



# KC CORE

*Connecting Our Riverfront for Everyone*

**Kansas City, Missouri / TIGER IX Grant Application**

October 16, 2017

**RideKC**

 **portKC**

 **RideKC  
STREETCAR**



October 16, 2017  
The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590



Dear Secretary Chao,

Momentum is building along Kansas City's Riverfront. Construction is proceeding on a modest new residential development on long dormant land, but much more remains to be done to reimagine, reconnect and revitalize our Riverfront to maximize its contribution to the Kansas City region's quality of life – while also realizing its potential as a thriving mixed-use center comprised of new residential, retail and office space.

For decades, the Riverfront area served as a largely fallow and forgotten site for the region. Port KC has full ownership of this 77-acre area, and has for years been leading the site preparation and revitalization efforts to attract new development investment. Due to their on-going efforts, this former brownfield site has been cleared, cleaned and is ready for new economic development opportunities. While the Riverfront area has massive potential for new development, it faces numerous challenges. It is isolated and cut off from the greater Downtown area by a combination of existing topography, multiple class I freight rail lines, interstate highways, and two bridges. For cyclists and pedestrians seeking access to connect with and enjoy the recreational amenities found at Berkley Riverfront Park, it can be difficult and dangerous to navigate with routes that are indirect and circuitous – thus dissuading many from visiting the area.

**KC•CORE: *Connecting Our Riverfront for Everyone*** will physically reconnect Berkley Riverfront with a 0.7-mile extension of the City's successful Downtown streetcar system – extending from its current terminus near 3rd Street and Grand Boulevard across the existing Grand Avenue Bridge and onto the Riverfront. This extension will also include construction of a new multi-use trail that will widen the Grand Avenue Bridge, which is currently very narrow and only accommodates two lanes of travel for trucks and automobiles. This is the most direct access point onto the Riverfront area, yet today it remains unsafe for use by pedestrians or cyclists as there are no accommodations in place to support this connectivity.

The Kansas City Area Transportation Authority (KCATA / RideKC) and its co-sponsors, Port KC and the Kansas City Streetcar Authority (KCSA) are pleased to submit the following application for TIGER IX funding that will reconnect the Riverfront to serve all Kansas Citians while improving safety, providing enhanced access to employment opportunities and igniting and accelerating economic development activity on Berkley Riverfront.

This project is fully supported by elected officials and a broad coalition of community organizations and local stakeholders. KC•CORE emanates from years of community-based planning efforts that established the vision and need for a reconnected and revitalized Riverfront that serves as a vibrant place for all. This project involves an innovative public-private partnership for funding and operations, while also integrating innovative technologies. The streetcar and multi-modal connections proposed in this project will open the Riverfront and create long-term economic development, job growth and quality of life benefits in Kansas City for years to come. For all these factors, I ask for your strong consideration of our funding request that will deliver lasting benefits for the Kansas City region.

Respectfully,

A black and white ink signature of Robbie Makinen, appearing as a stylized, cursive "RM".

Robbie Makinen  
President/Chief Executive Officer  
Kansas City Area Transportation Authority

A black and white ink signature of Michael Collins, appearing as a stylized, cursive "MC".

Michael Collins  
President/CEO  
Port KC

A blue ink signature of Tom Gerend, appearing as a stylized, cursive "TG".

Tom Gerend  
Executive Director  
Kansas City Streetcar Authority

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## 1. PROJECT DESCRIPTION

KC•CORE - *Connecting Our Riverfront for Everyone* will extend the mobility and economic development benefits of the existing [Kansas City Streetcar](#) to serve a long dormant area near Downtown—catalyzing economic development and job creation. But the project is much more than a streetcar extension. KC•CORE includes an extension of multi-modal amenities to the Kansas City Riverfront ([Berkley Riverfront](#)) with the construction of a new multi-use trail alongside the expanded streetcar alignment that will improve connectivity and safety. An innovative public-private partnership is a key part of the project's strong funding strategy. Lastly, the KC•CORE project builds upon and enhances previous USDOT TIGER investments made in the Kansas City region.

### 1.1. Project Background

On May 6, 2016, [streetcars began operating again](#) in Kansas City for the first time in almost 60 years. This rebirth of urban rail transit was supported by the successful implementation of a [\\$20 million TIGER V](#) award in 2013 and was led by a strong and well-established partnership between the City of Kansas City, Missouri (KCMO), Kansas City Area Transportation Authority (KCATA) and Kansas City Streetcar Authority (KCSA). Total project costs were \$102 million for the initial 2.2-mile KC Streetcar starter line and were funded—in addition to TIGER—by over \$67 million in local funding supported by a voter-supported [Transportation Development District \(TDD\)](#) surrounding the corridor. Since opening day, the KC Streetcar, operating on Main Street in the heart of Downtown, has been a resounding success and remains one of the most well-utilized streetcar systems in the United States with an average daily ridership of 5,800 trips and surpassing 3 million trips in September 2017—less than 17 months after opening day.

The KC Streetcar currently serves as a primary connection between some of Kansas City's major attractions, employment, and entertainment areas including Union Station, Crown Center, Crossroads Arts District, Central Business District, Power and Light Entertainment District and the historic River Market. Not only has the streetcar been successful in providing greatly improved multi-modal connectivity to residents, visitors and employees Downtown, it has been a catalyst for numerous economic development projects near the alignment. In the four years since the KC Streetcar project was announced, over \$2 billion in new economic development activity has taken place near the streetcar alignment including new hotels, residential units, office space and retail shopping.



*Figure 1: Mayor Sly James welcoming the crowd at the KC Streetcar Opening Day Celebration at Union Station*

**KC Streetcar**  
starter line  
successfully  
leveraged

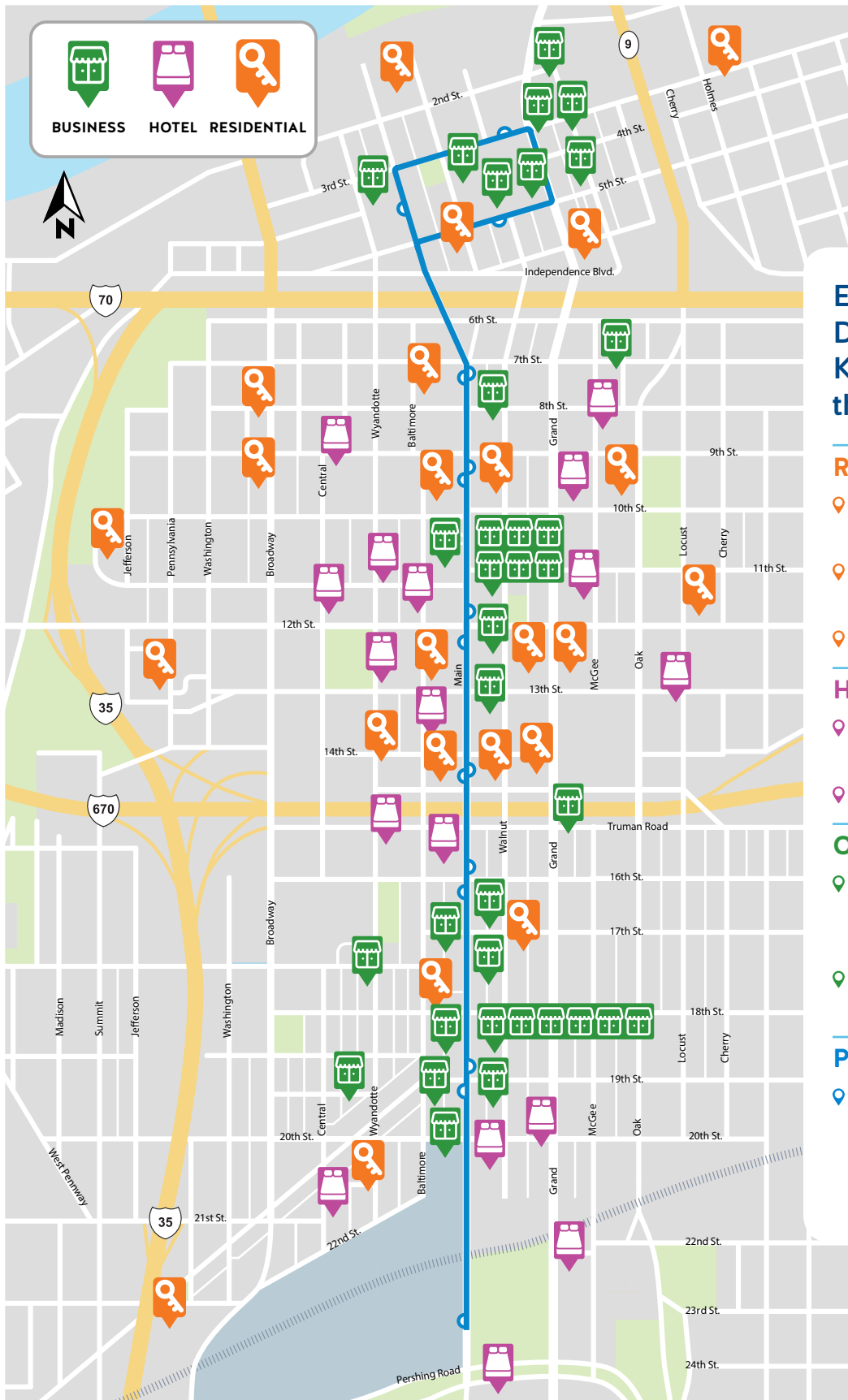


**TIGER V**

funding with  
more than

**65%**  
local financing

Figure 2:  
The KC Streetcar  
starter line has  
been a catalyst for  
numerous Economic  
Development projects  
near the alignment



