

**PUBLIC MEETING NOTICE**  
**MEETING OF THE BOARD OF DIRECTORS OF THE KANSAS CITY**  
**MAIN STREET RAIL TRANSPORTATION DEVELOPMENT DISTRICT**  
**TUESDAY, SEPTEMBER 27, 2022, AT 5:00 P.M.**  
**3931 MAIN STREET (MIDTOWN KC NOW)**  
**KANSAS CITY, MISSOURI 64111**

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A meeting of the Board of Directors of The Kansas City Main Street Rail Transportation Development District will take place on Tuesday, September 27, 2022 beginning at 5:00 p.m., at 3931 Main Street (Midtown KC Now), Kansas City, Missouri 64111. The Board meeting will be held in person.

**TENTATIVE AGENDA**

**I. CALL TO ORDER**

**II. NEW BUSINESS**

- A. Consideration of a Resolution Approving Minutes from the Board of Directors Meeting of June 27, 2022 (Resolution 2022-5)
- B. Consideration of a Resolution Electing/Appointing Officers of the District (Resolution No. 2022-6).
- C. KCSA- System Update (Tom Gerend)
- D. Financial Update (Tammy Queen)
- E. Consideration of a Resolution Approving a Letter Agreement with the City and the KCSA Regarding Cost of Non-Revenue Track in the Vicinity of 2nd and Grand and Other Matters.
- F. Consideration of a Resolution Setting Special Assessment Rates for 2022 Assessment Year, and approving Special Assessment Roll (Resolution No. 2022-8).
- G. Consideration of a Resolution Setting Surface Parking Assessment Rate for 2022 Assessment Year, and approving Surface Parking Assessment Roll (Resolution No. 2022-9).
- H. Consideration of a Resolution Approving a Proposed Annual Budget for the Fiscal Year 2023-2024 (Resolution No. 2022-10).
- I. Public Comments (Please limit to 2 minutes)

**III. OTHER BUSINESS**

**NOTE:** Pursuant to Section 610.021(1), RSMo, there may be a closed session to discuss legal actions, causes of action or litigation involving a public governmental body and any confidential or privileged communications between a public governmental body or its representatives and its attorneys.

*This is an open meeting and the public is invited to observe and attend the meeting. Members of the public who wish to attend telephonically should call (866) 576-7975 and at the prompt enter 143567.*

Any person with a disability desiring reasonable accommodation to participate in this meeting should contact Crissy Dastrup at 580-678-3123 at least 24 hours prior to the meeting.

I certify that a copy of this Notice of Meeting was posted on the door at 3931 Main Street (Midtown KC Now), Kansas City, Missouri 64111, at \_\_\_\_ AM/PM on September \_\_\_\_, 2022.

By: \_\_\_\_\_ Printed Name: \_\_\_\_\_

**KANSAS CITY MAIN STREET RAIL  
TRANSPORTATION DEVELOPMENT DISTRICT**

**RESOLUTION NO. 2022-5**

**RESOLUTION APPROVING THE MINUTES OF THE MEETING OF THE BOARD OF DIRECTORS HELD ON JUNE 27, 2022**

**WHEREAS**, the Bylaws of The Kansas City Main Street Rail Transportation Development (the “District”) require the District to keep minutes of meetings of the Board of Directors (the “Board”);

**WHEREAS**, the Board conducted a meeting on June 27, 2022; and

**WHEREAS**, minutes of such meeting have been prepared and circulated to members of the Board.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District, as follows:

1. That the minutes of the Board of Directors meeting held on June 27, 2022 are attached hereto as **Exhibit A** and shall be and are hereby approved in all respects;
2. This Resolution shall take effect immediately.

