



Board of Commissioners Regular Meeting

Bridgette Williams, Chair

Chris Whiting, Vice-Chair

Dr Tyjaun Lee, Reginald Townsend, Julie Lorenz, Tom Burroughs,

Mike Stieben, Deb Hermann, Eric Bunch, Mindy Rocha

Wednesday, May 27, 2026 | 12:00 PM

KCATA Breen Building | 1200 E 18th St. | Conference Room | KCMO 64108

Join via Zoom <https://us02web.zoom.us/j/84635394009?pwd=ruuKo0yVQbx5N9ad7XfAVyb5nULKIC.1>

Or by phone 1-877-853-5257 Meeting ID: 846 3539 4009 Passcode: 035448

TENTATIVE AGENDA

I. Call to Order and Determination of Quorum

II. Approval of Agenda

III. Adjourn to Executive Session:

Closed session to discuss any issues relating to personnel, real estate transactions, legal actions, litigation and attorney client communications, preparation for negotiations with employee group, procurements, negotiated contracts, services and any public business as directed by the Revised Statutes of Missouri (Sunshine Law), Section 610.021, subsections (1), (2), (3), (9), (11), (12) and (13).

- a. R.S.M.o. § 610.021

IV. Reconvene to Regular Session:

V. Report of Executive Session:

- a. Consideration of any Proposed Agreement (s)

VI. Public Comment *(sign-in required, 3-minute maximum)

"Welcome to the KCATA Board of Commissioners open forum. Open Forum provides a time for individuals to address the KCATA Board of Commissioners. Members of the public may request to speak at this time on KCATA matters that appear on the agenda. Members of the public will receive a total of three (3) minutes to speak. Public comments will be allowed at the Board Chair's discretion. All speakers will be required to provide their name and address for public record. The Board reserves the right to limit the amount of time and/or the number of speakers making public comments at any time during the meeting. Written public comments can be submitted to be entered into the record by 8am on the day of the meeting by emailing [voc@kcata.org](mailto:boc@kcata.org)."

VII. Items from the Chair

- a. Standing Committee Updates- Governance & Audit, Finance, Security, Eco Devo & Real Estate

VIII. Report of the President/CEO

- a. Employee of the Month- Michael Berry
- b. World Cup 2026 Update- Chuck Ferguson

IX. Consent Items:

- a. Consideration of the Minutes - April 22, 2026 Regular Meeting
- b. Microsoft Office 365 User Licenses Agreement- Bryan Beck
- c. KCATA/UG World Cup Service Contract Amendment- Bryce Shields
- d. Operator/ Supervisor Uniforms & Accessories- Don Bowlin

X. Action Items:

- a. March 2026 Financial Overview- Rick Maner
- b. WC26 Titan Security Contract- Don Bowlin

XI. Information/Update Items

XII. Old Business:

- a. Approving Resolution, 300 Santa Fe St, Leavenworth, KS TOCD START consideration- Michael Riley & Brien Starner

XIII. New Business:

- a. Policy Review (1st Read)- Keith Smith
 - Board Secured Line of Credit Use (Finance)
 - Reserve Fund Policy (Finance)
 - Capitalization Policy (Finance)
 - Board Policy for Approval of Board Contracts and Resolutions (Finance)
 - Records Retention Policy (Planning and Operations)

XIV. Next Meeting Date: June 24, 2026

XV. Items from the Commissioners:

XVI. Adjournment of Regular Session:

Finance Standing Committee Meeting

Julie Lorenz, Chair

Mike Stieben, Eric Bunch

Charles Letcher, Michael Peterson, Brenton Siverly

Monday, April 13, 2026 | 1:00 PM

KCATA Breen Building | 1200 E 18th St. | Conference Room | KCMO 64108

I. Call to Order and Determination of Quorum

1:00pm. Commissioner Lorenz who Chairs this committee stated there was a quorum on this day with all assigned commissioners present. Board Attorney, Greg Goheen with MVP Law, was also present.

II. Approval of Agenda

Commissioner Lorenz made the motion 'I move to approve the April 13, 2026 KCATA Board Finance Committee agenda, as published.' Commissioner Stieben seconded the motion, and it passed unanimously.

III. Approval of Meeting Minutes

Commissioner Lorenz made the motion 'I move to approve the March 16, 2026 Finance committee meeting minutes, as published.' Commissioner Bunch seconded the motion, and it passed unanimously.

IV. Monthly Financial Overviews

a. Staff presented the information regarding the February 2026 Monthly Financial Overview. Commissioner Lorenz made the motion 'I move to accept the February 2026 Financial Overview.' Commissioner Stieben seconded the motion, and it passed unanimously.

V. Contracts/Board Items

a. Staff presented the information regarding the IRIS Service Amendment #7.

Commissioner Stieben made the motion 'I approve an amendment to the WHC/RideCo IRIS contract to extend service in the Northland for an additional year, covering the period from May 1, 2026, through April 30, 2027, in an amount not exceed \$1,632,000 annually.' Commissioner Bunch seconded the motion, and it passed unanimously.

b. Staff presented the information regarding the On-Vehicle 5G Mobile Connectivity Solution Contract.

Commissioner Stieben made the motion 'I move to approve the contract with Paygasus for the purchase and installation of an on-vehicle 5G mobile connectivity solution for an amount not to exceed \$1,045,833.26.' Commissioner Bunch seconded the motion, and it passed unanimously.

c. Staff presented the information regarding the Hexagon Enterprise Assest Management Software Annual Renewal.

Commissioner Lorenz made the motion 'I move to approve a one-year extension and renewal of the existing contract with Hexagon (DBA Octave) in amount not to exceed amount of \$262,000.00 to cover Software as a Service licensing and support from May 1, 2026 through April 30, 2027.' Commissioner Bunch seconded the motion, and it passed unanimously.

d. Staff presented the information regarding the Infor Financials & Supply Management Software Annual Renewal.

Commissioner Lorenz made the motion 'I move to approve a one-year extension and renewal of the existing contract with Infor (US), Inc. in an amount not to exceed \$418,000 to cover Software as a Service licensing and support from April 28, 2026 through April 27, 2027.' Commissioner Bunch seconded the motion, and it passed unanimously.

e. Staff presented the information regarding the 450-Ton Chiller and Cooling Tower Demolition and Installation-Building 1.

Commissioner Bunch made the motion 'I move to approve the contract to SGI Commercial Heating and Cooling for the demolition and installation of a Trane 450Ton chiller and Marley cooling tower with the contract amount not to exceed \$789,000.' Commissioner Stieben seconded the motion, and it passed unanimously.

VI. Old Business:

a. Staff advised the information regarding the Contracting and Procurement Policy Update (Sole Source) would be updated at a future meeting.

VII. New Business:

a. Staff presented the information regarding the Policy Review - Keith Smith
Board/Staff Conflicts of Interests

Code of Ethics- Rescinding this policy & including it in Conflicts of Interest Policy

Commissioner Lorenz made the motion 'I move the Board and Staff Conflicts of Interest Policy and forward it to the Governance and Audit, with a recommendation for further approval.' Commissioner Bunch seconded the motion, and it passed unanimously.

VIII. Information/Update

a. World Cup 2026 Update- Chuck Ferguson

b. InFOCUS Strategic Plan Update- Bryce Shields

c. Grant Tracker- Leah Suttington

IX. Next Meeting Date: May 16, 2026

X. Adjournment of Regular Session:

Commissioner Lorenz made the motion 'I move to adjourn.' Commissioner Bunch seconded the motion, and it passed unanimously.

Meeting ended at 2:00pm.



FIVE-YEAR STRATEGIC PLAN

Welcome to the inFOCUS KPI and Strategic Goal Tracker! Each major initiative has 2 dedicated tabs. The first tab is for the initiative's linked KPI's. The second tab for each initiative includes strategy updates, challenges and issues related to the specific initiative.

Key:

Initiative:	Color:
Finance:	Green
Organization:	Yellow
Customer Experience:	Purple
Unified Region:	Salmon
System Development:	Blue
New update this month:	Light Gray
Previously shown update	Dark Gray

Finance KPI Tracker

Metric	Report Cycle	Last Report Date	Trustee/Steward	Target	Current Status	Change from Previous	
Diversification of Revenue Sources	Annual	Jan-26	Tyler Means/Michael Riley	\$100,000 per year	Nov 2025 YTD of \$331,921 to Income Statement	Oct 2025 YTD of \$321,921 to Income Statement	
Cost per Revenue Hour	Annual	Jan-26	Chris Mattix	Annual cost per hour less than or equal to hourly cost assumption in budget	Budget = \$161.83, Nov YTD = \$157.52, Var = \$4.31	Budget = \$161.83, Oct YTD = \$159.08, Var = \$2.74	
Increase Direct Revenue Generated	Annual	Jan-26	Chris Mattix	20% of operating costs	Nov YTD = 4.20%	Oct YTD = 3.94%	
% of Expenditures Compared to Budget	Monthly	Feb-26	Michael Leone, Andrew Morse/Chris Mattix	Less than or equal to 100% of budget	TBD	Nov YTD 97.1%	

Finance Activity/Challenge Tracker

Strategy	25	26	27	28	29	Most Recent Key Activity	Most Recent challenges and Issues	Plan to Resolve Issue
Strategy F1: New and Innovative Funding Strategies								
F1A: Work with current and potential funding jurisdictions and partners to establish dedicated sources of funding for transit.						KCATA and KCMO have finalized a service contract for 2026-27 based on the ordinance approved by City Council.	N/A – this process was the smoothest yet.	N/A
F1B: Develop partnerships with local development organizations to fund on-street amenities such as shelters and displays. Expand Adopt-A-Stop program.						KCATA continues to grow Adopt-a-Stop relationships, as well as working stop amenities into development contracts. Recently the “bus” stop at 18th and Holmes that utilizes an actual bus has been launched.	Bandwidth to continue outreach efforts.	Posting and encouraging organizations to engage us as a low bandwidth solution.
F1C: Work with jurisdictions to update advertising policies and enable KCATA to diversify advertising opportunities.						Ad policy has been updated to include the sale of alcohol.		New policy was approved by the Board in October. AdSposure will now be selling to alcohol brands.
Strategy F2: Expand KCATA's Ability to Generate Revenue								
F2A: Establish more stable, longer term funding agreements with localities and states						KCATA has been working with KCRTA to establish project lists for a potential Jackson County ballot initiative. Jackson County Commission has established an ad hoc transit committee to carry forth an effort to bring a transit-related ballot item to vote; KCATA is expected to participate on this committee.	Communication with the County on progress.	Continue outreach efforts to ensure that KCATA is involved with the funding initiative.
F2B: Develop protocol for pricing service expansions, understanding existing service costs.						KCATA has crafted funding for the purchase and maintenance of capital resources (e.g. shelters), as well as pricing out planning/scheduling services.	Aligning timelines and order of operations.	First step is to present the materials to the KCATA Board of Commissioners, and then begin to establish a prospectus to “sell” these services.
F2C: Generate new and maximize current revenue from joint development and TOD.								
F2D: Consider update to free fare policy, including fare capping or partial fares.						Fare policy has been approved and staff is preparing for launch on June 1.	Ensuring we have ample card stock and time to provide passes to customers that choose not to utilize the mobile app or open payment technology.	Working within our framework to align staffing, communications and resources appropriately.
Strategy F3: Establish processes for financial sustainability								
F3A: Rebaseline five-year Authority financial projections post-COVID and update on an annual basis to identify funding needs.						KCATA hopes to increase regional funding. KCATA will continue to monitor and align funding and expenses. An annual operating budget and five-year capital plan is approved by the Board each year.		
F3B: Leverage new financial software to better communicate financial position internally and externally.						Questica is being used for budgeting and developing pricing models for communities. Staff will continue training and utilizing Questica to monitor financial results and share useful information with leaders.		

Organization KPI Tracker

Metric	Report Cycle	Last Report Date	Trustee/Steward	Target	Current Status	Change from Previous	
Operator Availability Ratio	Daily (average)	Feb-26	Donald Bowlin/Johnny Moore	1.2 (20% over the required number of operators) daily	Full-time 278, Part-Time 18	Full-time 288, Part-Time 18	
Turnover Rate	Annual	Jan-26	June Berry	Less than 10% annual turnover	17.20%	16.92%	
Workforce Recruitment	Quarterly	Jan-26	June Berry	Less than 60 days	From the Job Fair 12.4.25 to the Student Operator Class 1.12.26, candidates were interviewed, screened, tested, permitted, and delivered to the Training Dept in 40 days.	From the Job Fair 12.4.25 to the Student Operator Class 1.12.26, candidates were interviewed, screened, tested, permitted, and delivered to the Training Dept in 40 days.	
Staff Training and Development	Annual	Jan-26	June Berry/Michael Collison	At least 20 hours of training per year	5.21 hours in 2025 (average)	2.98 hours in 2024 (average)	

Organization Activity/Challenge Tracker

Strategy	25	26	27	28	29	Most Recent Key Activity	Most Recent challenges and Issues	Plan to Resolve Issue
Strategy O1: Adopt Performance-based, Standardized Processes								
O1A: Adopt and monitor KPIs across agency to improve accountability.						inFOCUS KPI and Strategy tracker established in January 2025, currently on month 8, all KPI's have been reported at least once with quarterly ones being updated multiple times	Reporting schedule can make acquiring some KPI's difficult before deadline	Continuing to work on streamlining the process
Strategy O2: Improve Data Collection and Reporting								
O2A: Collect data from onboard ITS systems and develop a centralized data repository from which performance data can be reported.								
O2B: Use data repository to create dashboard to present performance metrics and other agency information and ensure credibility of data.								
Strategy O3: Invest in Workforce Development & Employee Satisfaction, Retention								
O3A: Conduct staffing needs assessment.								
O3B: Partner with educational institutions for training to support recruitment initiatives.								
O3C: Develop a workforce development plan and policies for training, career advancement								
O3D: Develop compensation program that attracts high quality applicants.								
O3E: Work with union leadership to establish new policies to support worker wellness and retention.								
Strategy O4: Develop Next-Generation of Leadership								
O4A: Develop a succession planning process for key leadership and management roles.								
O4B: Establish a leadership development program for rising managers.								
O4C: Implement and facilitate formal orientation and training program for board members.						4 new Board Members have been onboarded with an orientation provided by the Executives and Human Resources.	n/a	no challenges at this time
O4D: Train and develop board and staff to serve as agency spokespersons						Earlier this year a marketing campaign was produced which raised Commissioners and Executives to the public eye as leaders in the industry for the community.	n/a	no challenges at this time
Strategy O5: Launch Strategic Hiring Campaign								
O5A: Identify gaps to effectively meet current goals. Launch large-scale hiring campaign								

Customer Experience KPI Tracker

Metric	Report Cycle	Last Report Date	Trustee/Steward	Target	Current Status	Change from Previous	
Customer Call Center Response Time	Monthly	Feb-26	Cindy Baker/Jolene Taylor	Less than 1 minute average hold time	The Fixed Route call center average handle time for April 2026 was 1:20. The average handle time in April for Freedom Paratransit was 2:39.	The Fixed Route call center average handle time for March 2026 was 1:27. The average handle time in February for Freedom Paratransit was 2:38.	
Customer Complaints per 100k miles	Monthly	Feb-26	Cindy Baker/Jolene Taylor	Less than 15 complaints per 100k miles	During the month of April, 2026 we received a total of 92 complaints, averaging 3.86 complaints per 100K miles.	During the month of March, 2026 we received a total of 80 complaints, averaging 3.34 complaints per 100K miles.	
On-Time Performance (Fixed Route)	Monthly	Feb-26	Donald Bowlin, AJ Farris/Patrick Blankenship, Malik Shakour	Greater than 90%	April: 83.2%	March 2026: 82.1%	
On-Time Performance (Paratransit)	Monthly	Feb-26	Richard Cowart, Pete Comer	Greater than 90%	April: 89%	March 2026: 87.0%	
Customer Complaint Response Time	Monthly	Feb-26	Cindy Baker/Jolene Taylor	Less than 48 hours	First response to customers is within 48 hours. Some resolutions take a few more days depending on investigation necessary.	First response to customers is within 48 hours. Some resolutions take a few more days depending on investigation necessary.	

Customer Experience Activity/Challenge Tracker

Strategy	25	26	27	28	29	Most Recent Key Activity	Most Recent challenges and Issues	Plan to Resolve Issue
Strategy C1: Enhance Safety and Security								
C1A: Improve safety on transit for customers and operators by adding safety ambassadors on vehicles and at stations.						Contract with Strive under review.		
C1B: Collaborate with local community organizations on support for people in crisis.								
C1C: Support local Vision Zero transit-specific initiatives by improving safe access to transit routes, including sidewalks, shelters, lighting.								
Strategy C2: Unify Customer Experience								
C2A: Provide easy access for customers to the latest service information using a unified app for all RideKC and KCATA services (e.g. IRIS, Flex, Freedom, Streetcar).								
C2B: Implement updated existing system/service design standards. Expand new KCATA standards to other services in region.						Planning is finalizing system standards.		
Strategy C3: Improve Accessibility and Amenities								
C3A: Develop multi-departmental task force to make sure every stop is clean, safe and accessible.s.						All of the new graffiti resistant shelters have been installed. Additional shelters being ordered.		
C3B: Implement new bus stop amenity standards.						Complete.		
C3C: Improve service delivery for existing service.						Pending the finalization of the 2025 budget, we will be modifying service to be within budget limitations. This will be a new level set, striving to make sure that all service we provide is high quality and reliable.		
C3D: Implement more expansive communications plan to better inform customers and stakeholders of agency's role and services.						Marketing & Communications plan awaiting final budget.		
C3E: Conduct a complete bus stop inventory to identify ADA compliance needs.						A bus stop audit of all KCATA bus stops was completed Dec. 2024. The bus stop inventory included a thorough review of assets at each bus stop as well as physical location and mobility characteristics. The amenities task force will prioritize the non-ADA compliant stops.		

Unified Region KPI Tracker

Metric	Report Cycle	Last Report Date	Trustee/Steward	Target	Current Status	Change from Previous	
Support of Affordable Housing	Monthly	Feb-26	Michael Riley/Brien Starnier	≥ 15 % mixed-income TOD projects	KCATA has already achieved 18% mixed- and low-income TOD housing mix.	KCATA has already achieved 18% mixed- and low-income TOD housing mix.	
Aggregate engagement/impressions	Monthly	Feb-26	Cindy Baker, Tyler Means/Cindy Baker, Tyler Means	Progressive Annual increase	April: 6.4%	March: 8.4%	
Transit commute mode share	Annual	Jan-26	AJ Farris/Mira Felzien	Progressive Annual Increase	In 2023 – 0.5% (for 7 county compact region) * New ACS Data in June 2026 Wyandotte is the highest with 1.4% Jackson is second with 1.1%	In 2023 – 0.5% (for 7 county compact region) Wyandotte is the highest with 1.4% Jackson is second with 1.1%	

Unified Region Activity/Challenge Tracker

Strategy	25	26	27	28	29	Most Recent Key Activity	Most Recent challenges and Issues	Plan to Resolve Issue
Strategy U1: Foster Regional Coordination Around Transit-Related Issues								
U1A: Convene an executive-level regional transportation working group to promote better coordination and cooperation on transportation issues.						KCATA is involved in the regional discussions of reorienting MARC's committees structure, which includes an iteration of a regional transit committee.	None to report.	We will continue to meet with regional partners and voice our support for a place where regional transit decisions can be made.
U1B: Develop marketing materials to articulate why transit is essential infrastructure.						KCATA marketing and external partners have been developing good materials to educate, engage and explain the importance of fares.	Ensuring that community and riders are able to take in the information.	Communicating the information over audio announcements, in-vehicle postings, social media and across bulletins.
U1C: Define and develop regional transit authority responsibilities and funding sources.						Fares are set to launch June 1.	The main challenge is ensuring we have time to get passes to cash paying customers.	Multiple staff are dedicated to ensuring this gets off the ground with as few hickups as possible.
U1D: Develop a network of agency advocates that involves private employers						We have begun a partnership with United Way to assist with reduced and functionally free fare programming, which has alleviated pressures on staff to focus on employer/university engagement.	Getting the United Way program off the ground.	Multiple staff have dedicated time to design, contract and launch the United Way program. Next step is to formally establish the partnerships effort.
Strategy U2: Promote Environmental Sustainability								
U2A: Conduct an environmental audit of KCATA facilities to identify opportunities to improve sustainability.								
U2B: Develop long-term Sustainability Policy.								
Strategy U3: Lead Transit Oriented Development within the Region								
U3A: Foster more TOD-supportive environment, including mobility hubs.								
U3B: Establish new template operating agreements with localities and/or employers seeking to expand service.								