## Economic Development and KC Streetcar by the Numbers:

### Residential

- 📍 24,000 Downtown residents
- 📍 2,500 units under construction
- 📍 3,900 units planned

### Hotels

- 📍 348 rooms under construction
- 📍 1,300 rooms planned

### Office

- 📍 \$114 million completed or under construction in office investment
- 📍 \$182 million planned in office investment

### Parking

- 📍 10 vacant surface parking lots undergoing transformation and redevelopment

## Project Background (1.1. continued)

Because of its popularity, outstanding ridership and effectiveness in attracting and focusing economic development, the initial planning for future expansion of the KC Streetcar starter line began shortly after opening day. One of the first areas targeted for expansion was the Kansas City's Berkley Riverfront, located northeast of the streetcar's existing terminus in the River Market. [Berkley Riverfront](#) is home to the [Riverfront Heritage Trail](#) and 77 acres of shovel-ready, remediated land that is ready for development—all under the ownership and control of [Port KC](#) (Port Authority of Kansas City). To further explore this streetcar expansion opportunity, Port KC joined with KCMO, KCSA, and KCATA to evaluate the feasibility of extending the KC Streetcar alignment to serve the Berkley Riverfront area.

The [Streetcar Riverfront Extension and Multi-Modal Feasibility Study](#) was initiated in early 2017. The primary goal of this feasibility study was to generate alternatives that would improve overall multi-modal connectivity to Berkley Riverfront while simultaneously supporting economic development opportunities for the surrounding area. The study specifically examined:

- Streetcar route alignments
- Bus transit connectivity
- Multi-modal connections for bicyclist and pedestrians
- Streetcar and bus operations planning
- Capital and operating cost estimation
- Engineering feasibility assessment
- Economic development opportunity
- Public engagement and input

The [Streetcar Riverfront Extension and Multi-Modal Feasibility Study](#) determined that extending the Downtown Streetcar 0.7 miles from the intersection of 3rd Street and Grand Boulevard to the northeast utilizing the Grand Avenue Bridge to access the Riverfront ([Figure 3](#)) was financially, structurally, and operationally feasible and would greatly improve and enhance multi-modal connections in the area for transit riders, pedestrians, and cyclists. The feasibility study received strong support from the public for the extension of the streetcar to serve the Berkley Riverfront, and for the multi-modal features that will improve existing pedestrian and cyclist safety and access.

In June 2017, the KCSA Board of Directors [unanimously endorsed](#) the findings and recommendations of the [Streetcar Riverfront Extension and Multi-Modal Feasibility Study](#). The Board of Commissioners for Port KC also voted to unanimously support the recommendation made in the feasibility study.

## Feasibility Study Goals

build upon the KC Streetcar starter line's

**Purpose and Need Statement:**

### Connect

Link city centers and neighborhoods

### Develop

Transform the remediated **Riverfront** to **increase** Downtown population

### Thrive

Continue the unique string of **districts** and build intra-district support

### Sustain

Provide long-term **development opportunities**, while increasing **Transportation Oriented Development**



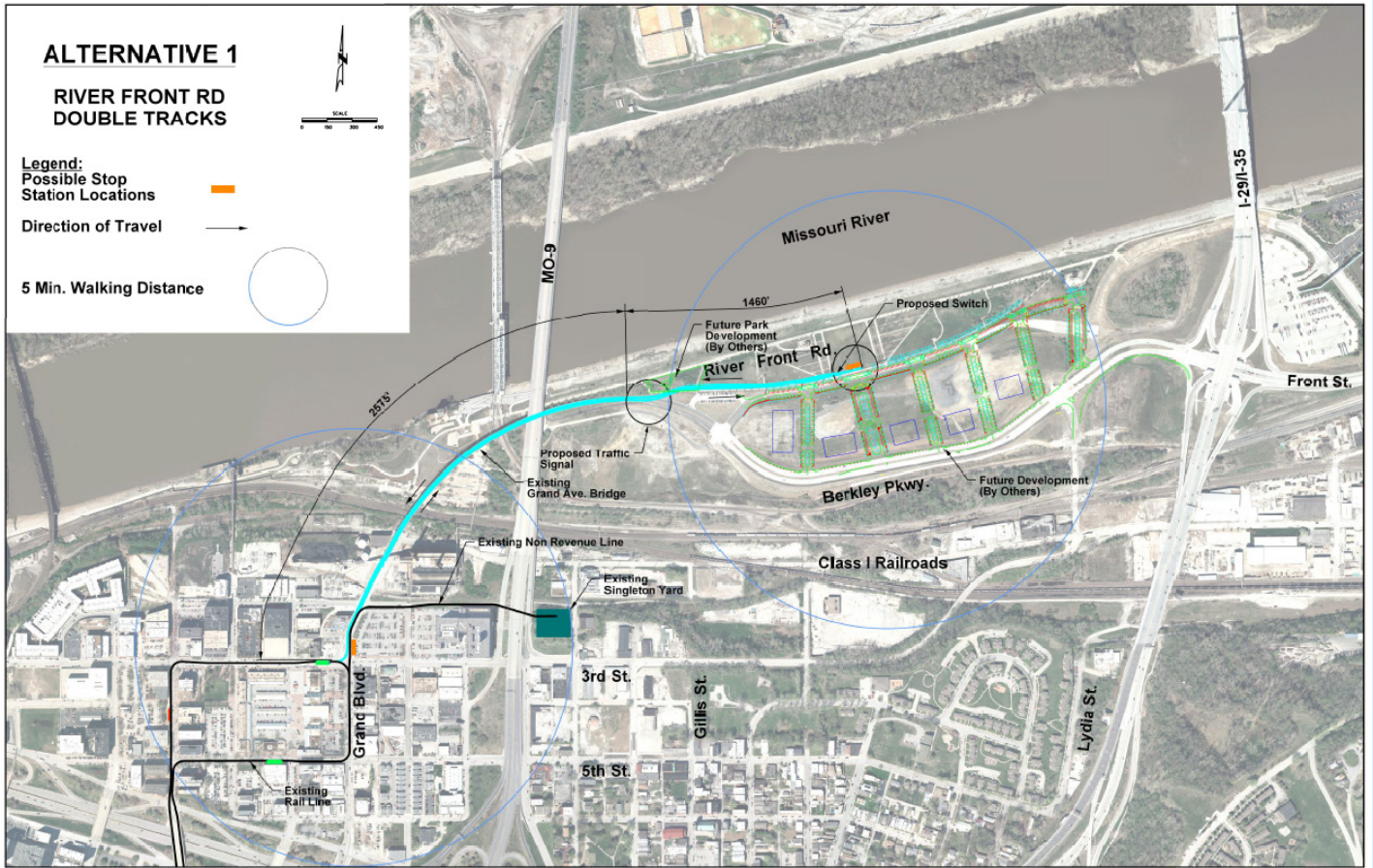


Figure 3:  
Berkley Riverfront  
Streetcar Extension  
Preferred Alignment

## 1.2. Project Scope

This TIGER IX project is a continuation of the lasting and successful partnership of KCSA, KCATA, KCMO and Port KC. It builds on the planning, public outreach and early conceptual engineering conducted in the feasibility study to **Connect Our Riverfront for Everyone**.

The KC•CORE project scope includes a seven-tenths mile, bi-directional track extension of the KC Streetcar system onto the Berkley Riverfront; two new streetcar stations; overhead catenary and electrification systems; and the purchase of one new streetcar vehicle. The project also includes the addition of a bicycle and pedestrian multi-use trail onto the existing Grand Avenue Bridge to address the lack of space for pedestrians and cyclists. With this improved connectivity to Berkley Riverfront, [Kansas City's bicycle sharing program](#) (B-Cycle) will be expanded to serve the area.



## Project Scope (1.2. continued)

This project is truly multi-modal and regional in nature. As the KC Streetcar alignment expands, it will continue to serve as the spine of a coordinated regional public transportation system of rail and bus transit services. It will connect all areas of the Kansas City metro—providing residents of the region critical access to employment, education, entertainment, and services. The KC Streetcar and regional bus systems are part of an integrated transit system that has been developed in the Kansas City Region’s long-range transit plan, [Smart Moves 3.0](#). This streetcar extension project will integrate into the regional transit system by connecting Berkley Riverfront to the Downtown transit center and the park-and-ride facility at 3rd Street and Grand Boulevard—providing direct seven-day-a-week connections from the KC Streetcar to the following RideKC bus routes:

- Main Street MAX BRT
- Route 10 - Woodland / Brooklyn to Historic 18th and Vine Jazz District
- Route 77 – Casino Cruiser serving Downtown, City of North Kansas City and the Northland area of Kansas City
- Route 85 – Paseo serving southern Kansas City
- Route 103 – 3rd St. Fairfax to Kansas City, Kansas
- Route 201 – North Oak the primary transit line north of the Missouri River

The KC Streetcar operates seven days a week and hours vary by day. Streetcars maintain approximately ten-minute headways during the morning and afternoon peak periods and 12- to 18-minute headways in the midday and at night. Hours of operation are:

- Monday – Thursday: 6:00a – 12:00a
- Friday: 6:00a – 2:00a
- Saturday: 7:00a – 2:00a
- Sunday: 7:00a – 11:00p

These same frequencies and hours of operation will be extended to Berkley Riverfront—greatly improving the mobility options for new residents and providing connections to new jobs in the area.

