

## REVISED PUBLIC MEETING NOTICE

### MEETING OF THE BOARD OF DIRECTORS OF THE KANSAS CITY DOWNTOWN STREETCAR TRANSPORTATION DEVELOPMENT DISTRICT

**TUESDAY, MARCH 9, 2021, At 4:30 P.M.**

**FINANCE SMALL CONFERENCE ROOM, 3<sup>RD</sup> FLOOR (EAST SIDE), CITY HALL  
414 EAST 12TH STREET, KANSAS CITY, MISSOURI 64106**

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A meeting of the Board of Directors of Kansas City Downtown Streetcar Transportation Development District will take place on Tuesday, March 9, 2021, beginning at 4:30 p.m., in the Small Conference Room on the 3<sup>rd</sup> Floor (East Side) of Kansas City City Hall, 414 East 12th Street, Kansas City, Missouri 64106.

In light of the COVID-19 virus and the existing State of Emergency, members of the Board may attend this meeting via Teams using the link below. Any closed session may be held via exclusive videoconference or telephone conference. Persons desiring to view and participate in the open meeting may attend in person but are encouraged to participate remotely via Teams using the link below.

#### **Microsoft Teams meeting**

**Join on your computer or mobile app** [Click here to join the meeting](#)

**or copy and paste into your browser:** [https://teams.microsoft.com/l/meetup-join/19%3ameeting\\_OTBkNjY2ZDQOWU5Ni00OTNkLWJiODItNDRjZmU0ZGYwZDhj%40thread.v2/0?context=%7b%22id%22%3a%22ec240911-5979-4419-a8ec-c808b076019b%22%2c%22oid%22%3a%2211027bd2-031f-4382-949c-135dd8b9c99c%22%7d](https://teams.microsoft.com/l/meetup-join/19%3ameeting_OTBkNjY2ZDQOWU5Ni00OTNkLWJiODItNDRjZmU0ZGYwZDhj%40thread.v2/0?context=%7b%22id%22%3a%22ec240911-5979-4419-a8ec-c808b076019b%22%2c%22oid%22%3a%2211027bd2-031f-4382-949c-135dd8b9c99c%22%7d)

#### **Or call in (audio only)**

[+1 872-212-5076](tel:+18722125076), [21422799#](tel:+18722125076) Phone Conference ID: 214 227 99#

### AGENDA

- A. Call to Order.
- B. Resolution Acknowledging Substitution by Port KC of its Designated TDD Director, Acknowledging Oath of Office of Lynn Carlton as Director, Removing Jeff Krum as Treasurer of the District and Appointing Lynn Carlton as Interim Treasurer (Resolution No. 2021-1).
- C. Resolution Approving Minutes from the Board of Directors Meeting of September 30, 2020 (Resolution No. 2021-2).
- D. Resolution Reducing Sales Tax Levy Rate to Zero Percent (0.00%) (Resolution No. 2021-3).
- E. Resolution Reducing All Special Assessment Levy Rates and Surface Parking Assessment Rate to Zero Dollars (\$0.00) for 2021 (Resolution No. 2021-4).
- F. Financial Update.
- G. Discussion Regarding Commerce Tower Place Litigation
- H. Other Business.
- I. Adjournment.

Pursuant to Section 610.021.1 of the Revised Statutes of Missouri, there may be a closed session to discuss legal matters, litigation, or privileged communications with attorneys.

This is an open meeting and the public is invited to observe and attend the meeting excluding any portion conducted in closed session. **Any person with a disability desiring reasonable accommodation to attend this meeting should contact the City's 311 Action Center at (816) 513-1313 at least 24 hours prior to the meeting.**

**KANSAS CITY DOWNTOWN STREETCAR  
TRANSPORTATION DEVELOPMENT DISTRICT**

**RESOLUTION NO. 2021-1**

**RESOLUTION ACKNOWLEDGING SUBSTITUTION BY PORT KC OF ITS DESIGNATED  
TDD DIRECTOR, ACKNOWLEDGING OATH OF OFFICE OF LYNN CARLTON AS  
DIRECTOR, REMOVING JEFF KRUM AS TREASURER OF THE DISTRICT AND  
APPOINTING LYNN CARLTON AS INTERIM TREASURER**

**WHEREAS**, pursuant to the Missouri Transportation Development District Act, Sections 238.200, RSMo *et seq.*, and the Amended Bylaws (the “**Bylaws**”) of the Kansas City Downtown Streetcar Transportation Development District (the “**District**”), one of the Directors of the District is to be an individual selected by the Board of Commissioners of the Port Authority of Kansas City, Missouri (the “**Port KC Board**”) and meeting certain specified qualifications set forth in the Bylaws (the “**Port KC Designee**”);

**WHEREAS**, Jeff Krum had been the Port KC Designee, but on February 22, 2021, the Port KC Board, as permitted by the Bylaws and the Act, replaced Jeff Krum with Lynn Carlton, to thereafter serve as the Port KC Designee in substitution for Jeff Krum;

**WHEREAS**, Jeff Krum is currently Treasurer of the District despite no longer being a Director;

**WHEREAS**, the Bylaws of the District provide that each officer shall hold office until that officer's successor has been duly appointed and qualified, or until that officer's incapacity, disability, resignation, death or removal, and that in the event of a vacancy in an office as a result of such action, the remaining Directors shall fill the vacancy for the remainder of the unexpired term; and

**WHEREAS**, the Board of Directors of the District desires to remove Jeff Krum as Treasurer of the District and appoint Lynn Carlton as Interim Treasurer of the District, as permitted by and in accordance with the Bylaws and the Act.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Kansas City Downtown Streetcar Transportation Development District, as follows:

1. The Board acknowledges the substitution by the Port KC Board of Lynn Carlton as the Port KC Designee.
2. The Board acknowledges the Oath of Office executed by Lynn Carlton and recognizes her as a Director of the District as the Port KC Designee, effective as of February 22, 2021. A copy of Lynn Carlton’s Oath of Office is on file with the records of the District.
3. Jeff Krum is hereby removed as Treasurer of the District, and the Board hereby appoints Lynn Carlton as Interim Treasurer of the District to fill the vacancy created

thereby, to serve until November 5, 2021 and until her successor is elected and qualified.

4. This Resolution shall take effect immediately.

**PASSED** by the Board of Directors of the Kansas City Downtown Streetcar Transportation Development District on March 9, 2021.

