



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 250382

Submitted Department/Preparer: City Manager's Office

Revised 6/10/24

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

Executive Summary

Reducing previously appropriated funds in the Public Mass Transportation Fund by \$3,250,000.00; appropriating \$3,250,000.00 from the unappropriated fund balance of the Public Mass Transportation Fund to the Kansas City Area Transport Authority ("KCATA") for the purpose of ensuring current headway times for all routes for the next six months and funding IRIS service for the next month; reducing previously appropriated funds in the Street Maintenance Fund by \$2,350,000.00 and appropriating the same amount; requiring detailed accounting and audit provisions; authorizing the City Manager to execute an agreement or amendment with KCATA requiring KCATA to maintain current headway times on all routes for a period of six months and for IRIS service to continue for one month and to comply with established reporting requirements; and recognizing this ordinance as having an accelerated effective date.

Discussion

The City Council seeks to identify a source of funding in the amount of \$2,750,000.00 to maintain current headway times on all KCATA routes through Ordinance No. 250369.

Maintaining current public transportation service levels is essential to the mobility of Kansas City residents, particularly those who rely on public transit as their primary means of transportation.

The City Council passed Ordinance No. 250247 on April 3, 2025, authorizing an agreement not to exceed \$46,717,626.00 with KCATA to provide transit services for a period of six months beginning May 1, 2025, and ending October 31, 2025. Ordinance No. 250247 specifically stated that "This amount of funding will maintain operational levels for KCATA as they exist for the 2024-2025 fiscal year". Ordinance No. 250247 further included in Section 3(A) a requirement that performance measures "shall not include a reduction in service routes but will include a prohibition

on adjustments of routes (including markups) or extensions to headways unless approved by City Council".

It has subsequently been determined that an additional \$2,750,000.00 is required to maintain current headway times on all KCATA routes consistent with the intent of Ordinance No. 250247. It has subsequently been determined that an additional \$500,000.00 is required to maintain IRIS service for one month.

The City Manager has identified Vision Zero, BikePed Coordination, and Street Preservation funding in the Public Mass Transportation Fund to reduce and reallocate to support this critical public transit need. The Street Maintenance Fund cannot be used to fund public transportation and is restricted pursuant to State statute and City Code Section 2-1690 for road and street purposes. The Street Maintenance Fund includes an appropriation for Vision Zero which the City Manager has identified for reduction. The City Manager recommends that funds made available from the reduction in Vision Zero in the Street Maintenance Fund be reallocated to support Street Preservation and replace funding therefore reduced from the Public Mass Transportation Fund.

Fiscal Impact

1. Is this legislation included in the adopted budget? ☐ Yes ☒ No

2. What is the funding source?
Public Mass Transportation Fund

Reduces:

26-2080-891319-B Bike Ped Coordination	\$ 500,000.00
26-2080-897080-B Vision Zero	400,000.00
26-2080-897701-B Street Preservation	<u>2,350,000.00</u>
TOTAL:	\$3,250,000.00

Increases:

26-2080-692000-F KCATA Operations	\$3,250,000.00
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Street Maintenance Fund

Reduces:

26-2060-897080-B Vision Zero	\$2,350,000.00
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Increases:

26-2060-897701-B Street Preservation	\$2,350,000.00
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3. How does the legislation affect the current fiscal year?

This legislation adjusts appropriations in the Public Mass Transportation Fund by reducing appropriations for Bike Ped Coordination, Vision Zero, and Street Preservation by \$3.25 million total to increase the pass through to the KCATA for the purpose of maintaining headways. The ordinance also adjusts appropriations in the Street Maintenance fund by reducing appropriations for Vision Zero and increasing appropriations for Street Preservation by \$2.35 million. Adjustments to the Street Maintenance fund offset the reduction in available appropriations for Street Preservation in the Public Mass Transportation Fund.

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
This legislation has no direct impact on future fiscal years.

5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
No

Office of Management and Budget Review

(OMB Staff will complete this section.)

- | | | |
|---|---|--|
| 1. This legislation is supported by the general fund. | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| 2. This fund has a structural imbalance. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Account string has been verified/confirmed. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |

Additional Discussion (if needed)

This ordinance has a net neutral impact on the respective fund balances of the Public Mass Transportation and Street Maintenance Funds as it seeks to reallocate previously appropriated funds for the purpose of increasing funding for the KCATA and offsetting adjustments to Street Preservation funding.

Citywide Business Plan (CWBP) Impact

1. View the [Adopted 2025-2029 Citywide Business Plan](#)
2. Which CWBP goal is most impacted by this legislation?
Infrastructure and Accessibility (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):

- ☐ Engage in thoughtful planning and redesign of existing road networks to ensure safety, access, and mobility of users of all ages and abilities.
- ☒ Enhance the City's connectivity, resiliency, and equity through a better-connected multi-modal transportation system for all users.
- ☐ Build on existing strengths while developing a comprehensive transportation plan for the future.
- ☐ Develop environmentally sustainable infrastructure strategies that improve quality of life and foster economic growth.
- ☐ Ensure adequate resources are provided for continued maintenance of existing infrastructure.
- ☐ Focus on delivery of safe connections to schools.

Prior Legislation

Ord. 250369; Ord. 250247

Service Level Impacts

Click or tap here to provide a description of how this ordinance will impact service levels. List any related key performance indicators and impact.

Other Impacts

1. What will be the potential health impacts to any affected groups?
N/A
2. How have those groups been engaged and involved in the development of this ordinance?
N/A
3. How does this legislation contribute to a sustainable Kansas City?
N/A
4. Does this legislation create or preserve new housing units?
No (Press tab after selecting)

Click or tap here to enter text.

Click or tap here to enter text.

5. Department staff certifies the submission of any application Affirmative Action Plans or Certificates of Compliance, Contractor Utilization Plans (CUPs), and Letters of Intent to Subcontract (LOIs) to CREO prior to, or simultaneously with, the legislation entry request in Legistar.

No - CREO's review is not applicable (Press tab after selecting)

Please provide reasoning why not:

This ordinance adjusts appropriations for the purpose of executing a contract amendment on an already approved contract.

6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?

No(Press tab after selecting)

[Click or tap here to enter text.](#)

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?

No(Press tab after selecting)