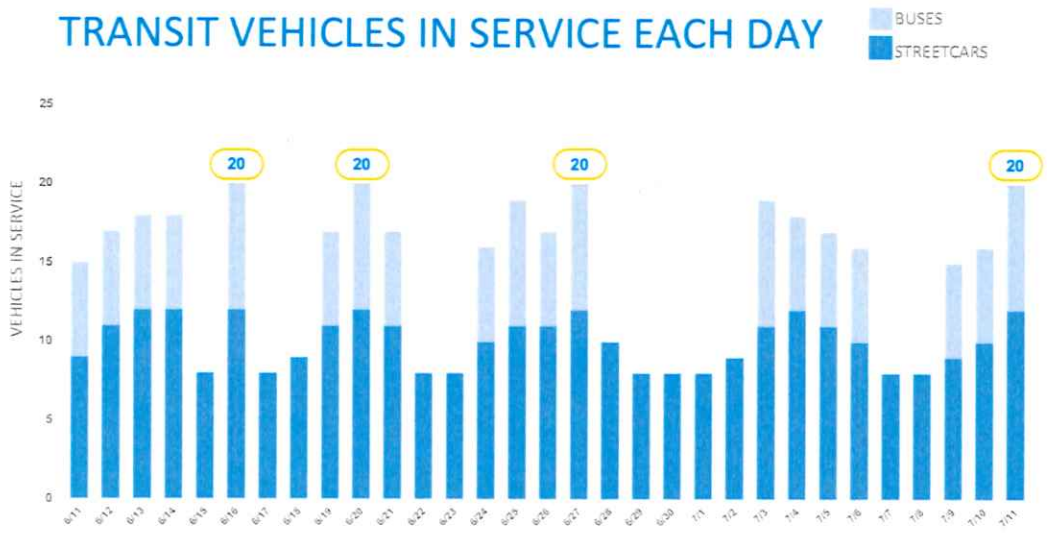
Board of Directors of the Kansas City Streetcar Authority
July 30, 2026 Meeting Summary Minutes
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600 E. 3rd Street, Kansas City, MO 64106

1. Call to Order
Michael Collins called the meeting to order.

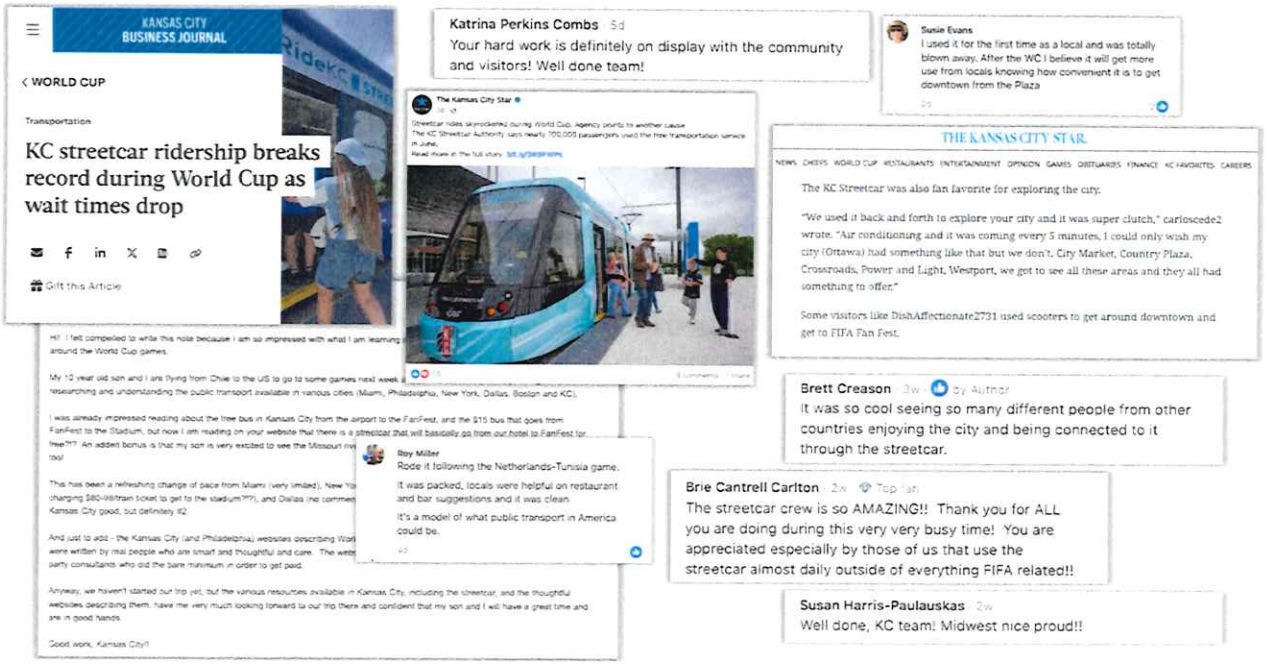
2. Approval of Previous Meeting Summary Minutes
Lynn Carlton moved to approve May 28, 2026 meeting summary minutes, Stacey Paine seconded and the motion carried.