System Development KPI Tracker

Metric	Report Cycle	Last Report Date	Trustee/Steward	Target	Current Status	Change from Previous	
Population + Jobs within ¼ mile of RideKC services	Annual	Jan-26	AJ Farris/Mira Felzien	Progressive Annual increase	32% jobs within 1/4 miles Service Area* (59% in Jackson County) * New ACS Data available in June 2026 11% population within ¼ service area*	32% jobs within 1/4 miles Service Area* (59% in Jackson County) 11% population within ¼ service area*	
Monthly Ridership	Monthly	Feb-26	AJ Farris/Mira Felzien	Increase in 12-month average	April 2026: 897,258 (2.14% increase from April 2025 excluding Main MAX)	March 2026: 882,296 (1.84% increase from March 2025 excluding Main MAX)	
Transit Access Safety and Accessibility	Quarterly	Jan-26	Tyler Means/Mira Felzien, Lee Barnes	55% ADA-compliant bus stops*	As of Q1 2026: 52% The KCATA is collaborating with North Kansas City to enhance ADA accessibility at their highest-ridership stops. In addition, KCATA has submitted a MARC Sub-allocated Call for Project pre-application to upgrade accessibility at the 50 highest-ridership stops across our system.	As of Q4 2025: 52%	

System Development Activity/Challenge Tracker

Strategy	25	26	27	28	29	Most Recent Key Activity	Most Recent challenges and Issues	Plan to Resolve Issue
Strategy S1: Tailor Transit Options to Serve New and Changing Markets								
S1A: Explore new potential fixed-route service.						4/14/2025 – Planning and Scheduling staff presented at a Leavenworth County Commissioners meeting on a proposed express route between Kansas City International Airport and Leavenworth. The presentation focused on serving military personnel traveling to and from the airport, as well as community members commuting for work or personal travel.	Lack of current funding keeps us from implementing new services and lack of regional funding creates challenges for future planning.	Continue moving regional funding discussion forward. Continue developing partnerships so that when funding does become available we can move on it quickly.
S1B: Develop and right-size microtransit service for the markets they can best serve.						9/12/2025 – KCATA is still working with KCMO to understand their Microtransit needs across their city. UG is seeing success with their new implemented microtransit zones.	Lack of regional funding. The way microtransit is currently designed, riders are using it as an on demand “uber” service rather than a connection to fixed route service.	KCATA has coordinated with community partners to reduce Micro-transit to North of the River communities.
S1C: Develop plan to address mobility deserts.						9/12/2025 – Planning and Scheduling staff plan to begin identifying and addressing this issue in Q4. This will be especially important with the service changes occurring in Q4 2025. A new Public Input tool will be utilized to engage public on this matter as well.	N/A	KCATA Staff is coordinating with KCMO Staff to apply for PSP funding to address ADA accessibility and mobility deserts
S1D: Work with localities to implement transit supportive infrastructure to speed up bus service and improve reliability.						9/12/2025 – As part of our Service Design Guidelines and Bus Stop Guidelines update we have coordinated with KCMO to understand their upcoming capital improvement projects that the KCATA could leverage to make improvements to bus stops as well as transit technologies to improve efficiency.	Lack of local match puts us at a disadvantage for going after specific grants	Technology to improve reliability has been a strong focus of the Bi-State Sustainable Reinvestment Corridor with a focus on Transit Signal Priority and Dedicated Lanes.
Strategy S2: Formalize Special Event Service								
S2A: Develop standard practice for special event service, including a revenue model and policies around sponsorships that would allow KCATA to provide event service with more consistency.						9/12/2025 – Executive staff are still heavily involved in world cup planning. Upon completion of the world cup Planning and Scheduling staff will develop a best practices document in coordination with the Transportation department to leverage with knowledge.	Lack of regional funding.	Inter-departmental coordination has begun to meet and capture best practices. After the World Cup a Standard Operating Procedure for special events will be created.
S2B: Create and execute transportation plan for FIFA World Cup.						9/12/2025 – Executive staff are coordinating with FIFA and KCMO to secure funding for world cup services. Our role has been identified as providing elevated local service during match days dependent on available funds.	Lack of information about what is needed from KCATA and lack of funding.	Executive staff is preparing to meet all local service requirements through the world cup and (based on available funding) plans to increase service during match days to fan fest
Strategy S3: Expand Regional Planning								
S3A: Create county level strategic funding plans based on Smart Moves 3.0 and other planning efforts.						4/15/2025 – Planning and Scheduling staff presented to the Leavenworth County Commissioners on a proposed express route connecting Kansas City International Airport (MCI) and the City of Leavenworth. This outreach aligns directly with Smart Moves 3.0 goals by identifying high-impact regional connections and building partnerships to support future implementation.	Planning for the future is difficult with no guarantee of regional funding.	Develop plans and present to key stakeholders to continue the conversation regarding the benefits of transit services.
S3B: Establish priorities for regional investments.						9/12/2025 – As stated in strategy S3A, This planning is currently underway. One of the deliverables is a prioritized list of regional investments.	Lack of regional funding.	Continue discussions with key stakeholders to demonstrate the benefits of regional investment.

Kansas City Area Transportation Authority/RideKC/Funding Awards

Update: April 14, 2026

Program	Fed. Agency	Agency Receiving the Request	Description	Project Total	Fed. Funding Approved	Expected Grant Award	Comments
FY2025 -2026 Carbon Reduction Program	FHWA (thru MARC)	MARC	MARC Call For Projects: 2022-2024 FHWA Carbon Reduction Program	7,150,000	\$5,720,000	2027	Battery Electric Buses, depot chargers, replacement parts and workforce development Initiatives.
FY2025 MO/KS STBG	FTA	MARC	Regional Clean Vehicle Program- KS	4,125,000	\$3,300,000	2027	FY2025 Funds
FY2025 MO/KS CMAQ	FHWA/FTA	MARC	Expanded Flex Services	1,133,763	\$907,010	2027	FY2025 Funds
FY2025 MO/KS CMAQ	FHWA/FTA	MARC	New Job Access Services	3,000,000	\$2,400,000	2027	FY2025 Funds
FY2025 KS CMAQ	FHWA/FTA	MARC	Small & Flex Vehicles	163,688	\$130,950	2027	FY2025 Funds
FY 2026 FTA Bus and Bus Facilities - Discretionary	FTA	FTA	Bus Replacement, Concrete Replacement and Roof Replacment Bldg. 1	13,300,000	\$13,300,000	2027	Grant Application In progress.

CONTRACTS OVER \$25,000 AWARDED DURING APRIL 2026

For all contracts, work orders, purchase orders, and contract amendments valued between \$25,000 to \$249,999 that were awarded in April 2026

Project #	Project Name	Vendor	Value	How Selected	Diversity Percentage	Owning Department
G23-7012-24B	TomTom Mapping Data Software License 2026-2027	TomTom NA	\$40,669.00	Sole Source (year 4 of 4)	0%	IT
F23-7007-25A	Budget Software for Finance – 2026-2027 Software Subscription	Euna Solutions (fka Questica Ltd)	\$72,696.18	RFP Amendment #1 2026-2027 Term	0%	IT
G26-8014-51A	18 th & Vine Study KC Streetcar	KC Streetcar	\$50,000.00	Cooperative Agreement	Unknown	Planning
G23-7030-21D	Multimodal Real-time Trip Planner Mobile Application	9280-0366 Quebec dba Transit	\$25,230.00	Amendment #1	0%	IT
F23-7019-39C-06	IDIQ Work Order WSP=TP-25-01 for Schedule Production Graphic Design	WSP USA, Inc.	\$34,421.60	RFP (Transit Planning IDIQ)	0%	Marketing

F = Federal funds

G = General operating funds



Planning & Operations Standing Committee Meeting

Mindy Rocha, Chair

Reginald Townsend, Bridgette Williams, Deb Hermann

Tuesday, April 14, 2026 | 3:00 PM

KCATA Breen Building | 1200 E 18th St. | Conference Room | KCMO 64108

I. Call to Order and Determination of Quorum

3:01pm. Commissioner Rocha who Chairs this committee stated there was a quorum on this day with all assigned commissioners present. Board Attorney, Greg Goheen was also present.

II. Approval of Agenda

Commissioner Townsend made the motion 'I move to approve the April 14, 2026 KCATA Board Planning & Operations Committee agenda, as published.' Commissioner Hermann seconded the motion, and it passed unanimously.

III. Approval of Meeting Minutes

a. Commissioner Hermann made the motion 'I move to approve the February 17, 2026 Planning & Operations committee meeting minutes, as published.' Commissioner Townsend seconded the motion, and it passed unanimously.

IV. Monthly Performance Metrics

a. Staff presented the information regarding the Monthly Performance Metrics.

V. Operations Updates

- a. Staff presented the information regarding the Operations Updates.
- b. Staff presented the information regarding the Update on Riverfront Extension Transfer Agreements.
- c. Staff presented the information regarding the Draft - JOCO Fare Validation Installation Agreement.

VI. Planning Updates

None.

VII. Agency Updates

- a. Staff presented the information regarding the World Cup 2026 Update.
- b. Staff presented the information regarding the Planning/ Capital Project Tracker.
- c. Staff presented the information regarding the United Way Partnership.

VIII. New Business

a. Staff presented the information regarding the Policy Review, Records Retention Policy. Commissioner Townsend made the motion 'I move to approve and forward to the full Board of Commissioners the Records Retention Policy, as presented.' Commissioner Hermann seconded the motion, and it passed unanimously.

IX. Next Meeting Date: May 19, 2026

X. Adjournment

Commissioner Rocha made the motion 'I move to adjourn.' Commissioner Townsend seconded the motion, and it passed unanimously.

Meeting ended at 3:34pm.

RideKC Transit Key Performance Indicators

April 2026

Reported May 7, 2026

About this Report

This report contains information about transit service operated by the Kansas City Area Transportation Authority. Key Performance Indicators (KPIs) outlined in the contract between KCATA and KCMO are shown here, while detailed metrics can be found on the following pages of this dashboard.

*When Ridership, Efficiency, and Reliability pages are filtered by community, data displayed represents entire route.



Set Filters

Mode

▼

Day

▼

Community

▼

All

▼

All

▼

All

▼

Previous Months

1/1/2019

📅

4/1/2026

📅

Completed Trips

99.6%

Goal: 97.0%

April 2026

Fixed Route OTP

83.2%

Goal: 80.0%, 90.0%

April 2026

Paratransit OTP

89.0%

Goal: 95.0%

April 2026

Fixed + Flex + Iris Ridership

902,300

April 2026

Fixed Route Ridership

896,782

April 2026

Flex + Iris Ridership

5,518

April 2026

Revenue Hours

28,143

April 2026

Platform Hours

39,440

April 2026

Passengers per Revenue Hour

31

April 2026

Paratransit Trips

19,438

April 2026

Paratransit Passengers

20,885

April 2026

Road Calls

69

April 2026

Vehicle Incidents

25

April 2026

Glossary of Terms

Collisions: Any incident where a bus runs into another vehicle or fixed object (includes property damage only collisions).

Flex Route: A route that operates within a service area during certain times, but takes different routes based on rider requests.

Fixed Route: A bus that operates on a pre-determined route and schedule.

KPI: Key Performance Indicator; a metric used to measure progress against goals.

Platform Hours: The total time it takes for drivers to operate revenue service, spend time in a layover, or travel to and from a maintenance facility.

Revenue Service: The time when a vehicle is available to the general public and there is an expectation of carrying passengers.

Road Calls: A maintenance response to a transit agency vehicle.

Trips vs. Passengers (Paratransit): A trip is a journey from one point to another that can have one or more passengers.

Vehicle Incidents: Any time a vehicle comes in contact with a fixed object or moving vehicle.

See the [NTD Glossary](#) for more definitions.

Ridership

Ridership measures the number of people boarding each individual route, as counted by Automatic Passenger Counters (APCs) stationed at the doors of transit vehicles. Ridership is measured in Unlinked Passenger Trips, meaning a single passenger transferring to another route would be counted for both boardings. See the [NTD Glossary](#) for more definitions.

Ridership

Year-over-Year Change

897,258

2.14%

April 2026

April 2026

Details by Route

#	Route Name	Month Total	Daily Average	% Change (YoY)
2	Troost MAX	100,456	3,349	0.00%
3	Prospect MAX	140,464	4,682	0.00%
9	9th Street	8,217	274	0.00%
11	Northeast-Westside	30,398	1,013	0.00%
12	12th Street	23,000	767	0.00%
18	Indiana	26,490	883	0.00%
21	Cleveland-Antioch	13,441	517	0.00%
23	23rd Street	7,045	235	0.00%
24	Independence	77,799	2,593	0.00%
25	Troost	38,621	1,287	0.00%
27	27th Street	11,496	383	0.00%
28	Blue Ridge	12,086	465	0.00%
31	31st Street	69,581	2,319	0.00%
35	35th Street	18,668	622	0.00%
39	39th Street	44,577	1,486	0.00%
47	Broadway	36,760	1,225	0.00%
50	Wornall-Brookside	19,355	645	
57	Wornall	12,821	427	0.00%
63	63rd Street	10,582	353	0.00%
71	Prospect	15,401	513	0.00%
75	75th Street	13,573	452	0.00%
85	Paseo	24,134	804	0.00%
101	State Ave	61,153	2,038	0.00%
107	7th Street/Parallel	7,429	286	0.00%
201	North Oak	28,095	937	0.00%
210	Front Street	12,261	409	0.00%
229	Boardwalk/KCI	17,406	580	0.00%
238	Meadowbrook	14,017	467	0.00%
298	North Kansas City Flex	476	22	-55.26%
550	Lee's Summit Express	1,456	66	0.00%

* Due to technical issues, ridership data for April is not available. The data shown is from April 2025 and serves as a placeholder until the issue is resolved.

Mode

Day

Community

All

All

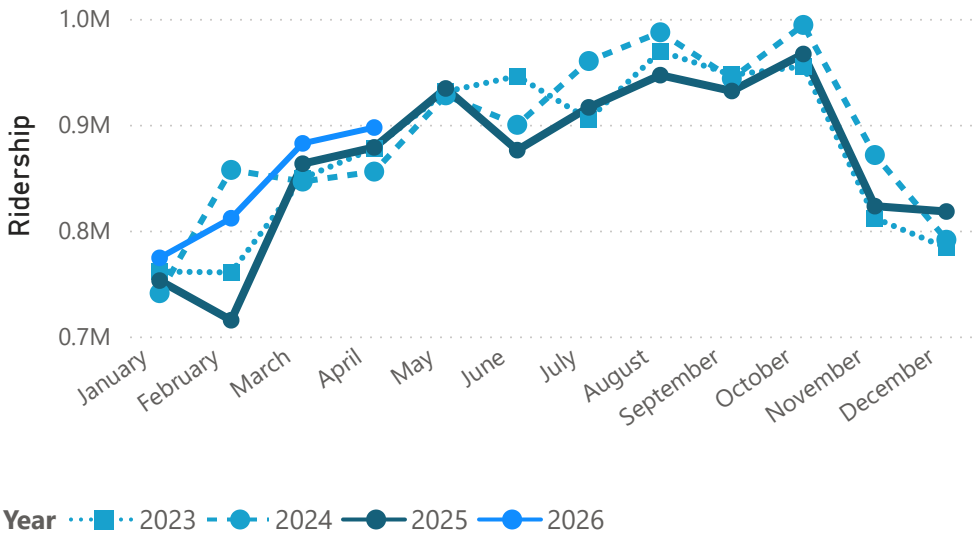
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Previous Months

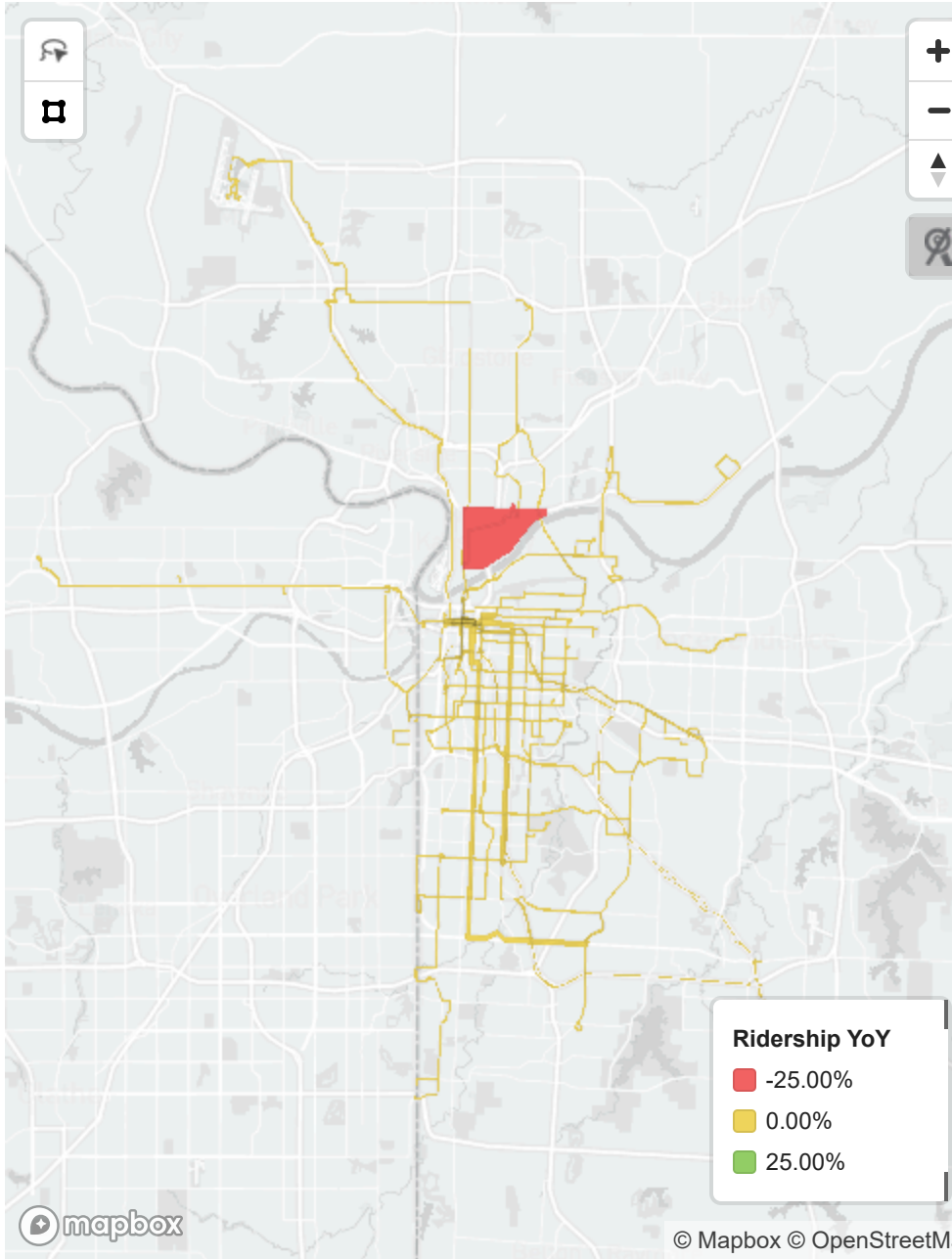
1/1/2019

4/1/2026

Monthly Ridership



Ridership Change - Year over Year



Service

Fixed and Flex Route Service is measured in the number of **Revenue Hours**, or time a transit vehicle is in revenue service (carrying passengers). Time spent on a layover (waiting to start a new trip), or deadheading (driving between the vehicle maintenance facility and the beginning or end of a route) is not included.

