City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 250920
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

Estimating and appropriating revenues in the amount of $3,260,217.00 in the Capital Improvements Grant Fund; appropriating $4,988,791.12 from the Unappropriated Fund Balance of the Capital Improvements Fund to the Northeast Vivion Road Streetscape Improvements project; authorizing the Director of Public Works to enter into a Mitigation and Air Quality Agreement and Cost Share Second Supplemental Agreement with the Missouri Highways and Transportation Commission; designating requisitioning authority; and recognizing this ordinance as having an accelerated effective date.

Discussion

The City received a CMAQ Grant, TAP Grant and has a Cost Sharing funds from the Missouiri Highways and Transproation Commision totaling The City received a CMAQ Grant, TAP Grant and has a Cost Sharing funds from the Missouiri Highways and Transproation Commision totaling $4,010,871.27. 120042 authorized the City to enter into a settlement agreement with Clay County to fund road and bridge projects at a specified rate from 2013 to 2026. The City's share of the Clay County road and bridge tax receipts from fiscal years 2021 to 2026 were collected by the City's Capital Improvement Fund totalling $4,988,791.12.

Fiscal Impact

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

2. What is the funding source?
   Capital Improvement Funds – 26-3090-896124-B-89008267
   Capital Improvements Grant Funds 26-3091-895114-B-89008267

3. How does the legislation affect the current fiscal year?
   Appropriates $8,984,008.12 in collented revenues and estimates and appropriates $3,260,217.00 CMAQ Cost Sharing and TAP Grant funds for expenditure on the NE Vivion Road Streescape Improvement project.

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

Ordinance Nos. 120042, 140182, 180883, 190598 and 200992.

Service Level Impacts

When complete, the NE Vivion Road Streetscape project will provide a connection between existing shared-use paths at N Highland Ave. and NE Chouteau Tfwy., and provide improved pedestrian access and safety to schools, businesses, and ATA transit hubs and routes.

Other Impacts

1. What will be the potential health impacts to any affected groups?
   Project will provide shared-use path connection and more access to the City's trail system while greatly improving the safety of pedestrian and bicyclists along the corridor.

2. How have those groups been engaged and involved in the development of this ordinance?
   No, as this ordinance is appropriating funds. Public meetings were conducted to solicit input and feedback during development of the project.

3. How does this legislation contribute to a sustainable Kansas City?
   Project expands City's non-motorized transportation system to reduce GHG emissions and provides a durable and low-maintenance shared-use path.

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 is appropriating funds.

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)