**PASSED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District on September 27, 2022.

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Jan Marcason, Chair

**EXHIBIT A**

**JUNE 27, 2022 MEETING MINUTES**

**[SEE ATTACHED]**

**THE KANSAS CITY MAIN STREET RAIL  
TRANSPORTATION DEVELOPMENT DISTRICT**

**MINUTES OF THE JUNE 27, 2022 MEETING OF  
THE BOARD OF DIRECTORS OF THE DISTRICT**

The Board of Directors of The Kansas City Main Street Rail Transportation Development District (the “District”) met on Monday, June 27, 2022, beginning at 5:00 p.m., pursuant to public notice, at 3931 Main Street (Midtown KC Now), Kansas City, Missouri 64111 and via telephonic conference call.

The following members of the Board were present: Jan Marcason, Crissy Dastrup, David Johnson, Ruben Alonso, III, Zac Sweets, Jeff Krum and Jared Campbell (appointed during the meeting). Also in attendance were Tammy Queen, Executive Director of the District, Mari Ruck with the City of Kansas City, Missouri (the “City”), LaShena Graham with the City, Tom Gerend with the KC Streetcar Authority (the “KCSA”), and Doug Stone, counsel to the District, Charles Miller, counsel to the KCSA (who joined later in the meeting), and Denise Goodson, all with Lewis Rice, LLC.

Chair Jan Marcason called the meeting to order.

The first item of business was the approval of the minutes of Board meeting held on September 29, 2021 (Resolution No. 2022-1). There were no revisions proposed for the minutes as presented. Mr. Johnson moved for approval of the minutes, Mr. Krum seconded and Resolution No. 2022-1 was unanimously adopted.

The next item of business was the acknowledgement of the resignation of a Director and appointment of an Interim Director (Resolution No. 2022-2). Ms. Marcason explained that Al Ray has moved outside of the District, and accordingly has submitted his resignation as a Director of the District. Mr. Campbell has been selected to replace Mr. Ray as a Director. Mr. Campbell thanked the Board for the opportunity and gave a brief description of his background. Mr. Krum moved to acknowledge Mr. Ray’s resignation as a Director of the District and to appoint Mr. Campbell as an Interim Director of the District in his place, Mr. Johnson seconded and Resolution No. 2022-2 was unanimously adopted.

The next item of business was the authorization of reimbursement to the Kansas City Regional Transit Alliance (the “KCRTA”) for the remainder of formation costs advanced for the District (Resolution No. 2022-3). Mr. Johnson explained the reason for the resolution. Mr. Stone noted that the amount to be reimbursed does not include money raised to cover litigation. Discussion ensued, upon the conclusion of which Mr. Sweets moved to authorize the reimbursement to KCRTA as described, Mr. Alonso seconded and Resolution No. 2022-3 was unanimously adopted.

Next, Ms. Queen introduced Ms. Graham-Hayes, who then presented a brief financial update. The Board was provided copies of the actual results for the City’s Streetcar Fund Account for Fiscal Year 2022 and actual results for the District for Fiscal Year 2022. Ms. Graham-Hayes explained the current financial status, including the status of assessment protests and the split of capital cost reimbursement between fiscal years. Then, for the benefit of Mr. Campbell, Mr. Stone and Mr. Gerend explained the how the District fits within the structure of the streetcar financing and the

functioning of the Street Car Fund. Mr. Campbell asked for information regarding the original bond issuance. It was explained that a pro forma for the life of the bond was prepared and the conservative approach taken has put the project in sound financial condition.

Next, Mr. Gerend gave an update regarding the status of the Streetcar system and the expansion, including information regarding the negotiation with the contract operator to grow capacity and expand scope through the current term ending in 2026, the current status of the expansion construction, the schedule of additional car shipment, timing of hiring additional mechanics and operators, and project design status. Mr. Gerend also talked about other planning regarding possible expansions into the Northland and over an east/west corridor. Discussion ensued regarding various issues, including leveraging the Streetcar for development generally and the timetable of the wind down of the Kansas City Downtown Streetcar TDD.

There were no public comments.

The meeting was adjourned at 6:12 p.m.

