



## Agenda

### Transportation, Infrastructure and Operations Committee

Chairperson Kevin O'Neill  
Vice Chair Melissa Robinson

Councilmember Eric Bunch

Councilmember Johnathan Duncan

Councilmember Lindsay French

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**Tuesday, December 2, 2025**

**9:00 AM**

**26th Floor, Council Chamber**

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**Meeting Link: <https://us02web.zoom.us/j/84530222968>**

#### PUBLIC OBSERVANCE OF MEETINGS

Members of the City Council may attend this meeting via videoconference.

Any closed session may be held via teleconference.

The public can observe this meeting at the links provided below.

Applicants and citizens wishing to participate have the option of attending each meeting or they may do so through the videoconference platform ZOOM, using this link:  
<https://us02web.zoom.us/j/84530222968>

\*\*\*Public Testimony is Limited to 2 Minutes\*\*\*

#### FIRST READINGS

Aviation

#### **Director of Aviation**

**250977** Sponsor: Director of Aviation Department

Authorizing the Director of the Aviation Department to enter into an \$11,917,502.96 construction contract with Ideker, Inc., for the ACC1 Apron Reconstruction project at the Kansas City International Airport (MCI); and appropriating \$13,109,253.26 from the Unappropriated Fund Balance of the Kansas City Aviation Fund.

Water Services

**Director of Water Services**

[250979](#) Sponsor: Director of Water Services Department

Authorizing a \$15,000,000.00 design-build contract with Goodwin Bros. Construction Co., for the Wastewater Backup Generators project; authorizing a maximum expenditure of \$16,500,000.00; and recognizing this ordinance as having an accelerated effective date.

General Services

**Director of General Services**

[250982](#) Sponsor: Director of General Services Department

Authorizing the Director of General Services to execute a General Warranty Deed to the Missouri Highways and Transportation Commission for the dedication of permanent right-of-way and a temporary construction easement along the south right-of-way line of I-70 where it adjoins E US 40 Highway.

City Council

**O'Neill and Rogers**

[250991](#) Sponsor(s): Councilmembers Kevin O'Neill and Wes Rogers

Directing the City Manager to suspend the termination of water and/or sewer service for non-payment until January 12, 2026; and directing the City Manager to suspend the imposition of late payment penalties

HELD IN COMMITTEE

**Bunch**

[240533](#) Sponsor: Councilman Bunch

Amending Chapter 70, Code of Ordinances, entitled "Traffic and Vehicles" by enacting a new section 70-962 entitled "Pedestrian signal programming policies and standards" for the purpose of instituting policies and standards related to pedestrian crossing signals; establishing an effective date; and directing the City Manager to provide periodic updates regarding implementation progress every 45 days to the Transportation, Infrastructure, and Operations Committee.

**Director of Public Works**

250922 Sponsor: Director of Public Works Department

Authorizing Amendment No. 2 with Olsson Associates in the amount of \$168,047.50 for additional design services and topographic survey for the North Brighton Avenue Improvements from Northeast 72nd Street to Northeast 78th Street Project for a total contract amount of \$592,911.00; and recognizing this ordinance as having an accelerated effective date.

**ADDITIONAL BUSINESS**

1. Public Works will be giving a presentation on Impact Fees.
2. Water Department Presentation.
3. There may be general discussion for current Transportation, Infrastructure and Operations Committee issues.
4. Closed Session
  - Pursuant to Section 610.021 subsection 1 of the Revised Statutes of Missouri to discuss legal matters, litigation, or privileged communications with attorneys;
  - Pursuant to Section 610.021 subsection 2 of the Revised Statutes of Missouri to discuss real estate;
  - Pursuant to Section 610.021 subsections 3 and 13 of the Revised Statutes of Missouri to discuss personnel matters;
  - Pursuant to Section 610.021 subsection 9 of the Revised Statutes of Missouri to discuss employee labor negotiations;
  - Pursuant to Section 610.021 subsection 11 of the Revised Statutes of Missouri to discuss specifications for competitive bidding;
  - Pursuant to Section 610.021 subsection 12 of the Revised Statutes of Missouri to discuss sealed bids or proposals; or
  - Pursuant to Section 610.021 subsection 17 of the Revised Statutes of Missouri to discuss confidential or privileged communications with auditors.
5. Those who wish to comment on proposed ordinances can email written testimony to [public.testimony@kcmo.org](mailto:public.testimony@kcmo.org). Comments received will be distributed to the committee and added to the public record by the clerk.

The city provides several ways for residents to watch City Council meetings:

- Livestream on the city's website at [www.kcmo.gov](http://www.kcmo.gov)
- Livestream on the city's YouTube channel at <https://www.youtube.com/watch?v=3hOuBlg4fok>
- Watch Channel 2 on your cable system. The channel is available through Time Warner Cable (channel 2 or 98.2), AT&T U-verse (channel 99 then select Kansas City) and Google Fiber on Channel 142.
- To watch archived meetings, visit the City Clerk's website and look in the Video on Demand section: [http://kansascity.granicus.com/ViewPublisher.php?view\\_id=2](http://kansascity.granicus.com/ViewPublisher.php?view_id=2)

The City Clerk`s Office now has equipment for the hearing impaired for use with every meeting. To check out the equipment please see the secretary for each committee. Be prepared to leave your Driver`s License or State issued Identification Card with the secretary and she will give you the equipment. Upon returning the equipment your license will be returned.

Adjournment



**File #: 250977**

ORDINANCE NO. 250977

Sponsor: Director of Aviation Department

Authorizing the Director of the Aviation Department to enter into an \$11,917,502.96 construction contract with Ideker, Inc., for the ACC1 Apron Reconstruction project at the Kansas City International Airport (MCI); and appropriating \$13,109,253.26 from the Unappropriated Fund Balance of the Kansas City Aviation Fund.

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Director of the Aviation Department is authorized to execute Contract No. 6224070048 in the amount of \$11,917,502.96 with Ideker, Inc., for Project No. 62250590 for the ACC1 Apron Reconstruction from funds appropriated herein. A copy of the contract is on file in the Aviation Department.

Section 2. That the sum of \$13,109,253.26 is appropriated from the Unappropriated Fund Balance of the Kansas City Aviation Fund to Account No. FY 26-8300-627270-B-62250590.

..end

I hereby certify that there is a balance, otherwise unencumbered, to the credit of the appropriation to which the foregoing expenditure is to be charged, and a cash balance, otherwise unencumbered, in the treasury, to the credit of the fund from which payment is to be made, each sufficient to meet the obligation hereby incurred.

\_\_\_\_\_  
William Choi  
Interim Director of Finance

Approved as to form:

\_\_\_\_\_  
Charlotte Ferns  
Senior Associate City Attorney





# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: 250977

Submitted Department/Preparer: Aviation

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

Sponsor: Director of Aviation

Authorizing the Director of the Aviation Department to enter into a \$11,917,502.96 construction contract with Ideker, Inc. for the ACC1 Apron Reconstruction project at the Kansas City International Airport (MCI) and appropriating \$13,109,253.26 from the Unappropriated Fund Balance of the Kansas City Aviation Fund.