Revenue Hours

28,143

April 2026

Year-over-Year Change

1.1%

April 2026

Details by Route

#	Route Name	Month Total	% Change (YoY)
2	Troost MAX	2,405	0.0%
3	Prospect MAX	2,909	1.7%
9	9th Street	508	35.8%
11	Northeast-Westside	1,406	-9.3%
12	12th Street	599	-9.5%
18	Indiana	1,156	-3.6%
21	Cleveland-Antioch	581	-3.2%
23	23rd Street	374	-6.5%
24	Independence	1,573	1.0%
25	Troost	843	-8.3%
27	27th Street	502	-9.0%
28	Blue Ridge	570	-2.9%
31	31st Street	2,290	0.0%
35	35th Street	641	-7.8%
39	39th Street	1,174	-0.4%
47	Broadway	1,030	-27.9%
50	Wornall-Brookside		
57	Wornall	623	-9.7%
63	63rd Street	288	-3.3%
71	Prospect	511	-2.3%
75	75th Street	662	-11.9%
85	Paseo	1,167	23.4%
101	State Ave	1,640	0.0%
107	7th Street/Parallel	419	80.8%
201	North Oak	1,600	-0.0%
210	Front Street	782	-6.2%
229	Boardwalk/KCI	1,003	-10.3%
238	Meadowbrook	779	-10.4%
298	North Kansas City Flex		
550	Lee's Summit Express	108	3.2%

Mode

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Day

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Community

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Previous Months

1/1/2019

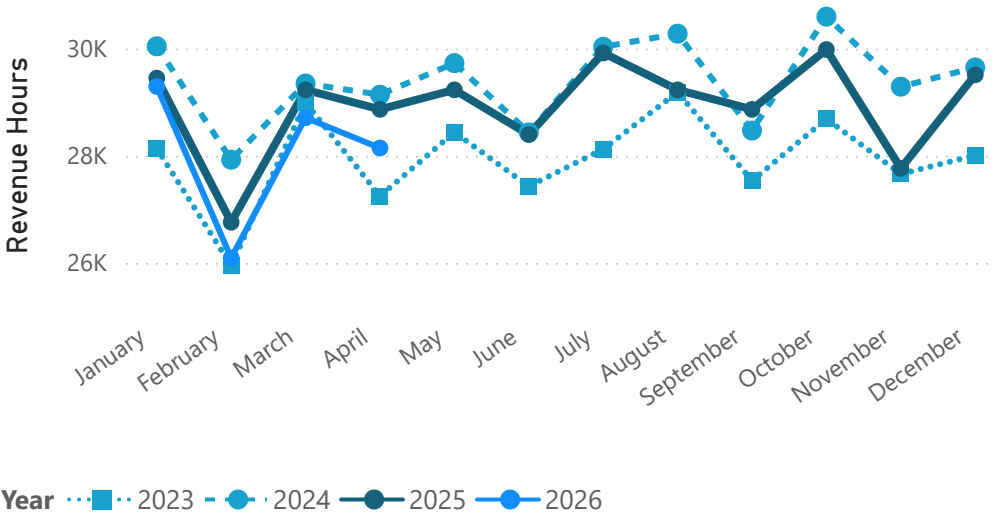
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4/1/2026

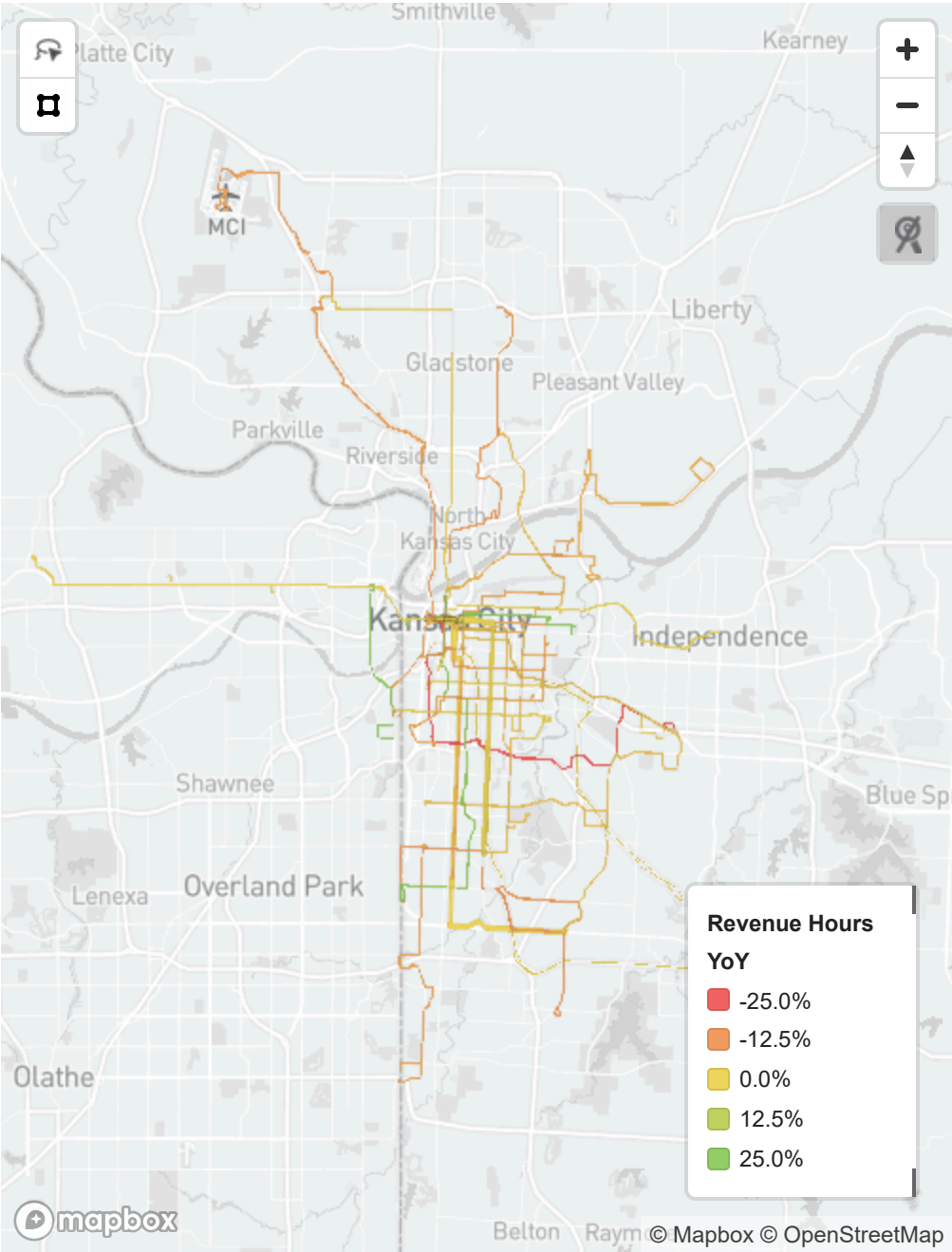
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Revenue Hours



Revenue Hours Change - Year over Year



Efficiency

Efficiency can be best understood as the cost per unlinked passenger trip. Costs are determined by multiplying the average cost of service per hour by the number of vehicle revenue hours.

Cost per Rider is determined by dividing the direct cost of service by the number of Unlinked Passenger Trips.

This metric should only be used to compare the efficiency of different routes. This metric should not be used as a fiscal representation of the true cost to operate service.

Details by Route

#	Route Name	Cost per Rider	% Change (YoY)
2	Troost MAX	\$1.44	-0.0%
3	Prospect MAX	\$1.24	-5.4%
9	9th Street	\$3.71	35.8%
11	Northeast-Westside	\$3.06	-0.8%
12	12th Street	\$1.73	0.0%
18	Indiana	\$2.72	-0.6%
21	Cleveland-Antioch	\$2.68	-0.0%
23	23rd Street	\$3.41	0.0%
24	Independence	\$1.21	1.0%
25	Troost	\$1.43	0.0%
27	27th Street	\$2.88	0.5%
28	Blue Ridge	\$2.92	1.4%
31	31st Street	\$1.98	0.0%
35	35th Street	\$2.24	4.2%
39	39th Street	\$1.59	0.0%
47	Broadway	\$1.79	-24.7%
50	Wornall-Brookside	\$3.32	
57	Wornall	\$3.23	0.4%
63	63rd Street	\$1.63	-2.0%
71	Prospect	\$2.04	0.0%
75	75th Street	\$3.43	-0.2%
85	Paseo	\$2.89	22.7%
101	State Ave		-100.0%
107	7th Street/Parallel		-100.0%
201	North Oak	\$3.36	0.0%
210	Front Street	\$4.08	0.2%
229	Boardwalk/KCI	\$3.63	-6.0%
238	Meadowbrook	\$3.89	4.5%
298	North Kansas City Flex	\$39.76	63.9%
550	Lee's Summit Express		-100.0%

Mode

Day

Community

All

All

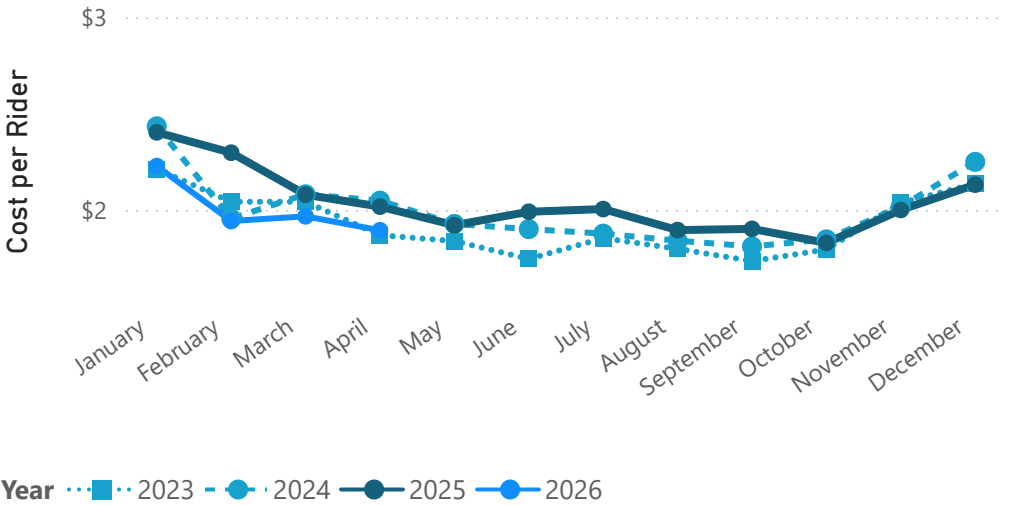
All

Previous Months

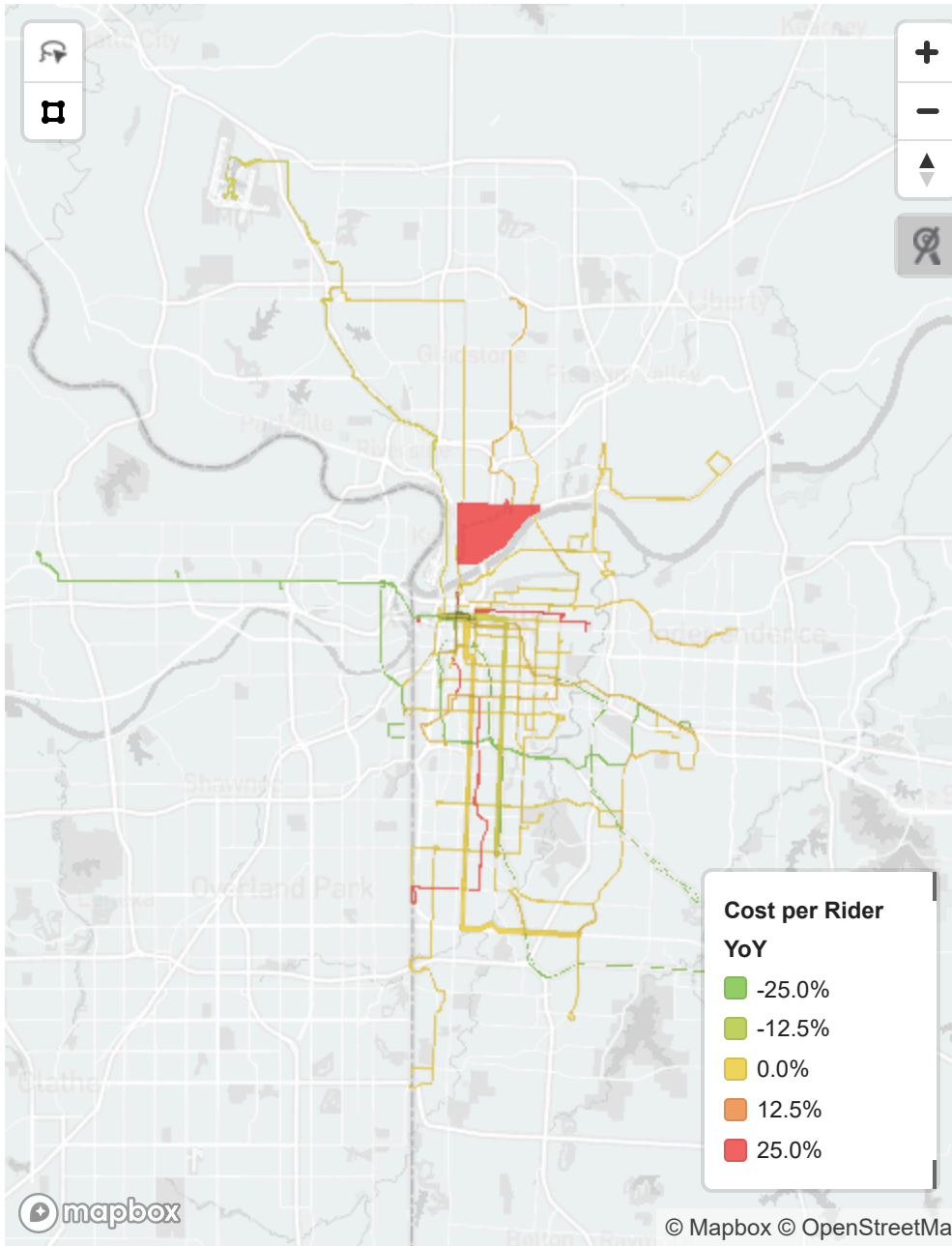
1/1/2019

4/1/2026

Cost per Rider



Cost per Rider Change - Year over Year



Reliability

On-Time Performance (OTP) measures the percentage of vehicle departures from time points established for each route. On-Time is defined as departures that are no more than 1 minutes early or 6 minutes late. OTP is measured by using on-board and stationary communications equipment.

Trip completion is the percentage of scheduled trips that were actually completed. See the [NTD Glossary](#) for more definitions.

On-Time Performance

83.23%

April 2026

Year-over-Year Change

-0.28%

April 2026

Details by Route

#	Route Name	Weekday A.M. Peak Frequency	Current OTP	% Change (YoY)	Completed Trips
2	Troost MAX	20	82.61%	-4.08%	99.2%
3	Prospect MAX	15	84.87%	0.46%	99.1%
9	9th Street	60	82.08%	-1.93%	99.9%
11	Northeast-Westside	30	72.24%	-4.32%	99.8%
12	12th Street	45	84.48%	3.33%	99.9%
18	Indiana	30	88.40%	-1.59%	99.5%
21	Cleveland-Antioch	60	82.32%	2.13%	99.1%
23	23rd Street	60	81.75%	-2.56%	100.0%
24	Independence	20	83.76%	-4.63%	99.9%
25	Troost	30	92.19%	-1.14%	99.9%
27	27th Street	60	89.11%	-0.48%	100.0%
28	Blue Ridge	60	76.37%	-11.64%	99.7%
31	31st Street	15	88.53%	-2.67%	99.6%
35	35th Street	45	76.81%	-0.15%	100.0%
39	39th Street	30	85.00%	2.48%	99.8%
47	Broadway	45	65.45%	-9.87%	99.5%
50	Wornall-Brookside	20	85.36%		99.7%
57	Wornall	45	89.59%	7.81%	99.4%
63	63rd Street	60	91.00%	2.56%	100.0%
71	Prospect	60	89.11%	6.89%	100.0%
75	75th Street	45	78.50%	1.77%	99.8%
85	Paseo	60	63.57%	-16.11%	100.0%
101	State Ave	30	67.83%	-13.64%	-Infinity
107	7th Street/Parallel	60	83.21%	10.71%	-Infinity
201	North Oak	30	80.38%	-8.20%	99.9%
210	Front Street	60	82.54%	5.87%	100.0%
229	Boardwalk/KCI	60	72.87%	-10.79%	99.6%
238	Meadowbrook	60	68.95%	17.64%	99.8%
550	Lee's Summit Express		72.36%	9.58%	100.0%