3. Public Comment
There were no public comments.

4. World Cup KC Streetcar Recap
Tom Gerend said that he was pleased to repost that the planned service strategy worked well. They partnered with the KCATA to not just connect the Fanfest, but all the downtown destinations as well as the stadium direct services and the Plaza. There was a boosted streetcar service that was 9-12 streetcars during surge periods along with a coordinated 6-8 bus overlay to meet demand and improve transit frequencies on the corridor. A graphic was shared that showed the number of transit vehicles that reflects the variation of service levels and of surge service over the course of FanFest.



Mr. Gerend said the team learned things early on and adapted some of the services strategies for things like egress, in particular at FanFest. There were some delays in games and matches where the buses wer slower to come back to Mian Street and we ensurwed that we were not leaving people who need the Streetcar to access their final destination. The staff went above and beyond and worked long hours and late night and did a great job of executing the plan. Some staff was asked to things that were not done before in order to make it a good experience. He felt like the KC Streetcar team integrated well with the KC26 volunteer team, that help with traffic control. A snapshot was shared with the Board of some of the many comments and media hits. Many unsolicitated comments and compliments were received and they were appreciative of services.



The resources that were secured on the front end through negotiations with KC26, as well as KCATA and federal resources, were well spent and sufficient for covering our costs of the incremental service. Mr. Gerend said that the team did a good job to secure resources, to do this the right way. Through Tony Uredi's leadership on the security side was great. They scaled our Titan security and brought in ambassadors to help support platform, for passenger support. That proved to be effective. Actually, so effective that they are now using it for the KC Current home games and have already extended some of that relationship to be an extension of our staff where we can scale some additional bodies in a way that's helpful, that takes pressure off operations and maintenance. They are already using things that worked well for World Cup and extending them into operations.

Lauren Krutty thanked the entire team, especially Herzog for their hard work and support during the World Cup. She went through Ridership numbers. During World Cup the overall average daily ridership was 27,059 (FIFA Fan Fest) 33,689 and the total ridership was 838, 826.

Stacey Paine complimented the team as well. She said this was harder push than the other big events and everyone stepped up to do what they had to do for the system. Councilman Bunch added that it is important to remind people that Kansas City wouldn't have been able to move this many people another way. It shows the value of Streetcar. Donna Mandelbaum said a World Cup fact sheet was created that was shared on social media and with a press release. The Board of Directors had a World Cup discussion and thanked the team for their hard work and dedication.

5. 2026 Public Satisfaction Survey Results

Lauren Krutty said riders are surveyed every other year. The 2026 rider survey was done during the first three weeks in May, prior to the Riverfront Opening and World Cup because they wanted to check in with rider satisfaction post- Main Street opening. The Full results are on the website www.kcstreetcar.org Some of the results were shared with the Board.

