

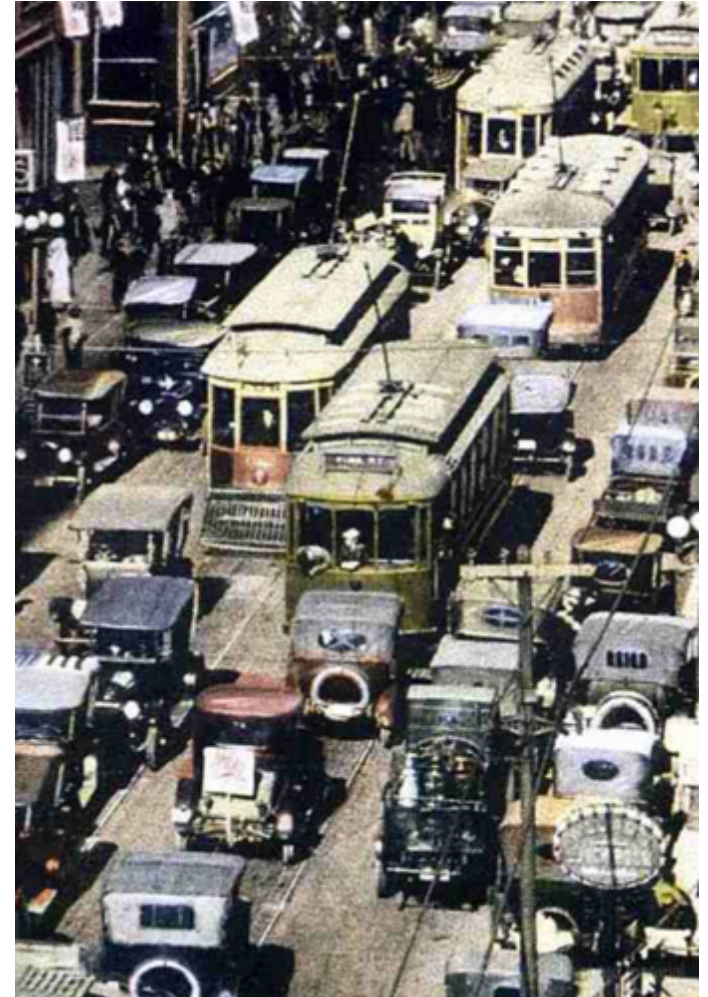
# Kansas City Streetcar Case Study

TCRP Value Capture in Public Transit Projects  
Presented 6/23 BATIC / APTA Station  
Development Peer Exchange

# Project history

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- Pre- WW2, Kansas City had a robust streetcar system
- Streetcars were shut down 59 years ago
  
- Nine failed attempts for light rail
- 2009: Kansas City Area Transportation authority suggested the city narrow its focus to a downtown starter line



# Modern Streetcar in Kansas City

## Project Facts

- 2.2-mile starter streetcar line
- Construction started May 2014
- Substantial completion December 2015
- 11 stations, 10 minute headways
- 300K + riders as of May 6th