### Discussion

The goals for this project are 15% MBE and 15% WBE. This project will include the reconstruction and replacement of some existing apron pavement at ACC1, which was constructed in 1995 and has not had any major work done since then. The connector Taxiway B3 was recently reconstructed in 2017. The apron will be expanded to the south slightly to permit the placement of the three (3) ADG IV aircraft parking positions. The existing northern pavement not within the footprint of those three (3) parking positions will be rehabilitated and utilized for parking ground support equipment (GSE).

### Fiscal Impact

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
Aviation Fund - FY26-8300-627270-B-62250590 ACC1 Apron Reconstruction \$13,109,253.26
3. How does the legislation affect the current fiscal year?  
\$13,109,253.26

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.  
There is no known future fiscal impact
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.  Yes  No
2. This fund has a structural imbalance.  Yes  No
3. Account string has been verified/confirmed.  Yes  No

**Additional Discussion (if needed)**

The Aviation Fund has Unappropriated Fund Balance available to support the proposed amount. The unreserved fund balance of the Aviation Fund is \$213.0 million, as of the published Adopted Budget FY 2026.

**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

N/A

## Service Level Impacts

This project will increase the likelihood of maximizing use of all assets owned.

## Other Impacts

1. What will be the potential health impacts to any affected groups?

Aviation Engineering has reviewed the Priorities in the Kansas City Community Health Improvement Plan (KC-CHIP) and does not identify any negative impacts.

2. How have those groups been engaged and involved in the development of this ordinance?

The Community within the Kansas City, Missouri area has been consistently engaged and involved with the Aviation Department Master Plan, which contributes to this ordinance.

3. How does this legislation contribute to a sustainable Kansas City?

Continuous reconstruction of infrastructure at Kansas city International Airport is vital to the continuous operation of the Airport and the city's economic vitality.

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.

Yes - I have submitted documents for CREO Review (Press tab after selecting)  
Please attach or copy and paste CREO's review.

DocuSign Envelope ID: 37E551E-E15B-4863-A59C-91F18F4BCB70

CREO - Division of Economic Equity & Inclusion

**Contractor Utilization Plan Approval Form**

Prepared by: Sara Hurst

**e-Builder users:** Approval Form must be completed and attached in PDF format where indicated. CUP/LOIs must be attached where indicated, or as supporting documents.

Date: 10/27/25

Contract/Project Number: 6224070048	Project Name: ACC1 Apron Reconstruction
Developer/Prime: Ideker	Contact Name: Cody Phillips
Address: 4614 S 40th St. St. Joseph MO 64503	Email: Cody Phillips <cody@ideker.net>

Full Contract Value: \$ 11,917,502.96

Funding:  City  State  Federal  CO-OP  Grant:  Other:  
 Project Requirements:  M/WBE  DBE  Section 3  N/A  
 Tax Incentive:  LCRA  TIF  PIEA  N/A  Other:  
 Prevailing Wage:  Yes  No  
 Davis-Bacon:  Yes  No

Construction Employment Program:  Yes: Workforce goals are 10% Minority & 2% Women. There are over 800 Workforce hours and project cost is \$300,000 or more.  
 No: Workforce hours are less than 800 and project cost is less than \$300,000.

Contract Goals:	Contractor Utilization Plan Achievement:
Self-Perform: ____%	Self-Perform: ____%
MBE: 15%	MBE: 15%
WBE: 15%	WBE: 15%
Non-certified firms: ____%	Non-certified firms: ____%

Contract Type (select one):  Construction  Design-Build  Design Professional  Professional Services  
 General Services  Facilities Maintenance/Repair/Renovation  Concessions  Co-operative  
 Revenue Sharing  Non-Municipal Agency  Other Goods & Services  Other \_\_\_\_\_

Project Manager: Mallie Hare Email: mallie.hare@kcmo.org  
 Additional Information:

This document is submitted with all available facts. Intentionally falsifying this document or omitting pertinent facts is grounds for disciplinary action pursuant to KCMO Human Resources Rules & Policy Manual (eff. August 4, 2014).

**FOR CIVIL RIGHTS & EQUAL OPPORTUNITY DEPARTMENT (CREO) USE ONLY:**

The Contractor Utilization Plan is:  
 Approved  Disapproved  
 \_\_\_\_\_ % MBE \_\_\_\_\_ % WBE \_\_\_\_\_ % DBE

The Request for Good Faith Efforts Waiver is:  
 Approved  Disapproved  Not Applicable

Appeal Sent to FICB or Incentive Agency?  Yes \_\_\_\_\_ FICB \_\_\_\_\_ Incentive Agency  No

CREO Signature: Rebecca Amezquita-Hogan Date: 10/29/2025  
1C5022A12E83471

Comments:  
 Approved at 15/15 RAH



Contractor Utilization Plan (CUP) MUST be submitted to CREO prior to being posted on docket for review & approval from Council.  
 CREO EEI Contractor Utilization Plan Approval Form REVISED 12-01-2023

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

Yes(Press tab after selecting)

List the three (3) lowest bidders in addition to the selected bidder.

There were 2 bidders, Idker, Inc. and Clarkson Construction. Idker was lowest bidder.

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

No(Press tab after selecting)



**Inter-Departmental Communication**

Date: October 29, 2025

To: Councilman Kevin O’Neill; Chair; Transportation, Infrastructure & Operations Committee

From: Jaime Guillen; Director; Civil Rights & Equal Opportunity Department

Subject: CUP Summary: Ordinance #250977 ACC1 Apron Reconstruction – 6224070048

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**CONTRACTOR:** Ideker, Inc.  
Address: 4614 S 40th St.  
St. Joseph MO 64503  
Contract # 6224070048- ACC1 Apron Reconstruction  
Contract Amount: \$11,917,502.96\*  
MBE Goal 15%  
WBE Goal: 15%  
Total MBE Achieved: 15%  
Total WBE Achieved: 15%

**MBE SUBCONTRACTORS:**

Name: Parrish & Sons Construction Co.  
Address: 800 E 101st Ter., Suite 230  
Kansas City, MO 64131  
Scope of Work: Utility installation, and pavement demolition  
Subcontract Percentage: \$1,150,000.00  
Ownership: Parrish, Fahteema  
Structure: African-American Female Code: 19

**MBE SUBCONTRACTORS:**

Name: Whatever It Takes Electrical Contractors, LLC,  
DBA WITEC  
Address: 9709 E 56th St  
Raytown, MO 64133  
Scope of Work: Electrical demolition, and installation of new fixtures  
Subcontract Percentage: \$601,060.00  
Ownership: Rolls, John  
Structure: African-American Male Code: 15

**WBE SUBCONTRACTORS:**

Name: Clymore Trucking Co.  
Address: 530 S. 291 Highway  
Independence, MO 64056  
Scope of Work: Hauling  
Subcontract Percentage: \$400,000.00