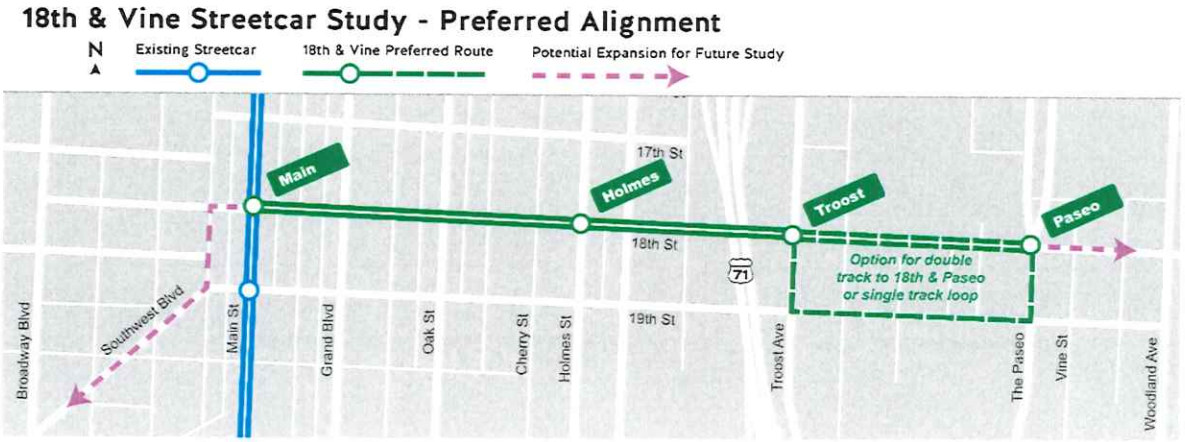
Who is Riding the KC Streetcar? 85% of KC Metro Residents and 15% Visitors. 68% of riders reside in KC, MO, 57% live or work along the route and 27% of riders live or work downtown.
94% of riders are satisfied with the overall service.
96% of riders are satisfied with the ease of use.

6. Expansion Study Update

Tom Gerend reported on expansions

- North Rail study is in the final phase and nearing completion. When it is completed, the draft report will be on the website.

- The cooperative agreements with the project partners for Midtown East-West study is moving forward. The next phase of the study is 100% federally funded. KCATA is holding the federal grant, and the project partners are KCATA-KCMO-KCSA. A procurement will be released this fall.
- 18th and Vine study has a preferred alignment. It is primarily bi-directionally on 18th Street from Paseo to Main Street. They have reserved the right on the east side of the corridor to have an alternative that could loop Paseo to Troost.



There's also a conversation to be had with interests in the immediate vicinity of Paseo and 18th for what the Terminus experience looks like, how it integrates with the museum and the hotel development, obviously, that are moving there. So that it's compatible and not in conflict. In terms of the physical infrastructure and the street space. This is what's being talked about and evaluated. Big things that were talked about in public and what people are interested in is expandability. It is great to connect 18th street, but there's also interest in, could you go farther? There is always a balancing act as you look at ridership and cost and feasibility, but we have made sure that we're not precluding expansion, either farther east or west. to an action. We know connecting 18th and Vine has a lot of merit based on the progress they are already making. There's a lot of need and opportunities to think about land use and development and densification. There's a lot of empty spaces along the corridor, which the study has found. There is an opportunity to partner with the City of Kansas City to apply for a grant that will allow them to look in more detail at a community-oriented plan for what does that vision look like? What are the opportunities with those publicly owned parcels that might be able to be repositioned, and then also look west of Main, particularly Southwest Boulevard. He thinks the study boundaries will go all the way to state line, just in terms of the evaluation on the land use side.

Obviously, we're looking at the streetcar piece, but there's a broader community context and planning context that does merit additional thought. Streetcar, with the current uses that are on 18th Street, probably by itself are a defensible investment in its own right, but that coupled with a land use strategy, that really leverages that as part of something that's intentional is, starts to make more sense, as they have experienced downtown and the other things that were done.

The Budget and Finance Committee approved partnering with the City of Kansas City for a grant opportunity to study land use in detail. He said in full disclosure they advanced the letter, because the deadline has already passed, but wanted to bring it before the full Board ratify it. It would require a match from KCSA and Kansas City for an additional $400,000 effort.

Alissia Canady moved to approve $50k local match in support of a $400k federal grant opportunity contingent upon $50k match contribution from the city of Kansas City, Lynn Carlton seconded and the motion passed unanimously.

The public meeting materials for this are posted online. There is a lot of information, and there is an interesting development analysis and land use analysis that's been helpful that will feed kind of the next phase of the effort.

- Mr. Gerend said that they have kicked off a System-Wide Capacity and Reliability Study effort for the main-line. They ae looking at an overall service plan to support more demand, not just for the Royals and the Ballpark district, but other things that will emerge at the riverfront and elsewhere over the course of the next decade. They are asking how they prepare and future-proof the system. They will also be looking at an operating plan, fleet capacity, station infrastructure, mainline power, yard storage, etc. Some of the due diligence is happening now. They are targeting the end of the year for the findings. City finance is working up some forecasts as it relates to the ballpark specifically and how it's relationship to the TDD,

7. Operations and Maintenance Update

Lauren Krutty reported on Operations and Maintenance.