Respectfully Submitted,

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Crissy Dastrup, Secretary

**THE KANSAS CITY MAIN STREET RAIL  
TRANSPORTATION DEVELOPMENT DISTRICT**

**RESOLUTION NO. 2022-6**

**RESOLUTION OF THE KANSAS CITY MAIN STREET RAIL TRANSPORTATION  
DEVELOPMENT DISTRICT APPOINTING OFFICERS OF THE DISTRICT**

**WHEREAS**, the Bylaws of The Kansas City Main Street Rail Transportation Development District (the “District”) require the District’s Board of Directors to appoint a Chair, Secretary, Treasurer, Executive Director and such other officers or employees as it deems necessary; and

**WHEREAS**, the Board desires to elect a Chair, and appoint a Secretary, Treasurer and Executive Director, as the officers of the District in accordance with the Bylaws; and

**WHEREAS**, the Chair, Secretary, Treasurer and Executive Director shall have the powers and duties described in the Bylaws.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District, as follows:

1. Jan Marcason is elected Chair of the District.
2. Crissy Dastrup is appointed Secretary of the District.
3. Zac Sweets is appointed Treasurer of the District.
4. Tammy Queen is appointed Executive Director of the District.
5. Any individual holding an office pursuant to a resolution of the District adopted prior to the date hereof is hereby removed from office, and the appointments set forth above shall commence immediately.
6. Each officer of the District shall serve for a term of one year and until his or her successor has been duly elected or appointed. Each officer of the District shall exercise those powers and perform those duties as set forth in the Bylaws of the District.
7. The Treasurer shall, in the absence of the Chair or in the event of his or her inability or refusal to act, perform the duties and exercise the powers of the Chair, and shall perform such other duties and have such other powers as the Board may from time to time prescribe, or which the Chair may from time to time delegate.
8. This Resolution shall take effect immediately.

**PASSED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District on September 27, 2022.

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Jan Marcason, Chair

**KANSAS CITY MAIN STREET RAIL  
TRANSPORTATION DEVELOPMENT DISTRICT**

**RESOLUTION NO. 2022-7**

**RESOLUTION OF THE KANSAS CITY MAIN STREET RAIL TRANSPORTATION DEVELOPMENT DISTRICT APPROVING A LETTER AGREEMENT WITH KANSAS CITY, MISSOURI AND THE KANSAS CITY STREETCAR AUTHORITY REGARDING COST OF NON-REVENUE TRACK IN THE VICINITY OF 2ND AND GRAND AND OTHER MATTERS.**

**WHEREAS**, the Kansas City Main Street Rail Transportation Development District (the “**District**”), the City of Kansas City, Missouri (the “**City**”) and the Kansas City Streetcar Authority (the “**Authority**”) have entered into that certain Cooperative Agreement for Streetcar Phase 2, dated November 19, 2019 (the “**Agreement**”);

**WHEREAS**, the District, the Authority and the City desire to mutually agree with respect to the use of money in the Streetcar Fund, as more particularly set forth in that certain proposed Letter Agreement attached hereto as **Exhibit A** (the “**Letter Agreement**”); and

**WHEREAS**, the District desires to authorize the execution and delivery of the Letter Agreement and the implementation of the transactions provided for therein.

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

1. Capitalized terms used but not defined in this Resolution have the meaning given to such term in the Agreement.
2. The Executive Director of the District is hereby authorized and directed to execute and deliver the Letter Agreement, and the proper officers of the District are hereby authorized and directed to take all actions and execute and deliver all such other documents and instruments necessary or appropriate, in the discretion of the Executive Director of the District, in order to consummate the transactions contemplated by the Letter Agreement, the taking of such actions, and the execution and delivery of such other documents and instruments on behalf of the District being conclusive evidence of the Executive Director’s determination of the necessity or appropriateness thereof.
3. This Resolution shall take effect immediately.