The multi-modal components included in KC•CORE will expand a comprehensive transportation system and provide new access to job markets, residential communities, and activity centers. As part of this project, the existing KCATA-owned park-and-ride facility at the intersection of 3rd Street and Grand Boulevard will be further enhanced to facilitate rider transfers between the KC Streetcar and bus routes emanating from points throughout the bi-state region. The 3rd and Grand location provides access and connections to nearby bike and car sharing opportunities, while also continuing to serve as a park-and-ride facility.



The **multi-modal** components included in the

# KC•CORE

project will expand a **comprehensive transportation system** and provide new access to job markets, residential communities and activity centers.



Figure 4: KC•CORE Project Area

## 2. PROJECT LOCATION

The KC•CORE project is located on the northern edge of the Central Business District of Kansas City, just north of the River Market and Columbus Park neighborhoods along the banks of the Missouri River (Berkley Riverfront). The general project area is shaded in dark gray in the above [Figure 4](#). The project area is located within the Missouri 5th Congressional District, represented by Congressman Emanuel Cleaver II. The project is also located in the Kansas City, MO-KS Urbanized Area ([43912](#)) according to the United States Census Bureau.

Berkley Riverfront is generally bounded by the Missouri River on the north, Interstate 29/35 to the east, Burlington Northern Santa Fe (BNSF) / Union Pacific (UP) freight rail lines on the south, and the Missouri Highway 9 (Heart of America) Bridge on the west.

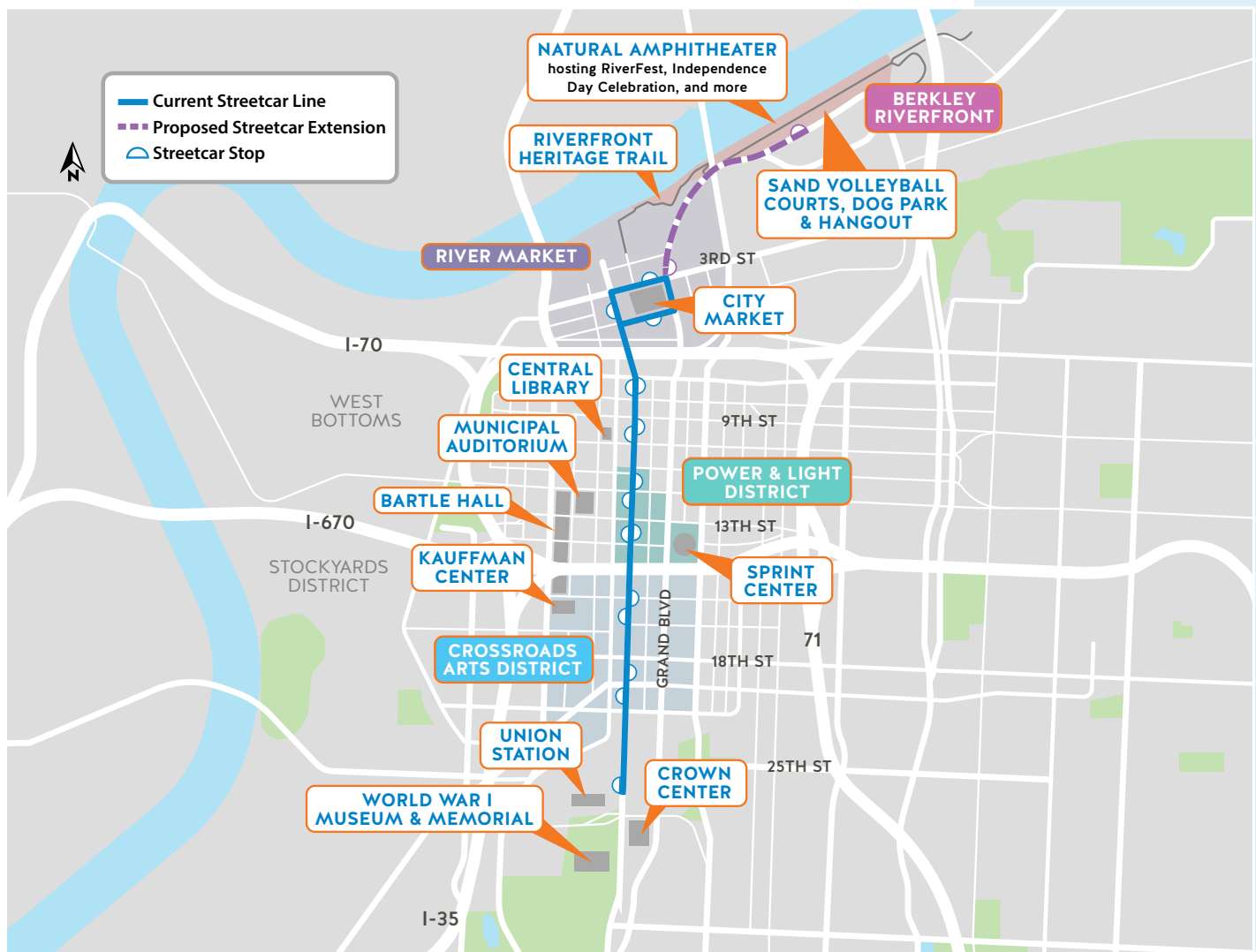


Figure 5: Downtown Streetcar Alignment and Activity Centers

As shown in [Figure 5](#) above, the existing KC Streetcar operates a 2.2-mile alignment on Main Street from its southern terminus at Union Station near Pershing and Main Street north to 3rd Street and Grand Boulevard. In the River Market District, at the northern end of the route, the streetcar operates on a short counter-clockwise loop around the [City Market](#) on 5th Street, Grand Boulevard, 3rd Street and Delaware Street. While the existing route provides connectivity amongst many of the region’s premier attractions, retail areas, and employment centers, it does not provide any connection to the many amenities that Berkley Riverfront has to offer residents and visitors.

## 2.1. Berkley Riverfront History and Context

For many years, the Riverfront has been an underutilized cultural and recreational asset—having served as the historic birthplace of Kansas City. Today this area is primed for new residential and commercial development, but is highly isolated

## Berkley Riverfront History and Context (2.1. continued)

from the activity of the adjacent River Market and Columbus Park neighborhoods by multiple freight rail lines, interstate highways and difficult topography.

Currently, the principal attraction in the area is Berkley Riverfront, a 17-acre park that parallels the Missouri River. Berkley Riverfront functions as a regional destination—hosting numerous family-friendly festivals, community events and music performances throughout the year that draw crowds from throughout the metro area. The park includes a beach volleyball center, areas for group and individual fitness activities, a dog park, weekly fitness classes, the Riverfront Heritage Trail (which currently lacks direct access and connectivity to Columbus Park and the River Market), and other recreational amenities for residents of Downtown and the Kansas City region.



Figure 6:  
Berkley Riverfront's Annual  
Fourth of July celebration  
brings crowds from around  
the Kansas City metro.

Due in large part to the lack of connectivity and isolation from Downtown, the available land on Berkley Riverfront has been slow to attract private sector development interest and investment. Through continued efforts by Port KC to market these properties, the first modest residential mixed-use project is [currently under construction](#). Other existing buildings and properties along the Downtown Streetcar starter line have experienced significant development interest and private sector investment. The addition of new streetcar service and enhanced multi-modal connectivity for Berkley Riverfront is expected to significantly accelerate and intensify the level of interest and development density in the area. As new residences and employment centers are constructed on Berkley Riverfront it is estimated that ridership on the streetcar and bus transit systems will both experience growth—including an increased population that will use the expanded transit service to access the programming and amenities available at Berkley Riverfront.

## 2.2. Public Transit and Berkley Riverfront

With the proposed extension of KC Streetcar service to Berkley Riverfront, there is an opportunity to explore modifying existing bus routes—taking full advantage of this new service by leveraging existing transit assets and infrastructure in the nearby areas. [Figure 7](#) on the following page illustrates transit and multi-modal connections in the River Market and Berkley Riverfront areas alongside proposed KC•CORE improvements.

The **KC Streetcar**  
starter line with  
**2.2 miles**  
**= 2M**  
riders/year.

