

Board of Directors of the Kansas City Streetcar Authority

November 21, 2024

Meeting Summary Minutes

Zoom <https://kcstreetcar-org.zoom.us/j/81135807419?pwd=dXdXdaUFREQXFFOEtXUTVsZjFEEd25vZz09>

600 E. 3rd Street, Kansas City, MO 64106

1. Call to Order

Michael Collins called the meeting to order.

2. Approval of Previous Meeting Summary Minutes

Robert McCormick moved to approve the September 26, 2024 meeting summary minutes, Jan Marcason seconded and the motion carried*.

3. Public Comment

Anthony Hugo asked if there have been any advancements made with funding mechanisms outside of the TDD model. It seems like the TDD model is tapped out with all the proposed new extensions. Tom Gerend said there are formal efforts underway for looking at additional corridors, both east-west and north. Those conversations are just now being initiated, and they fully anticipate supporting and being connected to funding and implementation conversations that extend beyond the traditional TDD models. There are no actively organized regional funding conversations that are being organized by the KC Streetcar Authority.

4. Expansion Updates

Main Street Extension

Jason Waldon reported that overall Main Street construction is getting to the part of the project where the percentage complete doesn't matter. The hardest part of the percentages is the latter. Construction substantial completion date is contracted for December 4, and he believes they are on track to hit that date. There is still work to do, notably in and around Brush Creek Bridge. The Mayor and City Manager are going to go out sometime this weekend and witness the final rail welds on Saturday and Sunday. After construction completion, there will be months of testing and FTA and State Oversight approvals. Streetcar 813 is arriving today, and the final Streetcar 814 will arrive by the end of the year.

Mr. Waldron walked through slides of pictures that showed the progress. Currently, they are going through paperwork to start to certify all the work that has been done.

Tom Gerend said you will see less cones by the second week of December. There will be additional work in the Westport area for train signalization. There are significant pedestrian upgrades going on along the extension. The exclusive lane treatments will be added at the end of construction. There will be a different paint treatment, some red striping in addition to white striping and signage that will help to reinforce the transit only aspect. The final overlay and striping will happen next spring. He added that the new Pershing Crossover and station stop is working well. They are carrying a lot of loads.

George Guastello complemented the decision to have brighter shelter lights. He said he noticed that there are different street lighting on the route depending on the neighborhood. He asked if it was design to have them be different. Tom Gerend said there are different zones of pedestrian neighborhood lighting. Some are owned by properties, some are managed by the districts. The project couldn't absorb that within the scope. They focused on the streetlights and station lighting design. They learned from the starter line and there is a significant seat wall lighting upgrade along with the shelters having more illumination.

In response to a question asked from Councilman Bunch about having people with disabilities help with the testing and punch list, Jason Waldron said they plan to include them.

Riverfront Extension

Ralph Davis gave the Riverfront Extension update. He said work is moving wonderfully. The old cold shoot was removed last month. The viaduct has been repaved in anticipation for the next steps next spring. The work is done in two parts. They paved the viaduct and will come back next spring and cut out a slot and install the rail. It will give an overall product. It will be smoother this way and easier to maintain. He walked through slides of pictures that showed the progress. Everything through Riverfront Park is done. They will work on platforms and ancillary items in the next few weeks.

In January they will put in the complicated track work that goes into Grand between 2nd and 3rd St. They will install the equilateral switch, as well as expansion joints. He showed a drone video of the entire extension. Track construction is 41% complete. Approximately 8,329 feet of track will be installed for the .7-mile extension.



He said the public information team does a great job in keeping the public informed and helping the businesses. There are monthly riverfront rallies inviting the public to join RBE Riverfront Extension construction team for a casual monthly event to support local businesses, while talking about construction. There was one last week at River Bluff Brewing. They are committed to doing one monthly to support the small local businesses that are affected by the construction.

Tom Gerend added there will be a second service closure to tie-in the Riverfront into the mainline. It will require another system outage. The team is looking at opportunities to move the tie-in to earlier next year. The original schedule for this project was early 2026 and there is a lot of pressure in 2026 for World Cup and other reasons. The team is actively looking for options to move things up. There are also other events and demands on the system.

Mr. Gerend said that the Bike/Ped Bridge project is progressing. It is integral to the streetcar operation and part of the master plan. Conversations with the railroads are moving forward and the City of Kansas City is working on the package to get it out to Bid. Jason Waldron added that the plan is to get it posted by the end of the year. They are hoping for favorable bids, and they will do everything they can to have it open by Spring 2026.

6. Rail Activation Update

Tom Gerend said while the substantial completion date for the Main Street Extension construction is December 4. It is best to think of this as a relay race. All the partners are working on all phases. No one goes away, but there is a handoff from construction to testing the operations then to Pre-Revenue operations. We are approaching one of those milestones where we are starting to pass the baton.