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Quinton Lucas, Chair

**KANSAS CITY DOWNTOWN STREETCAR  
TRANSPORTATION DEVELOPMENT DISTRICT**

**RESOLUTION NO. 2021-2**

**RESOLUTION OF KANSAS CITY DOWNTOWN STREETCAR TRANSPORTATION  
DEVELOPMENT DISTRICT APPROVING MINUTES FROM THE SEPTEMBER 30,  
2020 MEETING OF THE BOARD**

**WHEREAS**, Kansas City Downtown Streetcar Transportation Development District (the “**District**”) was established by Order of the Jackson County Circuit Court on August 2, 2012;

**WHEREAS**, the Board of Directors of the District (the “**Board**”) held a meeting on September 30, 2020; and

**WHEREAS**, the Board desires to approve the minutes of its meeting on September 30, 2020.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Kansas City Downtown Streetcar Transportation Development District, as follows:

1. The Board hereby approves the minutes of the meeting of the District’s Board on September 30, 2020, attached hereto as **Exhibit A**.
2. This Resolution shall take effect immediately.

**PASSED** by the Board of Directors of Kansas City Downtown Streetcar Transportation Development District on March 9, 2021.

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Hon. Quinton Lucas, Chair

**EXHIBIT A**

See Attached

**KANSAS CITY DOWNTOWN STREETCAR  
TRANSPORTATION DEVELOPMENT DISTRICT**

**MINUTES OF THE MEETING OF  
THE BOARD OF DIRECTORS OF THE DISTRICT  
SEPTEMBER 30, 2020**

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A meeting of the Board of Directors (the “Directors” or “Board”) of the Kansas City Downtown Streetcar Transportation Development District (the “District”) was held on Wednesday, September 30, 2020, commencing at 2:00 p.m., in the Finance Large Conference Room, 3rd Floor (West Side), City Hall, 414 East 12th Street, Kansas City, Missouri 64106, after giving due notice.

The following Directors were present via Zoom Videoconference: Mayor Quinton Lucas, Matthew Staub, Phil Glynn and Jeff Krum. Also present via Zoom Videoconference were Eric Davison, Manager, Revenue Division for Kansas City, Missouri (the “City”), John Stamm, Chief of Staff of the City, Tom Gerend, Executive Director of the Kansas City Streetcar Authority, Mark Coulter, Vice President and General Counsel of Port KC, Charles Miller of Lewis Rice, LLC, and Denise Goodson of Lewis Rice, LLC. Present in person were Douglas Stone of Lewis Rice, LLC, Mari Ruck, Commissioner of Revenue for the City, LaShena Graham-Hayes of the Commissioner of Revenue’s office, Tammy Queen, Executive Director of the District, Ralph Davis, Acting Director of Public Works for the City, Heather Bray with Public Works for the City, and Kathleen Pointer with the Kansas City Public School District. Mayor Lucas, the Chair of the District, recognized that a quorum of the Board was present and called the meeting to order.

The Directors first considered Resolution 2020-2, approving minutes from the September 28, 2019 Board meeting. Mr. Stone pointed out that the minutes would be signed by Mr. Dana Gibson, because Mr. Gibson was Secretary when the meeting was held. Mr. Staub moved to approve Resolution 2020-2. Mr. Krum seconded the motion. A vote was held, and the Directors unanimously adopted Resolution 2020-2.

Next, the Directors considered Resolution 2020-3, approving minutes from the August 11, 2020 Board meeting. Mr. Krum moved to approve Resolution 2020-3. Mr. Staub seconded the motion. A vote was held, and the Directors unanimously adopted Resolution 2020-3.

Then, the Directors considered Resolution 2020-4, electing a chairman, and appointing a vice-chairman, secretary, treasurer and executive director as the officers of the District in accordance with the Bylaws. Mr. Staub moved to approve Resolution 2020-4. Mr. Krum seconded the motion. A vote was held, and the Directors unanimously adopted Resolution 2020-4.

Next, Ms. Ruck introduced Ms. Graham-Hayes, who then presented a brief financial update. The Board was provided copies of a revised estimate of the District’s budget and of the City’s Streetcar Fund Account for Fiscal Year 2021, actual results of the District’s budget and of the City’s Streetcar Fund Account for Fiscal Year 2020, actual results of the District’s budget for Fiscal Years 2018, 2019 and 2020, a draft of the budget for the City’s Street Car Fund Account for Fiscal Year 2022, and a proposed budget for the District for Fiscal Year 2022, as well as a summary of the real property and surface pay parking space assessment billings for Fiscal Years 2016, 2017, 2018, 2019 and 2020, copies of which are attached to these minutes. Ms. Graham-Hayes discussed the District’s

finances and explained that the District's costs are fully funded from the revenue of the District. The Directors then discussed the financial projections for the District, with Mr. Gerend providing input regarding the impact of the pandemic on services and handling of costs as the expansion approaches. Mr. Davis spoke briefly regarding the necessity of employee costs.

Then, the Directors considered Resolution 2020-5, authorizing a Letter Agreement with Kansas City, Missouri and The Kansas City Streetcar Authority, Inc. regarding Use of Initial Phase Fund. Mr. Stone provided a brief explanation of the provisions of the Letter Agreement. Mr. Krum then moved to approve Resolution 2020-5. Mr. Staub seconded the motion. A vote was held, and the Directors unanimously adopted Resolution 2020-5.

Next, the Directors considered Resolution 2020-6, authorizing a Letter Agreement with Kansas City, Missouri and The Kansas City Streetcar Authority, Inc. regarding Use of Initial Phase Fund. Mr. Stone provided a brief explanation of the provisions of the Letter Agreement. Mr. Glynn then moved to approve Resolution 2020-6. Mr. Staub seconded the motion. A vote was held, and the Directors unanimously adopted Resolution 2020-6.

Then, the Directors considered Resolution 2020-7, setting the District's Real Property Special Assessment Rates for assessment year 2020. Mr. Staub moved to approve Resolution 2020-7. Mr. Krum seconded the motion. A vote was held, and the Directors unanimously adopted Resolution 2020-7.

Next, the Directors considered Resolution 2020-8, setting the District's Surface Parking Assessment Rate for assessment year 2020. Mr. Staub moved to approve Resolution 2020-8 and Mr. Glynn seconded the motion. A vote was held, and the Directors unanimously adopted Resolution 2020-8.

Then, the Directors considered Resolution 2020-9, approving an annual budget for the District with respect to the District's Fiscal Year 2021-2022. Mr. Krum moved to approve Resolution 2020-9. Mr. Staub seconded the motion. A vote was held, and the Directors unanimously adopted Resolution 2020-9. A copy of the annual budget for the District with respect to the District's Fiscal Year 2021-2022 is attached to Resolution 2020-9.

Next, Mr. Gerend gave a short report regard the status of the Federal Grant for the expansion and responded to questions from the Directors. Mr. Stone discussed the transition to the Kansas City Main Street Rail Transportation Development District (the "Main Street TDD") and the process regarding the phase out/phase in of sales tax collection between the District and the Main Street TDD.