**KC•CORE**  
extension expects  
**½ mile** will  
**= 500,000**  
riders/year.





# KC•CORE \$32M Funding Sources

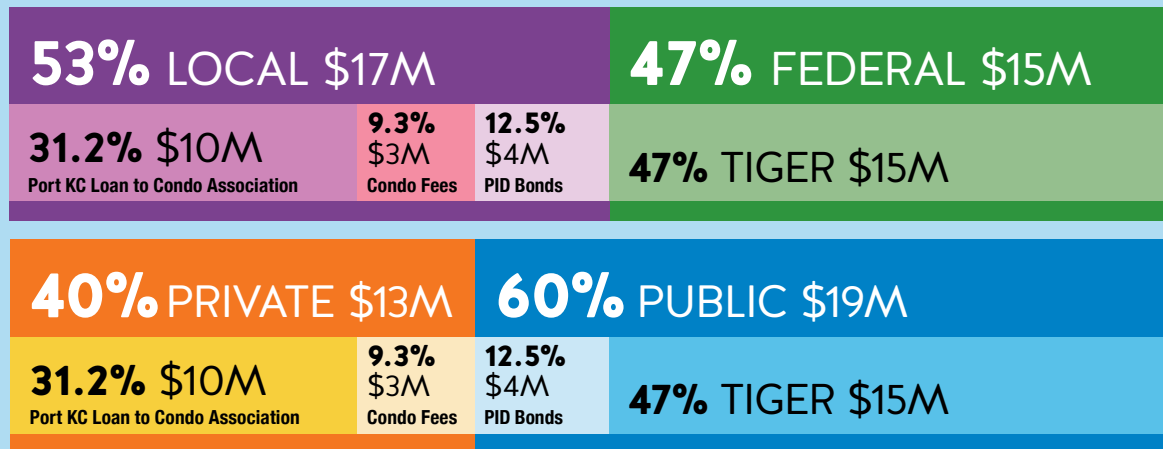


Figure 8:  
KC•CORE  
Funding Sources

## 3. GRANT FUNDS & SOURCES / USES OF PROJECT FUNDS

KC•CORE is supported by a solid financial plan ([see Port KC letter](#)) and reliable cost estimate. The following summarizes the two, with additional information presented in Sections [5](#) and [7](#) of this application.

### Capital Sources of Funds

The total [estimated cost](#) of the project is \$32 million. Of that \$32 million, KCATA, Port KC, and KCSA are seeking \$15 million in TIGER IX funding to match \$17 million local investment to implement KC•CORE. These local funds are further broken down to \$13 million in private funding and \$4 million in public funding.

The \$4 million in local, public funds are Port Improvement District (PID) bonds from Port KC authorization. The PID authorizes Port KC to collect one percent funding on retail sales within the district. *The Streetcar Riverfront Extension and Multi-Modal Feasibility Study* estimated that the build out of the Berkley Riverfront would generate \$629,000 in annual sales tax revenues. Year one revenues include revenue before the vertical development within the Berkley Riverfront Park Master Planned Development (MPD) and includes sales associated with the recreational leagues operating, and the 19 commercial events held, in Berkley Riverfront Park. Year Two revenues will include sales within the 12,000 square feet of commercial space in [The Union](#) project expected to open in June 2018 and Bar K which is expected to open on Parcel 12 that same Summer. Bonding against this revenue stream in the amount of \$4 million will be contributed to KC•CORE's capital budget.

This \$13 million represents the local, private funding. \$3 million is secured and will come from a combination of bonding current condominium association assessments and voluntary assessments of current condominium association members (developers) to support the business opportunity of "unlocking" the Berkley Riverfront properties. Bar K and Port KC have agreed to an arrangement



## KC•CORE

- Planning**
- Conceptual**
- Engineering**
- NEPA Costs**

will be funded from  
**local sources.**

# Capital Sources of Funds (continued)

within their land lease for a \$1 million lease payment deferred in return for a \$1 million assessment ([see letter](#)); the Flaherty and Collins ([see second letter](#)) [The Union project](#) (under construction) is considering a \$1.5 million assessment in return for assessments for changes to association documents and approval of their debt and equity partners

The final \$10 million will come as repayment of loans by the developer owner. Condominium Association members pay their assessments to the Condominium Association and those funds will repay the loan to Port KC. To fund the loan, Port KC will utilize a value capture strategy to essentially mortgage the land currently owned by Port KC to finance these loans. Specifically, given the incremental development and land value increase, Port KC will utilize future developed land as collateral for the acquisition and later repayment of \$10 million in borrowed capital funding.

Risk regarding these value capture loans is mitigated by (a) current Port KC cash reserves (\$5.0 million) (b) proceeds from land transaction for eight acres on Parcel 12 (\$2.0 million), (c) proceeds from future transactions related to Letters of Intent already received on Lots 3 and 4 (\$3.0 million), eligibility for Missouri Transportation Finance Corporation (MTFC) for borrowing some or all of these funds at attractive local government terms and rates, and (d) incremental land value (\$46 million increasing to \$83 million).

## O&M Costs and Revenues

*The Streetcar Riverfront Extension and Multi-Modal Feasibility Study* estimated annual operation and maintenance (O&M) costs at approximately \$808,500 in 2017 dollars. In the long term, O&M funding is sourced from future Condominium Association Assessments (CAA). The Berkley Park Condominium Association, a Missouri Nonprofit Corporation, was created by Port KC in November 2016 and covers the entirety of the Berkley Riverfront Park MPD. All developers are subject to regular and special assessments of the Association. Revenues generated from the CAA are dedicated to upkeep and maintenance of amenities in public spaces—including the KC Streetcar. CAA revenues are conservatively anticipated to total \$1.4 million per year by 2030.

Prior to the CAA revenues eclipsing and covering the annual streetcar increase costs from the extension, Port KC will create a “sinking-fund-account” to cover the difference in O&M costs for the first number of years that the CAA revenues are less than streetcar O&M costs.

Table 1: KC•CORE  
Capital Cost Estimate

	FTA Standard Cost Categories	Total Column
10	Guideway & Track Elements	\$7,517,000
20	Stations, Stops, Terminals, Intermodal	\$300,000
30	Support Facilities: Yards, Shop, Admin. Bldgs.	\$730,000
40	Site Work and Special Conditions	\$4,588,240
50	Communications	\$4,355,000
60	ROW	-
70	Vehicles	\$6,000,000
80	Professional Services	\$4,372,560
90	Unallocated Contingency	\$4,179,420
100	Finance Charges	-
	<b>Totals</b>	<b>\$32,042,220</b>

A breakdown of the project’s proposed funding sources are presented in [Figure 8](#) on the previous page.

## 4. MERIT CRITERIA

### 4.1. Primary Selection Criteria

#### Safety

Safety is one of the key elements for KC•CORE. Currently, accessibility to Berkley Riverfront is inconvenient and dangerous for pedestrians and cyclists. The most direct route for active transportation users is to use the Grand Avenue Bridge, but the structure has no sidewalks or other amenities to allow for safe travel for those on foot or bicycles (Figure 9). This forces pedestrians and cyclists to travel in traffic, find other circuitous routes, or to cross at-grade railroad tracks. Construction of the proposed project includes a new multi-use bike and pedestrian trail that will be constructed along the northern, outside edge of the existing Grand Avenue Bridge. This ten-foot-wide path will provide direct and safe access to the Berkley Riverfront for pedestrians and cyclists of all ages and abilities.



*Figure 9:  
Grand Avenue Bridge  
currently lacks Bike  
and Pedestrian  
Amenities*

Public transportation investments and supportive policies increase traffic safety in several ways including reduced crash risks (for travelers who shift from automobiles to public transit), community-wide crash reductions (due to less total vehicle travel), and safer traffic speeds. As public transit travel increases, per capita traffic fatality rates decline. Cities where residents average more than 50 annual transit trips experience about half the average traffic fatality rates as cities averaging fewer than 20 annual trips.<sup>1</sup> This holds true for the Kansas City region as well. In 2015 and 2016, the KCATA was recognized by the American Public Transportation Association for being one of the safest public transit agencies in the United States. In the KC Streetcar's first 1.5 years of operation, there have been zero passenger injuries and zero employee injuries.

KC•CORE will extend reliable, fast and frequent streetcar and bus service to a new residential area that will provide mobility alternatives—other than the personal automobile—reducing vehicle miles traveled and, therefore, reduced crash rates.

#### State of Good Repair

Each of the project partners for KC•CORE will continue their commitment to managing and operating their transit systems in a state of good repair. This commitment requires reinvestment in capital assets, continual maintenance of vehicle fleets and facilities, and employing best practice asset management strategies—all of which KCATA and KCSA excel.



## State of Good Repair (continued)

KCATA, KCMO and KCSA are following FTA requirements relating to Transit Asset Management. Each agency has developed, adopted and implemented their own Transit Asset Management Plans that guide their respective agencies in maintaining fleet, facilities, and other capital assets needed to efficiently, effectively, and safely operate transit services for citizens in the Kansas City metro.

In 2016, KCATA adopted and implemented its Regional Transit Asset Management Plan (RTAM). The RTAM for KCATA and its regional partners ties together the ongoing maintenance of capital assets and the replacement and repair of the same assets. It presents plans to bring assets up to a State of Good Repair. It explains how each asset class is maintained throughout its life and how an asset's condition is continually evaluated and maintained throughout its life. These policies and practices will be employed for KC•CORE to ensure all capital elements are maintained in a State of Good Repair.