Ownership: Clymore, Debra  
Structure: Caucasian Female Code: 27

**WBE SUBCONTRACTORS:**

Name: Realm Construction, Inc.  
Address: 604 SE Industrial Dr.  
Blue Springs, MO 64014  
Scope of Work: Concrete paving  
Subcontract Percentage: \$1,000,000.00  
Ownership: Phillips, Cathy  
Structure: Caucasian Female Code: 27

**WBE SUBCONTRACTORS:**

Name: R.L. Hannah & Sons Trucking, Inc.  
Address: 28110 SW Outer Rd.  
Harrisonville, MO 64701  
Scope of Work: Hauling  
Subcontract Percentage: \$200,000.00  
Ownership: Green, Sharon  
Structure: Caucasian Female Code: 27

**WBE SUBCONTRACTORS:**

Name: Construction Anchors, Inc.  
Address: 13900 E. 350 Highway  
Kansas City, MO 64139  
Scope of Work: Supplying concrete paving accessories / supplier  
Subcontract Percentage: \$150,558.00 (\$250,930.00 X 60%)\*\*  
Ownership: King, Laura  
Structure: Caucasian Female Code: 27

**Comments:**

The prime contractor has submitted a CUP (Contractor Utilization Plan) meeting the project goals of 15% MBE and 15% WBE. After reviewing the CUP, the prime contractor will meet goals at 15% MBE and 15% WBE.

\*CUP and CUP Approval form have amounts that don't match, that is because after the 48-hour paperwork was finalized the department chose to go with the alternate amount. The department reported 3 alternates that were not agreed upon until after the CUP was submitted. Contract amount is correctly reflected on the CUP approval form in the amount of \$11,917,502.96.

\*\*Suppliers are credited at 60%.



**File #: 250979**

ORDINANCE NO. 250979

Sponsor: Director of Water Services Department

Authorizing a \$15,000,000.00 design-build contract with Goodwin Bros. Construction Co., for the Wastewater Backup Generators project; authorizing a maximum expenditure of \$16,500,000.00; and recognizing this ordinance as having an accelerated effective date.

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Director of the Water Services Department is authorized to execute Contract No. 1715 in the amount of \$15,000,000.00 with Goodwin Bros. Construction Co., for the Wastewater Backup Generators project, Project No. 81001018. A copy of the contract is on file in the office of Water Services.

Section 2. That the Director of Water Services is authorized to expend up to the sum of \$16,500,000.00 from the following accounts to satisfy the cost of this contract:

AL-8194-807778-611060-81001018	Sewer Treatment Facilities	\$11,250,000.00
26-8110-807778-611060-81001018	Sewer Treatment Facilities	<u>5,250,000.00</u>
	TOTAL	\$16,500,000.00

Section 3. That this ordinance, relating to the design, repair, maintenance or construction of a public improvement, is recognized as an ordinance with an accelerated effective date as provided by Section 503(a)(3)(D) of the City Charter and shall take effect in accordance with Section 503, City Charter.

..end

I hereby certify that there is a balance, otherwise unencumbered, to the credit of the appropriation to which the foregoing expenditure is to be charged, and a cash balance, otherwise unencumbered, in the treasury, to the credit of the fund from which payment is to be made, each sufficient to meet the obligation hereby incurred.

\_\_\_\_\_  
William Choi  
Interim Director of Finance

Approved as to form:

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Mark P. Jones  
Senior Associate City Attorney



# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: 250979

Submitted Department/Preparer: Water

Revised 6/10/24

**REVISED**

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

Authorizing a \$15,000,000.00 design-build contract with Goodwin Bros. Construction Co., for the Wastewater Backup Generators project; authorizing a maximum expenditure of \$16,500,000.00; and recognizing this ordinance as having an accelerated effective date.

### Discussion

#### Project Justification

The Water Services Department is undertaking this design-build project to comply with the Missouri Department of Natural Resources Clause No. 10 CSR 20-9.140, Section 7 for emergency power facilities demands, which states that "All wastewater treatment facilities shall be provided with an alternate source of electric power or pumping capability to allow continuity of operation during failures".

#### Project Description

This project entails installation of 29 backup generators at the Water Services Department wastewater pumping facilities and Administration Building with the automatic transfer switch and Supervisory Control and Data Acquisition (SCADA) controls to make it work more efficiently. The contractor is proposing construction of 18 of 29 sites in this first phase.

The amount of this contract is \$15,000,000.00.

#### Term

The term of this contract is 966 calendar days.

#### Solicitation

This project was advertised in accordance with the City's requirements. Public bids were opened on September 30, 2025 with 3 bidders responding.

### MBE/WBE Goals

CREO KC established goals of 14% MBE and 14% WBE on this project on November 14, 2023 as part of the Annual Goal Program.

### Awardee/Subcontracting Participation

Goodwin Bros. Construction Co. was selected for this project as the lowest, most responsive, and most responsible bidder with a contract amount of \$15,000,000.00, with subcontracting participation of 18% MBE and 14% WBE.

### Other Bidder/Subcontracting Participation

Other bids received with proposed subcontracting participation are as follows:

- MegaKC Corporation / \$14,027,156.00 / non-responsive
- Hartline Construction, LLC / Option No. 1 + Option No. 2 = \$9,717,142.30 / non-responsive

### Estimated Project Cost

The estimated opinion of probable construction costs for this project is \$5,000,000.00.

## **Fiscal Impact**

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
Bond Fund 2024 A - AL-8194-807778-611060-81001018 = \$11,250,000.00  
Sewer Fund - 26-8110-807778-611060-81001018 = \$5,250,000.00  
Backup Generators-WWFacilities
3. How does the legislation affect the current fiscal year?  
This ordinance is supported by the Fiscal Year 26 Water Services Annual CIP. Work on this project will be performed during the current fiscal year to improve the reliability of the City's water distribution system.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.  
Funds encumbered in the current fiscal year will be disbursed over Fiscal Year 26. Work on the project is anticipated to be completed by 966 days from the Notice to Proceed date.
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.  Yes  No
2. This fund has a structural imbalance.  Yes  No
3. Account string has been verified/confirmed.  Yes  No

## Additional Discussion (if needed)

Click or tap here to enter text.

### 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

N/A

### Service Level Impacts

This project will allow the sewer utility to meet its service level requirements during adverse conditions when power is out.

## Other Impacts

1. What will be the potential health impacts to any affected groups?  
This project will help maintain pump station and plant operations during power outages preventing sewage overflows that can damage public health.
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?  
This project allows KCMO to continue to meet its service level commitments.
4. Does this legislation create or preserve new housing units?  
No (Press tab after selecting)

N/A

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.

Yes - I have submitted documents for CREO Review (Press tab after selecting)  
Please attach or copy and paste CREO's review.

The Contractor Utilization Plan was submitted to CREO KC for this design-build project on July 20, 2025, and was approved on October 23, 2025 with 18% MBE and 14% WBE participation.

There are Affirmative Action Program requirements with this contract.

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

Yes(Press tab after selecting)

List the three (3) lowest bidders in addition to the selected bidder.