A. An elevated rail was identified on July 18th. This one was much

B. less intrusive to the operations and due to the quick response o the team (maintenance and local subcontractors) they were able to get the rail cooked and make an overnight repair and return to service. The repair was tested and re-opened within 24 hours. She explained that steel expands when it gets too hot and is trying to find somewhere to go.

Along with City partners, the maintenance team and subcontractor, they are working on collecting data across the system. They will be looking at a few different measures to see if there is movement. The plan is to look at the rail from 3-6 months (when the temps fluctuate) They hope that this effort will help to continue to identify priority repair locations. They will continue to develop the capital program to maintain and get a head of things like this. Larger work at Truman, 9th, and 5th (in front of Minsky's) and 20th street were done 1 ½ years ago. They will continue mini capital efforts. Some service outage may be needed to accommodate some of this work. As they develop the scope they will return to the Board.

B. Mrs. Krutty reviewed ridership

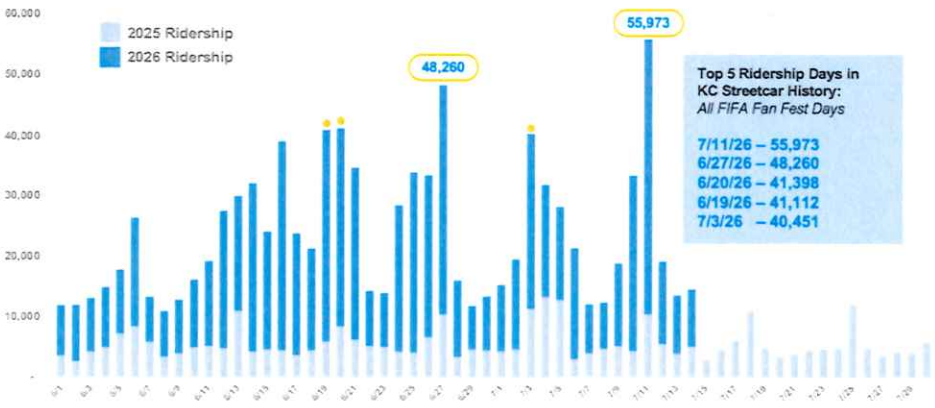
Overall ADR:	27,059
FIFA Fan Fest Day ADR:	33,689
Non-Fan Fest Day ADR:	16,562

Context for ADR (Average Daily Ridership):	
PRE-MAIN STREET:	5,000
POST-MAIN STREET:	11,000
POST-RIVERFRONT:	14,000

More than many streetcar systems carry in a full year! Including:

- Charlotte
- Atlanta
- Detroit
- Milwaukee
- El Paso
- Oklahoma City
- Dallas
- Phoenix

2025 vs 2026 JUNE & JULY RIDERSHIP



C. Mrs. Krutty said that the transition to the new CAD AVL and Ridership was completed in early June. It has allowed for accurate ridership collection during FIFA World Cup. It is developing automated ridership summaries, analysis and has an

access portal. The real-time arrival signs are working. They can track Streetcars and have accurate information on the transit app and other mobile apps that people are using. The Operations team is working with a different tool that they are excited about that allows them to see live load metes and see how many people are on each streetcar. She mentioned that when they made the CAD AVL transition to Swiftly it interrupted the data feed with the transit signal priority at the intersection. They have an interim measure in place. There is a hardware component on each end of the streetcar that is talking to the traffic signals as the streetcar goes down the corridor. It is not the ultimate solution, and they are continuing to work with KCMO and consultants to get the new data feed plugged back into the brain of the traffic signal, so they can get plug ESP back in.

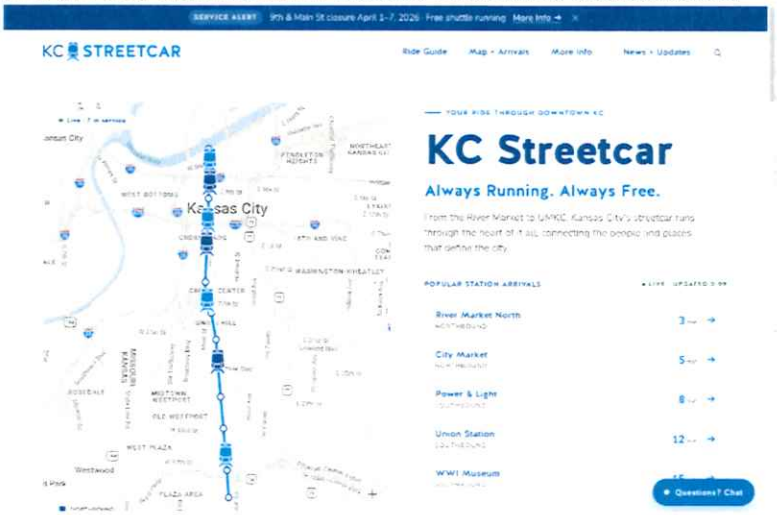
Staff are evaluating alternatives to in-house or contract directly to be able to perform their own schedules.

