

Attachment C

Cost Allocation Methodology

Costs of service will be allocated to communities based on methodologies below for Fiscal Year 2024-2025.

1. Fixed Route Services

A. Service that is wholly within one community will be billed based on the full cost of that service in the community using miles and hours in the community as the basis.

B. Enclave Communities

- Enclave community definition will be retained – a community where service from KCMO must go through the enclave community and then re-enter KCMO on the other side.
- Routes are designed for the most efficient routing possible through the enclave community to ensure there is no added cost to KCMO for a route to go through an enclave community – other than small additional time spent for stopping to board/deboard passengers at any stops in the community.
- Costs for enclave communities will be based on a miles+hours of service model, where the mileage and time a bus spends in an enclave community will determine the route cost to the enclave community.
- Enclave communities will be billed at 50% of the enclave community's share of the route cost based on the above miles+hours model. The rationale being that both the enclave community and KCMO benefit from having the stop(s) in that community.
- Enclave communities that do not agree to share in the cost of a route going through their community based on this methodology may have stops in their community removed at the discretion of KCATA, following consultation with KCMO. Very Small communities (Villages < 500 in population and 4th Class Cities – 500 to 2,999 in population) that are enclave communities may not be charged, at the discretion of KCATA, unless specific route changes are requested and made to benefit the Village or 4th Class City.
- If an enclave community asks for route alignment changes to a KCMO route going through their community, the requesting community will pay the full cost of any route adjustments.

C. Multi-Jurisdictional Service

Services that are appended to or extended a route so as to serve multiple communities will be costed for each community based on miles and hours of service for the route in each community.

2. ADA Paratransit

The billing of ADA paratransit trips shall be determined by the origin address of each trip. The full cost of an ADA paratransit trip shall be billed to the community who is paying for the section of a fixed route in which the origin address triggered the federally mandated ADA paratransit.

3. On-Demand Services (e.g., IRIS Services)

The billing for on-demand service trips shall be determined based on the origin address of each trip provided. The full cost of flex trips shall be billed to communities based on the trip origin.

4. Capital Expenses

Each jurisdiction will be charged capital expenses, prorated on community miles to system miles, to be used for the acquisition of buses, facilities, and other equipment. The capital charge may be used for the purchase of vans for a vanpool operation that will facilitate in providing a regional transit system. Such vanpool operation must provide service to or from the Community that is reasonable when compared to the amount of the Community's capital contribution for the vans.