- Goodwin Bros. Construction Co.
- MegaKC Corporation
- Hartline Construction, LLC

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?  
No(Press tab after selecting)

**Inter-Departmental Communication**

Date: October 23, 2025

To: Councilman Kevin O’Neill; Chair; Transportation, Infrastructure & Operations Committee

From: Jaime Guillen; Director; Civil Rights & Equal Opportunity Department

Subject: CUP Summary: Ordinance #250979 - Wastewater Backup Generator Project #81001018/WSD1715

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**CONTRACTOR:** Goodwin Bros. Construction Co.  
 Address: 6455 Universal Drive  
 Kansas City, MO 64120  
 Contract # 81001018 - Wastewater Backup Generator  
 Contract Amount: \$15,000,000.00  
 MBE Goal 14%  
 WBE Goal: 14%  
 Total MBE Achieved: 19%  
 Total WBE Achieved: 14%

**MBE SUBCONTRACTORS:**

Name: Whatever It Takes Electrical Contractors, LLC  
 Address: 9709 E. 56<sup>th</sup> Street  
 Raytown, MO 64133  
 Scope of Work: Electrical installation for water treatment plant.  
 Subcontract Percentage: 19% / \$2,784,184.00  
 Ownership: Rolls, John  
 Structure: African-American Male Code: 15

**WBE SUBCONTRACTORS:**

Name: Max Electric, INC.  
 Address: 705 Blue Ridge Extension  
 Grandview, MO 64030  
 Scope of Work: Watermain Installation and Industrial Services.  
 Subcontract Percentage: 14% / \$2,160,000.00  
 Ownership: Baslock, Rita  
 Structure: Caucasian Female Code: 27

**Comments:**



**File #: 250982**

ORDINANCE NO. 250982

Sponsor: Director of General Services Department

Authorizing the Director of General Services to execute a General Warranty Deed to the Missouri Highways and Transportation Commission for the dedication of permanent right-of-way and a temporary construction easement along the south right-of-way line of I-70 where it adjoins E US 40 Highway.

WHEREAS, Missouri Highways and Transportation Commission plans to make certain improvements to I-70 in Kansas City, Jackson County, Missouri through MoDOT Job Number J4I1486D; and

WHEREAS, the City owns that certain real property generally located along the south right-of-way line of I-70 where it adjoins E US 40 Highway, commonly known as 6403 E US 40 Highway; and

WHEREAS, the State of Missouri by and through the Missouri Highways and Transportation Commission has requested a portion of said property for the dedication of right-of-way and temporary construction easement for said improvements; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Director of the General Services Department is authorized to execute the General Warranty Deed, attached hereto in substantial form, conveying permanent right-of-way and a temporary construction easement for I-70 improvements, legally described as follows:

**RIGHT OF WAY ACQUISITION:**

TRACT MAP NO. 615  
CITY OF KANSAS  
CITY PARCEL NO. 28-730-02-02-01-0-00-000

All that part within the South half of Section 13, Township 49 North, Range 33 West in the City of Kansas City, Jackson County, Missouri, being more particularly described as follows:

Note: Stations shown in the following description are based on the centerline of Interstate 70 as now established under MoDOT project No. J4I1486D.

COMMENCING at the Northwest corner of the Southwest quarter of said Section 13, said corner being 569.24 feet right of centerline station 277+97.82; thence South  $87^{\circ}53'46''$  East, on the North line of said Southwest quarter, a distance of 2092.65 feet to a point 50.00 feet North of the Northeast corner of LOT 1, BLOCK 26, EAST CENTER, a subdivision of land in the City of Kansas City, Jackson County, Missouri according to the recorded plat thereof, point being 262.97 feet left of centerline station 256+66.88; thence South  $02^{\circ}12'11''$  West, on the prolongation of and the East line of said EAST CENTER subdivision, a distance of 580.53 feet, to a point 247.36 feet right of centerline station 259+43.61; thence South  $87^{\circ}47'49''$  East, departing said East subdivision line, a distance of 270.95 feet to the POINT OF BEGINNING, said point being on the Southwesterly boundary line of INTERSTATE 70, as now established, point being 118.21 feet right of centerline station 261+81.80; thence North  $75^{\circ}40'19''$  East, on said Southwesterly line, a distance of 25.75 feet, to a point 100.00 feet right of centerline station 262+00.00; thence South  $59^{\circ}19'41''$  East, on said Southwesterly line a distance of 260.00 feet, to a point 100.00 feet right of centerline station 264+60.00; thence South  $30^{\circ}40'19''$  West, departing said Southwesterly line, a distance of 7.08 feet, to a point 107.08 feet right of centerline station 264+60.00; thence North  $61^{\circ}37'07''$  West, a distance of 278.43 feet to the POINT OF BEGINNING, containing 3,351.9 square feet, more or less. The centerline alignment of INTERSTATE 70 as now established under MODOT Project No. J411486D, designed by HNTB is described as follows:

COMMENCING at the Southwest corner of the Southwest Quarter of Section 4, Township 49 North, Range 33 West, thence North  $02^{\circ}08'06''$  East, along the West line of said Section 4, a distance of 1494.92 feet; thence South  $87^{\circ}43'39''$  East, departing said West line, a distance of 1442.95 feet, to centerline station 73+95.71 and the POINT OF BEGINNING; thence continuing South  $87^{\circ}43'39''$  East 2909.82 feet to a point of curvature at station 103+05.53; thence Northeasterly on a curve to the left having a radius of 1637.02 feet, a central angle of  $24^{\circ}03'52.4''$  and an arc length of 687.56 feet to station 109+93.09; thence North  $68^{\circ}12'28''$  East, a distance of 250.18 feet to a point on the East line of said Section 4 at station 112+43.26, point being North  $02^{\circ}15'27''$  East, 1760.41 feet of the Southeast corner of the Southeast Quarter of said Section 4; thence continuing North  $68^{\circ}12'28''$  East, a distance of 277.73 feet to a point of curvature at equation station 115+21.00 'ac" equals station 414+25.36 ahead; thence Northeasterly on a curve to the right having a radius of 1732.00 feet, a central angle of  $22^{\circ}14'40.4''$  and an arc length of 672.43 to a point of compound curvature at station 420+97.79; thence Northeasterly and Southeasterly on a curve to the right having a radius of 1400.00 feet, a central angle of  $72^{\circ}45'36.2''$  and an arc length of 1777.86 ft to station 438+75.65; thence South  $16^{\circ}47'15''$  East, a distance of 1156.69 feet to a point on the South line of the Southeast Quarter of Section 3, Township 49 North, Range 33 West at station 450+32.35, said point being South  $87^{\circ}18'01''$  East, 31.19 feet of the Southwest corner of the Southeast Quarter of said Section 3; thence continuing South  $16^{\circ}47'15''$  East, a distance of 787.07 feet to a point of curvature at station 458+19.42; thence Southeasterly on a curve to the right having a radius of 3425.00 feet, a central angle of  $4^{\circ}58'27.5''$  and an arc length of 297.35 to a point of compound curvature at station 268+83.38; thence Southeasterly on a curve to the right having a radius of 2864.79 feet, a central angle of  $01^{\circ}39'52.7''$  and an arc length of 83.23 feet to equation station 462+00.00 back equals station 162+00.00 ahead;