As the owner of the Federally funded KC Streetcar system assets, KCMO is responsible for implementing a Transit Asset Management Plan to ensure the system's continued state of good repair. The City's Transit Asset Management (TAM) Plan (to be adopted October 2017) is being developed to fulfill applicable requirements of 49CFR 625.25 to report on the annual condition of assets. To execute the TAM Plan, the City will maintain an asset inventory and assess state of good repair using the FTA-prescribed condition index and decision-support tools. The TAM Plan will be updated, as necessary, to incorporate additional assets associated with system expansion and amend investment prioritizations to reflect changing system demands.

Additionally, KC•CORE will improve the Grand Avenue Bridge— expanding its overall useful life as the primary connection to and from Berkley Riverfront for all modes of transportation, including auto, truck, transit, bike and pedestrian.

## Economic Competitiveness

KC•CORE will greatly improve the economic competitiveness of Kansas City for attracting new residents and employment opportunities by expanding a regional, fast, frequent, and reliable transit system. As Kansas City has experienced significant economic development activity in conjunction with the KC Streetcar starter line, this streetcar extension will catalyze new economic development



*Figure 10:  
KC Streetcars  
undergoing routine  
maintenance*

## Economic Competitiveness (continued)

opportunities on Berkley Riverfront. There are approximately 65,000 jobs within a two-block area surrounding the current KC Streetcar alignment. KC•CORE will open up access to these and other employment opportunities for the hundreds of new residential units that will be developed on Berkley Riverfront.

Within the existing KC Streetcar Transportation Development District (TDD) there has been more than \$2 billion in new investments. Extending the alignment to Berkley Riverfront will expand these benefits and opportunities to a unique area poised for an economic surge (see [Figure 12](#) on the following page). Introducing the streetcar to Berkley Riverfront is expected to dramatically improve the economic competitiveness of the area—accelerating the speed and intensity of redevelopment. [Figure 12](#) presents the projection of valuation for the total development value of Berkeley Riverfront with and without streetcar service.<sup>2</sup> Construction of KC•CORE with a streetcar and multi-modal connections will speed development by two years and increase the total development value by an estimated \$320 million on Berkley Riverfront.

Berkley Riverfront has experienced some development interest with a [400-unit residential building currently under construction](#) ([Figure 11](#)); however Port KC has 12 additional parcels available. To streamline the development and entitlement process for sites on the Riverfront, KCMO and Port KC created the Berkley Riverfront Development Master Plan (MPD) in 2014. The MPD zoning overlay anticipates buildings with an average height of ten stories. The initial modest development currently underway is approximately half the allowable density for properties on Berkley Riverfront. Achievable densities and associated land prices for future phases of development will increase with extended streetcar service and improved bicycle and pedestrian access.

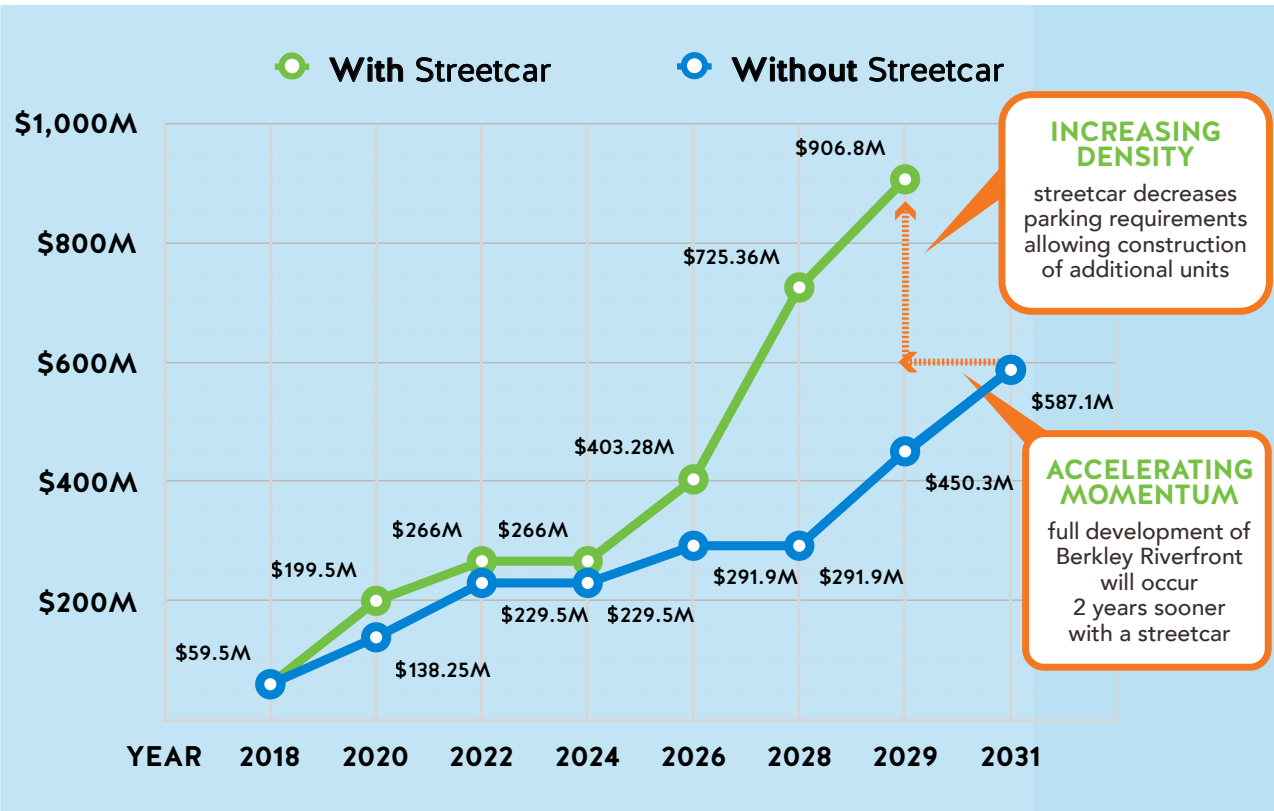


Figure 11:  
Initial Development  
on Berkley Riverfront

**3-5x  
MORE**  
economic  
growth in  
the existing  
**➔TDD**  
(vs other areas of the city)

# KC•CORE

## Increases Development Value by 40%



### Economic Competitiveness (continued)

The *Streetcar Riverfront Extension and Multi-Modal Feasibility Study* assessed land valuations on Berkley Riverfront [in two scenarios, with and without KC Streetcar service](#). This economic development assessment found that with streetcar service, land valuations would approximately double between 2018 and 2030—increasing the total valuation of the available development sites from \$43 million without streetcar to over \$83 million with streetcar service.

The impact on development potential of Berkley Riverfront for new residential units, average floor heights, commercial square footage, and office space square footage with and without streetcar was also examined. [Table 2](#) on the following page demonstrates the significant positive impact streetcar and multi-modal connectivity improvements would have on future development trends.<sup>3</sup>

Figure 12:  
KC Streetcar Impact  
on Development of  
Berkley Riverfront

Table 2: Impact on Future Developments by Development Use

### Without Streetcar

Total Residential Units	Total Commercial Square Footage	Total Office Space Square Footage	Total Gross Square Footage	Average Number of Floors
2,992	314,268	195,306	4,071,000	6.5

### With Streetcar

Total Residential Units	Total Commercial Square Footage	Total Office Space Square Footage	Total Gross Square Footage	Average Number of Floors
4,557	314,268	377,760	6,133,000	9.9

### Economic Competitiveness (continued)

Financed through an innovative public-private partnership that will bring the KC Streetcar and multi-modal enhancements to Berkley Riverfront, KC•CORE will increase connectivity and accessibility while also stimulating additional development activity and investment. Port KC and the project partners intend to utilize a Value Capture strategy to essentially mortgage the land owned by Port KC. Given the incremental development and land value increase, Port KC will utilize future developed land as collateral for the repayment of borrowed funds needed for capital expenses related to streetcar expansion and multi-modal improvements. Port KC will loan those funds to the existing Condominium Association. The Condominium Association owners (real estate developers) will repay their pro rata share assessments for the capital as they contract to buy and lease land.

Operational and Maintenance funding would be primarily sourced from future Condominium Association Assessments (CAA) and existing [Port Improvement District](#) (PID) assessments of new, mixed-use private developments receiving direct mobility benefits from KC•CORE. These revenues would be dedicated to the on-going operations of the streetcar expansion and maintenance of stations, track, vehicles and the associated multi-modal infrastructure. CAAs are conservatively anticipated to total \$1.4 million per year by 2030.

### Environmental Sustainability

The KC Streetcar is a 100% emission-free mode and will improve the overall air quality in the region. Extending the KC Streetcar and multi-modal bike and pedestrian facilities to an area that is currently developing 400 new residential units, with many more to come, will reduce the need for these residents to rely



## Environmental Sustainability (continued)

on personal automobiles and offers the ability to live Downtown without an automobile. Additionally, KC•CORE will facilitate easier and more convenient access to the regional RideKC bus and BRT system—further reducing auto dependence. According to the Benefit Cost Analysis conducted for KC•CORE, nearly 500,000 fewer trips will be taken in its first full year of operation (2022).<sup>4</sup>

KC•CORE will benefit the environment and will be constructed within the existing right-of-way of previously developed urban environments. As such, there will be no adverse impacts from construction of the KC Streetcar extension and multi-use trail improvements. The project partners initiated the NEPA assessment process in September 2017 and anticipate KC•CORE will be designated a Categorical Exclusion (CE2). The project partners anticipate a Record of Decision on the NEPA assessment in Spring 2018. KCATA, KCSA and Port KC are highly experienced in preparation of NEPA documents. For the operational Downtown Streetcar starter line project, the Environmental Assessment was conducted in six months with the FTA concluding that the project merited a Finding of No Significant Impact. The Downtown Streetcar Environmental Assessment document was recognized by FTA's Region 7 office for outstanding development of a NEPA document.