Mode

All

Day

All

Community

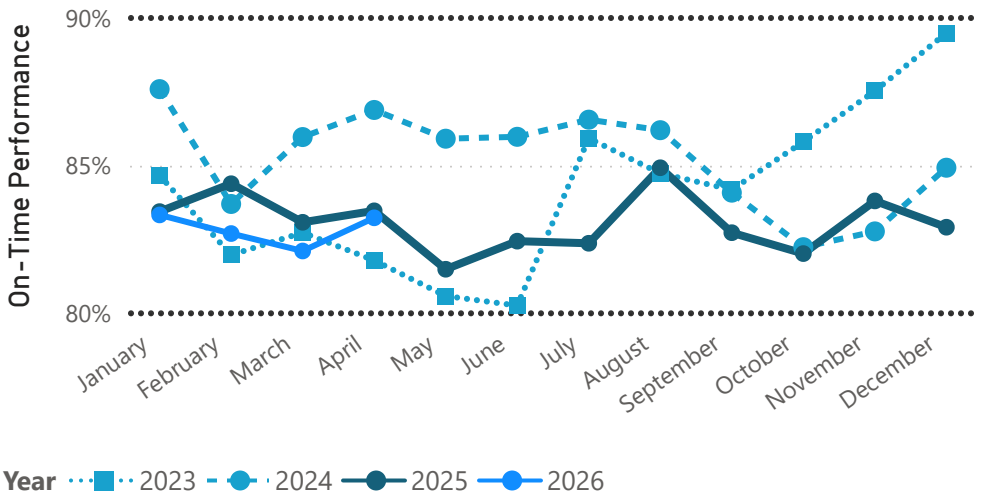
All

Previous Months

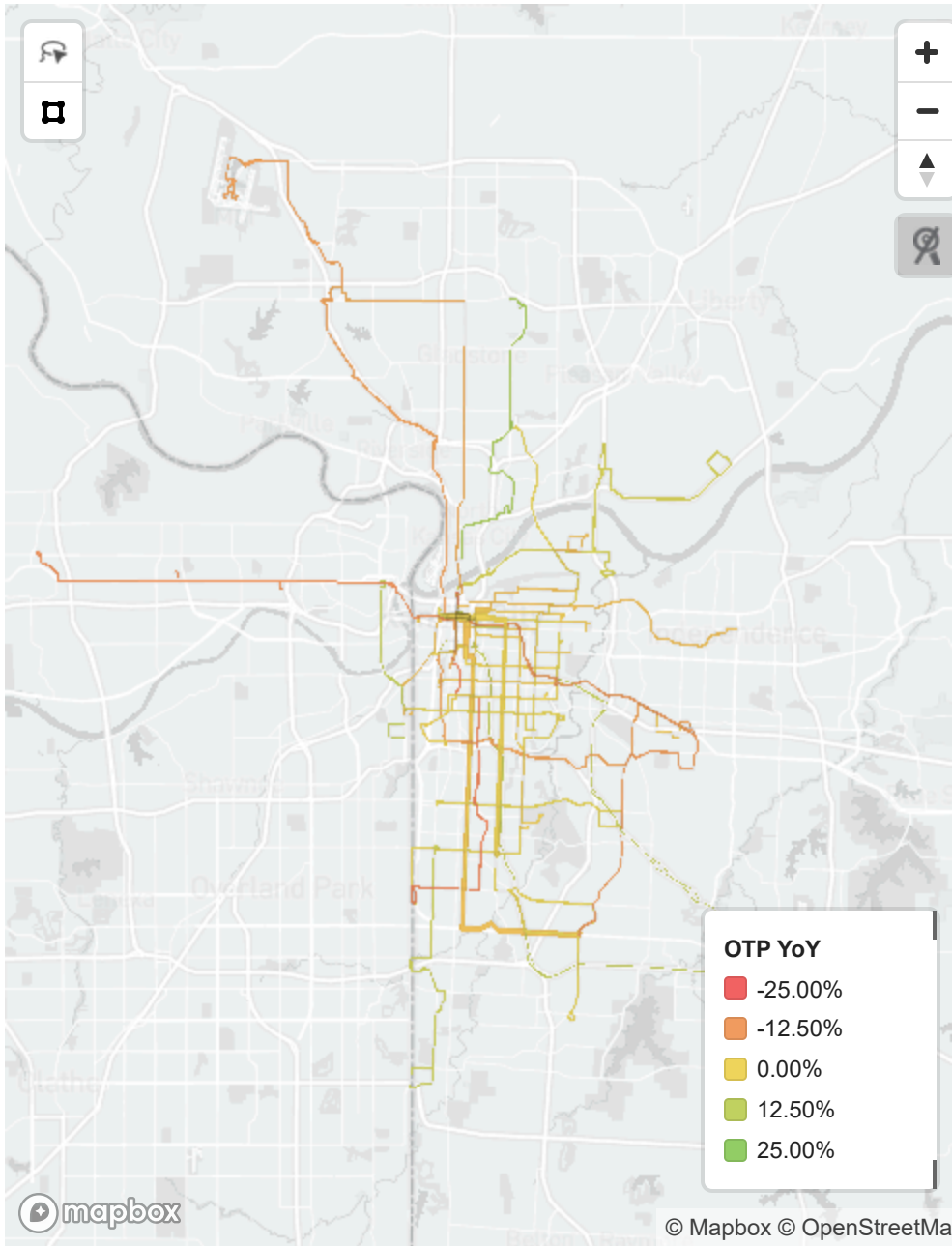
1/1/2019

4/1/2026

On-Time Performance



On-Time Performance Change - Year over Year

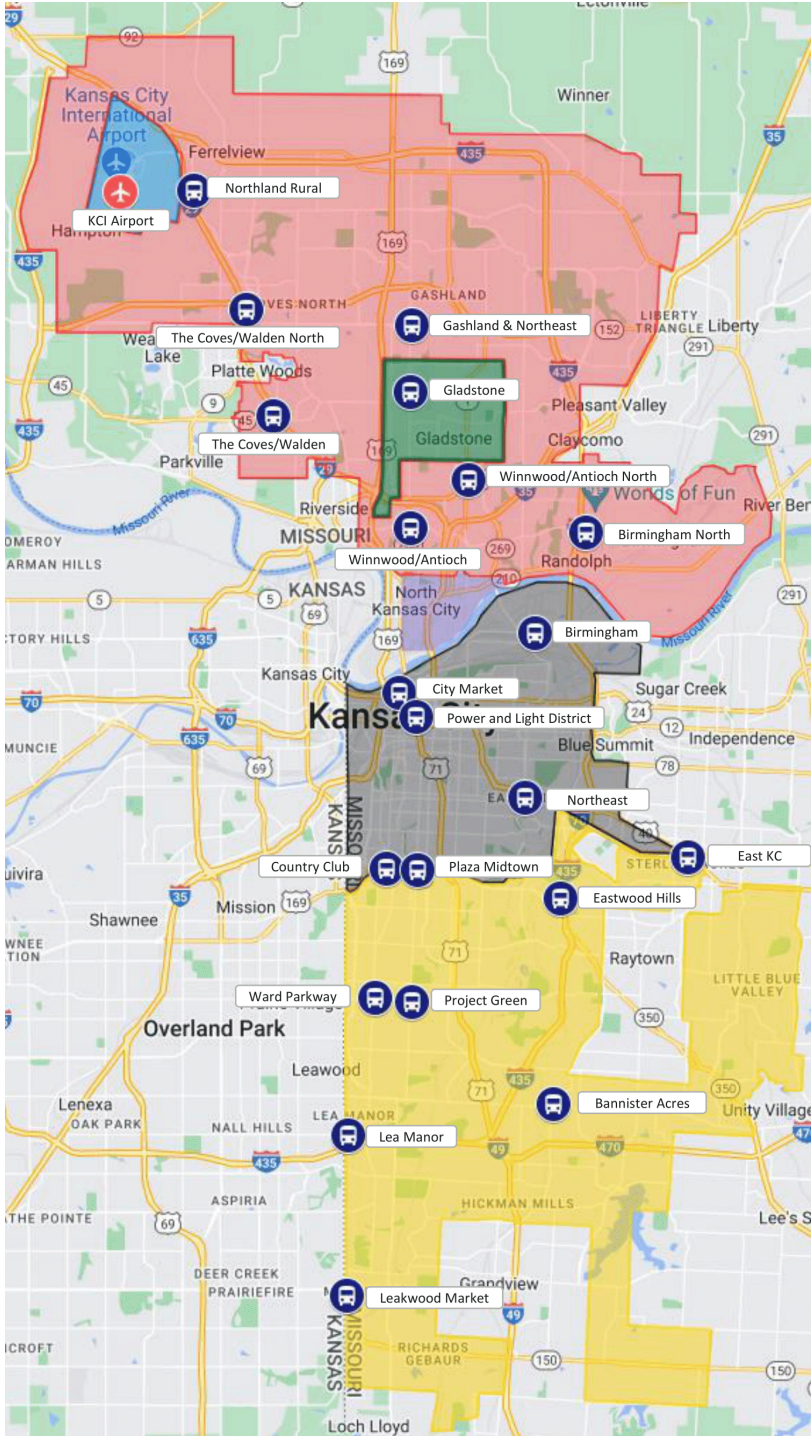


IRIS

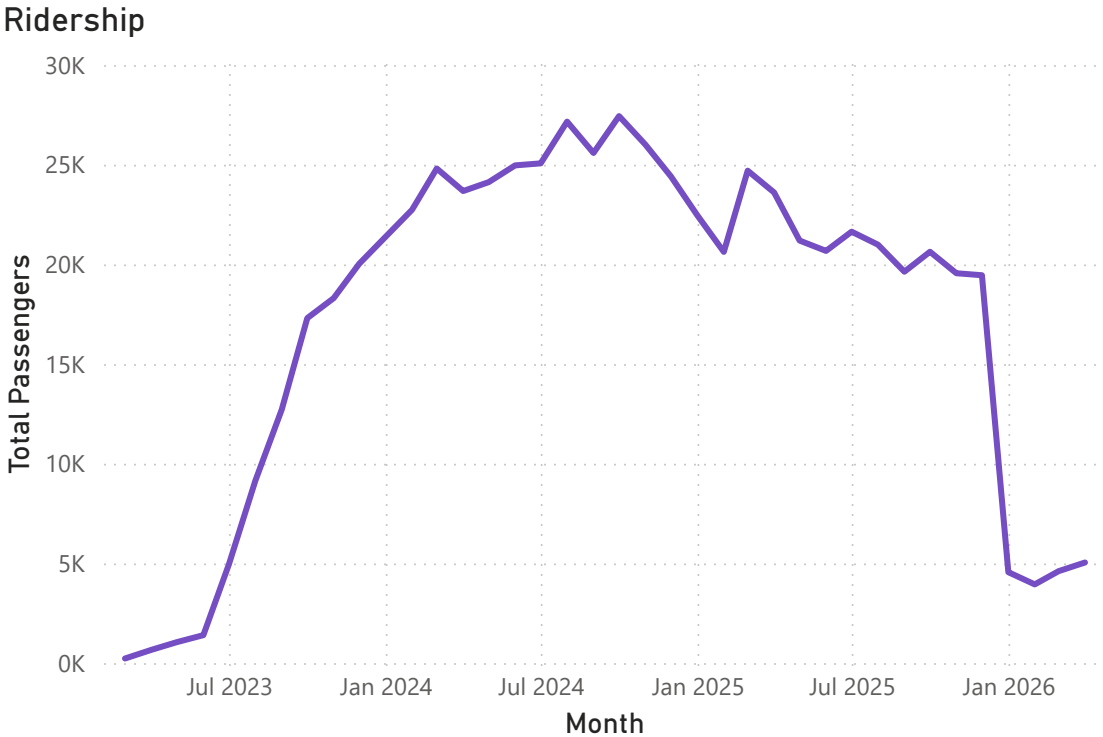
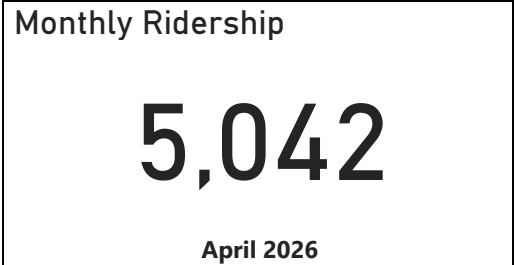
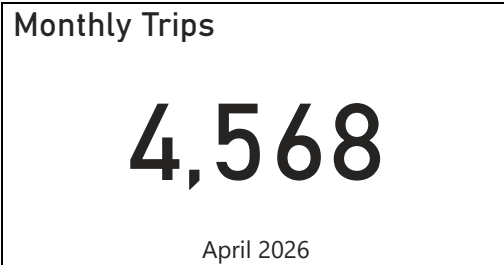
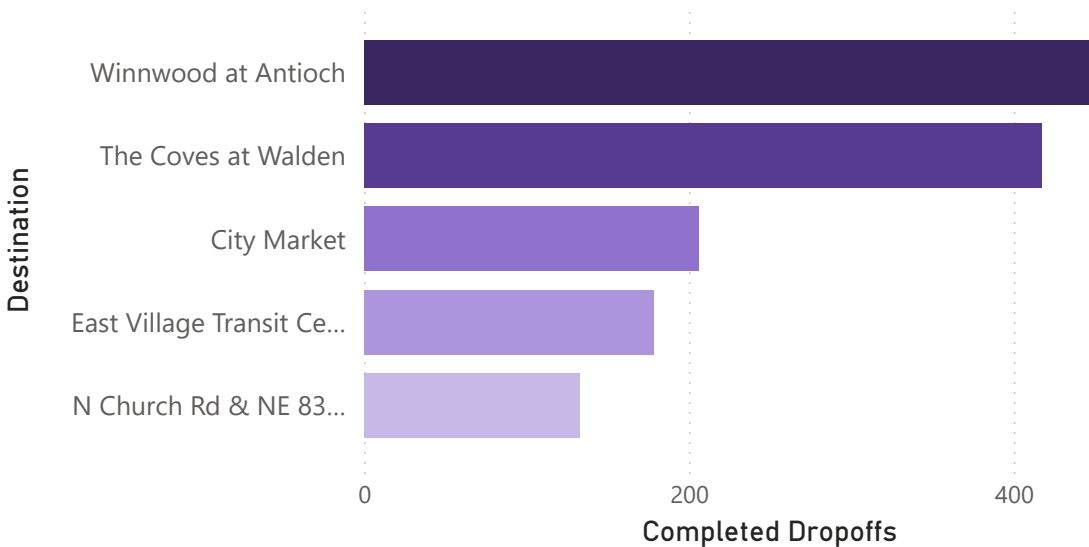
IRIS is an app-based, on-demand service provided by Kansas City, MO, in partnership with the Kansas City Area Transportation Authority, zTrip, and RideCo.

IRIS offers 24/7 service. Fares range from \$3-\$10. This service provides increased connectivity for residents to fill in gaps where a bus stop or other transportation service may not be as accessible.

The map below displays the IRIS service area. Anyone within the service area boundaries can summon a ride using the IRIS mobile app.



Popular Destinations



RideKC Transit Key Performance Indicators

April 2026

Reported May 7, 2026

About this Report

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*When Ridership, Efficiency, and Reliability pages are filtered by community, data displayed represents entire route.



Set Filters

Mode

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Day

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Community

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All

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All

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Kansas City, MO

▼

Previous Months

1/1/2019

📅

4/1/2026

📅

Completed Trips

99.6%

Goal: 97.0%

April 2026

Fixed Route OTP

83.1%

Goal: 80.0%, 90.0%

April 2026

Paratransit OTP

89.0%

Goal: 95.0%

April 2026

Fixed + Flex + Iris Ridership

875,040

April 2026

Fixed Route Ridership

869,998

April 2026

Flex + Iris Ridership

5,042

April 2026

Revenue Hours

24,604

April 2026

Platform Hours

34,357

April 2026

Passengers per Revenue Hour

31

April 2026

Paratransit Trips

19,438

April 2026

Paratransit Passengers

20,885

April 2026

Road Calls

69

April 2026

Vehicle Incidents

25

April 2026

Glossary of Terms

- Collisions:** Any incident where a bus runs into another vehicle or fixed object (includes property damage only collisions).
- Flex Route:** A route that operates within a service area during certain times, but takes different routes based on rider requests.
- Fixed Route:** A bus that operates on a pre-determined route and schedule.
- KPI:** Key Performance Indicator; a metric used to measure progress against goals.

- Platform Hours:** The total time it takes for drivers to operate revenue service, spend time in a layover, or travel to and from a maintenance facility.
- Revenue Service:** The time when a vehicle is available to the general public and there is an expectation of carrying passengers.
- Road Calls:** A maintenance response to a transit agency vehicle.
- Trips vs. Passengers (Paratransit):** A trip is a journey from one point to another that can have one or more passengers.
- Vehicle Incidents:** Any time a vehicle comes in contact with a fixed object or moving vehicle.

See the [NTD Glossary](#) for more definitions.

Ridership

Ridership measures the number of people boarding each individual route, as counted by Automatic Passenger Counters (APCs) stationed at the doors of transit vehicles. Ridership is measured in Unlinked Passenger Trips, meaning a single passenger transferring to another route would be counted for both boardings. See the [NTD Glossary](#) for more definitions.

Ridership

869,998

April 2026

Year-over-Year Change

0.00%

April 2026

Details by Route

#	Route Name	Month Total	Daily Average	% Change (YoY)
2	Troost MAX	100,456	3,349	0.00%
3	Prospect MAX	140,464	4,682	0.00%
9	9th Street	8,217	274	0.00%
11	Northeast-Westside	30,398	1,013	0.00%
12	12th Street	23,000	767	0.00%
18	Indiana	26,490	883	0.00%
21	Cleveland-Antioch	13,441	517	0.00%
23	23rd Street	7,045	235	0.00%
24	Independence	77,799	2,593	0.00%
25	Troost	38,621	1,287	0.00%
27	27th Street	11,496	383	0.00%
28	Blue Ridge	12,086	465	0.00%
31	31st Street	69,581	2,319	0.00%
35	35th Street	18,668	622	0.00%
39	39th Street	44,577	1,486	0.00%
47	Broadway	36,760	1,225	0.00%
57	Wornall	12,821	427	0.00%
63	63rd Street	10,582	353	0.00%
71	Prospect	15,401	513	0.00%
75	75th Street	13,573	452	0.00%
85	Paseo	24,134	804	0.00%
101	State Ave	61,153	2,038	0.00%
201	North Oak	28,095	937	0.00%
210	Front Street	12,261	409	0.00%
229	Boardwalk/KCI	17,406	580	0.00%
238	Meadowbrook	14,017	467	0.00%
550	Lee's Summit Express	1,456	66	0.00%

* Due to technical issues, ridership data for April is not available. The data shown is from April 2025 and serves as a placeholder until the issue is resolved.

Mode

All

Day

All

Community

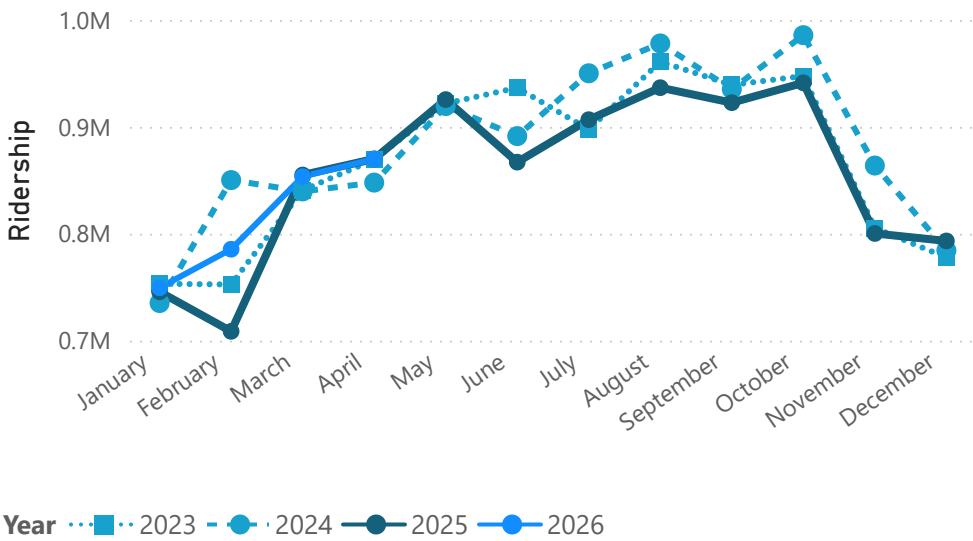
Kansas City, MO

Previous Months

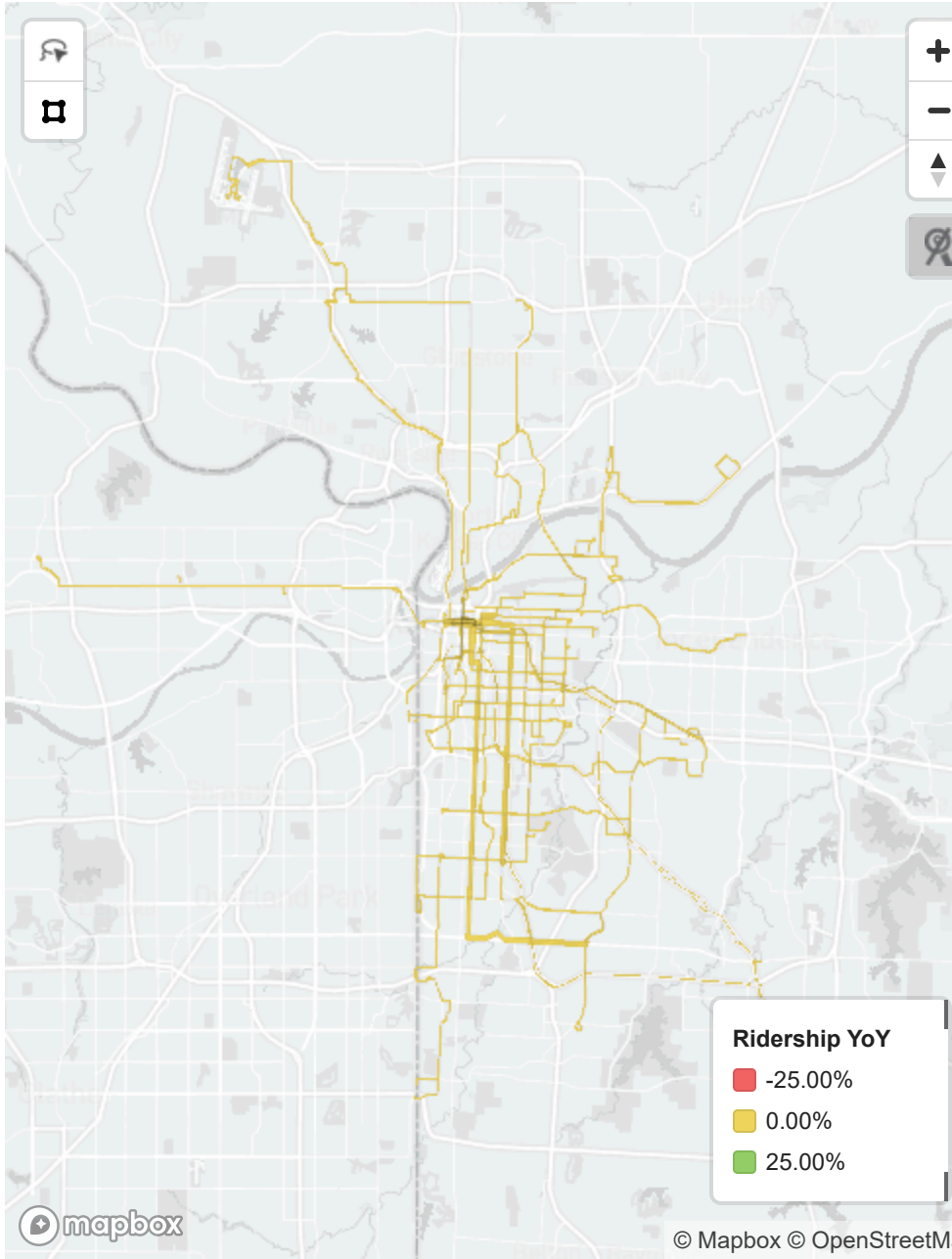
1/1/2019

4/1/2026

Monthly Ridership



Ridership Change - Year over Year



Service

Fixed and Flex Route Service is measured in the number of **Revenue Hours**, or time a transit vehicle is in revenue service (carrying passengers). Time spent on a layover (waiting to start a new trip), or deadheading (driving between the vehicle maintenance facility and the beginning or end of a route) is not included.

