas City, Missouri have formed a partnership to revitalize the Prospect corridor. The City and the Kansas City Police Department (KCPD) investments between 22nd and 27th Street on Prospect and the partnership with KCATA on transit improvements are examples of benefits of partnering. The City is rebuilding the 22nd and 23rd

Project Title: *Prospect Transit Improvements Initiative**Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri*

Street roadway at Prospect investing \$2.1M and KCPD is investing more than \$74 Million in the new East Patrol complex.

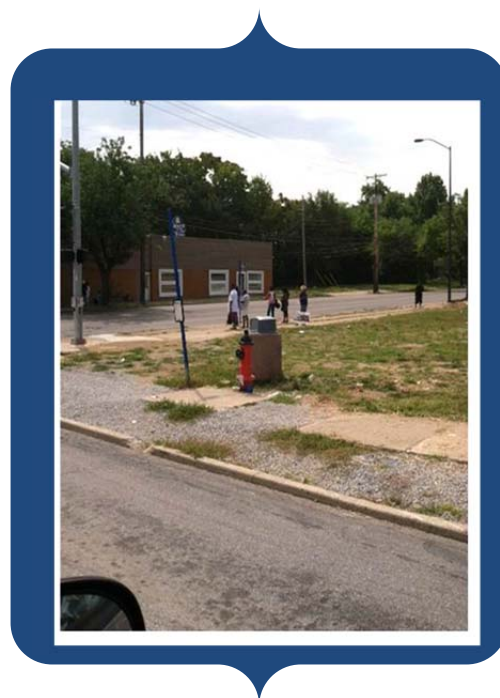
Demonstration of Need

The Prospect Avenue Corridor is the City's second highest volume transit corridor; three local bus routes provide transit service to this corridor - Route 123-23rd Street, Route 27-27th Street and Route 71 Prospect. Route 123-23rd Street average daily ridership is 176 and Route 27-17th Street averages 1,203 daily. Route 71 Prospect averages more than 6,000 weekday passenger boardings and serves a high percentage of transit dependent passengers. The Routes pass through neighborhoods that are characterized by high concentrations of minority and low income residents, and designated Environmental Justice areas. Most of the area has sustained an out migration of residents, employment and economic development during the past four decades (see graphics in Attachment 4/ Appendix B).

According to the ¹Prospect Corridor Initiative Strategic Plan, "the Prospect Corridor has been facing systemic problems for decades. In order for the community to survive and thrive there must be investment into what already exists (rebuild) and opportunities for positive change (build). The Prospect Corridor Initiative is based on the philosophy that we must build and rebuild the infrastructure of people's lives, homes and workplaces."

KCATA's intent is to improve its transit stops to provide safe, reliable, convenient, accessible and economical transportation choices to the community. Limited sidewalks and crosswalks generally create safety hazards for pedestrians. The convenience, comfort and attractiveness of its service will ultimately result in increased transit ridership, a decrease in household transportation costs, reduction in our nation's dependence on foreign oil, and improve air quality by reducing greenhouse gas emissions and promoting public health. Improvements along the corridor/intersections include:

1. Intersection improvements for pedestrians along the corridor to include improved curb ramps to enhance ADA accessibility, and improved crosswalk treatments to promote a safe and walkable corridor.



¹ Prospect Corridor Initiative Strategic Plan - <https://data.kcmo.org/Area-Plans/Prospect-Corridor-Initiative-Strategic-Plan/ch9r-dgr8>

Project Title: *Prospect Transit Improvements Initiative**Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri*

2. Infrastructure improvements to improve access along the corridor to include sidewalk replacement curb repair/replacement, and street tree planting where overhead utility conflicts can be avoided.
3. Bus stop improvements and improvements to access to these stops (there are 6 bus stops between 22nd and 27th and Prospect) along the corridor to include passenger furnishings as well as an ADA-compliant concrete loading pad.
4. Streetside infrastructure improvements along the corridor include a concrete pad within the roadway where the transit vehicles will stop as well as some utility manholes may be adjusted to allow for a smooth ride in the curb lane.