thence continuing Southeasterly and Southwesterly on a curve to the right having a radius of 2864.79 feet, a central angle of  $11^{\circ}29'20.6''$  and an arc length of 574.45 feet to station 167+74.45; thence South  $01^{\circ}20'26''$  West, a distance of 921.23 feet to a point of curvature at station 176+95.68; thence Southwesterly on a curve to the left having a radius of 2864.79 feet, a central angle of  $00^{\circ}48'12.4''$  and an arc length of 40.17 feet to a point on the South line of the Northeast Quarter of Section 10, Township 49 North, Range 33 West at station 177+35.85, said point being South  $87^{\circ}32'30''$  East, 475.83 feet of the Southwest corner of the Northeast Quarter of said Section 10; thence continuing Southwesterly and Southeasterly on a curve to the left having a radius of 2864.79 feet, a central angle of  $03^{\circ}29'26.0''$  and an arc length of 174.53 feet to a point of compound curvature at station 179+10.38; thence Southeasterly on a curve to the left having a radius of 1432.39 feet, a central angle of  $22^{\circ}01'59.5''$  and an arc length of 550.83 feet to a point of compound curvature at station 184+61.21; thence Southeasterly on a curve to the left having a radius of 2864.79 feet, a central angle of  $02^{\circ}00'00.0''$  and an arc length of 213.79 feet to station 186+75.00; thence South  $29^{\circ}15'45''$  East, a distance of 1642.22 feet to a equation station 203+17.23 back equals station 603+17.23 ahead; thence continuing South  $29^{\circ}15'45''$  East, a distance of 125.24 feet to a point of curvature at station 604+42.47; thence Southeasterly on a curve to the right having a radius of 9500.00 feet, a central angle of  $00^{\circ}36'11.2''$  and an arc length of 291.95 feet, to a point on the South line of the Southeast Quarter of said Section 10 at station 607+34.42, point being North  $87^{\circ}35'47''$  West, 797.70 feet of the Southeast corner of the Southeast Quarter of said Section 10; thence continuing on a curve to the right having a radius of 9500.00 feet, a central angle of  $00^{\circ}36'11.2''$  and an arc length of 327.44 feet to station 610+61.86; thence South  $25^{\circ}31'37''$  East, a distance of 498.19 feet to a point of curvature at station 615+60.05; thence Southeasterly on a curve to the left having a radius of 1105.00 feet, a central angle of  $31^{\circ}02'49.7''$  and an arc length of 598.77 feet, to a point on the East line of the Northeast Quarter of Section 15, Township 49 North, Range 33 West at station 621+58.82, point being South  $02^{\circ}21'54''$  West, 1156.12 feet of the Northeast corner of the Northeast corner of said Section 15; thence continuing Southeasterly on a curve to the left having a radius of 1105.00 feet, central angle of  $31^{\circ}31'28.4''$  and an arc length of 607.98 feet to station 627+66.80; thence South  $88^{\circ}05'55''$  East, a distance of 528.37 feet to equation station 632+95.17 back equals 234+51.46 ahead; thence continuing South  $88^{\circ}05'55''$  East, a distance of 422.37 feet to a point of curvature at station 238+73.83; thence Southeasterly on a curve to the right having a radius of 3819.72 feet, a central angle of  $13^{\circ}05'12.0''$  and an arc length of 872.44 feet to station 247+46.27; thence South  $75^{\circ}00'43''$  East, a distance of 2920.90 feet to a point on the East line of the Northeast Quarter of Section 14, Township 49 North, Range 33 West at station 276+67.12, point being North  $02^{\circ}03'24''$  East, 584.05 feet of the Southeast Corner of the Northeast Quarter of said Section 14; thence continuing South  $75^{\circ}00'43''$  East, a distance of 437.78 feet to a point of curvature at station 281+04.95; thence Southeasterly on a curve to the right having a radius of 2864.79 feet, a central angle of  $15^{\circ}41'02.2''$  and an arc length of 784.20 feet to equation station 288+89.15 back equals station 247+45.27 ahead; thence South  $59^{\circ}19'41''$  East, a distance of 7249.22 feet, to station 319+94.49, point being South  $80^{\circ}45'19''$  East, a distance of 4955.55 feet of Southeast corner of the Southwest Quarter of Section 13, Township 49 North, Range 33 West and the POINT OF TERMINATION.

**TEMPORARY CONSTRUCTION EASEMENT:**

TRACT MAP NO. 615

CITY OF KANSAS CITY

PARCEL NO. 28-730-02-02-01-0-00-000

All that part within the South half of Section 13, Township 49 North, Range 33 West in the City of Kansas City, Jackson County, Missouri, being more particularly described as follows:

Note: Stations shown in the following description are based on the centerline of Interstate 70 as now established under MoDOT project No. J411486D.

COMMENCING at the Northwest corner of the Southwest quarter of said Section 13, said corner being 569.24 feet right of centerline station 277+97.82; thence South 87°53'46" East, on the North line of said Southwest quarter, a distance of 2092.65 feet to a point 50.00 feet North of the Northeast corner of LOT 1, BLOCK 26, EAST CENTER, a subdivision of land in the City of Kansas City, Jackson County, Missouri according to the recorded plat thereof, point being 262.97 feet left of centerline station 256+66.88; thence South 02°12'11" West, on the prolongation of and the East line of said EAST CENTER subdivision, a distance of 580.53 feet, to a point 247.36 feet right of centerline station 259+43.61; thence South 87°47'49" East, departing said East subdivision line, a distance of 270.95 feet to the POINT OF BEGINNING, said point being 118.21 feet right of centerline station 261+81.80; thence South 61°37'07" East, a distance of 278.43 feet, to a point 107.08 feet right of centerline station 264+60.00; thence North 30°40'19" East, a distance of 7.08 feet to a point on the Southwesterly boundary line of INTERSTATE 70, as now established, said point being 100.00 feet right of centerline station 264+60.00; thence South 59°19'41" East, on said Southwesterly line, a distance of 46.29 feet, to a point 100.00 feet right of centerline station 265+06.29; thence South 36°03'07" West, departing said Southwesterly line, a distance of 67.80 feet, to a point 167.50 feet right of centerline station 264+99.93; thence North 58°56'09" West, a distance of 364.94 feet to a point on said Southwesterly boundary line of INTERSTATE 70, said point 165.00 feet right of centerline station 261+35.00; thence North 75°40'19" East, on said Southwesterly line, a distance of 66.18 feet to the POINT OF BEGINNING, containing 18,927.6 square feet, more or less. The centerline alignment of INTERSTATE 70 as now established under MODOT Project No. J411486D, designed by HNTB is described as follows: COMMENCING at the Southwest corner of the Southwest Quarter of Section 4, Township 49 North, Range 33 West, thence North 02°08'06" East, along the West line of said Section 4, a distance of 1494.92 feet; thence South 87°43'39" East, departing said West line, a distance of 1442.95 feet, to centerline station 73+95.71 and the POINT OF BEGINNING; thence continuing South 87°43'39" East 2909.82 feet to a point of curvature at station 103+05.53; thence Northeasterly on a curve to the left having a radius of 1637.02 feet, a central angle of 24°03'52.4" and an arc length of 687.56 feet to station 109+93.09; thence North 68°12'28" East, a distance of 250.18 feet to a point on the East line of said Section 4 at station 112+43.26, point being North 02°15'27" East, 1760.41 feet of the Southeast corner of the Southeast Quarter of said Section 4; thence continuing North 68°12'28" East, a distance of 277.73 feet to a point of curvature at equation station 115+21.00 back equals station 414+25.36 ahead; thence Northeasterly on a curve to the