Berkley Riverfront is a remediated former brownfield site. In 2001, Port KC with the assistance of a \$1.75 million grant from the EPA and \$360,000 loan from the Brownfield Revolving Loan Fund cleared and remediated 240,000 cubic yards of debris to make the site safe and available for redevelopment. KC•CORE will bring this former blighted area up to its highest and best use of residential, commercial, retail and recreation uses for all citizens of the Kansas City metro. In addition to remediation, Port KC has also made numerous sustainable improvements on the Riverfront including an ARRA-funded LED Street Lighting project, construction of a solar-powered bus transit station, and pervious park-and-ride lot.

KC•CORE will continue—and extend—the sustainability benefits that are at the center of the KC Streetcar's operations and mission. In 2016, the KCSA was [awarded the highest rating for sustainable infrastructure, Envision Platinum](#), by the Institute for Sustainable Infrastructure (ISI). The KC Streetcar was the first transit, and more specifically the first streetcar project, to be awarded this high designation for environmental sustainability.

## Quality of Life

For decades, Berkley Riverfront has been an untapped and largely forgotten asset for the Kansas City region. As noted earlier, in the 1990s and early 2000s Berkley Riverfront was remediated to allow for the creation of park land as well as

“Providing **mobility options** and **reducing congestion** improves **quality of life** and **strengthens cohesion** within a **community**.

**KC Streetcar** has **incorporated additional sustainability features** in its **strategy for**

➔ **Sustainable Growth**

➔ **Economic Development**

➔ **Long-term Management of Stakeholder Processes** and

➔ **Community Relationship Building.”**

• William Berta  
President/CEO Institute  
for Sustainable Infrastructure

## Quality of Life (continued)

residential and commercial redevelopments. Since that time, Port KC, KCMO and other entities have devoted significant efforts to rebuild, revitalize and re-imagine the Berkley Riverfront as a vibrant place for Kansas Citians to live, work and play. A primary effort to achieve this vision was laid out in the [Greater Downtown Area Plan](#) for Kansas City in 2010. This plan, which includes the KC•CORE project area, established five overarching goals for the improvement of Downtown:

1. *Double the Population*
2. *Increase Employment*
3. *Create a Walkable Downtown*
4. *Retain and Promote Safe, Authentic Neighborhoods*
5. *Promote Sustainability*

KC•CORE supports and implements each of the goals of the Greater Downtown Area Plan with the improvements to bike and pedestrian facilities that connect two growing neighborhoods in the River Market and Berkley Riverfront, promotes safety for active transportation modes, and catalyzes development of residential and employment opportunities along Berkley Riverfront.

Berkley Riverfront is a touchstone to the history of the earliest beginnings of Kansas City. In the mid 1800s the Town of Kansas was incorporated along the southern bank of the Missouri River. KC•CORE will attract people to this area and reconnect Kansas Citians to the City's historic roots.

One of the focal points in the KC•CORE project area is the 17-acre Berkley Riverfront Park located along the Missouri River—offering one of the largest green spaces available to serve nearby Downtown. The park maintains space for both active and passive recreation with the Riverfront Heritage Trail and newly constructed sand volleyball complex. It also hosts numerous family-friendly festivals, community events, and music performances throughout the year, including Kansas City's Fourth of July Celebration. While Berkley Riverfront has many great recreational opportunities, it remains a largely underutilized asset for the region due to its isolated and difficult to access location.

Over the past decade, the population of the greater Kansas City Downtown area has more than doubled—from less than 10,000 in the 1990s to approximately 23,000 in 2016. With the amount of new residents living in a denser urban environment, access to green space and recreational amenities, such as those available within Berkley Riverfront, are a key component to maintaining a healthy, high-quality of life. New connectivity brought by KC•CORE will make this recreational space more accessible for residents living Downtown as well as residents of the entire Kansas City region.

“We must focus on **connecting our neighborhoods** to create a **strong urban community**, flourishing with **diversity**, fostering **business**, maintaining **historic neighborhood identities**, and sustaining a **safe, vibrant & healthy** Greater Downtown Area for current and **future generations**”

• Vision of Greater Downtown Area Plan, City of Kansas City, 2010

## 4.2. SECONDARY CRITERIA

KC•CORE is both the result—and creation—of innovation generated from a strong local partnership committed to the execution of a successful public/private investment.

### Innovation

#### *Smart City Innovations*

The Downtown KC Streetcar has many ‘Smart City’ innovations built into its operations. The 2.2-mile starter line initiated an innovative collaboration with Sprint, headquartered in the Kansas City region, to [provide free Wi-Fi](#) internet accessibility along the length of the alignment. Another partner in this Smart City collaboration was Cisco Systems that helped deploy an array of cameras and sensors along the streetcar route to provide real-time information for street lighting levels, traffic signal operation, condition and function of water pipes, and pavement condition. These sensors work to improve traffic flow and provide information on obstructions along the alignment so they may be cleared quickly allowing for minimal interruption to streetcar operations. [Smart Informational Kiosks](#) (Figure 13) were a final element for the incorporation of innovative technologies into the streetcar system. These kiosks are located at all KC Streetcar station platforms and provide riders with detailed information about the streetcar and bus system, as well as information about retail, restaurants and other areas of interest near their location. These innovative Smart City elements will be included in the KC•CORE project as the streetcar is extended from the River Market to the Berkley Riverfront.



Figure 13:  
Smart City Kiosk at a  
KC Streetcar Station

#### *Funding and Finance Innovation*

Funding and financing KC•CORE is another innovation the project partners have developed. Port KC has full ownership of all property in the Berkley Riverfront available for development. Economic development review and assessment in the *Streetcar Riverfront Extension and Multi-Modal Feasibility Study* conservatively estimated that land value of these properties within Berkley Riverfront would approximately double with the construction of a streetcar extension to the area from approximately \$43 million to \$83 million. Port KC will use this land value uplift as collateral and as a revenue source to repay borrowed funds for capital

## *Funding and Finance Innovation (continued)*

construction of KC•CORE project elements. The proposed project will require no increase to existing sales or property taxes to finance associated capital costs. As well, the proposed source of funding for on-going operations and maintenance of the streetcar and multi-use trail elements would come from new Condominium Association Assessments through agreements with private developers. This innovative public-private partnership will apply to new residential units built on Berkley Riverfront whose tenants would receive many of the benefits of fast, frequent, reliable transit service. Additional information on this finance innovation can be found in Section 7 *Cost Share*.

### *Streetcar Station Design Innovation*

The innovative and unique design of the existing KC Streetcar stations will be included in the two new stations that will be constructed for KC•CORE. The KC Streetcar stations were designed to provide shared use with buses and streetcars.

The center of the platform allows for level boarding to speed-up boarding and alighting times, the station platforms lower from a 14-inch height at the center of the boarding platform to a 10-inch height at the outer ends. This lower boarding area provides inter-operability with RideKC buses that share stops or provide temporary bus bridge service when streetcar service must be unexpectedly suspended. This innovative approach to station platform design facilitates system redundancy as well and multi-modal integration between RideKC buses and the KC Streetcar.

### **Partnership**

KC•CORE brings together a multi-jurisdictional partnership of regional transportation and development agencies that have a long and successful history of collaborating in the planning and implementation of similar projects in the Kansas City region that include the Kansas City Area Transportation Authority (KCATA) as the lead project applicant, and co-sponsors Port KC and the Kansas City Streetcar Authority (KCSA). Most recently, this partnership collaborated on the development of the *Streetcar Riverfront Extension and Multi-Modal Feasibility Study* that determined a streetcar extension to Berkley Riverfront was structurally, operationally and financially feasible. This planning effort examined the feasibility and need for a KC Streetcar extension and included extensive public engagement. The project partners heard resounding support for extension of the streetcar through this public outreach effort.

# KC•CORE

is a continuation  
of a **successful**  
**partnership** between

- ☯ **KC Streetcar Authority**
- ☯ **KC Area Transportation Authority**
- ☯ **Port KC**
- ☯ **City of KCMO**



## *Kansas City Area Transportation Authority (Lead Applicant)*

[The Kansas City Area Transportation Authority](#) (KCATA)—also known as RideKC—is a bi-state agency created by a compact between the States of Missouri and Kansas, and approved by the United States Congress. The compact was authorized by legislation passed in both states in 1965. The compact gives the KCATA responsibility for planning, construction, owning, and operating passenger transportation systems and facilities within the seven-county Kansas City metropolitan area. The compact defines the KCATA district as the counties of Cass, Clay, Jackson, and Platte in Missouri; and Johnson, Leavenworth, and Wyandotte in Kansas.

KCATA is governed by a ten-member Board of Commissioners, five from Missouri and five from Kansas. Responsibility for the management, control, and operation of the Authority and its properties is vested in the Board. The Board exercises its responsibility by adopting all general policies of the Authority, including the adoption of annual capital and operating budgets, the establishment of the goals of the Authority, and the selection of a President/CEO.