**PASSED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District on September 27, 2022.

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Jan Marcason, Chair

**EXHIBIT A**

See Attached



# RideKC STREETCAR™

\_\_\_\_\_, 2022

City of Kansas City, Missouri  
Attn: Brian Platt, City Manager  
414 East 12th Street, 29<sup>th</sup> Floor  
Kansas City, MO 64106

The Kansas City Main Street Rail  
Transportation Development District  
Attn: Tammy Queen, Executive Director  
414 East 12th Street, 3<sup>rd</sup> Floor  
Kansas City, MO 64106

Re: Use of Amounts in the Streetcar Fund

Ladies and Gentlemen:

Reference is made to the Cooperative Agreement for Streetcar Phase 2, dated November 19, 2019 (the “**Agreement**”) among the City of Kansas City, Missouri (the “**City**”), the Kansas City Streetcar Authority (the “**Authority**”) and the Kansas City Main Street Rail Transportation Development District (the “**District**”). Capitalized terms used but not defined in this Letter Agreement have the meaning given to such term in the Agreement.

It is acknowledged District, Authority, City, Port Authority of Kansas City, Missouri (“**PortKC**”), and the Kansas City Area Transportation Authority (“**KCATA**”) are actively simultaneously advancing both the Main Street Extension (the “**Main Street Extension Project**”) and the Northern Streetcar Extension to Berkley Riverfront (the “**Riverfront Extension Project**”) and that parties involved have secured federal grant and committed necessary local funding from District, PortKC, KCATA, and Authority sources to construct the projects as presently scoped.

It is also acknowledged that during initial construction of the Main Street Extension Project and final engineering of the Riverfront Extension Project it was determined by project management staff and designers that additional operational improvements to the system and the surrounding transportation network could be realized by constructing an additional non-revenue track connection (the “**Non-Revenue Track Connection**”) in the vicinity of 2<sup>nd</sup> Street and Grand Boulevard, linking the maintenance facility directly to south bound streetcar movements on Grand Boulevard.

The Non-Revenue Track Connection, estimated at a cost not to exceed \$3,250,000, would improve daily operations of the streetcar system by streamlining the deployment of vehicles onto the route through a direct and more efficient south-bound connection. The added connection would also improve streetcar travel time by eliminating time-consuming operations movements in the middle of the street, improve the safety of the system as a whole by eliminating a bi-directional/opposing streetcar move, and would improve bicycle and automobile accommodations

by allowing for both an automobile passing lane of dwelling northbound streetcar vehicles, and future accommodations for a dedicated bicycle connection between 3<sup>rd</sup> Street and 5<sup>th</sup> Street.

After consultation among us, and in furtherance of our mutual intent to respond to the Executive Management Committee's recommendation to advance the completion of the Non-Revenue Track Connection which will have mutual benefit for existing and future streetcar operations, we have agreed that:

(a) the costs of the Non-Revenue Track Connection, not to exceed \$3,250,000 (the "**Connection Costs**"), will be payable at the option of the City, and subject to appropriation by the City Council, either (1) out of moneys on deposit in the Streetcar Fund in accordance with clause (b) below or by adding the amount of the Connection Costs to the principal amount of the forthcoming City bond financing that would otherwise include costs of the Main Street Extension Project and utilizing the allocable proceeds without regard to clause (b) below. Such money will be used by Authority for construction of the Non-Revenue Track Connection, which may be facilitated through either the Main Street Extension Project or the Riverfront Extension Project, or a combination of both, based on unanimous agreement from the Executive Management Committee taking into consideration costs and schedule efficiencies, and related federal requirements; and

(b) funds disbursed from the Streetcar Fund to pay the Connection Costs will for purposes of relative priority be inserted between the category of costs described in clause (3) of Section 7-3 of the Agreement ("**Section 7-3**") and clause (4) of Section 7-3, but may be paid prior to full payment of such fiscal year's costs and expenses described in clauses (1), (2) and (3) so long as adequate provision is made to set aside sufficient funds to satisfy the full amount of all three (3) such categories of costs and expenses as reasonably anticipated to come due for payment or funding any time in such fiscal year.

In addition, it is acknowledged that Section 7-3 provides that the City will have the right, with the consent of the Authority, to reimbursement out of moneys in the Streetcar Fund for Dedicated City Employees Costs, not to exceed \$200,000 per Fiscal Year, but it is our collective agreement that the not to exceed amount for Dedicated City Employees Costs with respect to Fiscal Year ending April 30, 2023 will be \$225,000.