Then, Mr. Stone provided a status update regarding Commerce Tower Place, LLC VS. Jackson County Board of Equalization, *et al.* Tom Martin of Lewis Rice LLC joined the meeting to discuss the case.

There being no further business, Mr. Staub moved to adjourn the meeting. Mr. Krum seconded. A vote was held and the Directors present unanimously voted to adjourn the meeting.

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Phyl Glynn, Secretary

# Transportation Development District



CITY OF  
KANSAS CITY,  
MISSOURI

FINANCE

## FY 2020-21 Budget

	Adopted Budget FY 2020-21	Revised Budget Estimate	Actual as of August 31, 2020
Cash on Hand at Beginning of Fiscal Year	\$ 509,524	\$ 432,946	\$ 432,946
Revenue			
Sales Tax Receipts**	\$ 6,763,155	\$ 2,705,262	\$ 972,317
Special Assessment Receipts - Current Year*	4,444,000	4,745,000	-
Special Assessment Receipts - Prior Year***	200,000	200,000	250,858
Parking Lot Assessment Receipts *	127,000	115,000	5,433
Interest Income	-	-	1,761
Total Revenue	\$ 11,534,155	\$ 7,765,262	\$ 1,230,369
Expenditures			
Net Transfer to City Special Revenue Fund	\$ 11,534,155	\$ 7,765,262	\$ 1,543,669
Legal Fees	35,000	60,000	706
Accounting Fees	3,500	3,500	1,605
Miscellaneous Administrative Costs	2,500	2,500	2,054
Total Expenditures	\$ 11,575,155	\$ 7,831,262	\$ 1,548,034
Cash on Hand at End of Fiscal Year	<u>\$ 468,524</u>	<u>\$ 366,946</u>	<u>\$ 115,281</u>

\* Presented net of collection and assessment fees

\*\* Revised budget based on current results

\*\*\* \$247K of Protested tax settlement refunds were issued in September



# Transportation Development District



CITY OF  
KANSAS CITY,  
MISSOURI

FINANCE

## FY 2019-20 Results

	Adopted Budget FY 2019-20	Revised Budget FY 2019-20	Actual FY 2019-20
Cash on Hand at Beginning of Fiscal Year	\$ 474,409	\$ 550,524	\$ 550,524
Revenue			
Sales Tax Receipts	\$ 6,770,000	\$ 6,696,193	\$ 6,905,761
Special Assessment Receipts - Current Year *	4,000,000	4,400,000	4,929,583
Special Assessment Receipts - Prior Year	200,000	200,000	302,381
Parking Lot Assessment Receipts **	127,000	127,000	119,178
Interest Income	-	-	32,190
Total Revenue	\$ 11,097,000	\$ 11,423,193	\$ 12,289,093
Expenditures			
Net Transfer to City Special Revenue Fund	\$ 11,097,000	\$ 11,423,193	\$ 12,365,900
Legal Fees	20,000	35,000	37,540
Accounting Fees	3,500	3,500	3,230
Miscellaneous Administrative Costs	2,500	2,500	-
Total Expenditures	\$ 11,123,000	\$ 11,464,193	\$ 12,406,670
Cash on Hand at End of Fiscal Year	<u>\$ 448,409</u>	<u>\$ 509,524</u>	<u>\$ 432,947</u>

\* Presented net of assessment and collection fees

\*\* Presented net of refunds

# Transportation Development District



## 3 Year Results

	Actual FY 2017-18	Actual FY 2018-19	Actual FY 2019-20
Cash on Hand at Beginning of Fiscal Year	\$ 512,491	\$ 500,409	\$ 550,524
Revenue			
Sales Tax Receipts	\$ 6,324,435	\$ 6,629,894	\$ 6,905,760
Special Assessment Receipts - Current Year *	3,527,919	3,746,916	4,929,583
Special Assessment Receipts - Prior Year	140,898	365,568	302,381
Parking Lot Assessment Receipts	136,492	129,538	119,178
Interest Income	10,540	15,233	32,190
Total Revenue	\$ 10,140,283	\$ 10,887,149	\$ 12,289,092
Expenditures			
Net Transfer to City Special Revenue Fund	\$ 10,139,523	\$ 10,823,826	\$ 12,365,900
Legal Fees	9,404	9,918	37,540
Accounting Fees	3,438	3,290	3,230
Miscellaneous Administrative Costs	-	-	-
Total Expenditures	\$ 10,152,365	\$ 10,837,034	\$ 12,406,670
Cash on Hand at End of Fiscal Year	<u>\$ 500,409</u>	<u>\$ 550,524</u>	<u>\$ 432,946</u>

\* Presented net of collection and assessment fees

# Transportation Development District



## FY 2021-22 Proposed Budget

FY 2021-22

### Proposed Budget

Cash on Hand at Beginning of Fiscal Year	\$	366,946
Revenue		
Sales Tax Receipts	\$	3,500,000
Special Assessment Receipts - Current Year *		4,930,000
Special Assessment Receipts - Prior Year		200,000
Parking Lot Assessment Receipts *		115,000
Total Revenue	\$	8,745,000
Expenditures		
Net Transfer to City Special Revenue Fund	\$	8,745,000
Legal Fees		35,000
Accounting Fees		3,500
Miscellaneous Administrative Costs		2,500
Total Expenditures	\$	8,786,000
Cash on Hand at End of Fiscal Year	\$	325,946