Revenue Hours

24,604

April 2026

Year-over-Year Change

-3.2%

April 2026

Details by Route

#	Route Name	Month Total	% Change (YoY)
2	Troost MAX	2,405	0.0%
3	Prospect MAX	2,909	1.7%
9	9th Street	508	35.8%
11	Northeast-Westside	1,249	-9.3%
12	12th Street	599	-9.5%
18	Indiana	1,156	-3.6%
21	Cleveland-Antioch	577	-3.2%
23	23rd Street	374	-6.5%
24	Independence	1,287	1.0%
25	Troost	843	-8.3%
27	27th Street	502	-9.0%
28	Blue Ridge	453	-2.9%
31	31st Street	1,975	0.0%
35	35th Street	641	-7.8%
39	39th Street	1,119	-0.4%
47	Broadway	843	-27.9%
57	Wornall	623	-9.7%
63	63rd Street	274	-3.3%
71	Prospect	511	-2.3%
75	75th Street	662	-11.9%
85	Paseo	1,167	23.4%
101	State Ave	174	0.0%
201	North Oak	1,307	-0.0%
210	Front Street	782	-6.2%
229	Boardwalk/KCI	1,003	-10.3%
238	Meadowbrook	581	-10.4%
550	Lee's Summit Express	79	3.2%

Mode

All

Day

All

Community

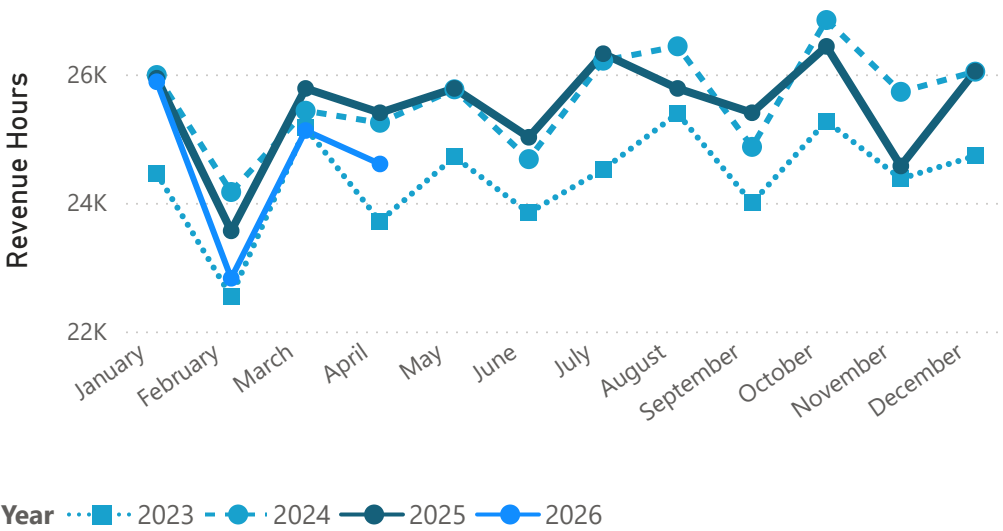
Kansas City, MO

Previous Months

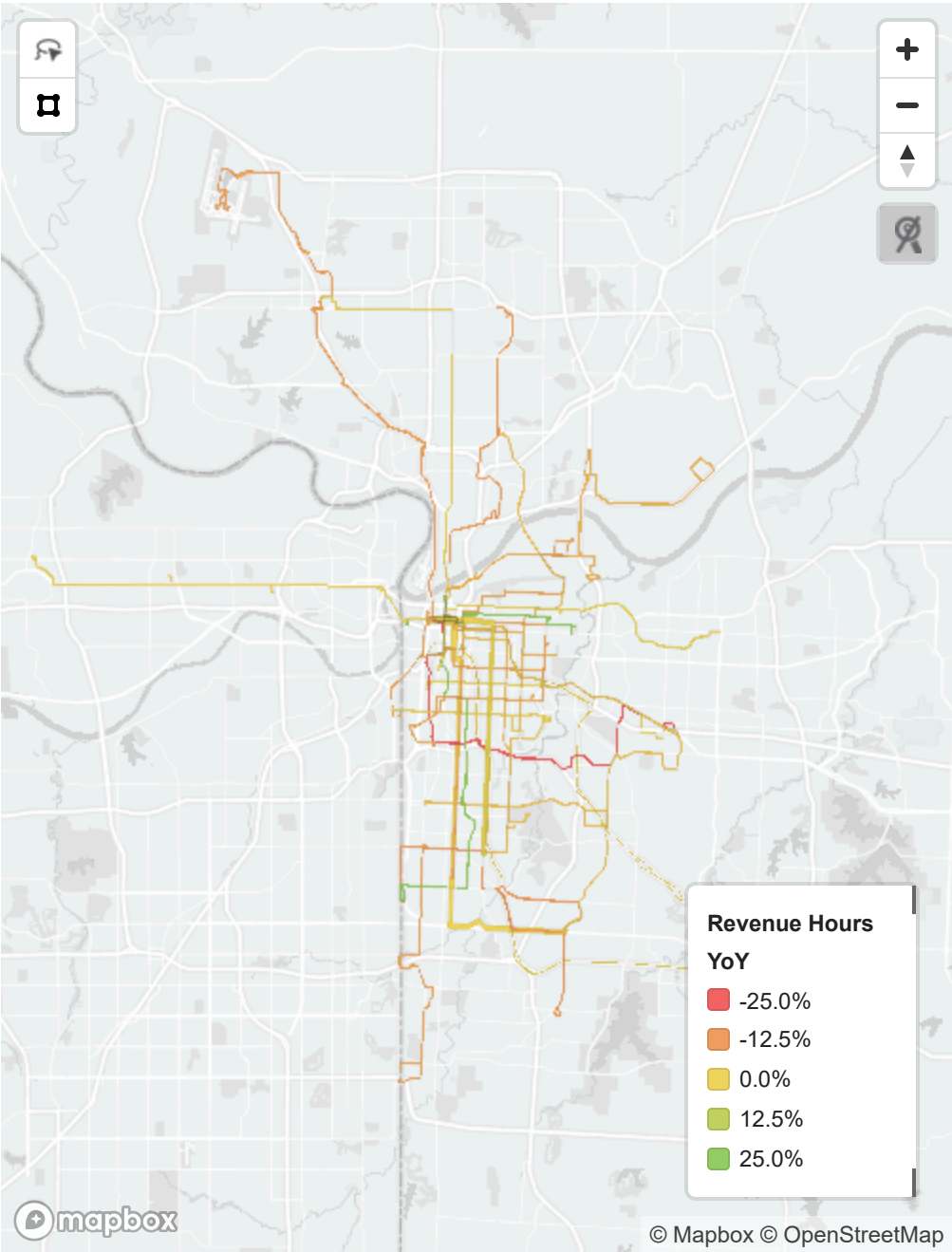
1/1/2019

4/1/2026

Revenue Hours



Revenue Hours Change - Year over Year



Efficiency

Efficiency can be best understood as the cost per unlinked passenger trip. Costs are determined by multiplying the average cost of service per hour by the number of vehicle revenue hours.

Cost per Rider is determined by dividing the direct cost of service by the number of Unlinked Passenger Trips. *This metric should only be used to compare the efficiency of different routes. This metric should not be used as a fiscal representation of the true cost to operate service.*

Details by Route

#	Route Name	Cost per Rider	% Change (YoY)
2	Troost MAX	\$1.44	-0.0%
3	Prospect MAX	\$1.24	-5.4%
9	9th Street	\$3.71	35.8%
11	Northeast-Westside	\$3.06	-0.8%
12	12th Street	\$1.73	0.0%
18	Indiana	\$2.72	-0.6%
21	Cleveland-Antioch	\$2.68	-0.0%
23	23rd Street	\$3.41	0.0%
24	Independence	\$1.21	1.0%
25	Troost	\$1.43	0.0%
27	27th Street	\$2.88	0.5%
28	Blue Ridge	\$2.92	1.4%
31	31st Street	\$1.98	0.0%
35	35th Street	\$2.24	4.2%
39	39th Street	\$1.59	0.0%
47	Broadway	\$1.79	-24.7%
57	Wornall	\$3.23	0.4%
63	63rd Street	\$1.63	-2.0%
71	Prospect	\$2.04	0.0%
75	75th Street	\$3.43	-0.2%
85	Paseo	\$2.89	22.7%
101	State Ave		-100.0%
201	North Oak	\$3.36	0.0%
210	Front Street	\$4.08	0.2%
229	Boardwalk/KCI	\$3.63	-6.0%
238	Meadowbrook	\$3.89	4.5%
550	Lee's Summit Express		-100.0%

Mode

Day

Community

All

All

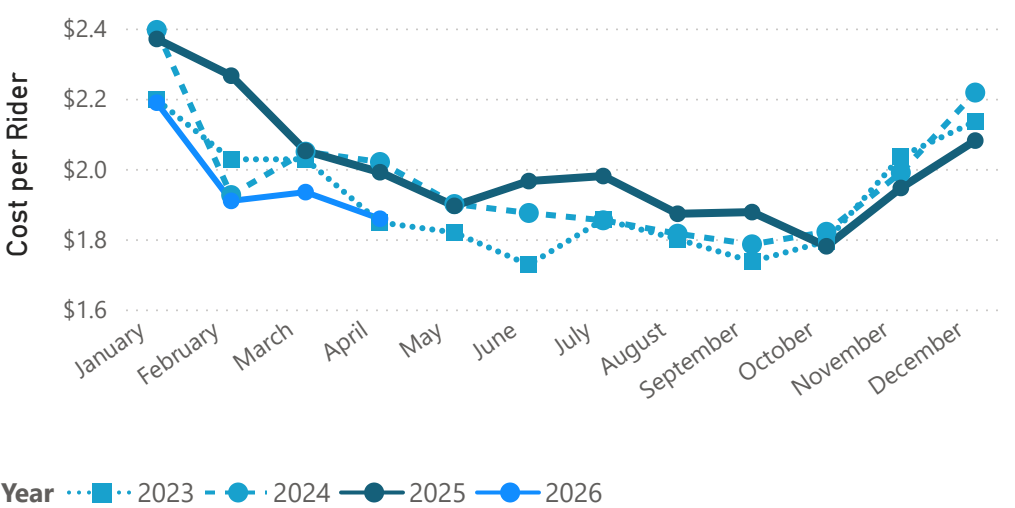
Kansas City, MO

Previous Months

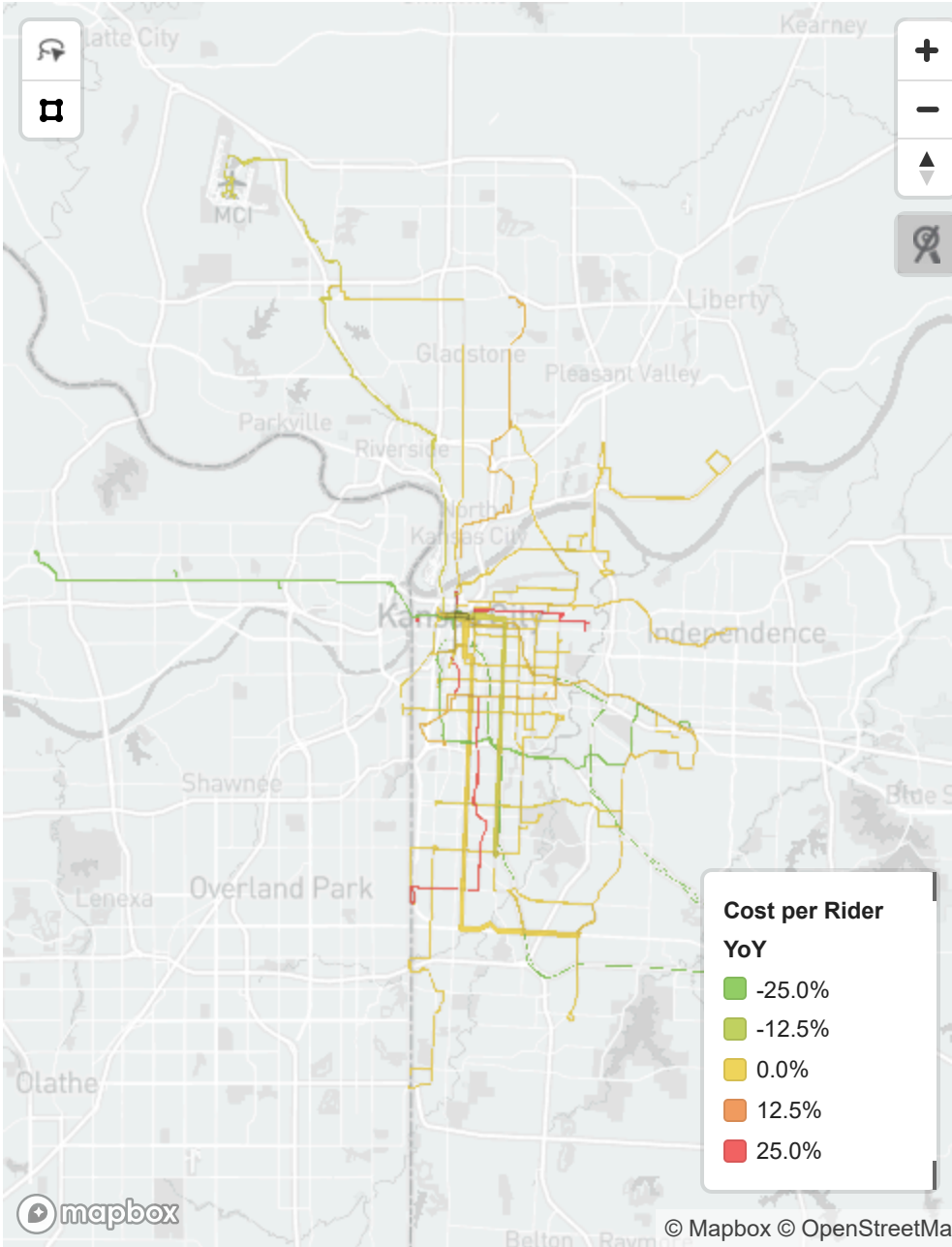
1/1/2019

4/1/2026

Cost per Rider



Cost per Rider Change - Year over Year



Reliability

On-Time Performance (OTP) measures the percentage of vehicle departures from time points established for each route. On-Time is defined as departures that are no more than 1 minutes early or 6 minutes late. OTP is measured by using on-board and stationary communications equipment.

Trip completion is the percentage of scheduled trips that were actually completed. See the [NTD Glossary](#) for more definitions.

On-Time Performance

83.12%

April 2026

Year-over-Year Change

-0.51%

April 2026

Details by Route

#	Route Name	Weekday A.M. Peak Frequency	Current OTP	% Change (YoY)	Completed Trips
2	Troost MAX	20	82.61%	-4.08%	99.2%
3	Prospect MAX	15	84.87%	0.46%	99.1%
9	9th Street	60	82.08%	-1.93%	99.9%
11	Northeast-Westside	30	72.24%	-4.32%	99.8%
12	12th Street	45	84.48%	3.33%	99.9%
18	Indiana	30	88.40%	-1.59%	99.5%
21	Cleveland-Antioch	60	82.32%	2.13%	99.1%
23	23rd Street	60	81.75%	-2.56%	100.0%
24	Independence	20	83.76%	-4.63%	99.9%
25	Troost	30	92.19%	-1.14%	99.9%
27	27th Street	60	89.11%	-0.48%	100.0%
28	Blue Ridge	60	76.37%	-11.64%	99.7%
31	31st Street	15	88.53%	-2.67%	99.6%
35	35th Street	45	76.81%	-0.15%	100.0%
39	39th Street	30	85.00%	2.48%	99.8%
47	Broadway	45	65.45%	-9.87%	99.5%
57	Wornall	45	89.59%	7.81%	99.4%
63	63rd Street	60	91.00%	2.56%	100.0%
71	Prospect	60	89.11%	6.89%	100.0%
75	75th Street	45	78.50%	1.77%	99.8%
85	Paseo	60	63.57%	-16.11%	100.0%
101	State Ave	30	67.83%	-13.64%	-Infinity
201	North Oak	30	80.38%	-8.20%	99.9%
210	Front Street	60	82.54%	5.87%	100.0%
229	Boardwalk/KCI	60	72.87%	-10.79%	99.6%
238	Meadowbrook	60	68.95%	17.64%	99.8%
550	Lee's Summit Express		72.36%	9.58%	100.0%