D. The existing Operations and Maintenance contract with Herzog Transit Service, Inc expires on April 30, 2028. It is time to reprocure an O&M contractor. It will be a lengthy process. The intended procurement schedule is:

- Draft RFP and solidify procurement process-Underway
- Full procurement issued- Fall 2026
- Complete Negations- Summer 2027
- Contract executed- Late 2027

8. Marketing, Events and Sponsorship

Donna Mandelbaum said that they are rebuilding and will launch a new website. The original schedule was to be complete by this summer then the World Cup got in the way. It will be ready to launch this fall. It will prioritize rider-focused information and have a live real-time Streetcar tracker. She shared a screen shot.



B. 2026 Sponsorship contract to date is $822,260. All t the FIFA branding has been removed. They do have open spaces. She is excited about a first-time partner, the Kansas City Ballet coming on board with a Streetcar wrap.

C. See Say Campaign launched July 22. KCSA Marketing interns, Nora Lynn and Anthony Messina created a campaign that includes social media, traditional media, stickers and updated signage. They have posted a long form video on Facebook and Instagram and it has garnered 15.4k views and gained 239 profile visits and 169 followers after they watched the commercial. She shared the video with the Board of Directors.

D. During the World Cup there was weekly streetcar pop-up music series. There was a total of 18 performances. The partnership with Manor Records was invaluable. They booked the musicians and did all the heavy lifting. It received good media coverage.

E. She thanked the Board for their support of Art in the loop. Discussed the final upcoming events. The closing reception is October 29.

9. Budget and Finance Committee Update

A. Tom Gerend said that when the Budget and Finance Committee met it approved and recommended approval of the Main Street Rail Transportation (TDD) and the City of Kansas City to close out the Main Street Extension. It will be a $2m allocation. There are a few lingering costs, related to quality control of all documentation. The development of real as-built drawings gives them good information about everything that was built in the ground and then transferring of all that documentation, as well as signal priority work that they want to continue.

Eric Bunch moved to approve utilizing the $2m streetcar funds for closing the Main Street Extension, Alissia Canady seconded and the motion carried unanimously.

B. Nial Champs went over the statement of financial position and the budget to actual. They are 2 months into the fiscal year. The Financial Reports were included in the Board Packets.
Stacey Paine moved to accept the financial reports, Eric Bunch Seconded and it passed unanimously.

C. Tom Gerend said it is time to approve the FY28 Budget. It was approved and recommended for the full Board's approval by the Budget and Finance Committee. It was included in the Board packets and was at their places as well. He said it takes a very similar format and generally a similar set of assumptions as past budget. There are no radical changes. There as some increases that are related to an increase in operations capacity and support around the higher services levels that they have bumped up, this fiscal year as a result of needing to support higher levels of baseline service. There was a reallocation of some professional services in general management and administration and no growth. A reduction in Marketing and Communication because prior budgets were loaded with the website development cost and that will be ramping down this year.

Insurance, is standardized across the categories. D&O's a little bit higher, but it's a very small policy in general, and will increase 3.4%. Administrative costs are below the 3% target with reallocation based on actuals. The biggest change probably is in the payroll side. You're really recognizing the full-time employees that we've added in Tony's position, being carried forward into the future. So, it's not assuming any new staff members, the 32%, just based on actuals,

The bulk of the changes are Operations and Maintenance. As you know, our O&M contract is, fixed price, set in contract, so you'll see the increases there. An increase of 3% for those categories, and then the additional O&M supplemental surge service is $800,000. So, the board approved $600,000 for this last year to help seed additional service levels. This is assuming we're going to need to run more surge services into the future and carry forward and retain some of those higher levels of frequency into the future that require additional operators and positions. They are continuing assumptions that are already being made about operations into the future, and that's overall, the biggest net change to the budget.