\* Presented net of collection and assessment fees

# KC Streetcar Fund



CITY OF  
KANSAS CITY,  
MISSOURI

FINANCE

## FY 2019-20 Results (UNAUDITED)

	Budgeted FY 2019-20	Revised Estimate FY 2019-20	Actual FY2019-20
<b>Beginning Fund Balance</b>	\$ 5,336,146	\$ 8,267,125	\$ 8,267,125
<b>Revenue</b>			
TDD Sales Tax	\$ 6,770,000	\$ 6,600,000	\$ 6,986,832
TDD Special Assessments	4,200,000	4,600,000	5,390,418
TDD Parking Assessment	127,000	127,000	118,461
Advertising Revenue	200,000	150,000	304,250
Interest on Investments	148,000	240,000	298,218
Miscellaneous income	-	-	10,751
City Contribution	2,039,000	2,039,000	2,039,000
<b>Total Revenue</b>	\$ 13,484,000	\$ 13,756,000	\$ 15,147,930
<b>Expenditures</b>			
Authority Operating Budget	\$ 1,195,300	\$ 1,195,300	\$ 1,195,300
Authority Operating Expenses	4,173,700	4,173,700	4,173,700
Authority Capital Expenses	757,500	757,500	757,500
Authority (Payable)	-	442,075	442,075
Dedicated City Employee Costs**	200,000	200,000	188,657
Streetcar Extension***	-	995,326	995,326
Previous Letter Agreement Expenses	-	71,982	12,855
Streetcar Vehicle Procurement*	-	1,181,636	386,068
Bond Counsel Expenses	4,800	7,485	2,548
Lease Payment	575,195	577,831	574,194
Debt Service	4,433,250	4,434,485	4,433,250
<b>Total Expenditures</b>	\$ 11,339,745	\$ 14,037,320	\$ 13,161,473
<b>Ending Fund Balance</b>	\$ 7,480,401	\$ 7,985,805	\$ 10,253,582
NTD Required Audit***	\$ -	\$ 10,000	\$ 10,000
<b>Unrestricted Fund Balance</b>	\$ 7,480,401	\$ 7,975,805	\$ 10,243,582
<b>Reserves</b>			
Coverage Fund (.5x AADS)	\$ 2,365,594	\$ 2,365,594	\$ 2,365,594
Appropriation Stabilization Fund (1.0x AADS)	\$ 4,731,188	\$ 4,731,188	\$ 4,731,188

\*Letter Agreement dated April 12, 2017, Streetcar Purchase

\*\*Letter Agreement dated February 1, 2018, Public Works Employees

\*\*\*Letter Agreement dated October 23, 2018, Streetcar Extension

# KC Streetcar Fund



CITY OF  
KANSAS CITY,  
MISSOURI

FINANCE

## FY 2020-21 Budget

	Budgeted FY 2020-21	Revised Budget Estimate	Actual as of August 30, 2020
<b>Beginning Fund Balance</b>	\$ 7,985,805	\$ 10,253,582	\$ 10,253,582
<b>Revenue</b>			
TDD Sales Tax***	\$ 6,666,000	\$ 2,666,400	\$ 1,294,392
TDD Special Assessments	4,646,000	4,945,000	243,913
TDD Parking Assessment	127,000	115,000	5,364
Advertising Revenue	240,000	240,000	100,000
Interest on Investments	200,000	200,000	131,763
City Contribution	2,039,000	2,039,000	-
<b>Total Revenue****</b>	<b>\$ 13,918,000</b>	<b>\$ 10,205,400</b>	<b>\$ 1,775,432</b>
<b>Expenditures</b>			
Authority Operating Budget	\$ 1,328,331	\$ 1,328,331	\$ 1,328,331
Authority Operating Expenses	4,543,998	4,543,998	4,543,998
Authority Capital Expenses	825,000	825,000	825,000
Dedicated City Employee costs**	200,000	325,000	1,213
Streetcar Vehicle Procurement*	-	795,568	130,422
Street Car Lease Debt Service	577,195	577,195	-
Debt Service	4,721,831	4,587,987	3,322,545
<b>Total Expenditures</b>	<b>\$ 12,196,355</b>	<b>\$ 12,983,079</b>	<b>\$ 10,151,509</b>
<b>Unrestricted Fund Balance</b>	<b>\$ 9,707,450</b>	<b>\$ 7,475,903</b>	<b>\$ 1,877,505</b>
<b>Reserves</b>			
Coverage Fund (.5x AADS)	\$ 2,365,594	\$ 2,365,594	\$ 2,365,594
Appropriation Stabilization Fund (1.0x AADS)	\$ 4,731,188	\$ 4,731,188	\$ 4,731,188

\*Letter Agreement dated April 12, 2017, Streetcar Purchase

\*\*Letter Agreement dated February 10, 2020, Public Works Employees, signal maintenance and audit costs

\*\*\*Revised budget based on current results

\*\*\*\* Revenues do not include potential Federal grant of \$1.6M

# KC Streetcar Fund



CITY OF  
KANSAS CITY,  
MISSOURI

FINANCE

## FY 2021-22 Budget REVISED DRAFT\*

		Budget FY 2021-22
<b>Beginning Fund Balance</b>	\$	<b>7,475,903</b>
<b>Revenue</b>		
TDD Sales Tax	\$	3,500,000
TDD Special Assessments		5,130,000
TDD Parking Assessment		115,000
Interest on Investments		228,700
Advertising Revenue		150,000
City Contribution		2,039,000
<b>Total Revenue</b>	\$	<b>11,162,700</b>
<b>Expenditures</b>		
Authority Operating Budget	\$	1,302,630
Authority Operating Expenses		4,773,765
Authority Capital Expenses		435,000
Street Car Lease Debt Service		577,195
Debt Service		4,612,095
<b>Total Expenditures</b>	\$	<b>11,700,685</b>
**Dedicated City Employee and signal maintenance costs	\$	325,000
<b>Unrestricted Fund Balance</b>	\$	<b>6,612,918</b>
Coverage Fund (.5x AADS)	\$	2,365,594
Appropriation Stabilization Fund (1.0x AADS)	\$	4,731,188

\*Finance Department estimates are subject to the approval of the City Council

\*\*Subject to approval

Kansas City Downtown Streetcar  
Transportation Development District  
Property and Parking Assessments