ModeAll

DayAll

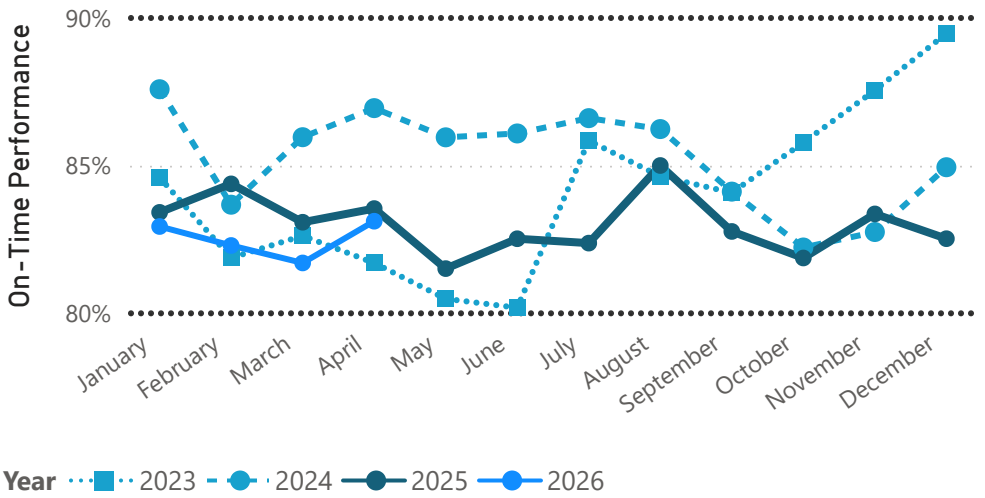
CommunityKansas City, MO

Previous Months

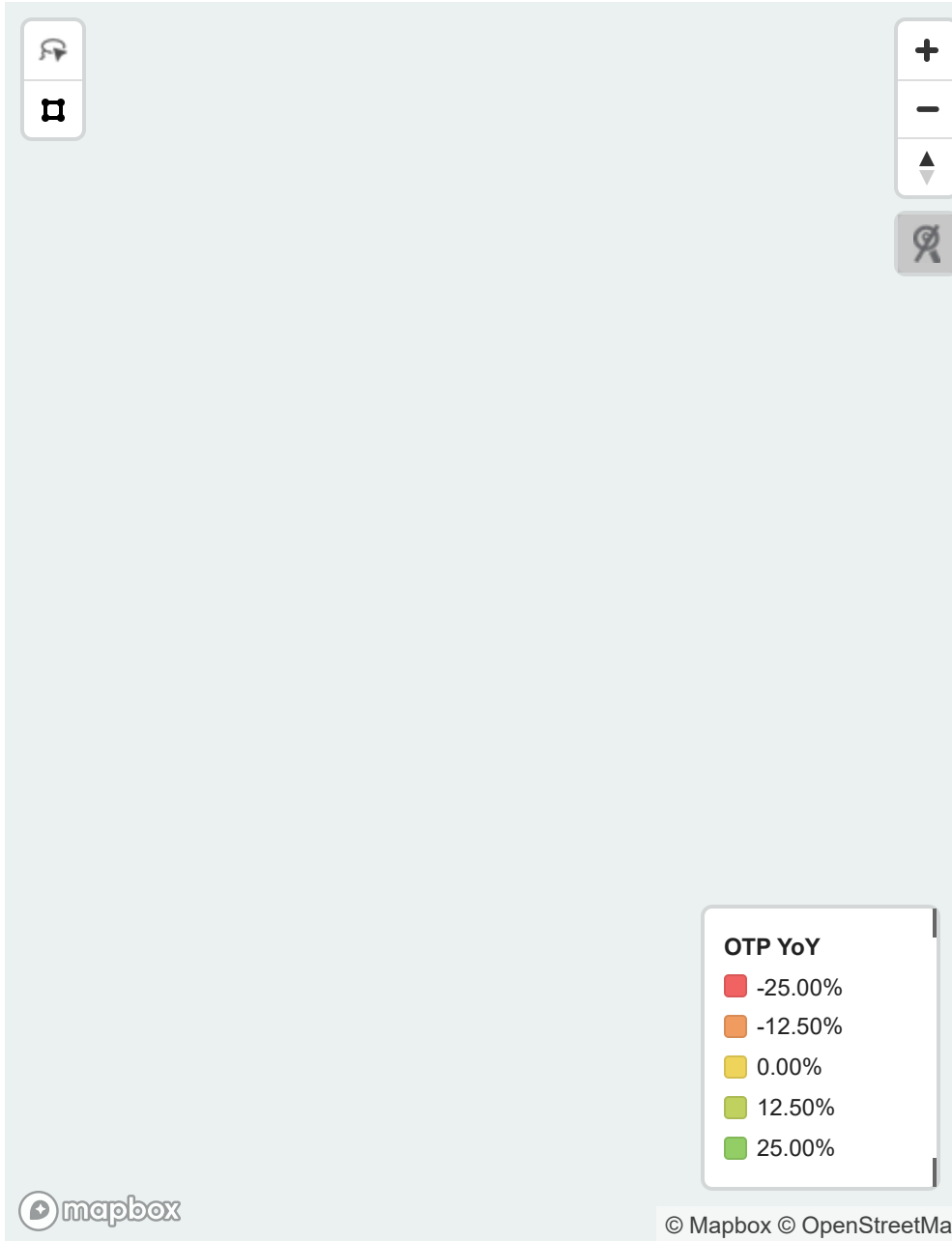
1/1/2019

4/1/2026

On-Time Performance



On-Time Performance Change - Year over Year

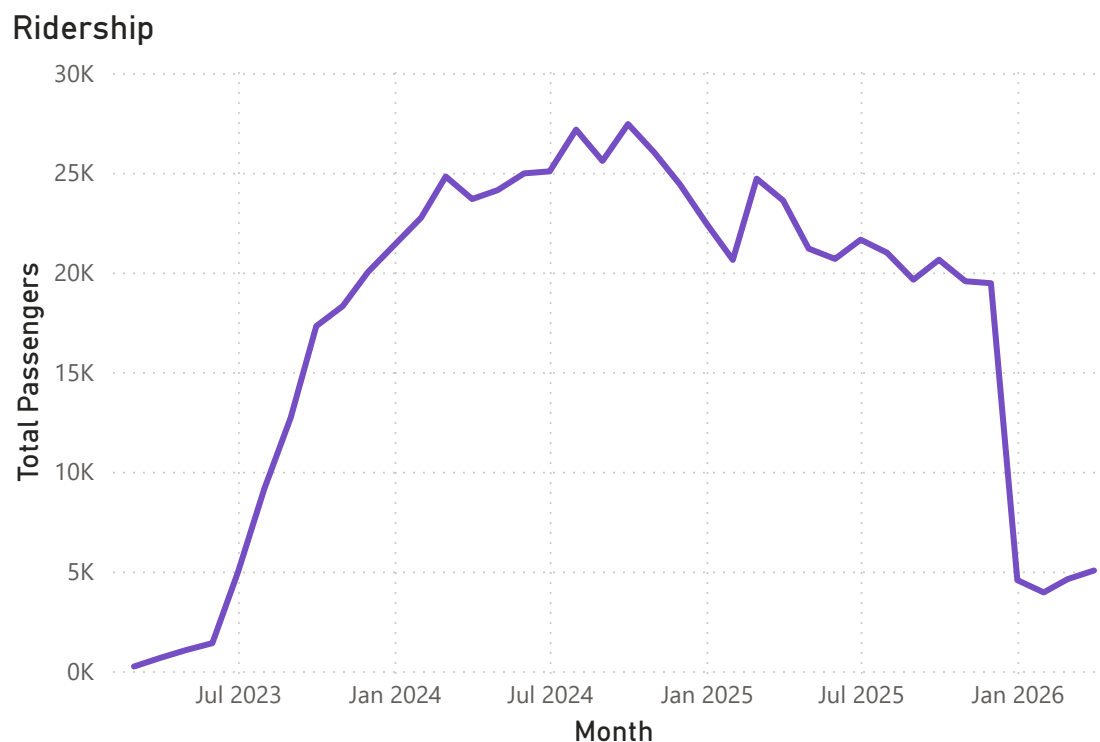
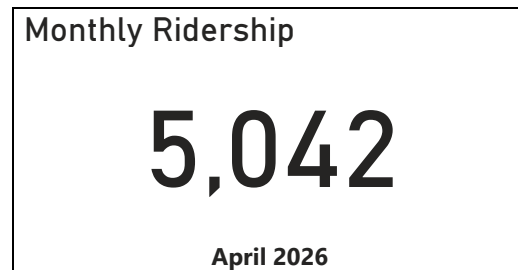
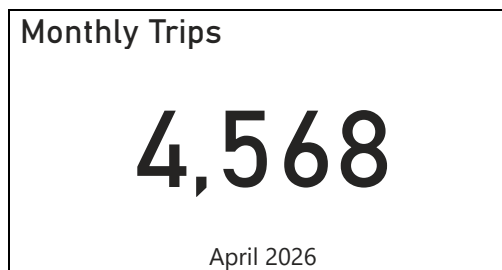
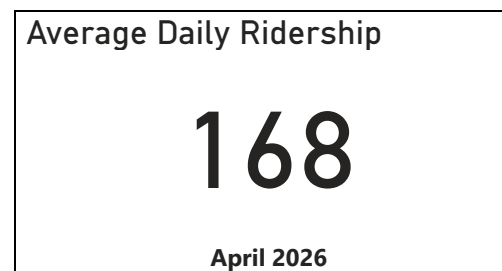
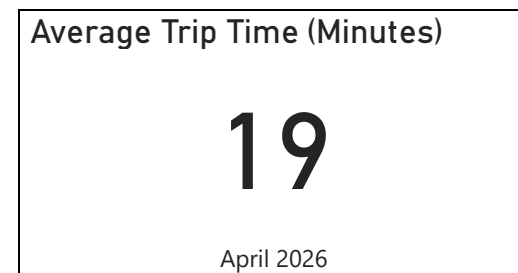
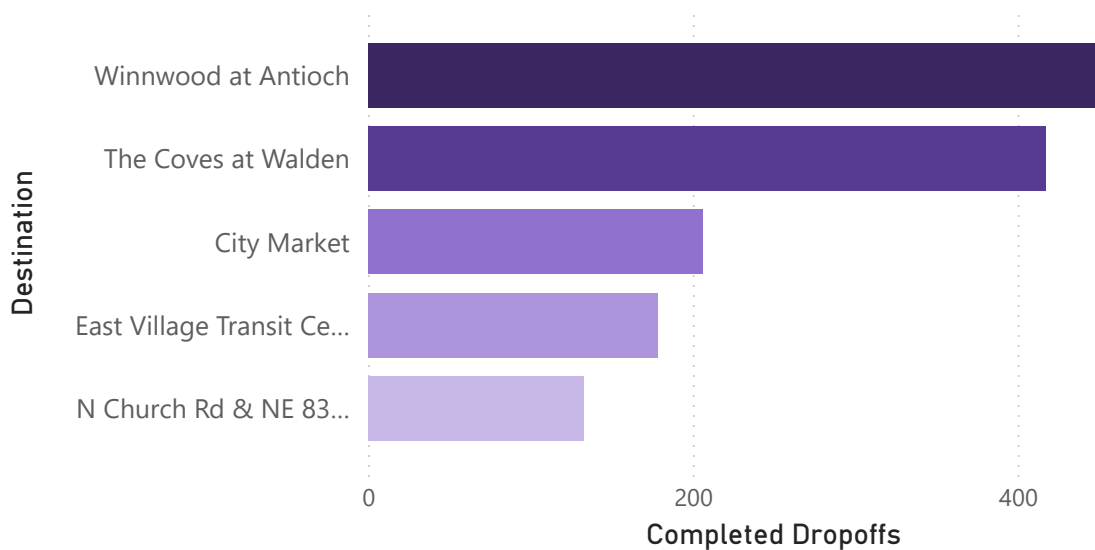
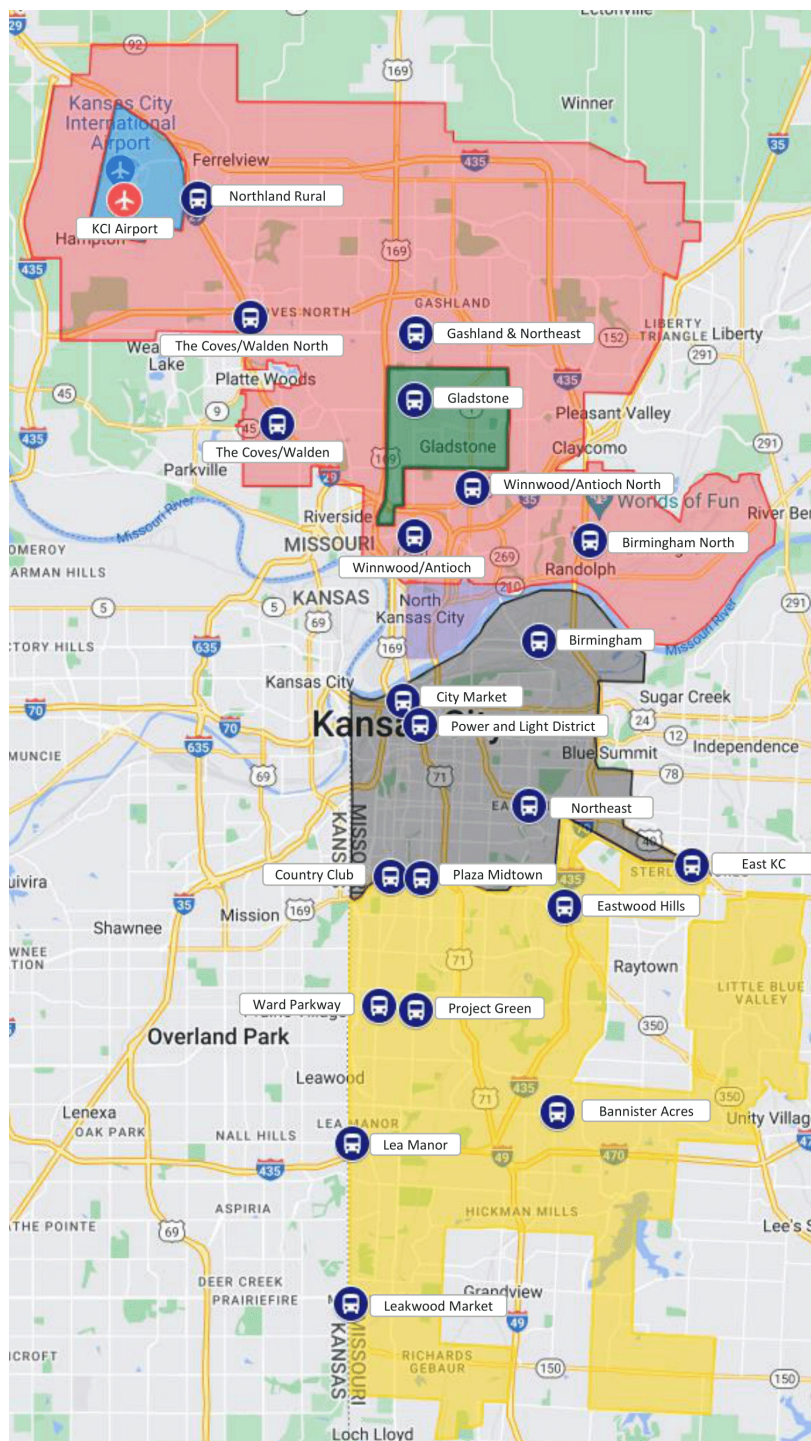


IRIS

IRIS is an app-based, on-demand service provided by Kansas City, MO, in partnership with the Kansas City Area Transportation Authority, zTrip, and RideCo.

IRIS offers 24/7 service. Fares range from \$3-\$10. This service provides increased connectivity for residents to fill in gaps where a bus stop or other transportation service may not be as accessible.

The map below displays the IRIS service area. Anyone within the service area boundaries can summon a ride using the IRIS mobile app.



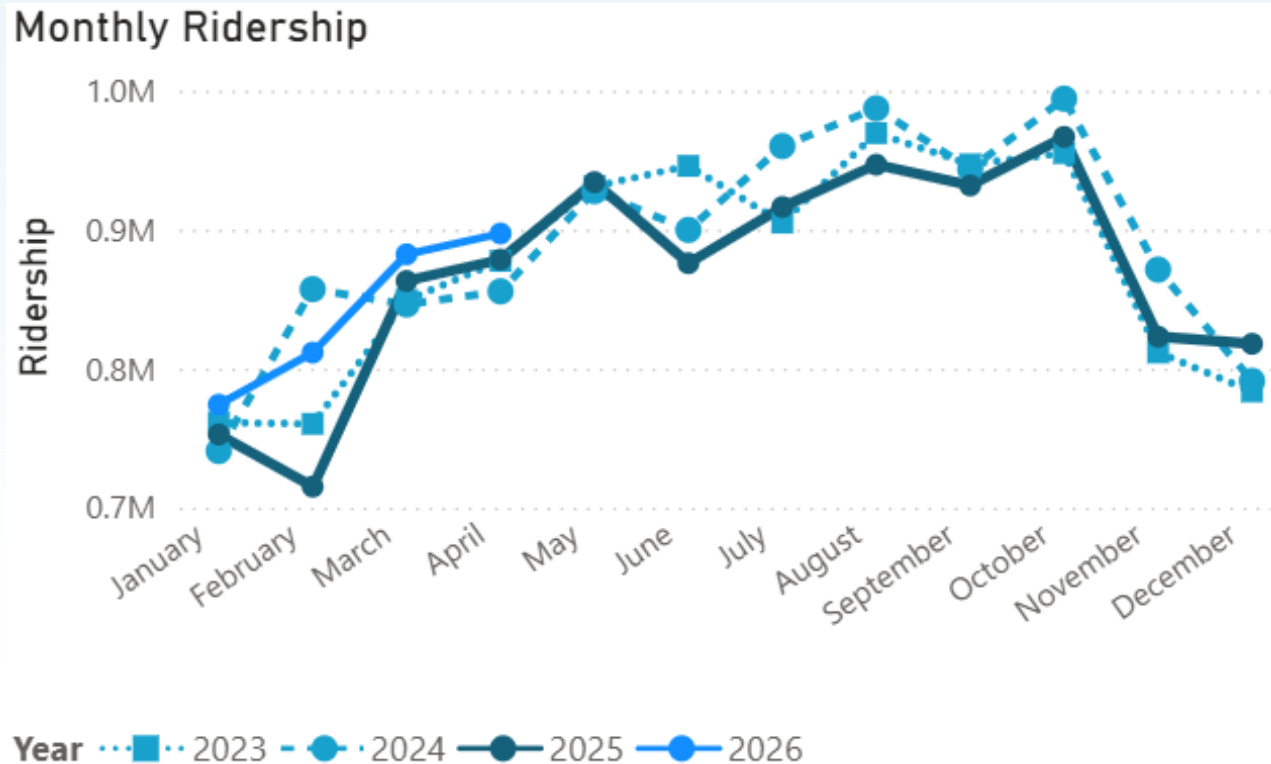


April 2026 System Update

Planning and Scheduling – AJ Farris



Ridership



April 2026:

- 902,300 Total Riders
- 896,782 Fixed Route Riders
- 5,042 IRIS Riders
- 476 Flex Riders

** Due to technical issues, fixed route ridership data for April is not available. The data shown is from April 2025 and serves as a placeholder until the issue is resolved.*

On Time Performance

Month	OTP
December 2025	83.0%
January 2026	83.5%
February 2026	82.8%
March 2026	82.1%
April 2026	83.2%

April 2026 OTP: 83.2%

Completed Trips

Month	Completed Trips
December 2025	97.2%
January 2026	98.4%
February 2026	98.9%
March 2026	99.3%
April 2026	99.6%

April 2026 Trip Completion: 99.6%

Paratransit metrics

Planning and Operations Committee

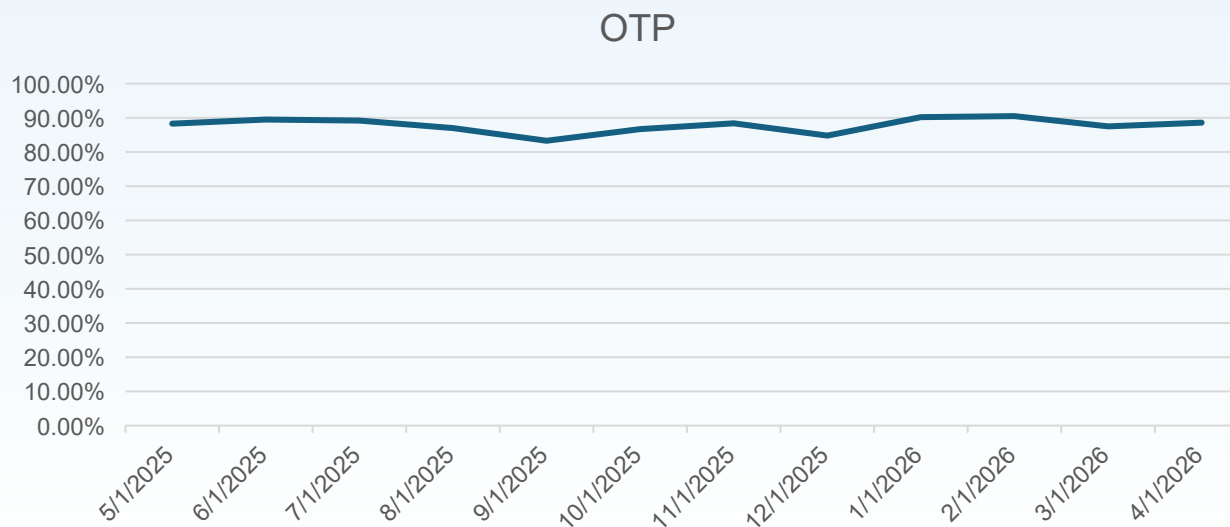
May 19 , 2026



Overall KPIs

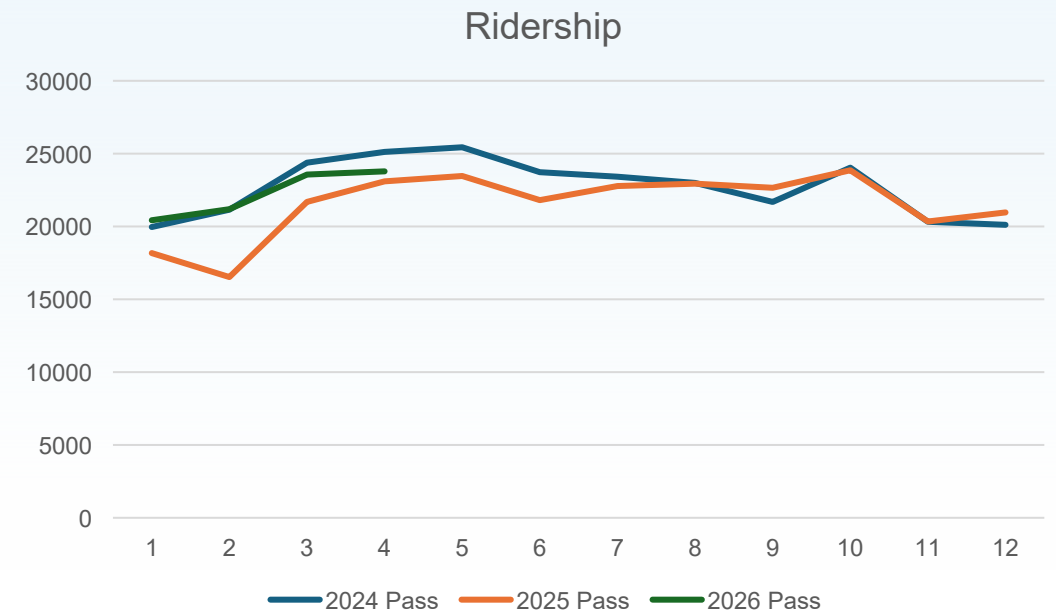
- OTP 88.6%
- Trips 22,104
- Passenger 23,784
- Avg. Ride Rating 4.7
- Avg. Trip Distance 7.1 miles
- Average Trip Duration 25.6 min.
- Shared Ride % 58.8

Revenue Hours: Apr. 2026-17,487, Apr. 2025-15,485, Mar. 2026-16,969



Ridership 2024 vs 2026

	2024 Trips	2025 Trips	2026 Trips	2024 Pass	2025 Pass	2026 Pass
January	18649	16800	19005	19962	18172	20427
February	19572	15278	19704	21151	16527	21186
March	22466	20078	21788	24379	21686	23563
April	23145	21285	22104	25119	23097	23784
May	23379	21558		25437	23465	
June	21625	20104		23726	21808	
July	21456	21009		23416	22775	
August	20991	21120		22990	22938	
September	19964	20980		21684	22656	
October	22340	22152		24037	23858	
November	18753	18858		20322	20342	
December	18535	19411		20113	20964	



