



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #

Submitted Department/Preparer: Public Works

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

Waiving certain procedures of the City's Arterial Street Impact Fee Code; appropriating \$1,898,959.00 from the Unappropriated Fund Balance of the Arterial Street Impact Fee Fund to an account in the Arterial Street Impact Fee Fund; appropriating \$1,289,645.00 from Clay County Road & Bridge Tax funds held in the Parvin Road project account; estimating and appropriating \$1,297,526.00 in Series 2023A General Obligation Bonds and authorizing the execution of a funding agreement with the Tax Increment Financing Commission and Hunt Midwest for the widening of NE 48th Street from I-435 East to the dead end (Project #89008895) including an expenditure of \$5,000,000 and recognizing this ordinance as having an accelerated effective date.

Discussion

Committee Substitute for Ordinance 190532 appropriated collected impact fee funds for the end of Fiscal Year 2018/19 and was the last impact fee allocation ordinance providing for a true accounting and balance of the Arterial Street Impact Fee Fund program. Ordinance 230146 recognized the collected revenue in FY 2020/21 and FY 2021/22 for Arterial Street Impact Fee District D currently accumulating in Project 89008266 - Parvin Road. No Advisory Committee has been established for Arterial Street Impact Fee District D and a fund balance exists that is requested to be allocated into the NE 48th Street project account.

Ordinances 200172, 210178 and 220486 authorized the expenditure of \$9,000,000 in General Obligation Bonds for the construction of the Arlington Road extension to be paid to Hunt Midwest thru the Tax Increment Finance Commission. A balance of \$1,297,526 remains in excess of the Arlington project expenses and it is recommended that the balance be appropriated to the NE 48th Street project account which will directly connect to Arlington Road.

Hunt Midwest is currently constructing the extension of NE 48th Street East to Arlington and staff recommends that the City enter into an agreement with Hunt Midwest to construct the City's portion of the improvement from I-435 East to the dead end. This agreement would enable more effective coordination between contractors on projects immediately adjacent to each other.

MBE/WBE Goals has been established at 15% mbe AND and% WBE.



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Fiscal Impact

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

2. What is the funding source?

2430 – Arterial Street Impact Fees

3523 - 2023A General Obligation Bond Fund

3090 – Capital Improvement Sales Tax

Clay County Road & Bridge Tax

3. How does the legislation affect the current fiscal year?

No impact

4. Does the legislation have fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.

These are one-time costs.

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

Additional Discussion (if needed)

Click or tap here to enter text.

Citywide Business Plan (CWBP) Impact

View the [FY23 Citywide Business Plan](#)



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Which CWBP goal is most impacted by this legislation?

Infrastructure and Accessibility (Press tab after selecting.)

Which objectives are impacted by this legislation (select all that apply):

- Enhance the City's connectivity, resiliency, and equity through a safe, efficient, convenient, inclusive, accessible, sustainable and better connected multi-modal transportation system
- Develop environmentally sound and sustainable infrastructure strategies that improve quality of life and foster economic growth
- Increase and support local workforce development and minority, women, and locally-owned businesses
- Engage in efforts to strategically invest in the City's infrastructure and explore emerging technologies
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Prior Legislation

Ordinance 190532, 230146, 200172, 210178 and 220486

Service Level Impacts

This roadway reconstruction will reduce maintenance activities by City forces and provide a new roadway and pedestrian accommodations between the Gracemore neighborhood and schools and activity centers West of I-435

Other Impacts

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

New sidewalks will enable additional walking and biking opportunities to area residents

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

Two public meetings were held with area residents and Hunt Midwest committed to certain accommodations including not opening the roadway to thru traffic until the section from I-435 to the current dead end is improved and widened

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



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The project was designed to minimize the need for hauling material brought in by numerous trucks thereby eliminating unnecessary emissions, and Stormwater management has been coordinated with the developer's project to the East and a proposed residential development on the West

4. Does the ordinance/resolution include Civil Rights antidiscrimination requirements in compliance with the Code of Ordinances (Chapter 38, titled "Civil Rights")?

Yes

5. Has the ordinance/resolution been submitted for review of economic equity & inclusion requirements in compliance with the Code of Ordinances (Chapter 3, titled "Contracts and Leases")?

Yes