The KCATA operates the RideKC bus service, the MAX Bus Rapid Transit service, Flex demand-response routes, RideKC Freedom paratransit service for the elderly and persons with disabilities, and RideKC Van vanpool service. The [operating budget for KCATA](#) to provide its diverse mobility services in FY 17 is \$96,540,411. In 2016, the KCATA provided 13,871,779 trips on its integrated system of public transit services with an average weekday ridership of 46,195.

## *Port KC*

[Port KC](#), a political subdivision of the State of Missouri, was established in 1977 by the City of Kansas City. It operates as a nine-member appointed board and is [entrusted](#) with the power to condemn property, enter contracts, and issue bonds. These are unique capabilities and opportunities available to Port KC, which is significantly different than other similar public agencies. Port KC will continue in their role of responsibility and leadership in the areas of environmental stewardship and sustainable development for the Riverfront area.

KC•CORE represents an opportunity to reawaken Kansas City's long-simmering interest in our most majestic physical asset—our community's connection with the mighty Missouri River. Port KC's strategic vision for the Riverfront is strong and dynamic, with a mission focused on sustainable design and a conscientious use of resources. Port KC is crafting Berkley Riverfront into one of the most unique urban settings in the region by combining commerce, nature and an environment that promotes healthy lifestyles with a goal of improving the quality of life for those living, working, and visiting the area.

### *Kansas City Streetcar Authority*

[The Kansas City Streetcar Authority](#) (KCSA) is a not-for-profit organization formed for the purpose of managing, operating, and maintaining the KC Streetcar system. The KCSA was incorporated in August 2012 following the creation of the Kansas City Downtown Transportation Development District (TDD) that funded the construction and on-going operation of the streetcar. In addition to overseeing streetcar operations, the KCSA supports system branding, marketing, public communication, and community engagement. KCSA is governed and overseen by a 13-member Board of Directors composed of residents of the TDD, transit activists, property owners in the TDD, and public officials. While the KCSA is a separate entity, it works closely with the City of Kansas City, Missouri and the TDD to coordinate service development and long-term management of the streetcar. KCSA operates with an [annual operating budget of \\$4,966,980](#) (FY 16-17). In the KC Streetcar's first year of operation the system recoded a total ridership of over 2,000,000 on its 2.2-mile alignment with an average daily ridership of 5,830. The Kansas City community has fully embraced the return of streetcar service, as it's been one of the most successful transit projects in the Country.

### *Project Parties Role in Project*

The Kansas City Area Transportation Authority (KCATA) is the lead agency and the grant recipient for the KC•CORE TIGER IX project. KCATA a designated recipient of federal transportation funding provided by the Federal Transit Administration and has the experience and technical capacity to effectively manage TIGER IX funds once they have been awarded. Both the Kansas City Streetcar Authority and Port KC are co-sponsors to this application and will provide financial and technical support to the project as it advances through planning, design, construction and implementation.

These three agencies have been working cooperatively for many years to improve and extend the reach and reliability of public transit and multi-modal mobility options across the Kansas City metro region. They have planned the future for transit and development with their close involvement on the creation of the [Greater Downtown Area Plan](#) with the City of Kansas City. They have collaborated to establish a shared vision for the future of an expanded and enhanced regional public transit system in the [Smart Moves 3.0 Regional Long Range Transit Plan](#) and multiple other efforts to improve mobility and development opportunities.

Port KC has invested millions in the construction of numerous trails including the Town of Kansas Pedestrian Bridge and the Riverfront Heritage Trail. KCATA and KCSA collaborate daily in operation of the streetcar and bus transit systems, ensuring that each system interfaces seamlessly with the other.



## RideKC

The **Kansas  
City Area  
Transportation  
Authority**

is the **lead agency**  
and the  
**grant recipient**  
for the

**KC•CORE**  
**TIGER IX** Project.

## Supporters of the Project

Supporting the project partners is a wide cross section of agencies and stakeholders from across the Kansas City Metro region. Their individual letters of support for KC•CORE can be viewed via the below hyperlinks.

### Elected Officials:

- [Roy Blunt, United States Senate](#)
- [Claire McCaskill, United States Senate](#)
- [Emanuel Cleaver II, United States House of Representatives](#)
- [Kiki Curls, Missouri State Senate](#)
- [Jason Holsman, Missouri State Senate](#)
- [Judy Morgan, Missouri House of Representatives](#)
- [Sylvester “Sly” James, Mayor-Kansas City, Missouri](#)
- [Jolie Justice, 4th District Councilwoman-Kansas City, Missouri](#)
- [Katheryn Shields, 4th District At-Large Councilwoman-Kansas City, Missouri](#)

### Businesses:

- [Bar K](#)
- [BNIM Architects](#)
- [Copaken Brooks](#)
- [Cordish Company](#)
- [Cushman & Wakefield](#)
- [Flaherty & Collins](#)
- [Isle of Capri Casino](#)
- [Kansas City Power and Light](#)
- [UMB Bank](#)

### Local Governments / Organizations:

- [AFL-CIO](#)
- [BikeWalkKC](#)
- [Crossroads Community Association](#)
- [Downtown Community Improvement District](#)
- [Downtown Council](#)
- [Downtown Neighborhood Association](#)
- [Friends of the River-Kansas City](#)
- [Jackson County, Missouri](#)
- [Kansas City Regional Transit Alliance](#)
- [Kansas City Area Development Council](#)
- [Labor Management Council](#)
- [Main Street Community Improvement District](#)
- [Mid-America Regional Council](#)
- [Missouri Public Transit Association](#)
- [River Market Community Association](#)
- [River Market Community Improvement District](#)
- [Urban Land Institute](#)
- [Visit KC](#)



emanates  
from **years of**  
**community-**  
**based**  
**planning**  
**efforts**  
that established  
the **vision** and  
**need** for a  
**reconnected**  
and **revitalized**  
**Riverfront** that  
serves as a  
**vibrant place**  
**for all.**

## 5. PROJECT READINESS

KCATA, Port KC, and KCSA completed the *Streetcar Riverfront Extension and Multi-Modal Feasibility Study* on August 9, 2017, which resulted in the scope of the KC•CORE project as outlined in this TIGER IX Grant Application. The partnership is already rapidly advancing the project, having started federal environmental review in September, which is anticipated to result in a Documented Categorical Exclusion (DCE) in Spring 2018. The project partners are prepared to obligate the TIGER IX grant funding shortly after receipt of the DCE.

### Technical Feasibility

Planning, conceptual engineering, capital, operations and maintenance cost estimation were all based on standards established from recent Downtown Streetcar construction (escalated to current year costs). Capital costs and quantities used in the estimates are current and a 13 percent unallocated contingency has been incorporated into the project budget to mitigate against unforeseen occurrences in construction.

KC•CORE project partners and the Kansas City region have a successful track record managing and implementing TIGER and other USDOT funded investments, delivering them on time and within budget. The following is a summary of significant federally funded projects that are in progress or successfully implemented in the Kansas City region:

#### TIGER I – 2009: \$50,000,000 (KCATA)

- 2 Transit Centers Constructed
- New bus stations along the State Avenue and Metcalf Corridors
- Transit stop improvements in Independence, MO and North Oak Corridor
- Green Impact Zone improvements to Troost Bridge, sidewalks and roadways
- Berkley Parkway construction

#### TIGER V – 2013: \$20,500,000 (City of Kansas City)

- Kansas City Downtown Streetcar

#### Small Starts Grant – 2016: \$29,890,000 (KCATA)

- Prospect MAX Bus Rapid Transit Development (On-going)

#### 1998 TEA 21 - \$1,300,000

- Town of Kansas Pedestrian Bridge

#### 1999 Transportation Enhancement Grant - \$2,300,000

- Town of Kansas Pedestrian Bridge

This three-way partnership between KCATA, Port KC and KCSA has committed not only its technical capacity to effectively oversee, manage and implement KC•CORE, but each has a financial commitment invested to the success of the project.