right having a radius of 1732.00 feet, a central angle of 22°14'40.4" and an arc length of 672.43 to a point of compound curvature at station 420+97.79; thence Northeasterly and Southeasterly on a curve to the right having a radius of 1400.00 feet, a central angle of 72°45'36.2" and an arc length of 1777.86 ft to station 438+75.65; thence South 16°47'15" East, a distance of 1156.69 feet to a point on the South line of the Southeast Quarter of Section 3, Township 49 North, Range 33 West at station 450+32.35, said point being South 87°18'01" East, 31.19 feet of the Southwest corner of the Southeast Quarter of said Section 3; thence continuing South 16°47'15" East, a distance of 787.07 feet to a point of curvature at station 458+19.42; thence Southeasterly on a curve to the right having a radius of 3425.00 feet, a central angle of 4°58'27.5\*" and an arc length of 297.35 to a point of compound curvature at station 268+83.38; thence Southeasterly on a curve to the right having a radius of 2864.79 feet, a central angle of 01°39'52.7" and an arc length of 83.23 feet to equation station 462+00.00 back equals station 162+00.00 ahead; thence continuing Southeasterly and Southwesterly on a curve to the right having a radius of 2864.79 feet, a central angle of 11°29'20.6" and an arc length of 574.45 feet to station 167+74.45; thence South 01°20'26" West, a distance of 921.23 feet to a point of curvature at station 176+95.68; thence Southwesterly on a curve to the left having a radius of 2864.79 feet, a central angle of 00°48'12.4" and an arc length of 40.17 feet to a point on the South line of the Northeast Quarter of Section 10, Township 49 North, Range 33 West at station 177+35.85, said point being South 87°32'30" East, 475.83 feet of the Southwest corner of the Northeast Quarter of said Section 10; thence continuing Southwesterly and Southeasterly on a curve to the left having a radius of 2864.79 feet, a central angle of 03°29'26.0" and an arc length of 174.53 feet to a point of compound curvature at station 179+10.38; thence Southeasterly on a curve to the left having a radius of 1432.39 feet, a central angle of 22°01'59.5" and an arc length of 550.83 feet to a point of compound curvature at station 184+61.21; thence Southeasterly on a curve to the left having a radius of 2864.79 feet, a central angle of 02°00'00.0" and an arc length of 213.79 feet to station 186+75.00; thence South 29°15'45" East, a distance of 1642.22 feet to equation station 203+17.23 back equals station 603+17.23 ahead; thence continuing South 29°15'45" East, a distance of 125.24 feet to a point of curvature at station 604+42.47; thence Southeasterly on a curve to the right having a radius of 9500.00 feet, a central angle of 00°36'11.2" and an arc length of 291.95 feet, to a point on the South line of the Southeast Quarter of said Section 10 at station 607+34.42, point being North 87°35'47" West, 797.70 feet of the Southeast corner of the Southeast Quarter of said Section 10; thence continuing on a curve to the right having a radius of 9500.00 feet, a central angle of 00°36'11.2" and an arc length of 327.44 feet to station 610+61.86; thence South 25°31'37" East, a distance of 498.19 feet to a point of curvature at station 615+60.05; thence Southeasterly on a curve to the left having a radius of 1105.00 feet, a central angle of 31°02'49.7" and an arc length of 598.77 feet, to a point on the East line of the Northeast Quarter of Section 15, Township 49 North, Range 33 West at station 621+58.82, point being South 02°21'54" West, 1156.12 feet of the Northeast corner of the Northeast corner of said Section 15; thence continuing Southeasterly on a curve to the left having a radius of 1105.00 feet, a central angle of 31°31'28.4" and an arc length of 607.98 feet to station 627+66.80; thence South 88°05'55" East, a distance of 528.37 feet to equation station 632+95.17 back equals 234+51.46 ahead; thence continuing South 88°05'55" East, a distance of 422.37 feet to a point of curvature at station 238+73.83;

thence Southeasterly on a curve to the right having a radius of 3819.72 feet, a central angle of 13°05'12.0" and an arc length of 872.44 feet to station 247+46.27; thence South 75°00'43" East, a distance of 2920.90 feet to a point on the East line of the Northeast Quarter of Section 14, Township 49 North, Range 33 West at station 276+67.12, point being North 02°03'24" East, 584.05 feet of the Southeast Corner of the Northeast Quarter of said Section 14; thence continuing South 75°00'43" East, a distance of 437.78 feet to a point of curvature at station 281+04.95; thence Southeasterly on a curve to the right having a radius of 2864.79 feet, a central angle of 15°41'02.2" and an arc length of 784.20 feet to equation station 288+89.15 back equals station 247+45.27 ahead; thence South 59°19'41" East, a distance of 7249.22 feet, to station 319+94.49, point being South 80°45'19" East, a distance of 4955.55 feet of Southeast corner of the Southwest Quarter of Section 13, Township 49 North, Range 33 West and the POINT OF TERMINATION.

..end

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Approved as to form:

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Abigail Judah  
Assistant City Attorney



# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: 250982

Submitted Department/Preparer: General Services

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

GSD to authorize and execute a general warranty deed to Missouri Highway Transportation Dept. for a permanent Right of Way and temporary construction easement for improvements to I-70 at 40 HWY, aka 6403 E US 40 Highway. No RFP required.

### Discussion

MODOT needs to acquire property from KCMO along south right-of-way line of I-70 where it meets 40 HWY for highway improvements. Property is controlled by WSD and they approve the conveyance.

### Fiscal Impact

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
N/A
3. How does the legislation affect the current fiscal year?  
NO -no revenue from this legislation
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.  
NO - no revenue from this legislation
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.  Yes  No
- 2. This fund has a structural imbalance.  Yes  No
- 3. Account string has been verified/confirmed.  Yes  No

**Additional Discussion (if needed)**

No account string to verify.

**Citywide Business Plan (CWBP) Impact**

- 1. View the [Adopted 2025-2029 Citywide Business Plan](#)
- 2. Which CWBP goal is most impacted by this legislation?  
Finance and Governance (Press tab after selecting.)
- 3. Which objectives are impacted by this legislation (select all that apply):
  - Ensure the resiliency of a responsive, representative, engaged, and transparent City government.
  - Engage in workforce planning including employee recruitment, development, retention, and engagement.
  - Foster a solutions-oriented, welcoming culture for employees and City Partners.
  - 
  - 
  -

**Prior Legislation**

None

**Service Level Impacts**

None

**Other Impacts**

1. What will be the potential health impacts to any affected groups?  
None
2. How have those groups been engaged and involved in the development of this ordinance?  
Click or tap here to enter text.
3. How does this legislation contribute to a sustainable Kansas City?  
Potential economic development
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.