IRIS On-Demand Service

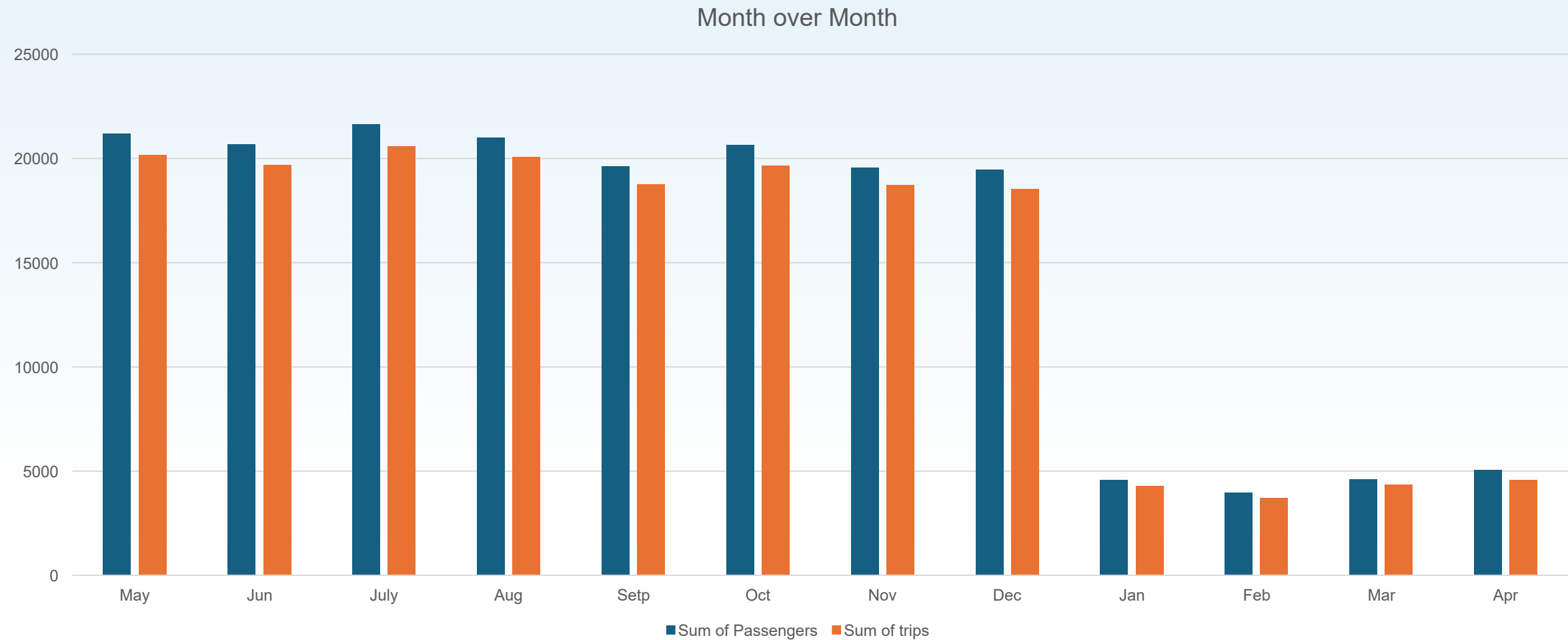
Planning and Operations

Committee

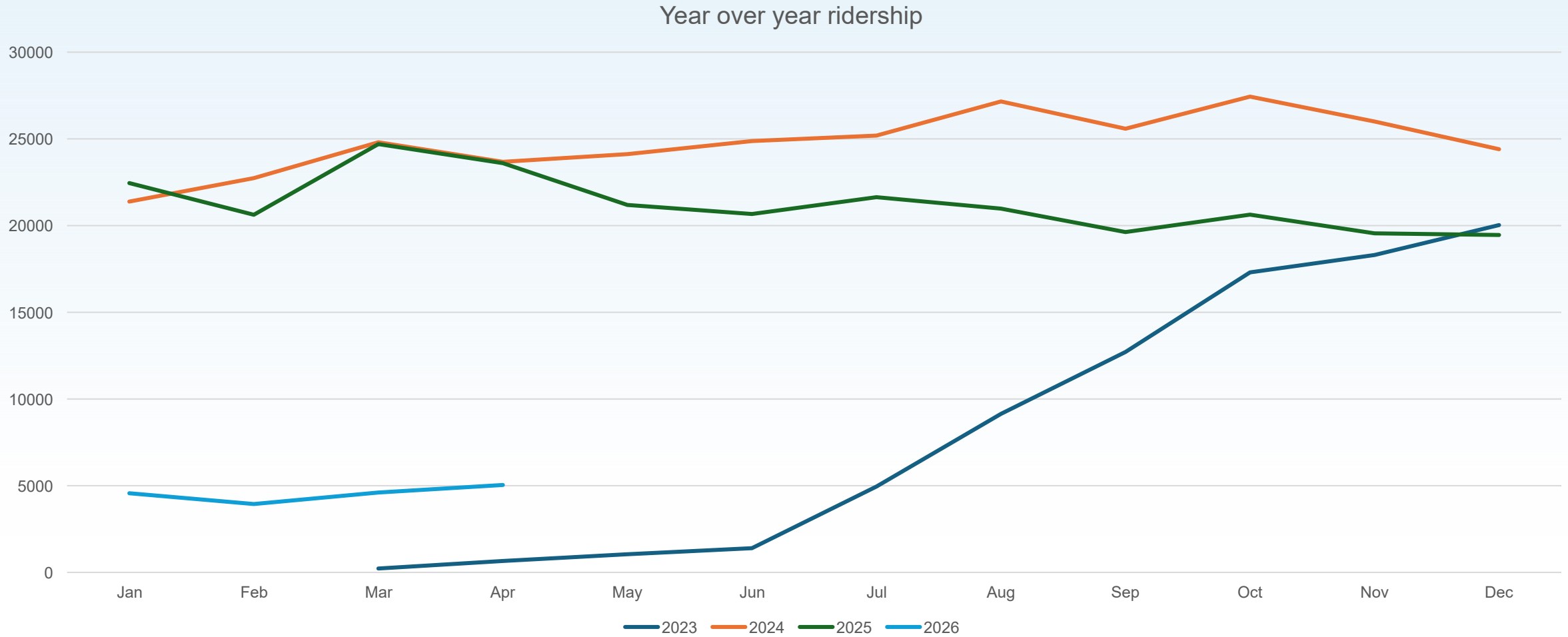
May 19 , 2026



Month Over Month



Year over year ridership



Thank You

Questions and Comment

Pete Comer

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Richard Cowart

Director Mobility Services

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May 2026 Planning & Operations Report

Human Resources, Marketing & Communications,
Transportation, Fleet, Facilities, Safety & Security



People Metrics Report

Month	All Hires	Operators
May-25	-	-
Jun-25	-	-
Jul-25	15.00	14.00
Aug-25	-	-
Sep-25	4.00	3.00
Oct-25	27.00	24.00
Nov-25	6.00	5.00
Dec-25	-	-
Jan-26	14.00	14.00
Feb-26	-	-
Mar-26	-	-
Apr-26	-	-
Total New Hires over 12 Months	66.00	60.00

KCATA
Hiring
Activity
by Month

People Metrics Report

Month	All Terms	Operators
May-25	10.00	4.00
Jun-25	12.00	6.00
Jul-25	9.00	5.00
Aug-25	12.00	12.00
Sep-25	3.00	2.00
Oct-25	4.00	3.00
Nov-25	9.00	7.00
Dec-25	7.00	6.00
Jan-26	10.00	7.00
Feb-26	5.00	5.00
Mar-26	6.00	5.00
Apr-26	5.00	-
Total Terminations over 12 Months	92.00	62.00

KCATA
Terminations
by Month

People Metrics Report

Reason	Count	Avg. Seniority (yrs)
Involuntary (Attendance)	10	1.23
Involuntary (Failed Training)	7	0.07
Involuntary (Reduction in Force)	2	0.50
Involuntary (Violation of Policy)	10	4.01
Voluntary (Retirement)	18	22.42
Voluntary (Resignation)	45	3.26
Total Terminations over 12 Months	92	5.25

KCATA Termination Reasons
(Rolling 12 Months)

People Metrics Report

Work Group	Count	Avg. Seniority (yrs)
Operators (Full Time)	283	10.48
Operator (Part Time)	18	20.76
Student Operators	-	-
Maintenance	139	13.86
Union Clerical	24	15.20
Non-Union Administration	95	12.49
Total Active Employee Headcount	559	12.13

KCATA Total Headcount
April 30, 2026

Regional Call Center – Fixed Route

	April 2026	March 2026	February 2026
Calls Offered	8,669	8,358	7,781
Calls Handled	8,493	8,283	7,700
Avg Handle Time	1:20	1:27	1:22
Abandoned Rate	2.0	.9	1.0
Avg Hold Time	:25	:20	:21

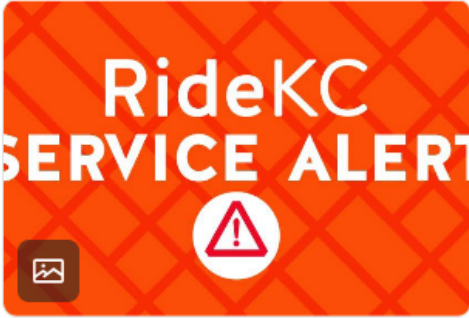
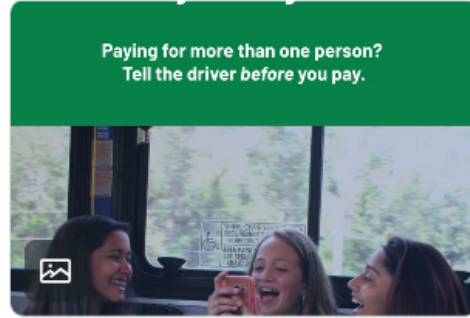
Freedom Call Center – Paratransit

	April 2026	March 2026	February 2026
Calls Offered	9,190	8,662	7,677
Calls Handled	8,930	8,495	7,542
Avg Handle Time	2:39	2:38	2.36
Abandoned Rate	2.8	1.9	1.8
Avg Hold Time	1:42	1:48	1:28

Social Media Metrics

	April 2026	March 2026	February 2026
Engagement	4,548	8,528	2,657
X/Twitter	181	253	74
Facebook	4,080	7,926	2,457
LinkedIn	287	349	126
Impressions	64,976	103,806	40,296
X/Twitter	3,334	4,367	2,546
Facebook	58,119	93,862	35,095
LinkedIn	3,523	5,577	2,655

Top Performing Posts in April 2026

  RideKC  Tue 4/14/2026 8:57 am CDT Public Transit throughout the region will begin charging fares on June 1, 2026. This includes service provided by KCATA,...  Engagements 1,066 Reactions 81 Comments 84 Shares 39	  RideKC  Mon 5/4/2026 12:35 pm CDT Johnson County Transit Rider Alert: 510 K-10 Connector Suspension Effective May 15 – August 23, 2026....  Engagements 478 Reactions 24 Comments 23 Shares 11	  RideKC  Mon 4/27/2026 9:35 am CDT Congratulations to our partners at the Unified Government of Wyandotte County and Kansas City KS on the successful...  Engagements 257 Reactions 32 Comments 1 Shares 1	  RideKC  Tue 4/28/2026 12:16 pm CDT Starting June 1, RideKC buses will resume fare collection, with multiple easy ways to pay:...  Engagements 245 Reactions 27 Comments 10 Shares 13
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Transportation

- The Emergency Markup is scheduled to start on June 7, 2026. The Bid will start on May 23, 2026.
- The new fare collection procedures training began on April 14, 2026. 40% of operators have been trained as of May 10th.
- Battery Electric Bus safety training has been completed at 100%.
- The Transportation and Security Departments participated in a training coordination with Streetcar on the new Riverfront extension on April 15, 2026.
- Community Event: Chartered the Small Business Tour sponsored by Mayor Pro-Tem Parks-Shaw on April 22, 2026.
- Two experienced retirees have been brought back on board to lend their expertise and support during the World Cup, with two more expected in

- Strengthened Communication:**

- Improved coordination between departments, resulting in faster issue resolution and clearer expectations for operators and maintenance staff.

- Enhanced Training Programs:**

- Expanded and standardized training for operators and technicians.
- Implemented focused training for safe **Battery Electric Bus (BEB)** operations to ensure readiness and confidence across the driver team.

- Reduced Failure Rates & Improved Reliability:**

- Notable improvement in road call performance due to better diagnostics, preventive maintenance, and communication between operations and maintenance.
- Increased consistency in identifying and addressing mechanical issues before they impact service.

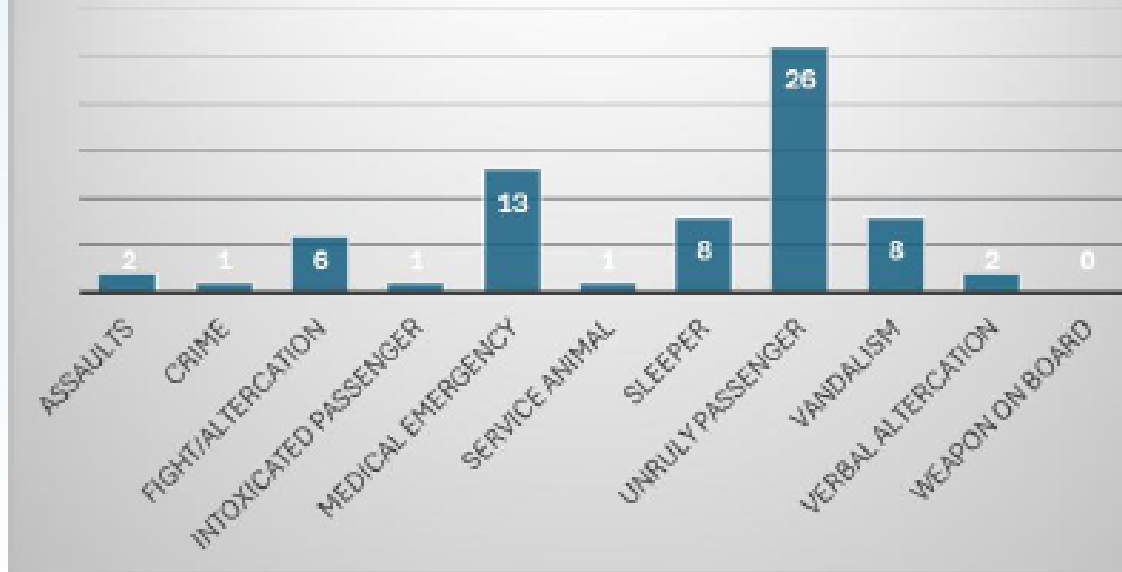
- Improved Safety Performance:**

- Reduced workplace injuries through better training, clearer procedures, and stronger safety culture.

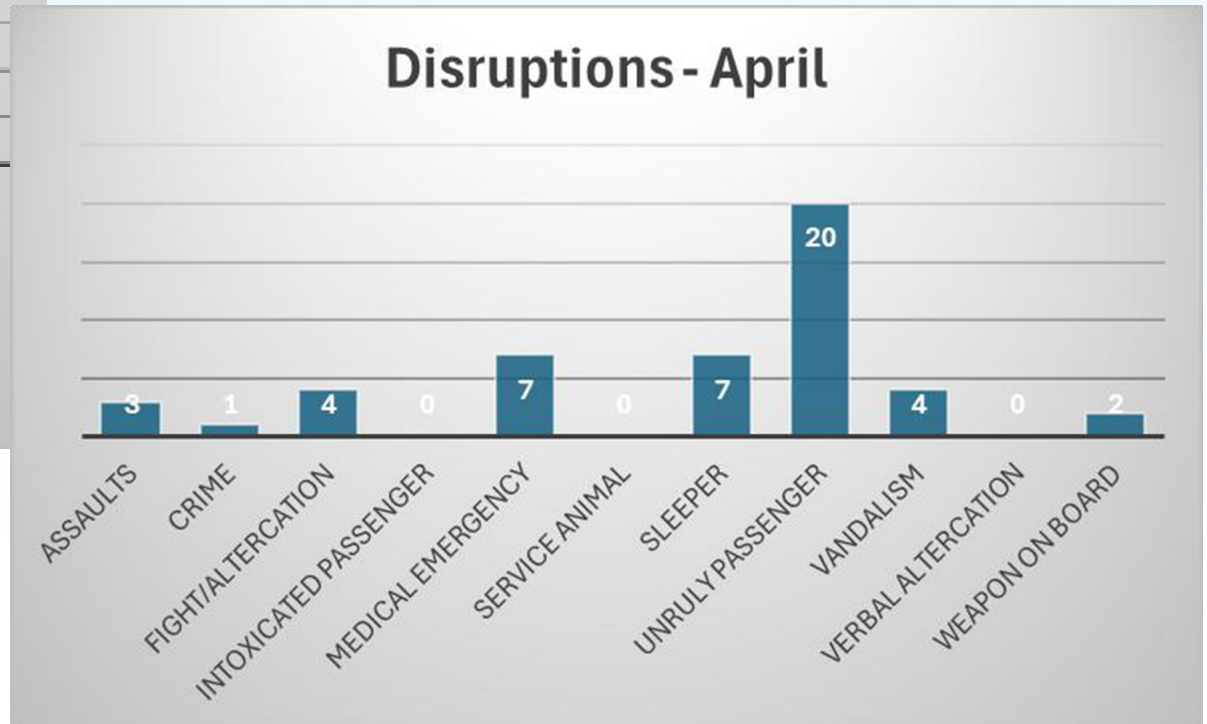
Fewer missed workdays due to injuries, reflecting safer practices and improved awareness.

Safety & Security

Disruptions - March



Disruptions - April



Safety & Security

Assaults on Operators in February

Assault #	Date	Victim	Suspect	Race	Sex	Category	Arrest	Bus #	On/Off Bus	Route	Location
1	2/4/2026			B	M	Shove	Yes	4004	On	101	EV
2	2/23/2026			B	F	Strike	Yes	4511	On	18	31st & Indiana
3	3/13/2026			B	F	Kick	No	4005	On	63	63rd & Manchester
4	3/25/2026			B	M	Strike	Yes	3053	On	3	12th & Main
5	4/15/2026			B	M	Strike	Yes	188	On	28	31st & Bellair
6	4/25/2026			B	M	Spit	Yes	4810	On	47	Swope & Chestnut
7	4/28/2026					Liquid	No	177	On	28	40 Highway

Safety & Security

- In April, Titian Security, Transportation and Facilities participated with Bryce Shields in an educational event with East High School Bike Club.
- April Security Subcommittee reviewed and approved the KCPD two-year MOU, now being reviewed in Procurement.
- The April Security Subcommittee also approved moving forward with a short-term contract with Titian for an additional twenty (20) security personnel during the World Cup.