Finally, it is acknowledged that the City will likely incur certain streetcar/transit support costs, including streetcar signal maintenance (the "**Additional City Streetcar Support Costs**") during the City's Fiscal Year ending April 30, 2023. We have agreed that the City shall also have the right to reimbursement out of moneys in the Streetcar Fund, for the Additional City Streetcar Support Costs, up to the aggregate amount of \$75,000 (in addition to the Dedicated City Employees Costs) incurred by the City during the City's Fiscal Year ending April 30, 2023 and approved in advance by the Executive Director of the Authority, which approval shall not be unreasonably denied, with such reimbursement holding the seventh (7<sup>th</sup>) level of priority among the prioritization of expenditures set forth in Section 7-3 of the Agreement. The City shall provide to the Authority and/or the District upon request reasonable detailed supporting documentation

City of Kansas City, Missouri  
The Kansas City Main Street Rail TDD  
\_\_\_\_\_, 2022

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with respect to the Additional City Streetcar Support Costs paid from the Streetcar Fund during the City's Fiscal Year ending April 30, 2023.

Please confirm your agreement to the foregoing by countersigning this Letter Agreement in the place provided below.

Very truly yours,

KANSAS CITY STREETCAR AUTHORITY

By: \_\_\_\_\_  
Tom Gerend, Executive Director

AGREED:

CITY OF KANSAS CITY, MISSOURI

THE KANSAS CITY MAIN STREET RAIL  
TRANSPORTATION DEVELOPMENT DISTRICT

By: \_\_\_\_\_  
Brian Platt, City Manager

By: \_\_\_\_\_  
Jan Marcason, Chair

Date: \_\_\_\_\_, 2022

Date: \_\_\_\_\_, 2022

**THE KANSAS CITY MAIN STREET RAIL  
TRANSPORTATION DEVELOPMENT DISTRICT**

**RESOLUTION NO. 2022-8**

**RESOLUTION OF THE KANSAS CITY MAIN STREET RAIL TRANSPORTATION DEVELOPMENT DISTRICT SETTING REAL PROPERTY SPECIAL ASSESSMENT RATES FOR ASSESSMENT YEAR 2022.**

**WHEREAS**, The Kansas City Main Street Rail Transportation Development District (the “District”) was established by Order of the Jackson County Circuit Court on August 11, 2017;

**WHEREAS**, the District’s Board of Directors (the “Board”), pursuant to Section 238.230, RSMo, and the Board’s Resolution 2018-04 (the “Assessment Resolution”) submitted a proposal to the District’s qualified voters for election regarding whether to approve certain special assessments (as more particularly defined in Section 3 of the Assessment Resolution, the “Real Property Assessments”) to help finance development of the following transportation project (the “Project”): the design, construction, ownership and/or operation of a fixed rail streetcar and/or light rail system, and all elements thereof, including without limitation maintenance facilities, consisting of (a) the initial 2.1 mile (+/-) starter line running generally along Main Street from River Market to Union Station (the “Starter Line”), initially developed and initially funded by the existing Kansas City Downtown Streetcar Transportation Development District (the “Starter Line District”), and (b) an extension route of such fixed-rail system connecting to the Starter Line and running south from Union Station generally along Main Street with a terminus in the general vicinity of, but not further south than the general vicinity of, the University of Missouri – Kansas City’s Volker campus, with specific design and engineering as finally determined by the City (the “Extension Route”), operating within the boundaries of, or serving and benefiting, the District;

**WHEREAS**, the qualified voters approved the imposition of the Real Property Assessments, with certain maximum rates, and with actual rates from time to time to be set annually by the Board for each Assessment Year;

**WHEREAS**, the Board desires to set the actual rates for the Real Property Assessments with respect to the Assessment Year commencing on January 1, 2022 (the “2022 Assessment Year”);