Utilities, as we're running more services, we're spending and consuming more electricity, so a little shift in an allocation there in terms of facility and mainline. There is a 8% net change. For safety and security is ramped up. There are repair costs and preventative maintenance being forecast. And this a straight-line capital program assumption, which Lauren sort of covered, about 3% assumptions. I will say this on the capital side, as a little bit of a disclaimer, right, we don't intentionally budget, right, large-scale major repair costs. Because we have a few different reserve plants to draw from. What we don't want to do is draw down a bunch of money out of this Streetcar fund for speculative, right, system failures. We've got a place to respond to those issues if they emerge outside of our annual budget. So, what we're really talking about here is preventive maintenance. We think this is what we need to do for planned overhauls, and basic maintenance, but we do have a structure in place.

At the very bottom, sums up the net changes, $1.7 million. 81% of that net change is, you know, most 1-4 is just operations, running service, with 14% on the admin side.

Stacey Paine moved to approve the FY28 Budget, Eric Bunch seconded and the motion passed unanimously.

10. Report from the Executive Director

Tom Gerend announced that Lauren Krutty has been promoted to, Deputy Director. She just celebrated her 5-year anniversary. She will continue to lead the operations work, and she's done a phenomenal job. As we're sort of transitioning away from building stuff, there is an opportunity to sort of unify our approach, particularly in the field. She's going to help, with Tony, and with Ralph, making sure, like, one of her goals outside of the operations is to unify all our field team. Making sure our security teams are connected with our operations team, (HTSI, Titan, KCPD and Capital Contractors). She's been an awesome asset. He thanked Lauren, for all her contributions,

The Current is planning on expanding their stadium. We do have some questions about that because our capacity is limited at the riverfront. It's not World War I, where we can service it from two sides. It's an end-of-line station, so that provides a little bit of limitation on capacity and throughput, and we're pushing it really hard right now, with what we've got. Staff has talked about the need to double-track that end-of-line station to add for efficiencies. Unfortunately, our build grant request did not come in for that. It will be a $10 to $12 million improvement.
We need to find a way forward on the double tracking. There's a long-term service strategy there for how many cars we can run and actually service that station, and then there's probably a conversation about what else are we doing, they are adding 50% more capacity to the stadium. Discussion need to be held on what's the bigger transportation plan looks like, and are there other supplemental resources? We have talked a bus overlay that can also support the stuff we're doing? We just have to be honest with ourselves about what can and can't be done. The team's doing a great job. I think the experience by and large, has been positive. We're moving 2 to 3 times what the shuttles were moving.to the current stadium, and we're clearing the egress queues faster than they were, with a lot more demand. But we're also pushing a lot at it. As more density gets planned there. We need be honest about what strategies are to service it, and that there's limitations on our infrastructure and on our fleet. Those are things we're actively talking about and wanting to talk more about as plans there continue to evolve. We don't want to be put in a position where we're deemed not to be doing our jobs or not sufficiently meeting the needs. We should be doing these things together, which is what we're doing. The Royal Stadium, obviously, and we want to be doing that with the riverfront, too. you know, talking to a lot of other royals, we've got the north side, too, that we're going to continue to have to pay attention to and keep working on. The other thing I wanted to mention there is, if you could note it, if you've been down there recently, a fence went back up underneath the pavilion, and that is just to finish a microtop, that helps with the vision.

There was a rush to get the Pavilion done before World Cup, and Argentina's fence went up. As soon as that came down, contractors remobilized to finish the microtop. There's maybe 3 weeks left. There will be colored surfaces, surfaces, and some seating arrangements, which will be really nice. There'll be furniture in there, and plantings, and seat walls.

11. Closed Meeting
There wasn't a closed meeting.

11. The next meeting will be held on September 24, 2026, in person at VMF 600 E. 3rd St., Kansas City, MO 64106 with a virtual Zoom option.

Board Members Attending

Rueben Alonzo
Cm. Eric Bunch
Alissia Canady
Lynn Carlton
Michael Collins
Chris Harren
Jan Marcason
Robert McCormack
Stacey Paine
Jason Swords

Others attending

James Baldus, Public
Liam Dai, Public
Ralph Davis, KCSA
Michael Gawlick, KCMO
Tom Gerend, KCSA
Ebony Jackson, KCSA
Lauren Krutty, KCSA
Angie Laurie, KCMO
Greg Laymer, HTSI
Nora Lynn, KCSA
Anthony Messina, KCSA
Spencer Norman, KCSA
Doug Stone, Lewis Rice
Tony Uredi, KCSA