Type of Assessment	Tax Year 2016 Fiscal Year 2017		Tax Year 2017 Fiscal Year 2018		Tax Year 2018 Fiscal Year 2019		Tax Year 2019 Fiscal Year 2020		Tax Year 2020 Fiscal Year 2021	
	Number of Parcels	Billed Amount	Number of Parcels	Billed Amount	Number of Parcels	Billed Amount	Number of Parcels	Billed Amount	Number of Parcels	Billed Amount
Commercial	1,147	\$ 2,379,524.25	922	\$ 2,662,851.72	897	\$ 2,579,249.84	903	\$ 4,269,740.48	891	\$ 3,316,824.60
Residential	3,160	\$ 959,378.01	2,961	\$ 955,711.66	3,139	\$ 1,126,405.97	3,134	\$ 1,214,383.66	3,138	\$ 1,250,871.15
Mixed (Commercial/Residential)	36	\$ 99,976.01	214	\$ 163,358.53	41	\$ 260,973.71	46	\$ 414,570.14	47	\$ 429,369.90
Non-Profit	35	\$ 166,537.00	35	\$ 173,072.90	36	\$ 173,233.66	33	\$ 205,261.49	37	\$ 212,777.54
<b>Property Assessments to Bill</b>	<b>4,378</b>	<b>\$ 3,605,415.27</b>	<b>4,132</b>	<b>\$ 3,954,994.81</b>	<b>4,113</b>	<b>\$ 4,139,863.18</b>	<b>4,116</b>	<b>\$ 6,103,955.77</b>	<b>4,113</b>	<b>\$ 5,209,843.19</b>
City Property Assessments	81	\$ 1,301,771.52	87	\$ 1,368,310.03	106	\$ 1,483,011.16	101	\$ 1,834,751.19	100	\$ 1,733,463.83
<b>Total Property Assessments</b>	<b>4,459</b>	<b>\$ 4,907,186.79</b>	<b>4,219</b>	<b>\$ 5,323,304.84</b>	<b>4,219</b>	<b>\$ 5,622,874.34</b>	<b>4,217</b>	<b>\$ 7,938,706.96</b>	<b>4,213</b>	<b>\$ 6,943,307.02</b>
<b>Exempted Parcels</b>										
Less than \$10.00	263	\$ 109.53	479	\$ 1,314.48	469	\$ 1,314.64	460	\$ 1,747.93	463	\$ 1,759.60
Exempt	46	\$ -	47	\$ -	48	\$ -	52	\$ -	54	\$ -
County exempted	320	\$ 6,511.71	320	\$ 6,609.60	320	\$ 6,609.60	320	\$ 6,570.13	320	\$ 6,408.40
<b>Total Exemptions</b>	<b>629</b>	<b>\$ 6,621.24</b>	<b>846</b>	<b>\$ 7,924.08</b>	<b>837</b>	<b>\$ 7,924.24</b>	<b>832</b>	<b>\$ 8,318.06</b>	<b>837</b>	<b>\$ 8,168.00</b>
<b>Parking Assessments</b>										
Billable Parking Assessments	30	\$ 141,528.75	30	\$ 140,707.50	31	\$ 147,332.25	37	\$ 124,720.50	38	\$ 119,136.00
City Parking Assessments	5	\$ 26,663.25	5	\$ 26,663.25	3	\$ 14,125.50	2	\$ 13,249.50	4	\$ 21,900.00
<b>Total Parking Assessments</b>	<b>35</b>	<b>\$ 168,192.00</b>	<b>35</b>	<b>\$ 167,370.75</b>	<b>34</b>	<b>\$ 161,457.75</b>	<b>39</b>	<b>\$ 137,970.00</b>	<b>42</b>	<b>\$ 141,036.00</b>
<b>Total Property and Parking</b>		<b>\$ 5,075,378.79</b>		<b>\$ 5,490,675.59</b>		<b>\$ 5,784,332.09</b>		<b>\$ 8,076,676.96</b>		<b>\$ 7,084,343.02</b>
<b>Total Number of Parcels in TDD</b>	<b>5,088</b>		<b>5,065</b>		<b>5,056</b>		<b>5,049</b>		<b>5,050</b>	
<b>Assesment Type</b>	<b>2020</b>									
City	\$ 1.04									
Residential	\$ 0.70									
Commerical	\$ 0.48									
Non-Profit	\$ 0.40									
Parking	\$ 54.75									

Kansas City Downtown Streetcar TDD  
Sales activity by month

Note: The month represents the distribution month. For instance, June collections were received in July.

Month	2013	2014	2015	2016	2017	2018	2019	2020	Total
January	-	248,199	199,316	215,644	233,788	401,518	369,428	411,983	2,079,875
February	-	443,936	542,323	594,859	632,694	681,734	712,633	675,154	4,283,333
March	-	329,240	428,918	499,665	508,630	447,500	567,788	499,543	3,281,284
April	360	264,788	283,292	175,044	361,738	442,337	331,523	246,907	2,105,988
May	391,077	447,406	697,042	799,916	721,523	710,213	876,006	311,671	4,954,855
June	353,382	509,035	463,021	490,834	687,945	567,898	584,784	236,270	3,893,168
July	180,778	174,770	229,357	233,937	333,093	402,643	414,163	175,877	2,144,618
August	515,606	603,476	715,011	689,228	648,108	706,013	812,222	354,994	5,044,658
September	390,050	402,453	481,820	482,340	519,682	558,239	525,699		3,360,283
October	250,023	238,434	207,398	252,889	324,007	330,033	423,779		2,026,562
November	559,805	562,964	738,998	693,661	750,054	700,634	812,139		4,818,255
December	397,256	498,259	403,537	497,932	447,530	562,032	538,766		3,345,312
<b>Total</b>	<b>3,038,336</b>	<b>4,722,961</b>	<b>5,390,033</b>	<b>5,625,949</b>	<b>6,168,791</b>	<b>6,510,794</b>	<b>6,968,930</b>	<b>2,912,397</b>	<b>41,338,192</b>

Covid 19 impact:

Month	2019	2020	%
March	567,788	499,543	-12%
April	331,523	246,907	-26%
May	876,006	311,671	-64%
June	584,784	236,270	-60%
July	414,163	175,877	-58%
August	812,222	354,994	-56%



**THE KANSAS CITY DOWNTOWN STREETCAR  
TRANSPORTATION DEVELOPMENT DISTRICT**

**RESOLUTION NO. 2021-3**

**RESOLUTION OF THE KANSAS CITY DOWNTOWN STREETCAR  
TRANSPORTATION DEVELOPMENT DISTRICT REDUCING THE LEVY RATE  
OF THE DISTRICT'S SALES TAX**

**WHEREAS**, pursuant to the Missouri Transportation Development District Act, Sections 238.200, et seq., RSMo, as amended (the "**Act**"), the Kansas City Downtown Streetcar Transportation Development District (the "**District**") was established on August 2, 2012 by Order of the Circuit Court of Jackson County, Missouri, for the purpose of undertaking or causing to be undertaken, and funding, along with other sources, the design, construction, ownership and/or operation of a 2.2 mile (+/-) modern streetcar line running generally along Main Street from River Market to Union Station, which began operations on May 6, 2016 and is currently operating (the "**Initial Phase**");

**WHEREAS**, pursuant to the Act, The Kansas City Main Street Rail Transportation Development District (the "**Extension TDD**") was established on August 11, 2017 by Order of the Circuit Court of Jackson County, Missouri, for the purpose of undertaking or causing to be undertaken, and funding, along with other sources, the design, construction, ownership and/or operation of (a) the Initial Phase in the place and stead of the District, and (b) an extension of the Initial Phase, running south from Union Station generally along Main Street with a terminus in the general vicinity of the University of Missouri – Kansas City's Volker campus (the "**Phase 2 Line**", and collectively with the Initial Phase, the "**Extended Line**");

**WHEREAS**, the District derives revenue from a one percent (1.00%) sales tax within its boundary (the "**District Sales Tax**") and certain special assessments within its boundary (the "**District Special Assessments**"), and collectively with the District Sales Tax, the "**District TDD Revenue**";