For a typical transit trip, 10-30% of travel time is spent waiting, and passengers tend to be particularly sensitive to the conditions where they wait. These improvements will provide better pedestrian access, including convenient and safe crossing, waiting conditions, bus shelters to minimize passenger exposure to traffic risk, noise, dust and splashes and better sidewalks and ADA compliant ramps designed to aid transportation for the elderly and disabled individuals.

Investments in public transportation infrastructure promote economic prosperity and expand opportunity. These investments are also a lifeline for people who depend on these options, including people with disabilities, older adults, and low income households. Strategic investments in sidewalks and ramps provide much needed travel options within a neighborhood, as well as “last-mile” connections to local or regional buses. These investments also provide greater opportunity for people to be physically active.

Planning and Local/Regional Prioritization

This project is consistent with the transit priorities identified in the regional long range plan, Transportation Outlook 2040², and endorsed by the regional MPO, the Mid America Regional Council, as evidenced by their letter of support for this project. If this project is selected for funding the project will be amended into the Transportation Improvement Plan.

Regional Long Range Plan priorities include:

- Maximize use of existing infrastructure by continuing to focus on preserving and maintaining the transportation system as the region’s top transportation priority.
- Improve connectivity and access by coordinating transportation investments and expansions to maximize efficiency and effectiveness.
- Promote non-motorized transportation options by requiring transportation investments to consider and include accommodations for all appropriate users, including bicycle, pedestrian and transit users.

² Transportation Outlook 2040 - <http://www.marc.org/Transportation>

Project Title: *Prospect Transit Improvements Initiative**Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri*

The plan highlights the importance of “active transportation” in the Kansas City region for a number of reasons including providing transportation options for those who often depend on public transit such as youth, seniors and people with disabilities.

KCATA and the City plan to add a MAX BRT line to the Prospect corridor by 2018 and upgrade all transit stops (local and BRT). The project area (22-27th and Prospect) includes planning for two future MAX stations, local stops and connections to cross town bus routes on 23rd and 27th Street - all of which is consistent with regional goals of improving transit and reinventing in the urban core.

The project is consistent with transit priorities identified in Smart Moves, the Kansas City Regional Transit Plan. A goal of the Smart Moves Plan is to strengthen communities and improve the quality of life of residents and visitors throughout the region by making transit an equal or better option to automobile travel.

FOCUS Kansas City Plan

The project is also consistent with the City’s “The FOCUS Kansas City Plan” that strongly supports choice in transportation (multimodal transportation) and recognizes that a “direct, continuous, safe, pleasant, and secure” pedestrian system is a vital step towards creating a multimodal transportation system.³

Regional Complete Streets

Complete Streets⁴ help facilitate all of the goals of the long range plan by creating space and a safe means for a range of transportation options when traveling from point A to point B.

Regional Transit Coordinating Council (RTCC)

This project supports the Regional Transit Coordinating Council’s mission, through coordination and partnership, to provide greater accessibility and viable travel alternatives to transportation disadvantaged populations and improve and enhance the regional transit system overall. The RTCC’s letter of support is attached to this application.

Local match for this project will be provided by the City of Kansas City, Missouri. The City and the MPO, Mid-America Regional Council, have provided letters of support for the project.

- The proposal demonstrates coordination with, and support of, other transit operators in region:

The proposed project upgrades KCATA facilities and does not require coordination with other transit operators in the region, but by facilitating access from the urban core to the Central Business District will enhance regional connections. The RTCC which includes all regional operators has endorsed the project..

³ Kansas City Missouri FOCUS Plan: <http://ww4.kcmo.org/planning/nsf/focus/home>

⁴ Complete Streets - <http://www.marc.org/Transportation/Special-Projects/Regional-Initiatives/Complete-Streets>

Project Title: *Prospect Transit Improvements Initiative*

Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri

Project Readiness Justification

Project is ready to implement:

- Significant environmental work is not required for this project. The construction of sidewalks and passenger amenities is considered a Categorical Exclusion (CE).
- Project implementation plans are complete. Upon notification of award, the procurement process will begin for final design service.
- TIP/STIP can be amended: Yes the TIP/STIP will be amended to include this project.
- Project funds can be obligated and the project implemented quickly, if selected: Local match funds are available and will be obligated upon notification that this project has been funded. Project is ready to start upon notification of award.
- KCATA has demonstrated its ability to successfully manage and complete federally funded projects throughout the years including a multi-million dollar TIGER project.