Lauren Krutty said the project is entering the verification process phase. The safety and security certifiable items that have to be documented and verified. Our Federal and State oversight partners are interested in this phase and are monitoring this process with us. Once those prerequisites are checked, we will move into system integrated testing (SIT).

{LR: 00591574.2 }

The first test is dead wire, before a streetcar is tested under its own power, they will walk a pushcart. Work will be done in segments on the corridor. Then they will proceed with live wire testing, with streetcars operating under its own power. During live wire testing there are several different types of tests. Once the SIT phase is finished, the next phase is Pre- Revenue Operations (PRO). At that point, operations and maintenance teams will start to train. They have started doing some training and familiarization on the new alignment. They will be working through scenarios to test rules, procedures and policies. There will also be emergency exercise scenarios. The last piece of PRO will be the schedule verification and validation before we open to service.

There are a lot of documentation steps that are built in with our oversight process as we move through each of the phases. We bring our Federal and State Partners along each phase to get concurrence each step of the way. While there will be other items that have to be done, these are the main buckets that we must get through to enter revenue service.

Mrs. Krutty shared a slide of a summary of the things that the team has been working on.

Operations Preparations

- Hiring and staffing the expanded team
- Rules, procedures and plan updates
- Operator and maintenance training (internal and external)
- Fleet support (warranty monitoring, maintenance, and inventory)
- Safety and security training, partner familiarization, and exercise planning
- Partner agreements
- Public information, communications and marketing

Mr. Gerend said that we don't have an opening date, but it is fair to say it will not be in the Q1 or Q2. We are looking at the second half of the year. As the project gets into early testing after the first of the year, we will be able to refine targets for what the schedule is looking like. There is a minimum federally required 6 months commissioning safety certification process post construction.

7. Committee Reports

A. Operations Committee

Lauren Krutty shared ridership summary.

- 2024 Average Daily Ridership: 5,241
- 2024 Total Ridership as of 10/31: 1,598,559
- Total Ridership (2016-2024): 14,628,040

She said that during the streetcar service suspension, we operated a bus bridge. It matched our existing service profile. It was similar as the streetcar service as we could make it. We saw 30% of our normal ridership during the bus bridge, which was higher than last year's summer outage because of the frequency.

Mrs. Krutty updated the Board of Directors on the changes of the Safety and Security program. The CID safety ambassadors were phased out on the route and full-time contracted security firm Titan started in mid-October. There are 4 full time positions, 1 fleet vehicle and full service coverage. There was a thorough training period of the system familiarization with KCSA and HTSI. The process to hire the KCPD officer has started. The KCPD program will consist of 1 full-time officer and 1 fleet vehicle. The KCPD off-duty schedule will remain until the end of the year. Once the full-time officer is on board the team, they will reevaluate what the off-duty program looks like in the long term. Tom Gerend added, that in the long term both of those layers were designed and built foundationally to scale. As the system grows, we will be able to add capacity to both layers for coverage.

Mrs. Krutty announced that the Union Station layover space opened in early November. She shared photos of the space. It is a multi-use space on the east side with great access to the transit plaza. There is direct and quick elevator access with 24-hour badge access. It will be primarily used as a layover and break location for operators but is designed to be flexible. This is where the contracted security home-base/Check in and there is a small meeting space here. There is a supervisor field post and a secondary operations center. Once the route expands, Union Station is a prime location for this use. Tom Gerend reminded the Board that HTSI was contractually obligated to provide a facility and they have been doing so in an apartment in Commerce Towers. As we are growing and the operations are evolving, it was determined that it made more sense to have an organization broader held space, and in a different location that was more central to the expansion of the alignment. It is access restricted; we would love to show you all the space.

Mrs. Krutty said moving forward, she plan to give an Operations & Maintenance Expansion Readiness Update to the Board so they can see how the staffing positions for the expanded them is progressing.

- Operators → Filled 23 of 39 positions
 - Actively hiring + remaining new Operator positions opening by end of 2024
- Supervisors → Filled 7 of 11 positions
 - Remaining Supervisor positions opening end of 2024
- Technicians → Filled 9 of 12 positions
 - Open postings for remaining Technicians positions
- Maintainers → Filled 2 of 7 positions
 - Open postings for 2 positions; 3 additional by end of 2024

B. Marketing Committee

Donna Mandelbaum gave the Marketing Committee update. They have been busy with rider communication during the service outage and Pershing Tie-In activities. Union Station Northbound stop is open. Hannah Crain designed the artwork for the shelter to utilize the space to communicate with the riders, that is where you board to head north into downtown.

2024 to-date there are \$254,525 sponsorship contracts. She shared pictures of Station stops. All the stops currently have art or sponsorship on the glass. CPKC is sponsoring the holiday streetcar this year. It debuted November 1. They have 2 months sponsorship and a streetcar stop.

The CPKC Holiday Streetcar will host the Holiday Jam. The Jam will kick off the Saturday after Thanksgiving. There will be performances, Nov 30-Dec 21 on Tuesday evenings and Saturday afternoons. The Bridge is a supporter and partner.