**WHEREAS**, pursuant to the Act, qualified voters within the Extension TDD have approved the imposition by the Extension TDD of a one percent (1.00%) sales tax within its boundary (the "**Extension TDD Sales Tax**") and certain special assessments within a portion of its boundary (the "**Extension TDD Special Assessments**"), and collectively with the Extension TDD Sales Tax, the "**Extension TDD Revenue**"), which Extension TDD Revenue cannot be collected until (a) the District is abolished, terminated or dissolved, or merged with or into the Extension TDD, or its revenue sources reduced to zero by action of the Board of Directors of the District (the "**Board**") or otherwise, in accordance with then applicable law, and (b) the Board of Directors of the Extension TDD (the "**Extension TDD Board**") determines that there are sufficient funds to be derived from sources other than revenue of the Extension TDD in order to make the construction of a substantial portion of the Phase 2 Line financially viable when aggregated with revenue of the Extension TDD (the "**Extension TDD Revenue Condition**");

**WHEREAS**, the costs of planning, design, acquisition (including additional vehicles) and construction of the Phase 2 Line is presently estimated to be approximately \$330,000,000 (“**Phase 2 Capital Costs**”) including contingency budgeting as required by the U.S. Department of Transportation’s Federal Transit Administration (the “**FTA**”);

**WHEREAS**, the District, the City and the Kansas City Streetcar Authority (the “**Authority**”) are parties to that certain Second Amended and Restated Streetcar Agreement dated April 27, 2017, as amended or supplemented by Letter Agreements dated February 1, 2018 and October 23, 2018 (collectively, the “**Initial Phase Cooperative Agreement**”);

**WHEREAS**, pursuant to the Initial Phase Cooperative Agreement and the City’s Ordinance No. 130778 As Amended, and Committee Substitute for Ordinance No. 130976, the City provides, subject to annual appropriation, supplemental financial support for the costs of the Initial Phase and/or expansion thereof from funds in the City’s Public Mass Transportation Fund in the annual amount of \$2,039,000 (the “**City’s Annual Contribution**”);

**WHEREAS**, the Authority generates additional revenue from certain activities such as on-vehicle advertising (“**Authority Miscellaneous Revenue**”) which, pursuant to the Initial Phase Cooperative Agreement, is applied by the Authority to costs of operations and maintenance of the Initial Phase and other miscellaneous costs relating to the Initial Phase, and which the Authority intends to apply to costs of operations and maintenance of the Extended Line and other miscellaneous costs relating to the Extended Line;

**WHEREAS**, the City is the issuer of certain currently outstanding special obligation bonds and the borrower with respect to certain other special obligations, the proceeds of which were used to finance (a) the planning, design, engineering and construction of the Initial Phase and the acquisition of the physical assets comprising the Initial Phase (the “**Initial Phase Bonds**”), and (b) the acquisition of additional streetcar vehicles (the “**Additional Vehicle Financing**”, and collectively with the Initial Phase Bonds, the “**Existing Financing**”);

**WHEREAS**, based upon projections, it is anticipated that the Extension TDD Revenue, the City Annual Contribution and the Authority Miscellaneous Revenue (collectively, “**Extended Line Revenue**”) will generate sufficient funds to support repayment of new financing anticipated to be issued by the City, which may be a special obligation bond financing and/or a financing under the federal Transportation Infrastructure and Innovation Act, or a combination thereof (the “**Extension Financing**”) in an amount that would generate in the aggregate approximately \$161,650,000 to pay Phase 2 Capital Costs, after taking into account costs of issuance and bond proceeds funded reserve funds, reimbursement of approximately \$5,000,000 of Phase 2 Capital Costs already advanced, payment of debt service on the Existing Financing (or on any or all of the Existing Financing that may be refinanced through the Extension Financing should the City, in its discretion, choose to do so), payment of the projected costs of operations and maintenance of the Extended Line, and funding of a capital repairs and replacements budget for the Extended Line;

**WHEREAS**, the City applied to the FTA for a Capital Investment Grant under the United States Department of Transportation’s New Starts program (codified at 49 U.S.C. Section 5309) to pay the portion of Phase 2 Capital Costs not financed by the Extension Financing (the “**New Starts Application**”), in the approximate amount of \$163,350,000 (the “**Federal Contribution**”);

**WHEREAS**, based on information presented to the Extension TDD Board at its meeting on June 20, 2019, the Extension TDD Board adopted its Resolution 2019-7, in which it made a finding and determination that once the FTA allocates appropriated funds for the Phase 2 Capital Costs in an amount no less than \$150,000,000, there are sufficient funds to be derived from sources other than revenue of the Extension TDD in order to make the construction of a substantial portion of the Phase 2 Line financially viable when aggregated with revenue of the Extension TDD;

**WHEREAS**, it is intended that upon the satisfaction of the Extension TDD Revenue Condition, the imposition of the District Sales Tax would cease on the day immediately preceding the day on which the Extension TDD Sales Tax is first imposed, and that the levy of the District Special Assessments would cease in the calendar year immediately preceding the calendar year in which the Extension TDD Special Assessments are first levied, all such that there is neither a gap, nor an overlap, in time between the respective periods of imposition of (a) the District Sales Tax and the Extension TDD Sales Tax, and (b) the District Special Assessments and the Extension TDD Special Assessments;

**WHEREAS**, the District has entered into a Cooperative Agreement for Streetcar Transition Process with the Extension TDD, the City and the Authority dated July 15, 2019 (the “**Transition Agreement**”) to establish the process for transition between the District and the Extension TDD upon the satisfaction of the Extension TDD Revenue Condition;

**WHEREAS**, the District has entered into a Cooperative Agreement for Streetcar Phase 2 with the Extension TDD, the City and the Authority dated November 19, 2019 (the “**Extended Line Agreement**”) to govern the rights and responsibilities of the parties with respect to the development, construction, management, operation, funding and financing of the Extended Line, which by its terms became effective upon the issuance of the FTA Allocation Notice;

**WHEREAS**, on or about August 26, 2020, the FTA announced an initial award of approximately Fifty One Million Dollars (\$51,000,000) toward the Federal Contribution, and on or about December 9, 2020, the FTA announced the award of an additional sum, increasing the amount of the Federal Contribution to approximately One Hundred Seventy Four Million Dollars (\$174,000,000) (the “**Total Federal Contribution**”);

**WHEREAS**, on January 8, 2021, the FTA and the City executed a Full Funding Grant Agreement with respect to the Total Federal Contribution;

**WHEREAS**, the City has issued the “**FTA Allocation Notice**” (as defined in the Transition Agreement);

**WHEREAS**, the Extension TDD Board met on January 25, 2021 and took certain actions to be taken on the part of the Extension TDD under the Transition Agreement following issuance of the FTA Allocation Notice, including adopting a Resolution authorizing commencement of collection of the Extension TDD Sales Tax at the rate of one percent (1.00%) effective at 12:00 a.m. on July 1, 2021; and