Please Select (Press tab after selecting)

No - conveyance of land

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)



**File #: 250991**

ORDINANCE NO. 250991

Sponsor(s): Councilmembers Kevin O’Neill and Wes Rogers

Directing the City Manager to suspend the termination of water and/or sewer service for non-payment until January 12, 2026; and directing the City Manager to suspend the imposition of late payment penalties

WHEREAS, the federal government shutdown resulted in federal employee furloughs and disruption of SNAP benefits, creating an economic burden on many Kansas Citizens; and

WHEREAS, the suspension of water or sewer service terminations and late payment penalties will alleviate some of the challenges residents are experiencing because of the shutdown; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the City Manager is hereby directed to suspend the termination of water and/or sewer service to any residential property for non-payment of any bill or fees since October 1, 2025, otherwise authorized by Section 78-15 of the City’s Code of Ordinances, until January 12, 2026.

Section 2. That the City Manager is hereby directed to suspend the imposition of the late payment penalty for amounts remaining unpaid after the delinquent date for water and/or sewer services and the stormwater fee as required by Section 78-14 of the City’s Code of Ordinances for residential bills since October 1, 2025 until January 12, 2026.

..end

Approved as to form:

\_\_\_\_\_  
Nicole Rowlette  
Senior Associate City Attorney

**No Docket Memo  
Provided for  
Ordinance No.  
250991**



**File #: 240533**

ORDINANCE NO. 240533

Sponsor: Councilman Bunch

Amending Chapter 70, Code of Ordinances, entitled “Traffic and Vehicles” by enacting a new section 70-962 entitled “Pedestrian signal programming policies and standards” for the purpose of instituting policies and standards related to pedestrian crossing signals; establishing an effective date; and directing the City Manager to provide periodic updates regarding implementation progress every 45 days to the Transportation, Infrastructure, and Operations Committee.

WHEREAS, pedestrian safety is a key component of Vision Zero; and

WHEREAS, the City Council believes creating clear policies and standards for pedestrian crossing signals will benefit all Kansas Citians; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That Chapter 70, Code of Ordinances, Traffic Control Signs, Signals, and Devices, is hereby amended by enacting a new Section 70-962 for the purpose of creating a standard for pedestrian crossing signals, to read as follows:

**Sec. 70-962. Pedestrian signal programming policies and standards.**

(a) *General principles.* For all signalized intersections:

1. Pedestrian Demand shall be used to determine locations where pedestrian signals are to be automated.
2. Exceptions to the automated pedestrian signals shall have a clearly explained rationale.

(b) *Lower demand intersections and exceptions.*

1. Pedestrian signals shall always activate on both sides of the street when the signal is pressed.
2. When the length of the green light phase is equal to or greater than the length of the pedestrian crossing time, the pedestrian signal shall be active when the green light is activated.
3. When the length of the green light phase is long enough, the pedestrian signal shall still activated after green light begins.
4. The pedestrian signal change interval shall last until the vehicular yellow signal begins.

(c) *Principles based on demand.*

1. Tier One: Specific intersections and corridors where walking is in high demand, such as intersections within the Country Club Plaza, the Downtown Loop, the Crossroads, and the River Market, shall have pedestrian signals programmed according to the following guidelines:
  - i. Leading Pedestrian Intervals shall be the default setting.
  - ii. Pedestrian signals shall be initiated by automation to provide an adequate pedestrian interval.
  - iii. Push button initiation shall be used to prompt the walk signal at locations where the technology allows.
  - iv. Push button initiation shall be used to request longer pedestrian intervals where the technology allows.
  - v. Road diet studies may be conducted to explore potential reduction of dependency on traffic signals.
2. Tier Two: Areas around educational institutions, high frequency corridors, or within three blocks of a major transit stop, shall have pedestrian signals programmed according to the following guidelines:
  - i. Pedestrian signals shall be initiated by automation to provide an adequate pedestrian interval.
  - ii. Push button initiation shall be used to prompt the walk signal at locations where the technology allows.
  - iii. Push button initiation shall be used to request longer pedestrian intervals where the technology allows.
  - iv. Road diet studies may be conducted to explore potential reduction of dependency on traffic signals.
  - v. Leading Pedestrian Intervals are encouraged.
3. Tier Three: Moderate Pedestrian Demand.
  - i. Push button activation highly discouraged and shall only be used in locations where automation would cause major disruptions in traffic or transit operations.
  - ii. All pedestrian signals shall be automated for trail crossings.
  - iii. Push button activation prohibited on at-grade trail crossings or designated bike routes.
4. Tier Four: Low Pedestrian Demand.
  - i. Push button activation acceptable but highly discouraged.
  - ii. Walk signal will illuminate with the adjacent green light phase as long as it doesn't affect existing timing.
  - iii. Push button activation may lengthen the walk signal or activate it sooner.
  - iv. Push button activation highly discouraged on at-grade trail crossings or designated bike routes.

Section 2. That this ordinance shall become effective on December 13, 2024.

Section 3. That the City Manager is further directed to provide periodic updates regarding implementation progress every 45 days to the Transportation, Infrastructure, and Operations Committee.

..end

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Approved as to form:

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Dustin E. Johnson  
Assistant City Attorney



# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: 240533

Submitted Department/Preparer: Public Works

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

Amending Chapter 70, Code of Ordinances, entitled "Traffic and Vehicles" by enacting a new section 70-962 entitled "Pedestrian signal programming policies and standards" for the purpose of instituting policies and standards related to pedestrian crossing signals; establishing an effective date; and directing the City Manager to provide periodic updates regarding implementation progress every 45 days to the Transportation, Infrastructure, and Operations Committee.

### Discussion

This ordinance amends Chapter 70, Code of Ordinances, Traffic Control Signs, Signals, and Devices, for the purpose of creating a standard for pedestrian crossing signals. The amendment categorizes traffic intersections into four tiers, based on pedestrian demand, with different guidelines for each tier.

### Fiscal Impact

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
The fiscal impact of this is yet to be determined.
3. How does the legislation affect the current fiscal year?  
The fiscal impact of this is yet to be determined.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.  
The fiscal impact of this is yet to be determined.
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.  Yes  No
- 2. This fund has a structural imbalance.  Yes  No
- 3. Account string has been verified/confirmed.  Yes  No

**Additional Discussion (if needed)**

There is no account string to verify because this ordinance has no fiscal impact.

**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**

N/A

**Service Level Impacts**

Pedestrians would no longer need to press push buttons in some areas. There may be greater vehicle delay if signals are on pedestrian recall which previously were not. This means the side street signal phase may be longer for the pedestrian time than previously.

## Other Impacts

1. What will be the potential health impacts to any affected groups?  
Pedestrians may be able to cross the street easier.
2. How have those groups been engaged and involved in the development of this ordinance?  
No
3. How does this legislation contribute to a sustainable Kansas City?  
This prioritizes pedestrian movements on our streets by not requiring pedestrians to push activation buttons at crossings.
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:

There is no contract moving through this Ordinance.