**WHEREAS**, in accordance with the Cooperative Agreement for Streetcar Phase 2 dated November 19, 2019 among the City of Kansas City, Missouri (the “City”), the Kansas City Streetcar Authority, Inc. (the “Authority”) and the District (the “Agreement”), the Executive Director of the District and the Chair of the Authority have consulted with respect to the application of “surplus” funds remaining as of the end of the District’s preceding fiscal year as required by Section 7-6 of the Agreement;

**WHEREAS**, the Authority has advised the District that it has waived any requirement, with respect to the 2022 Assessment Year only, that the District use surplus funds, if any, to reduce Real Property Assessment rates for the 2022 Assessment Year; and

**WHEREAS**, the Executive Director of the District has produced a roll of the real property upon which such special assessments shall be levied.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District, as follows:

1. Capitalized terms used but not defined in this Resolution have the same meanings respectively given to such terms in the Assessment Resolution.
2. The Real Property Assessments are hereby imposed with respect to the 2022 Assessment Year, in the following amounts:
  - (a) **Residential Property:** With respect to Residential Property (unless subject on January 1, 2022 to an Exemption, in which event the provisions of subsection (d) below shall apply), the Real Property Assessment is imposed in an annual amount equal to the sum obtained by multiplying the Residential Assessable Value of such Residential Property by Seventy Cents (\$0.70).
  - (b) **Non-Residential Property:** With respect to Non-Residential Property (unless subject on January 1, 2022 to an Exemption, in which event the provisions of subsection (d) below shall apply), the Real Property Assessment is imposed in an annual amount equal to the sum obtained by multiplying the Commercial Assessable Value of such Non-Residential Property by Forty-Eight Cents (\$0.48).
  - (c) **City Property:** Notwithstanding the provisions of subsections (a) and (b) above, with respect to City Property, the Real Property Assessment is imposed in an annual amount equal to the sum obtained by multiplying the City Assessable Value of such City Property by One and 04/100 Dollars (\$1.04), which the City has agreed, subject to annual appropriation, to pay pursuant to the Agreement, but in all events, the City's obligation for the Real Property Assessment with respect to the 2022 Assessment Year shall not exceed Two Million Thirty-Nine Thousand Dollars (\$2,039,000) as provided by the Agreement.
  - (d) **Tax Exempt Property:** With respect to Tax Exempt Property, the Real Property Assessment is imposed in an annual amount equal to the sum obtained by multiplying the Tax Exempt Assessable Value of such Tax Exempt Property by Forty Cents (\$0.40).
3. The Board hereby approves the Special Assessment Roll attached hereto as **Exhibit A**.
4. The Executive Director of the District, with such assistance from the District's General Counsel and other parties as the Executive Director determines, is hereby authorized and directed to take all actions necessary and appropriate in order to cause the Real Property Assessments to be billed and collected, subject to implementing any adjustments in valuation by the Assessor of Jackson County, Missouri, all in accordance with the Missouri Transportation Development District Act, Sections 238.200, et seq., RSMo, as amended, and other applicable law.

5. This Resolution shall take effect immediately.

**PASSED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District on September 27, 2022.

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Jan Marcason, Chair

**EXHIBIT A**

On File with the Executive Director of the District

**THE KANSAS CITY MAIN STREET RAIL  
TRANSPORTATION DEVELOPMENT DISTRICT**

**RESOLUTION NO. 2022-9**

**RESOLUTION OF THE KANSAS CITY MAIN STREET RAIL TRANSPORTATION DEVELOPMENT DISTRICT SETTING SURFACE PARKING SPECIAL ASSESSMENT RATES FOR ASSESSMENT YEAR 2022.**

**WHEREAS**, The Kansas City Main Street Rail Transportation Development District (the “District”) was established by Order of the Jackson County Circuit Court on August 11, 2017;

**WHEREAS**, the District’s Board of Directors (the “Board”), pursuant to Section 238.230, RSMo, and the Board’s Resolution 2018-04 (the “Assessment Resolution”) submitted a proposal to the District’s qualified voters for election regarding whether to approve certain special assessments (as more particularly defined in Section 3 of the Assessment Resolution, the “Surface Pay Parking Lot Assessments”) to help finance the design, construction, ownership and/or operation of a downtown fixed rail streetcar line, and all elements thereof, including without limitation a maintenance facility, operating within the boundaries of, or serving and benefiting, the District (the “Project”);