**WHEREAS**, the Board desires to take certain actions that are to be taken on the part of the District under the Transition Agreement following the issuance of the FTA Allocation Notice, including adopting this Resolution.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Kansas City Downtown Streetcar Transportation Development District, as follows:

1. The District hereby reduces the levy rate of the District Sales Tax to zero percent (0.00%) effective at 11:59:59 p.m. on June 30, 2021.
2. The District's legal counsel is hereby authorized to prepare and submit to the Missouri Department of Revenue ("**DOR**") the legal notice and other materials necessary in order for DOR to acknowledge that collection of the District Sales Tax will cease with respect to taxable sales occurring after 11:59:59 p.m. on June 30, 2021.
3. The proper officers of the District are hereby authorized and directed to take all reasonable and non-extraordinary actions, and execute and deliver all such other documents and instruments, necessary or appropriate in the discretion and within the power of such officer(s) of the District in order to cause the cessation of the collection of the District Sales Tax with respect to taxable sales occurring after 11:59:59 p.m. on June 30, 2021.
4. The Executive Director of the District is hereby authorized and directed to take such actions as the Executive Director determines to be appropriate in order to provide notice (directly, or by publication or otherwise) of the cessation of collection of the District Sales Tax to retailers and other sales tax collectors/remitters within the District.
5. It is the intention of the Board that the District Sales Tax levy rate will remain at Zero Dollars (\$0.00) so long as the Extension TDD Sales Tax is levied at any rate above Zero Dollars (\$0.00) [**For Discussion:** , *provided, however, the District reserves the right, subject to applicable law, to increase the levy rate of the District Sales Tax in the event that the Extension TDD notifies the District that the levy rate of the Extension TDD Sales Tax is to become less than one percent (1.00%), provided, however, that in no event will the levy rate of the District Sales Tax increase to any rate which, when taken together with the levy rate of the Extension TDD Sales Tax as then in effect, would exceed one percent (1.00%).*].
6. The Secretary of the District is authorized and directed to provide a certified copy of this Resolution to the Secretary of the Extension TDD.
7. The District hereby ratifies and affirms the Extended Line Agreement.

8. This Resolution shall take effect immediately.

**PASSED** by the Board of Directors of The Kansas City Downtown Streetcar Transportation Development District on March 9, 2021.

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Hon. Quinton Lucas, Chair

**THE KANSAS CITY DOWNTOWN STREETCAR  
TRANSPORTATION DEVELOPMENT DISTRICT**

**RESOLUTION NO. 2021-4**

**RESOLUTION OF THE KANSAS CITY DOWNTOWN STREETCAR  
TRANSPORTATION DEVELOPMENT DISTRICT REDUCING THE LEVY RATE  
OF THE DISTRICT'S SPECIAL ASSESSMENTS**

**WHEREAS**, pursuant to the Missouri Transportation Development District Act, Sections 238.200, et seq., RSMo, as amended (the “**Act**”), the Kansas City Downtown Streetcar Transportation Development District (the “**District**”) was established on August 2, 2012 by Order of the Circuit Court of Jackson County, Missouri, for the purpose of undertaking or causing to be undertaken, and funding, along with other sources, the design, construction, ownership and/or operation of a 2.2 mile (+/-) modern streetcar line running generally along Main Street from River Market to Union Station, which began operations on May 6, 2016 and is currently operating (the “**Initial Phase**”);

**WHEREAS**, pursuant to the Act, The Kansas City Main Street Rail Transportation Development District (the “**Extension TDD**”) was established on August 11, 2017 by Order of the Circuit Court of Jackson County, Missouri, for the purpose of undertaking or causing to be undertaken, and funding, along with other sources, the design, construction, ownership and/or operation of (a) the Initial Phase in the place and stead of the District, and (b) an extension of the Initial Phase, running south from Union Station generally along Main Street with a terminus in the general vicinity of the University of Missouri – Kansas City’s Volker campus (the “**Phase 2 Line**”, and collectively with the Initial Phase, the “**Extended Line**”);

**WHEREAS**, the District derives revenue from a one percent (1.00%) sales tax within its boundary (the “**District Sales Tax**”) and certain special assessments within its boundary (the “**District Special Assessments**”), and collectively with the District Sales Tax, the “**District TDD Revenue**”);

**WHEREAS**, pursuant to the Act, qualified voters within the Extension TDD have approved the imposition by the Extension TDD of a one percent (1.00%) sales tax within its boundary (the “**Extension TDD Sales Tax**”) and certain special assessments within a portion of its boundary (the “**Extension TDD Special Assessments**”), and collectively with the Extension TDD Sales Tax, the “**Extension TDD Revenue**”), which Extension TDD Revenue cannot be collected until (a) the District is abolished, terminated or dissolved, or merged with or into the Extension TDD, or its revenue sources reduced to zero by action of the Board of Directors of the District (the “**Board**”) or otherwise, in accordance with then applicable law, and (b) the Board of Directors of the Extension TDD (the “**Extension TDD Board**”) determines that there are sufficient funds to be derived from sources other than revenue of the Extension TDD in order to make the construction of a substantial portion of the Phase 2 Line financially viable when aggregated with revenue of the Extension TDD (the “**Extension TDD Revenue Condition**”);

**WHEREAS**, the question whether or not the District would be authorized to the levy the District Special Assessments was submitted to the qualified voters pursuant to the Board's Resolution 2012-12 (the "**Assessment Resolution**"); and

**WHEREAS**, the costs of planning, design, acquisition (including additional vehicles) and construction of the Phase 2 Line is presently estimated to be approximately \$330,000,000 ("**Phase 2 Capital Costs**") including contingency budgeting as required by the U.S. Department of Transportation's Federal Transit Administration (the "**FTA**");

**WHEREAS**, the District, the City and the Kansas City Streetcar Authority (the "**Authority**") are parties to that certain Second Amended and Restated Streetcar Agreement dated April 27, 2017, as amended or supplemented by Letter Agreements dated February 1, 2018 and October 23, 2018 (collectively, the "**Initial Phase Cooperative Agreement**");

**WHEREAS**, pursuant to the Initial Phase Cooperative Agreement and the City's Ordinance No. 130778 As Amended, and Committee Substitute for Ordinance No. 130976, the City provides, subject to annual appropriation, supplemental financial support for the costs of the Initial Phase and/or expansion thereof from funds in the City's Public Mass Transportation Fund in the annual amount of \$2,039,000 (the "**City's Annual Contribution**");