There was an art walk for Art in the Loop on October 12 that was well attended. The closing reception was at the Downtown Library. She said a catalog of the annual program was at each of the Board Members' places. She said she can share a link of a video that recaps the entire year.

The KC Streetcar social media footprint has expanded. They are now on TikTok and Blue Sky. She said they have lost a lot of followers on Twitter/X over the years, and felt they weren't reaching some of the people that wanted our information. They already have lots of followers, she will keep focusing on that.

George Guastello added that Union Station has received 75% of the funding to build out the history of the streetcar that will go on the east side of the building. They have started working with Kansas City Museum as long with the history items that KCSA has provided.

C. Budget and Finance Committee

Tom Gerend said that the Annual Audit reports were included in the Board Packets. The auditors participated in the Budget and Finance Committee meeting and walked through the findings. We are happy to share that in their summary which is no modified opinions with no major finding of any kind. Which means a clean audit across the board in all categories. We thanked Support KC and Ebony Jackson.

Eric Bunch moved to accept the August financial reports, Robert McCormick seconded and the motion unanimously passed.

Robert McCormick to accept the FY2024 Annual Audit Report, Eric Bunch seconded and the motion unanimously passed.

8. Executive Director's report

Main Street Celebration for the completion of rail construction will be on December 2nd, at 2:15 pm, down by the Plaza Stop. He said they would love to have KCSA and TDD Board Members there and invited them to come out.

Wayfinding procurement is moving forward. The interview process is complete, and they hope to have a wayfinding consultant for streetcar specific wayfinding by the end of next week. They are finding that the scope may extend beyond the streetcar route.

We participated in a ULI-curated conversation that was co-led by Midtown KC Now. Main Street business owners, landowners and developers were there. It was a good small focus group talking about the current state of Main Street from a developer's standpoint and what the future looks like, as well as what the challenges are. A great concern was public safety. 85% of the conversation was that if attention is not paid to addressing public safety it has the potential to greatly dilute the impact on development around the expansion. The goal wasn't to solve the problems but discuss what we can do now. The KC Streetcar are already adding layers of extra security enforcement to our system. We are adding significant expansion to the camera network. We talked about shared investments in route monitoring with Midtown KC Now and Downtown. What can be done ease the path for KCMO requirement. He said he has a summary of the meeting and was happy to share.

Councilman Bunch said that in relation to the Midtown Redevelopment along the streetcar route, two ordinances that are reactivating two PIA district will come up today. He believes there is more to come and there is some conversation around, how do we clear the path in a way that encourages the type of development that we want to see.

The KC Streetcar Holiday Party is on Friday, December 6 at DoubleTap 310 Oak Street. He invited the Board of Directors to join.

Michael Collins and Tom Gerend have been talking about repositioning the KCSA Board Meeting from a conventional board meeting to a strategic planning session. The strategic planning session will be taking time to reset as a board, Making sure everyone is around the table and to think ahead of what our priorities are as an organization. We have work happening behind the scenes on the organization evolution. It will be a longer meeting and at another location. Michael Collins asked the Board Members to send what they think priorities should be to either Michael or Tom .

9. Michael Collins moved to vote to temporarily close this meeting to the public, pursuant to our authority to do so under subsections 1, 11, and 12 of Section 610.021 of the Missouri Statutes – which authorizes the Authority to close its meetings to the extent the discussion relates to any confidential or privileged communications with its attorney, sealed bids or proposals or related documents, any documents related to a negotiated contract or specifications for competitive bidding, or employees and that the meeting be reopened to the public upon conclusion of those discussions, Eric Bunch seconded the motion. A roll call of following board members voted to go into closed session: Eric Bunch, Michael Collins, Alissia Canady, Jon Copaken, George Guastello, Robert Mc Cormack, Jan Marcason, David Johnon, Stacey Paine and Jason Swords. No board members voted against the motion.

A roll Call vote of the following members voted to come out of closed session: Eric Bunch, Michael Collins, Alissia Canady, Jon Copaken, George Guastello, Robert Mc Cormack, Jan Marcason, David Johnon, Stacey Paine and Jason Swords. No board members voted against the motion.

10.The next meeting will be held on February 27, 2025, in person at VMF 600 E. 3rd St., Kansas City, MO 64106 with a virtual Zoom option.

Board Members Attending

Councilman Eric Bunch

Alissia Canady

Michael Collins

Jon Copaken

George Guastello

David Johnson

Jan Marcason

Robert McCormack

Stacey Paine

Jason Swords

Others attending

Ralph Davis, KCSA

Tom Gerend, KCSA

Alex Hugo, Public

Ebony Jackson, KCSA

Angie Laurie, KCMO

Donna Mandelbaum, KCSA

Gilberto Meljerdo, HTSI

Jon Schlegel, HTSI

Doug Stone, Lewis Rice

Jason Waldron, KCMO