**WHEREAS**, the qualified voters approved the imposition of the Surface Pay Parking Lot Assessments, with certain maximum rates, and with actual rates from time to time to be set annually by the Board for each Assessment Year;

**WHEREAS**, the Board desires to set the actual rates for the Surface Pay Parking Lot Assessments with respect to the Assessment Year commencing on January 1, 2022; and

**WHEREAS**, the Executive Director of the District has produced a roll of the Surface Pay Parking Lots upon which the Surface Pay Parking Lot Assessments shall be levied.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District, as follows:

1. Capitalized terms used but not defined in this Resolution have the same meanings respectively given to such terms in the Assessment Resolution.
2. The Surface Pay Parking Lot Assessments are hereby imposed with respect to the Assessment Year commencing January 1, 2022, upon real property within the District used as a Surface Pay Parking Lot during the Assessment Year commencing January 1, 2022, in an annual amount equal to the sum of Fifty-Four and 75/100 Dollars (\$54.75) multiplied by the number of Pay Parking Spaces located on each such Surface Pay Parking Lot during such Assessment Year. A Surface Pay Parking Lot shall be exempt from the Surface Pay Parking Lot Assessment if it is in, under or otherwise a part of a multi-story structure, or if it shares common or affiliated ownership with and primarily exists to serve the employees or patrons of a business enterprise or place of interest such as (by way of example and not as a limitation) a museum, train station, or theater, which business enterprise or place of interest is located on the same or a neighboring property as the parking area under consideration.



3. The Board hereby approves the Surface Pay Parking Lot Assessment Roll attached hereto as **Exhibit A**.
4. The Executive Director of the District, with such assistance from the District's General Counsel and other parties as the Executive Director determines, is hereby authorized and directed to take all actions necessary and appropriate in order to cause the Surface Pay Parking Lot Assessments to be billed and collected, subject to implementing any adjustments in valuation by the Assessor of Jackson County, Missouri, all in accordance with the Missouri Transportation Development District Act, Sections 238.200, et seq., RSMo, as amended, and other applicable law.
5. This Resolution shall take effect immediately.

**PASSED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District on September 27, 2022.

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Jan Marcason, Chair

**EXHIBIT A**

On File with the Executive Director of the District

**THE KANSAS CITY MAIN STREET RAIL  
TRANSPORTATION DEVELOPMENT DISTRICT**

**RESOLUTION NO. 2022-10**

**RESOLUTION OF THE KANSAS CITY MAIN STREET RAIL TRANSPORTATION DEVELOPMENT DISTRICT APPROVING PROPOSED ANNUAL BUDGET FOR THE FISCAL YEAR 2023-2024.**

**WHEREAS**, The Kansas City Main Street Rail Transportation Development District (the “District”) is required to adopt an annual budget for the operation of the District;

**WHEREAS**, the Executive Director of the District has prepared a proposed annual budget that has been reviewed by the Board; and

**WHEREAS**, the District desires to adopt the proposed annual budget for the operation of the District with respect to the District’s fiscal year 2023-2024 (ending April 30, 2024) (“FY 2024”).

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District, as follows:

1. The District hereby adopts as its annual Budget with respect to FY 2024, the Budget attached hereto as **Exhibit A**.
2. The Executive Director of the District is directed to provide to Missouri State Auditor’s Office, the Missouri Department of Revenue and the City Clerk of Kansas City, Missouri a copy of the District’s Budget with respect to FY 2024.
3. The District hereby appropriates all District Revenues received by the District during FY 2024 to pay to the costs and expenses reflected on the District’s Budget with respect to FY 2024.
4. This Resolution shall take effect immediately.

**PASSED** by the Board of Directors of The Kansas City Main Street Rail Transportation Development District on September 27, 2022.

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Jan Marcason, Chair

**EXHIBIT A**

See Attached