**WHEREAS**, the Authority generates additional revenue from certain activities such as on-vehicle advertising ("**Authority Miscellaneous Revenue**") which, pursuant to the Initial Phase Cooperative Agreement, is applied by the Authority to costs of operations and maintenance of the Initial Phase and other miscellaneous costs relating to the Initial Phase, and which the Authority intends to apply to costs of operations and maintenance of the Extended Line and other miscellaneous costs relating to the Extended Line;

**WHEREAS**, the City is the issuer of certain currently outstanding special obligation bonds and the borrower with respect to certain other special obligations, the proceeds of which were used to finance (a) the planning, design, engineering and construction of the Initial Phase and the acquisition of the physical assets comprising the Initial Phase (the "**Initial Phase Bonds**"), and (b) the acquisition of additional streetcar vehicles (the "**Additional Vehicle Financing**"), and collectively with the Initial Phase Bonds, the "**Existing Financing**";

**WHEREAS**, based upon projections, it is anticipated that the Extension TDD Revenue, the City Annual Contribution and the Authority Miscellaneous Revenue (collectively, "**Extended Line Revenue**") will generate sufficient funds to support repayment of new financing anticipated to be issued by the City, which may be a special obligation bond financing and/or a financing under the federal Transportation Infrastructure and Innovation Act, or a combination thereof (the "**Extension Financing**") in an amount that would generate in the aggregate approximately \$161,650,000 to pay Phase 2 Capital Costs, after taking into account costs of issuance and bond proceeds funded reserve funds, reimbursement of approximately \$5,000,000 of Phase 2 Capital Costs already advanced, payment of debt service on the Existing Financing (or on any or all of the Existing Financing that may be refinanced through the Extension Financing should the City, in its discretion, choose to do so), payment of the projected costs of operations and maintenance of the Extended Line, and funding of a capital repairs and replacements budget for the Extended Line;

**WHEREAS**, the City applied to the FTA for a Capital Investment Grant under the United States Department of Transportation's New Starts program (codified at 49 U.S.C. Section 5309) to pay the portion of Phase 2 Capital Costs not financed by the Extension Financing (the "**New Starts Application**"), in the approximate amount of \$163,350,000 (the "**Federal Contribution**");

**WHEREAS**, based on information presented to the Extension TDD Board at its meeting on June 20, 2019, the Extension TDD Board adopted its Resolution 2019-7, in which it made a finding and determination that once the FTA allocates appropriated funds for the Phase 2 Capital Costs in an amount no less than \$150,000,000, there are sufficient funds to be derived from sources other than revenue of the Extension TDD in order to make the construction of a substantial portion of the Phase 2 Line financially viable when aggregated with revenue of the Extension TDD;

**WHEREAS**, it is intended that upon the satisfaction of the Extension TDD Revenue Condition, the imposition of the District Sales Tax would cease on the day immediately preceding the day on which the Extension TDD Sales Tax is first imposed, and that the levy of the District Special Assessments would cease in the calendar year immediately preceding the calendar year in which the Extension TDD Special Assessments are first levied, all such that there is neither a gap, nor an overlap, in time between the respective periods of imposition of (a) the District Sales Tax and the Extension TDD Sales Tax, and (b) the District Special Assessments and the Extension TDD Special Assessments;

**WHEREAS**, the District has entered into a Cooperative Agreement for Streetcar Transition Process with the Extension TDD, the City and the Authority dated July 15, 2019 (the "**Transition Agreement**") to establish the process for transition between the District and the Extension TDD upon the satisfaction of the Extension TDD Revenue Condition;

**WHEREAS**, the District has entered into a Cooperative Agreement for Streetcar Phase 2 with the Extension TDD, the City and the Authority dated November 19, 2019 (the "**Extended Line Agreement**") to govern the rights and responsibilities of the parties with respect to the development, construction, management, operation, funding and financing of the Extended Line, which by its terms became effective upon the issuance of the FTA Allocation Notice;

**WHEREAS**, on or about August 26, 2020, the FTA announced an initial award of approximately Fifty One Million Dollars (\$51,000,000) toward the Federal Contribution, and on or about December 9, 2020, the FTA announced the award of an additional sum, increasing the amount of the Federal Contribution to approximately One Hundred Seventy Four Million Dollars (\$174,000,000) (the "**Total Federal Contribution**");

**WHEREAS**, on January 8, 2021, the FTA and the City executed a Full Funding Grant Agreement with respect to the Total Federal Contribution;

**WHEREAS**, the City has issued the "**FTA Allocation Notice**" (as defined in the Transition Agreement);

**WHEREAS**, the Extension TDD Board met on January 25, 2021 and took certain actions to be taken on the part of the Extension TDD under the Transition Agreement following issuance



of the FTA Allocation Notice, including adopting a Resolution levying the Extension TDD Special Assessments for the Assessment Year 2021; and

**WHEREAS**, the Board desires to take certain actions that are to be taken on the part of the District under the Transition Agreement following the issuance of the FTA Allocation Notice, including adopting this Resolution.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Kansas City Downtown Streetcar Transportation Development District, as follows:

1. Capitalized terms used but not defined herein have the meaning given to such term by the Assessment Resolution.
2. The District hereby sets the respective levy rate of each of the Residential Property Assessment, the Commercial Property Assessment, the Tax Exempt Property Assessment and the Surface Parking Assessment (collectively, the “**SA Levy Rates**”, and individually an “**SA Levy Rate**”) to Zero Dollars (\$0.00) for the Assessment Year 2021. It is acknowledged that with respect to City Property, the City makes an annual contribution pursuant to and subject to the terms and conditions of, the Extended Line Agreement.
3. It is the intention of the Board that the SA Levy Rates will remain at Zero Dollars (\$0.00) so long as the Extension TDD Special Assessments are levied at any rate above Zero Dollars (\$0.00)[**For Discussion:** , *provided, however, the District reserves the right, subject to applicable law, to increase an SA Levy Rate in any subsequent Assessment Year in the event that the Extension TDD notifies the District that the levy rate of the corresponding Extension TDD Special Assessment is to become less than the maximum permitted rate, provided, however, that in no event will any SA Levy Rate increase to any rate which, when taken together with the levy rate of the corresponding Extension TDD Special Assessment as then in effect, would exceed the maximum authorized rate of the corresponding Extension TDD Special Assessment*].
4. The Secretary of the District is authorized and directed to provide a certified copy of this Resolution to the Secretary of the Extension TDD.
5. This Resolution shall take effect immediately.

**PASSED** by the Board of Directors of The Kansas City Downtown Streetcar Transportation Development District on March 9, 2021.

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Hon. Quinton Lucas, Chair