# Getting the project done

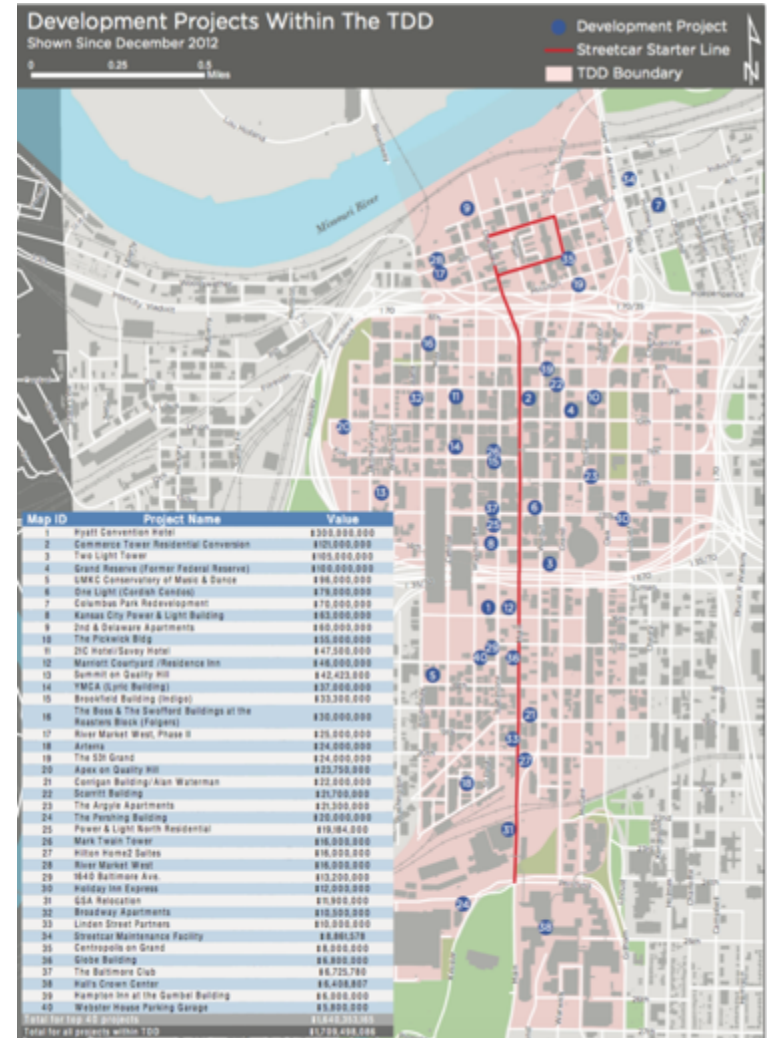
Partner	Role
City of Kansas City (KCMO)	Local project sponsor providing local funding match for federal grants. Led environmental analysis, design, and procurement of project.
Kansas City Area Transportation Authority (KCATA)	Provides transit service in KCMO and coordinates with KCMO to implement project.
Mid-America Regional Council (MARC)	The region's metropolitan planning organization (MPO). Leads the region's long-range transportation plan.
Kansas City Streetcar Authority, Inc. (KCSA)	Not-for-profit formed at the direction of the City Council to provide the DTDD taxpayers an active and ongoing role in the oversight and administration of the system.
US DOT	The U.S. DOT provided a TIGER grant to this project.



Capital Sources, 2012	\$
Special Obligation Bond (repaid through TDD)	\$62.9 M
TIGER Grant	\$20 M
Surface Transportation Program Funds	\$16 M
CMAQ Funds	\$1.1 M
City Commitment	\$2 M
<b>Total</b>	<b>\$102M</b>

# Creating the TDD

- Transportation Development District (TDD): Political subdivision created to fund streetcar
- Required two approvals by voters
  - Create the TDD
  - Approve various sources and amounts of revenue
  - Authorized sales, property and surface parking taxes to build and operate the downtown streetcar system
- As of April 2016, more than \$1.7B in development projects completed, in progress or publicly announced since voters approved the streetcar in December 2012



# Keys to passing the TDD

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- Consider stakeholders as investors
- Create a governance structure that allowed for buy-in
  - Mayoral Task Force formed to provide recommendations
  - Formed Kansas City Streetcar Authority
    - Oversees streetcar operations, supports system branding, marketing, safety oversight, public communications and community engagement
    - 13 members, 11 from downtown businesses and residents, 2 city officials
- Used conservative financial projections to establish high levels of credibility
  - Revenue projected in the TDD financial model assumes no growth in property values or taxable sales beyond a modest inflation factor
  - No redevelopment of vacant or underused parcels within the corridor was included



## Waiching Wong

4350 East-West Highway, Suite 950

Bethesda, MD 20814

Mobile: 301-280-0160

[wwong@imgrebel.com](mailto:wwong@imgrebel.com)

**imgrebel**

**DPFG**  
DEVELOPMENT PLANNING & FINANCING GROUP, INC.