Technical Capacity

KCATA is able to implement Federal projects in accordance with the Federal Transit Administration's Master Agreement and all applicable laws and regulations, using sound management practices. KCATA has staff fully capable of implementing the proposed project. The project activities will be procured via competitive procurement in compliance with FTA requirements. The construction work in this project will be competitively bid to a qualified contractor or contractors overseen by KCATA staff and, where necessary, designed by qualified competitive selected Architectural/Engineering (A/E) firms. KCATA has sufficient qualified in-house staff and available consultants to oversee and satisfactorily complete the project.

Financial Feasibility

The project will be financed through a combination of the Ladders of Opportunity funding award and local funds from KCATA and the City of Kansas City, Missouri. Therefore, the KCATA in conjunction with the City of Kansas City, Missouri is prepared to fund at least 20 percent of an estimated total project cost of \$1.5 million (FY 2015 dollars). This project is integral in initiating the long-term economic benefit cycle for which the Prospect Corridor Improvement Project is intended to promote.

KCATA and the City have the ability to match and manage grant funds; cover costs overruns and operating deficits; maintain and operate federally funded facilities and equipment.

KCATA receives transit funding from contracts with area jurisdictions for the provision of transit service and some funding from the state of Missouri. KCATA has a dedicated funding source derived from two transit dedicated sales taxes in Kansas City, Missouri. A one-half cent tax that has been in place since 1974 and an additional 3/8 cent sales tax that has been in place since 2003.

Project Title: Prospect Transit Improvements InitiativeProspect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri

KCATA's financial statements and compliance with requirements applicable to federal programs and internal control over compliance in accordance with OMB Circular A-133 are audited on an annual basis by an independent auditor. A copy of KCATA's single audit is submitted to the FTA Regional Office on an annual basis. A copy of the audit is attached to this application and can be accessed through the following link: <ftp://ftp.kcata.org/finance/>.

Project Budget**THE PROSPECT TRANSIT IMPROVEMENTS INITIATIVE****5309 Ladders of Opportunity - BUDGET ESTIMATE**

PROJECT AREA	DESCRIPTION	
AREA #1 TRANSIT ACCESS IMPROVEMENTS ALONG PROSPECT AVENUE & 27th STREET	Improved Accessible Local Bus Stops: Passenger Loading Pads Benches Trash Recepticals Passenger Information New Sidewalks New ADA Curb Ramps New Concrete Curbs (to curb returns) Street Trees New curbs & sidewalks (on 27th Street)	
AREA #2 PROSPECT AVENUE & 23rd STREET	New Roadway, Bus Turnouts, Curbs, Sidewalks, Bike Lanes, Street Trees Prospect Avenue eastward to Chestnut Street Enhanced Transit Stations in preparation for Prospect MAX Intersection Improvements: curb extensions, landscape, crosswalks, ADA curb ramps Bicycle Facilities	
AREA #3 PROSPECT AVENUE & 27th STREET	Enhanced Transit Stations in preparation for Prospect MAX Intersection Improvements: curb extensions, landscape, crosswalks, ADA compliant curb ramps & pedestrian signals upgrades	
TOTAL CONSTRUCTION COSTS		\$1,230,900
TOTAL SURVEY / DESIGN / ENGINEERING COSTS		\$98,472
15% CONTINGENCY		\$170,628
GRAND TOTAL FOR ALL PROJECT AREAS		\$1,500,000

Project Scalability

The project is scalable. The number of stops upgraded may be reduced and the total costs reduced from \$1.5 Million to \$1.35 Million.

Legislative Approvals

No legislative approvals are required for the project. Letters of Support for the projects are included in the Attachment 7 to this application.

Legal Capacity

KCATA is eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. The authority to take all necessary actions and responsibility on behalf of KCATA has been delegated and authorized to

Project Title: *Prospect Transit Improvements Initiative*

Prospect at 22nd Street to 27th Street Bus Stop and Access Improvements, Kansas City, Missouri

the General Manager, Mark Huffer or his designee. This is documented in an authorizing resolution adopted by the KCATA Board of Commissioners on April 23, 2014.

There are no outstanding legal issues that KCATA is aware of that would make this a high-risk project to implement quickly.