“This would be the **perfect way to connect KCMO to the riverfront** which is currently **a great resource that is under utilized**”

• KC Steetcar Riverfront Extension & Multi-modal Feasibility Study Open House Participant



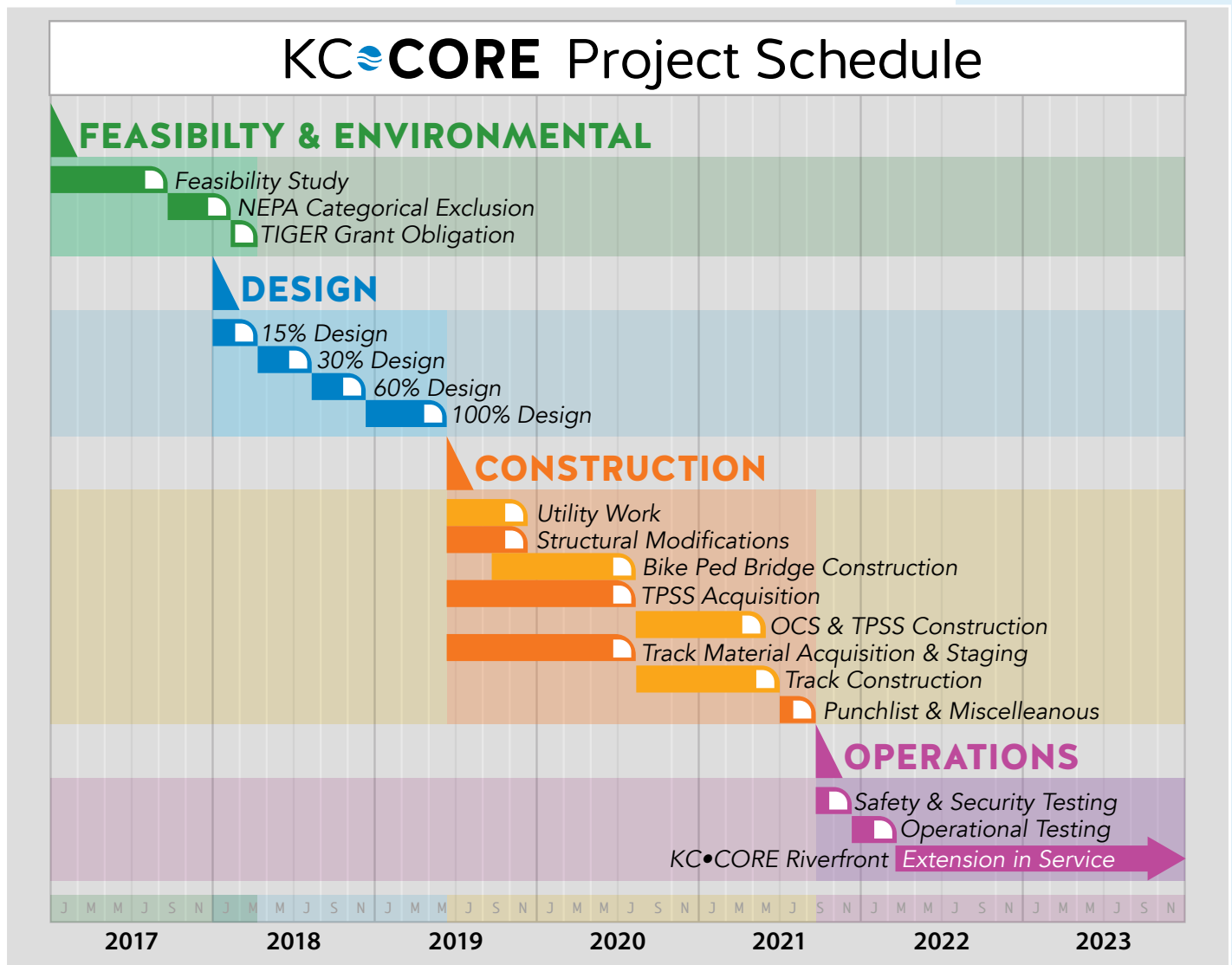


Figure 14:  
KC•CORE  
Project Schedule

## Project Schedule

Figure 14 above presents the project's implementation schedule. This schedule anticipates NEPA evaluation being completed early in 2018 with TIGER grant obligation following in the Spring of 2018. Based on experience with the construction of the Downtown KC Streetcar starter line, the project schedule anticipates a 20-month construction period beginning mid-2019. The opening of the project's bicycle and pedestrian improvements is scheduled for mid-year 2020, while the streetcar extension will open for revenue service by May 2022.

## Assessment of Risks and Mitigation Strategies

Each of the project partners is experienced in planning, designing, constructing, and operating large infrastructure projects. This experience is reflected in the KC•CORE project budget and schedule, both of which were developed to be conservative to mitigate against cost risk. The project team is experienced with the federal environmental review process, and has worked previously with FTA Region VII to prepare and document environmental impacts and mitigation.

The streetcar extension's operating revenue plan mitigates against a downturn in the economy by assuming a very conservative schedule for new development, assessments against which are targeted to transit operations. Meanwhile, risk regarding the project's value capture loans is mitigated by (a) current Port KC cash reserves, (b) proceeds from land transaction for eight acres on Parcel 12, (c) proceeds from future transactions related to Letters of Intent already received on Lots 3 and 4, and (d) incremental land value (\$46 million increasing to \$83 million).

## Financial Feasibility

In addition to a reliable cost estimate, the operating and capital funding commitments to the project are solid. KCATA, Port KC, and KCSA are all in strong financial condition. KCATA is a long-time federal transit grantee and experienced manager of USDOT funding.

## Required Approvals

The following approvals are required to execute KC•CORE:

- NEPA – A Documented Categorical Exclusion to comply with the National Environmental Policy Act of 1969 (NEPA) is anticipated for completion in early 2018. Given the historic nature of the riverfront area and the modest impact that the project may have on a public recreational asset, the partnership is working with FTA and the state Kansas' Historic Preservation Officer to address any Section 106 or 4f concerns.
- Planning – As the regional Council of Governments and Metropolitan Planning Organization for Greater Kansas City, the Mid-America Regional Council (MARC) will promptly program any TIGER IX funds provided to this project in the region's Transportation Improvement Program.

## 6. BCA RESULTS

A [benefit-cost analysis \(BCA\)](#) was conducted for KC•CORE for submission to the U.S. Department of Transportation (U.S. DOT) as a requirement of a discretionary grant application for the TIGER 2017 program. The analysis was conducted in accordance with the benefit-cost methodology as outlined by U.S. DOT in the 2017 TIGER/INFRA Benefit-Cost Analysis Guidance. The period of analysis corresponds to 30 years and includes four years of construction and 26 years of benefits after operations begin in 2021.

*Table 3: Benefit-Cost Analysis Results, Millions of 2016 Dollars*

BCA METRIC	PROJECT LIFECYCLE		
	Undiscounted	Discounted (7%)	Discounted (3%)
Total Benefits	\$184.2	\$50.0	\$100.0
Total Costs	\$52.7	\$32.4	\$41.5
Net Present Value (NPV)	\$131.4	\$17.6	\$58.5
Benefit-Cost Ratio (BCR)	3.49	1.54	2.41
Internal Rate of Return (IRR)	10.7%		
Payback Period (Years)	9.9	19	15.5

Source: WSP, 2017

Table 3 above presents the evaluation results for KC•CORE. Results are presented in undiscounted, discounted at seven (7) percent and discounted at three (3) percent (sensitivity) as prescribed by the U.S. DOT. All benefits and costs were estimated in constant 2016 dollars over an evaluation period extending 26 years beyond system completion in 2021. At the seven (7) percent discount rate, KC•CORE has a positive Benefit Cost Ratio of 1.54.

## 7. COST SHARE

### Capital Cost Share

As described in [Section 3](#) and shown in [Figure 8](#), the project partnership is committing \$17 million—or 53 percent—towards KC•CORE's total capital costs. TIGER funding will match the following committed capital revenue sources:

The Local match will be composed of:

- \$10 million in Port KC Loans to Private Developers
- \$4 million in Port Improvement District (PID) funds
- \$3 million in private developer funding

See [Section 3](#) for additional information regarding the local matches noted above.

## 8. FEDERAL WAGE RATE CERTIFICATION



### Federal Wage Rate Certification

The Kansas City Area Transportation Authority certifies that it will ensure compliance with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (Federal Wage Rate Requirements), as required by the FY 2017 Appropriations Act on this project funded by TIGER IX grant funds.

Signed:

Robbie Makinen  
President/CEO  
Kansas City Area Transportation Authority

10-12-17

Date

816-346-0200 • [www.kcata.org](http://www.kcata.org)  
1200 East 18th Street, Kansas City, MO 64108



## REFERENCES

1. American Public Transit Association. The Hidden Traffic Safety Solution: Public Transportation. p. ii. September, 2016.
2. Streetcar Riverfront Extension and Multi-Modal Feasibility Study. pp. 59. <http://kcstreetcar.org/wp-content/uploads/2017/05/RvrExt-Feasibility-Report-2017-2.pdf>. August 9, 2017.
3. Streetcar Riverfront Extension and Multi-Modal Feasibility Study. pp. 58-59. <http://kcstreetcar.org/wp-content/uploads/2017/05/RvrExt-Feasibility-Report-2017-2.pdf>. August 9, 2017.
4. KC•CORE Benefit Cost Analysis. p. 18. October 16, 2017.

## APPENDICES

### FINANCIAL STATEMENTS

[Kansas City Area Transportation Authority \(KCATA\) Financial Report \(December 31, 2016\)](#)

[Kansas City Streetcar Authority \(KCSA\) Financial Report \(2015 and as of April 30, 2016\)](#)

[Port Authority of Kansas City, Missouri \(Port KC\) Financial Statements \(April 30, 2017\)](#)

### KANSAS CITY, MISSOURI 2013 TIGER GRANT

[Application \(June 3, 2013\)](#)

[Economic Analysis Supplementary Documentation \(June 3, 2013\)](#)

### OTHER SUPPORTING DOCUMENTS

[Kansas City Master Plan which includes Berkley Riverfront Master Development Plan \(p. 79\)](#)

[Berkley Riverfront Master Plan Development Brochure](#)

[Streetcar Riverfront Extension & Multi-Modal Feasibility Study \(WITH APPENDICES\)](#)