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)



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**File #: 250922**

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ORDINANCE NO. 250922

Sponsor: Director of Public Works Department

Authorizing Amendment No. 2 with Olsson Associates in the amount of \$168,047.50 for additional design services and topographic survey for the North Brighton Avenue Improvements from Northeast 72nd Street to Northeast 78th Street Project for a total contract amount of \$592,911.00; and recognizing this ordinance as having an accelerated effective date.

WHEREAS, the current contract with Olsson Associates provides for the design of stream bank stabilization and updating 60% plans with current topography, utility coordination, and property negotiations; and

WHEREAS, Ordinance 230950 authorized amendment No. 1 with Olsson Associates in the amount of \$60,665.00 for additional design services for the North Brighton Avenue Improvements from Northeast 72nd Street to Northeast 78th Street Project for a total contract price of \$424,863.50; and

WHEREAS, the project location now requires additional design for a waterline and trail as well as additional topographic survey; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Director of Public Works is hereby authorized to execute Amendment No. 2 with Olsson Associates in the amount of \$168,047.50 for additional professional services related to project No. 89008201 from funds previously appropriated to account No. 26-3090-898101-B-89008201 for a total contract amount of \$592,911.00. A copy of the amendment is on file with the Director of Public Works Department and is incorporated herein by reference.

Section 2. That the Director of Public Works is hereby designated requisitioning authority for Account No. 26-3090-898101-B-89008201.

Section 3. That this ordinance relating to the appropriation of money and the expenses of government is recognized as an ordinance with an accelerated effective date as provided by Section 503(a)(3)(B) and Section 503(a)(3)(C) of the City Charter and shall take effect in accordance with Section 503, City Charter.

..end

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I hereby certify that there is a balance, otherwise unencumbered, to the credit of the appropriation to which the forgoing expenditure is to be charged, and a cash balance, otherwise unencumbered, in the treasury to the credit of the fund from which payment is to be made, each sufficient to meet the obligation hereby incurred.

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William Choi  
Interim Director of Finance

Approved as to form:

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Dustin E. Johnson  
Associate City Attorney



# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: 250922

Submitted Department/Preparer: Public Works

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

Authorizing amendment No. 2 with Olsson Associates in the amount of \$168,047.50 for additional design services and topographic survey for the North Brighton Avenue Improvements from Northeast 72<sup>nd</sup> Street to Northeast 78<sup>th</sup> Street Project for a total contract amount of \$592,911.00; and recognizing this ordinance as having an accelerated effective date.

### Discussion

The 60% plans were originally developed by Olsson under a contract with Hunt Midwest. Direction of the project was transferred to the City after it was on hold for a while and City staff identified additional work that would be necessary to update the plans. The current contract with Olsson Associates provides for the design of stream bank stabilization and updating 60% plans with current topography, utility coordination, and property negotiations. The Shoal Creek Trail project will cross the N Brighton project and additional information and survey data is necessary to ensure the projects would meet seamlessly. Additional work is also needed for a waterline in the project corridor. CREO goals established at 17%-MBE and 19%-WBE will be carried forward with this contract amendment utilizing Taliaferro & Brown and TREKK.

### Fiscal Impact

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
Capital Improvements Fund 3090-898101-B-89008201  
North Brighton Avenue Improvements from Northeast 72<sup>nd</sup> Street to Northeast 78<sup>th</sup> Street Project
3. How does the legislation affect the current fiscal year?  
N/A

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.  
No
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.  Yes  No
2. This fund has a structural imbalance.  Yes  No
3. Account string has been verified/confirmed.  Yes  No

**Additional Discussion (if needed)**

Click or tap here to enter text.

**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**

## Service Level Impacts

The N. Brighton Project will provide safer vehicular, pedestrian, and bicycle transportation by flattening hills, installing streetlights, and storm sewer, sidewalks, a trail and connections to existing trails.

## Other Impacts

1. What will be the potential health impacts to any affected groups?  
The installation of sidewalks, trails and connecting to the existing trail network will provide new opportunities for area residents to walk and bicycle for exercise and health benefits.
2. How have those groups been engaged and involved in the development of this ordinance?  
The design process includes several opportunities for residents to attend open house meetings to learn about the proposed project and its elements and provide their input and recommendations.
3. How does this legislation contribute to a sustainable Kansas City?  
Providing multi-modal transportation options can reduce emissions from vehicular trips. Landscaping with select native plants and additional trees can help address stormwater runoff and enhance air quality.
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.

Yes - I have submitted documents for CREO Review (Press tab after selecting)

Please attach or copy and paste CREO's review.

Click or tap here to enter text.

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)

**Inter-Departmental Communication**

Date: October 27,2025

To: Councilman Kevin O'Neill; Chair: Transportation, Infrastructure & Operations Committee

From: Jaime Guillen; Director; Civil Rights & Equal Opportunity Department

Subject: Revised CUP Summary for Amendment 2 #: 250922

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**CONTRACTOR:** Olsson Associates  
Address: 1301 Burlington St.  
N. Kansas City, MO 64116  
Contract # CS220072 / 89008201 / 89005597 / 89008879  
– N. Brighton Ave. Improvements – NE 72<sup>nd</sup> St.  
to NE 78<sup>th</sup> St.  
Contract Amount: \$592,911.00 (\$168,047.50 on Amendment 2)  
Total MBE Achieved: 17%  
Total WBE Achieved: 19%

**MBE SUBCONTRACTORS:**  
Name: Taliaferro & Browne, Inc.  
Address: 1020 E. 8<sup>th</sup> St.  
Kansas City, MO 64106  
Scope of Work: Civil Design Services  
Subcontract Percentage: 17%  
Ownership: Andebrhan, Hagos  
Structure: African-American Male Code 15

**WBE SUBCONTRACTORS:**  
Name: TREKK Design Group, LLC  
Address: 1411 E. 104<sup>th</sup> St.  
Kansas City, MO 64131  
Scope of Work: Surveying / Design  
Subcontract Percentage: 17%  
Ownership: Robinett, Kimberly  
Structure: Caucasian Female Code 27

**WBE SUBCONTRACTORS:**

Name: Leigh & O’Kane, LLC  
Address: 250 NE Mulberry, Suite 201  
Lee’s Summit, MO 64086  
Scope of Work: Bridge Design Modifications  
Subcontract Percentage: 2%  
Ownership: Bush, Amanda  
Structure: Caucasian Female Code 27

**Comments:**

Also formerly identified as CS220063.

Original Contract Amount	\$364,198.50
Amendment 1:	<u>\$ 60,665.00</u>
Current Contract Amount:	\$424,863.50
Proposed Amendment 2:	<u>\$168,047.50</u>
Proposed Contract Amount:	\$592,911.00

According to B2g, the prime contractor is currently achieving the following participation on the contract to date:

Dollars paid to prime contractor by City to date: \$211,235.61  
Dollars paid to MBE by prime contractor to date: \$29,839 for 14% MBE.  
Dollars paid to WBEs by prime contractor to date: \$58,548.86 for 28% WBE.