Safety & Security

End of presentation for May

Planning Program Projects

Program #	Description	Lead	Status	% Complete	Est. Finish	Board / Action
1	East West Transit Study					
1D	Transfer RAISE Grant Funding to KCATA	Tracy Logan/AJ Farris	The Paper grant has been reviewed by FTA and the KCATA has been instructed to load the details of the project into the TRAMS system. This is a positive sign of the FTA's interest in awarding the project.	100%	25-May	POPS Update
1E	East West Transit Study Phase 2	AJ Farris	The funds have been transferred and coordination meetings with project partners have begun to agree on Cooperative agreement and SOW	5%	Dec. 28	POPS Update
3	System Dashboard					
	Dashboard Update/Audit	Mira Felzien	Issues with the dashboard have been identified and can be traced back to Trapeze reporting	75%	Feb. 2026	
4	Monthly System Reporting (INFOCUS)					
	Adapting Monthly Reporting to Match 5 Year Strategic Plan	Bryce Shileds/AJ Farris	An InFocus KPI reporting tool has been created, staff is having an internal discussion on the best way to continue coordination internally and with the board.	75%	On Going	presented monthly to POPS
6	Bi-State Sustainable Reinvestment Corridor					
	Connect UG, KCMO, and Independence through a fast/frequent transit connection that focuses on development, job access, and zero emission solutions	AJ Farris/ Tyler Means	Phase 2 has begun that is focusing on getting the corridor to 15% design and beginning the NEPA and PEL work.	50%	Jul-26	POPS Update
12	Quarterly Mark-up and Service Changes					
	Developing service changes based on planning and direction from community partners	AJ Farris	2nd Quarter mark up has taken place and is in service. Planning and Scheduling are turning attention to creating materials for world cup increased service.	75%	Feb. 2026	POPS update
13	Service Planning Study (Route Restoration Grant)					
	Analyze existing and future services to ensure successful and quality regional connections.	AJ Farris/Tyler Means	While the KCMO 5 year study has been paused, we have had great discussions with city council members about their interest in participating in this effort.	90%	Mar. 26	POPS Update
14	Comprehensive Service Analysis Update KCMO(Route Restoration Grant)					
	KCMO 5 Year CSA	AJ Farris	Staff and consultant team are preparing to kick off this process with a KCMO staff and elected official workshop that would take place after the world cup.	5%	TBD	
15	Bus Stup Guidelines Update (Route Restoration Grant)					
	Update agencies Bus Stop Guidelines Document	AJ Farris	See #13	95%	TBD	
16	Multi-Modal Service Study (Route Restoration Grant)					
	Analyze current service and identify opportunities for better connection to existing and future service.	AJ Farris	See #13	100%	TBD	

Planning Program Projects

Program #	Description	Lead	Status	% Complete	Est. Finish	Board / Action
17	Bus Stop Facilities Audit/Inventory					
	Continue to audit our facilities to ensure accuracy within our inventory and software.	Mira Felzien	This has been completed. We are adding information to our virtual records and QAQCing.	100%	TBD	
19	World Cup Planning					
	Create plan to effectively serve the region and the influx of people for this special event.	Chuck Ferguson	Team has been in close coordination with KC26 to identify how our services and KC26 services will interact. Funding for KCATA services to go to MARC TTPC for approval in December.	45%	Nov. 2026	POPS Update
20	Job Access Planning					
	Ensure public transit access to major job centers and industrial complexes	Dick Jarrold/Tyler Means	The KCATA has completed several coordinating meetings with Hunt Midwest Development Group to discuss changes to route 210 to provide more comprehensive service to employees.	50%	Ongoing	
21	Future Grant Requests/Tracking					
	Understand and prepare for future funding opportunities	Tracey Logan/AJ Farris	HR has rolled out the ADP tool to allow us to track time to specific grants. Teams have received training on how to use this tool.	Ongoing	Ongoing	
	Assist in planning for important connections involving Raytown, TSC and the Rock Island corridor	Brien Starner	Coordinating with the EW Corridor Study			
22	Development Coordination Projects					
A	Goodwill Redevelopment - 18th St.	Tyler Means	Service integration with Goodwill campus Redevelopment			
23	Unified Government Coordination					
	UG Service Changes for 2025	AJ Farris/Tyler Means	KCATA is assisting UG in developing their requested service changes for Q1 2026. We are also coordinating on their 2026 contract.	75%	Dec. 23	POPS Update
25	MARC PSP - Blue Ridge Corridor TOD and Transit Center Study					
	Blue Ridge Corridor and TOD and Transit Center Siting Analysis	AJ Farris	The project is going through identifying a primary site and secondary site through site selection criteria. Public engagement and stakeholder events have been held with 2 more	60%	Jan. 26	POPS Update
26	Cass County Mobility Study					
	Conduct a Mobility Study for Cass County	AJ Farris	Staff is coordinting with Chairman Townsend to schedule some time to present the scope to Cass County Elected Officials.	5%	Jan. 26	POPS Update
27	Streetcar Extension Opening					
	Develop New Streetcar Schedules for testing purposes	AJ Farris	The Streetcar is nearing then end of the testing. KCATA staff was invited to ride the extension to monitor bus and streetcar interactions.	100%	Oct. 26	N/A
28	Hunt Mid West 210 Extension					
	Develop Job Access Extension for 210	AJ Farris	Planning Staff is coordinating with Hunt MidWest Development group to implement an extension to the 210 route. Costs have been generated and a meeting with HMW is scheduled.	60%	Oct. 25	N/A
29	Fare Reintroduction					
	Re-introduce Fare to RideKC System	AJ Farris/Tyler Means/Bryce Shields	GenFare is on site April 13th and 14th to set up testing lab and begin training staff and operators. Coordination with UnitedWay for Pass Programs. Finance and Call center ongoing coordination to develop SOPs	60%	May/Jun. 26	POPS Update
30	Grant Coordination					

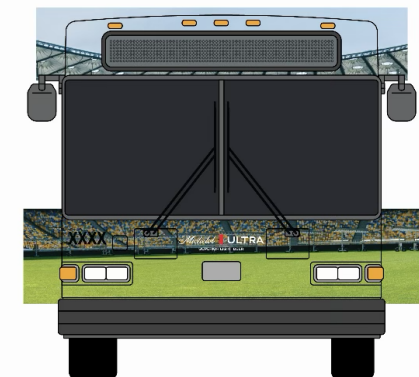
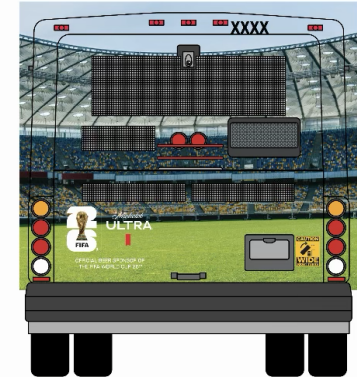
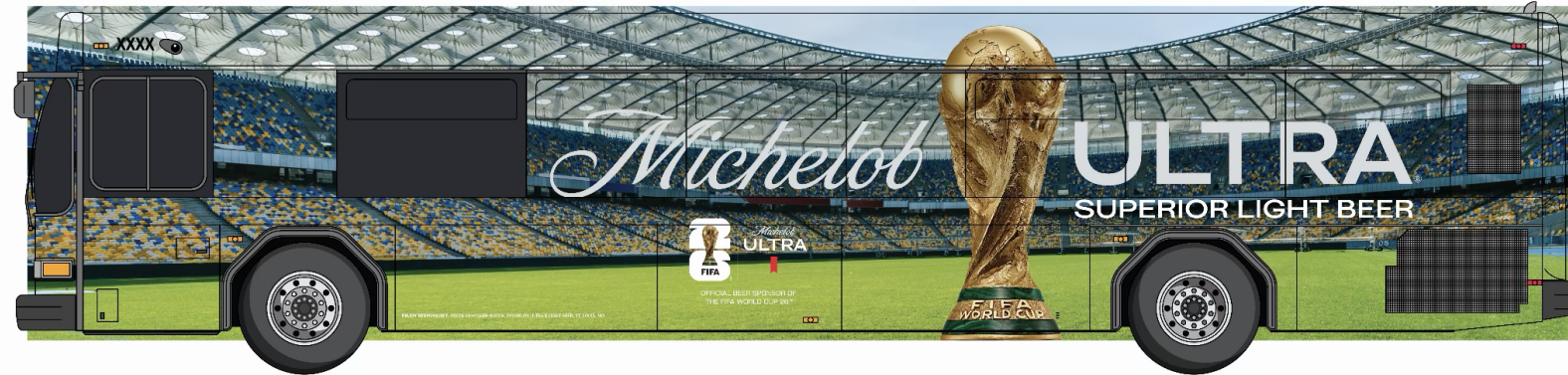
Planning Program Projects

Program #	Description	Lead	Status	% Complete	Est. Finish	Board / Action
	MARC PSP and Sub Allocated Call for Projects	AJ Farris/Mira Felzien	KCATA has submitted pre-applications for the MARC Sub-Allocated Call for Projects. These include ADA Stop Improvements, 101 Fast and Frequent service, and clean energy bus buys.	25%	May/Jun. 26	POPS Update

Capital Budget Year	Project	PROJECT STATE	Type of Work	CURRENT PROJECT, NOTES	PM	Ball-in-Court	Board Action
	Bi-State Project	<u>Planning/Concept Design</u>	Planning	Alignment approved; in Preliminary NEPA with no recent movement.	Barnes	Others, not KCATA	
	Bus Stops & Shelters ROW Other (2024/2025)	<u>Planning/Concept Design</u>	Design	Project kickoff meeting scheduled; initiating ADA improvement design coordination with Planning. Lee Barnes working with vendor on location. Met on Monday 3/9. Discussed timeline for submitting pre-grant. Grants Dept. will review prior to submittal. Pre-grant due by 3/24. Need Planning to respond on Estimate.	Barnes	Planning	
2026	100 Ton Chiller	<u>Procurement (HOLD)</u>	Design	On hold until bids come in for 450T chiller.	Barnes	PM	
	RTAS: State Avenue Transit Corridor Installation	<u>PSE or PMO RFQ/P</u>	Construction	Installation plans advancing; holding advertisement pending sign/post procurement and grant scope revision.	Barnes	PM	
2025	Bldg 1 450 Ton Chiller (Demo, Install Design; Constr Admin)	<u>In Procurement</u>	Construction	450T Chiller Demo & Install - due 04/02 received 3 bids	Barnes	Procurement	
2025	Bldg 1 450 Ton Chiller (Equipment)	<u>Construction/Fabrication/Design</u>	Material Purchase	Advertised 3 times. Bids received 9/15. NTP 11/18; 210 days of lead time from 11/18/25 is delivery of Chiller in June 2026	Barnes	Vendor	
2025	Local Shelters (90 shelters through 2027; including 12 shelters for State Ave.	<u>Construction/Fabrication/Design</u>	Construction	Removal starts this week 04/13. We will receive 1 st 20 on May 11, 2026.	Barnes	Contractor	1/28 Board Meeting
COMPLETE	Local Shelters (w/Solar)	<u>Closing Out</u>	Construction	Installation complete; awaiting Procurement documentation for final sign-off.	Barnes		
	RTAS: Signs and Posts	<u>In Procurement</u>	Equipment	IFB package for signs and posts to be used for State Avenue and Prospect MAX; To Procurement on 12/15/2025	Barnes / Yord	Procurement	
	18th St Streetcar Feasibility Study	<u>Planning/Concept Design</u>	Planning	Feasibility study in public comment period; moving through standard federal process.	Clark	Others, not KCATA	
2026	East Village Detention Maintenance	<u>Planning/Concept Design</u>	Maintenance	Need to excavate to trouble shoot sinkhole and coordinate with vendor (ADS); Need to establish long-term maintenance plan; maintenance had not been done to-date. System televised by Reddi; will excavate to determine issue and fix. LC NEEDS TO CALL REDDI SVCS.	Clark	KCATA	
	East Village Transit Center Prospect Max Enhancements	<u>PSE or PMO RFQ/P</u>	Construction	Wayfinding and lighting analysis complete; implementation coordination underway (internal project).	Clark	PM	
2025	Vehicle - Bucket Truck	<u>In Procurement</u>	Vehicle	Paperwork completed, sent for signs and then PROC.	Clark	KCATA	
2025	Vehicle - Shelter Cleaning	<u>PSE or PMO RFQ/P</u>	Vehicle	Updated specification in review. John C and Andy reviewing old flat bed, PTO and modular design for new scope. 95% completed.	Clark	KCATA	
2026	A/E IDIQs	<u>In Procurement</u>	Professional Services	Procurement authorization complete. PMO believes all documentation is in order and ready for solicitation process. Bid closing April 7th.	Clark	Procurement	
CONTRACT	RFE Designer (HDR)	<u>Construction/Fabrication/Design</u>	Design	Providing construction phase services, including response to RFIs, submittals, and safety certifications. HDR Amendment 8 executed; Amendment 9 executed.	Clark	Consultant	Board Approved October 2021
COMPLETE	RFE Pkg 3 - TPSS	<u>Construction/Fabrication/Design</u>	Streetcar	Linda will begin close-out process.	Clark	Consultant	
CONTRACT	RFE Pkg 5 - Constr Admin (Benesch)	<u>Construction/Fabrication/Design</u>	Construction Administration	Waiting on Ralph Davis for dollar amount in order to proceed for contract amendment.	Clark	Consultant	Board Approved February 2024
CONTRACT	RFE Pkg 6 - Construction Contractor (RBE)	<u>Construction/Fabrication/Design</u>	Construction	95% complete; evaluating partial retainage release; \$800K change order pending.	Clark	Contractor	Board Approved December 2023
CONTRACT	RFE PMO (BMCD)	<u>Construction/Fabrication/Design</u>	Program Management	Amendment 3 executed; contract nearing upper limit; Amendment 4 in development.	Clark	Consultant	
	Book Bench Removal	<u>On-Hold</u>	Demolition	Project on-hold. How big is this project (from group)?	Clark		
	TSP Coordination Prospect	<u>On-Hold</u>	Operations	Project on-hold.	Clark		
2026; 2027	East Side Maintenance Bays/Lifts	<u>Planning/Concept Design</u>	Equipment; Installation	On hold pending IDIQ procurement to evaluate bays and lifts.	George	Tracking	
CONTRACT	AOR Vending	<u>In Procurement</u>	Renovation	Part of larger rebid. Current vending contract ended in August; extended through February. HR holds contract with Company Kitchen, RFQ process underway. UHR has reviewed RFP should be posted by 4-30-26.	George	Procurement	
	AOR Bldg 1 Remove and Replace Mechanical Patio Deck Roof	<u>In Procurement</u>	Design	Mini-RFQ in procurement for Patio Deck Roof design; turned in to Procurement 12/1.	George	Procurement	
2026	Paint Booth Upgrade	<u>In Procurement</u>	Design	Benesch needs to re-submit to the city this week 04/13. City could take 6 weeks	George	Procurement	
2026	Bldg 1 Boiler	<u>Construction/Fabrication/Design</u>	Design	Benesch will w after City work on next after submittal of Paint Booth	George	Procurement	
CONTRACT	AOR Constr Admin (TIME2020, Wellner)	<u>Construction/Fabrication/Design</u>	Construction Administration	Contract expired on 3-31-26. Lesa G needs to potentially add money or close out Wellner contract.	George	Consultant	
CONTRACT	AOR Construction (TIME2020, VCC)	<u>Construction/Fabrication/Design</u>	Construction	4-15-26: 10 items for VAZ remain open. What is our deadline for VAZ to complete past 3-20-2026. Lesa G will need end date for for final punch list.	George	Contractor	Board Approved May 2024
CONTRACT	AOR Design for Bldg 1 (TIME2020, Slattery)	<u>Construction/Fabrication/Design</u>	Design	Construction support ongoing; addressing additional services beyond contract. Contract Service Change Request for Amendment 5 is complete. One more billing cycle.	George	PM/Procurement	Board Approved 2023
CONTRACT	AOR IT Procurement	<u>Construction/Fabrication/Design</u>	Renovation	Coordination with IT; Purchasing wifi; A/V on-site week of 10/13;12/3. Lesa to contact to IT on what's left.	George	Contractor	
CONTRACT	AOR Keys & Coring	<u>Construction/Fabrication/Design</u>	Renovation	Close out working on Lesa George.	George	Contractor	
	BUILDING 1 BUILDING CONDITION ASSESSMENT	<u>Planning/Concept Design</u>	Evaluation	It is required by NTD to evaluate Building 1's overall condition, focus on Building 1 upstairs and East and West sides.	George/Robichaud	Design	
	East/West Corridor	<u>Planning/Concept Design</u>	Planning	Planning prepared the paper grant agreement and submitted to Region 7 for \$4.5M (100% Federal funded). Grant application in TRAMS; approvals received and submission forthcoming.	Planning	Tracking	
	Fare Box Room Upgrade	<u>On-Hold</u>	Funding	Removed from PMO tracking; to be incorporated into Fare Collection project if advanced	Planning		
	Route Restoration Project	<u>Planning/Concept Design</u>	Planning	Tracking this Planning Project related to shelter locations and ADA access. Report soon with data.	Planning; Barnes	Tracking	
	K-Mart Demolition & Development	<u>On-Hold</u>	Demolition	Remote security cameras installed; demolition and development on-hold.	Starnier		

2027	Bldg 2 Construction	<u>On Hold (pending design)</u>	Construction	Construction contract will follow Bldg 2 Design; Advancing fire separation (EV-related) design ahead of main contract. Construction of fire separation to be procured separately pending insurance requirements. Study is ongoing.	Yord	Tracking	
2027	Bldg 2 Construction - Oversight	<u>On Hold (pending design)</u>	Inspection	Construction Oversight contract will follow Bldg 2 Design	Yord	Tracking	
2026	Bldg 2 Hazardous Abatement	<u>In Procurement</u>	Construction	Abatement contract will follow Bldg 2 Hazardous Assessment. Denise working through contract red lines, contract pending. Then a NTP.	Yord	Tracking	
2026; 2027	Bldg 3 Fire Suppression and Air Conditioning Upgrades	<u>ON Hold (IT)</u>	Capital Maintenance	Placeholder project pending evaluation of relocating IT server room; funding decision forthcoming.	Yord	IT	
2026	Concrete Pavement Phase 3 2026	<u>PSE or PMO RFQ/P</u>	Capital Maintenance	Final plans under review; awaiting Taliaferro & Browne revisions to procure, Bill Yord waiting on information and data in order to project budget. T&B needs contract ammendment to secure more project money. Extension discussions underway in order to finish 2026 and 2028 designs.	Yord	PM	
2028	Concrete Pavement Phase 3 2028	<u>PSE or PMO RFQ/P</u>	Capital Maintenance	Minor revisions pending; project to be shelved after plan completion. Extension discussions underway in order to finish 2026 and 2028 designs.	Yord	PM	
2025	Remote Security Camera Equipment	<u>PSE or PMO RFQ/P</u>	Construction	Bid documents finalized; ready for procurement pending FEMA funding confirmation. TL says FEMA funding is highly unlikely. Work with Grants on additional funding.	Yord	PM; Grants	
2026	RTAS: Prospect MAX Installation	<u>PSE or PMO RFQ/P</u>	Construction	Permit-ready; holding advertisement until sign/post delivery schedule confirmed. After Proc is out, will follow up with KCMO.	Yord	PM	
2025	Remote Security Camera Equipment - 3 sites	<u>In Procurement</u>	Construction	Sites for World Cup and 39th & Troost, waiting on solicitation. Proc will follow up.	Yord	Procurement	
2025	Bldg 2 Bus and Bus Facilities (Design)	<u>Planning/Concept Design (on going)</u>	Design	Under contract	Yord	Procurement	Finance Committee 2/18/2026
2025	Bldg 2 Hazardous Abatement Assessment & Abatement Oversight	<u>Signing Contract & NTP</u>	Professional Services	Scope finalized; awaiting procurement request for labor/overhead/fee breakout prior to execution. Proc working with Terra-Conn on issues.	Yord	Procurement	Does not go to Board (under \$200k)
CONTRACT	7th St Corridor (KCK, KAAZ Construction)	<u>Closing Out</u>	Construction	Construction mobilized 8/18; Construction nearing completion; final walkthrough completed. 4-24-26 ribbon cutting.	Yord	Contractor	
CONTRACT	7th St KCK Constr Admin (Olsson)	<u>Closing Out</u>	Construction Administration	Notice to proceed 7/15/25. Construction administration ongoing; final walkthrough completed.	Yord	Consultant	
Closed Out.							
	TSP Coordination Troost	<u>On-Hold</u>	Operations	Project on-hold.			
CONTRACT	Bay 44 Building 1 Work	<u>In Procurement</u>	Construction	In Procurement, will be added to CA Contract (Olsson, under \$10K)	Yord	Procurement	
2027	ADA STOP IMPROVEMENTS	<u>Planning/Budget</u>	Construction	lanning applied for \$200,000.00 in the MARC call for projects	Clark	MARC	
MODIFIED	State Avenue Transit Corridor - Shelters	<u>To be Removed</u>	Construction	Scope modified due to separate UG grant; grant amendment likely required (RTA signs only).	Barnes		
CONTRACT	AOR Special Inspector (City Inspector)	<u>To be Removed</u>	Inspection	Re-inspection ongoing; amendment pending to address overage to be charged back to VCC.	George	Consultant	
	Breen Lobby Update	<u>On-Hold</u>	Improvement	Project on-hold.	George		
CONTRACT	AOR Moving	<u>To be Removed</u>	Renovation	Staff is moving in. Planning, Transportation, and Finance have moved at of 3/17/2026	George	KCATA	

First Alcohol Ad



EMPLOYEE OF THE MONTH

is awarded to

MICHAEL BERRY



Thank you for your outstanding service and dedication.
Congratulations!


June Berry
Chief Human Resources Officer


Chuck Ferguson
Interim CEO

JUNE 11, 2026



KCATA World Cup Update May 2026

The KCATA Board authorized the Congressional World Cup Public Transportation Funds allocation to the KCATA (MO/KS UVA) in the amount of \$8,632,123 be allocated as follows:

Johnson County Transit: \$2,316,615.

Unified Government Transit: \$697,760.

KC Streetcar: \$630,000

KCATA: \$4,944,559



KCATA World Cup Update May 2026

Regional Partners World Cup Service Plans

KC Streetcar

- Surge Streetcar service including additional vehicles per hour and later operating hours.
- Wayfinding Signage.

Unified Government

- Frequency and span enhancements on Routes 101 and 107.
- IRIS service hours expansion.
- Staff Overtime.
- Facilities service enhancements.

Johnson County

- Three-route circulator service.
- Airport service.
- Extra Staffing and Overtime



KCATA World Cup Update May 2026

KC2026 World Cup Service Plans

ConnectKC26 Airport Direct

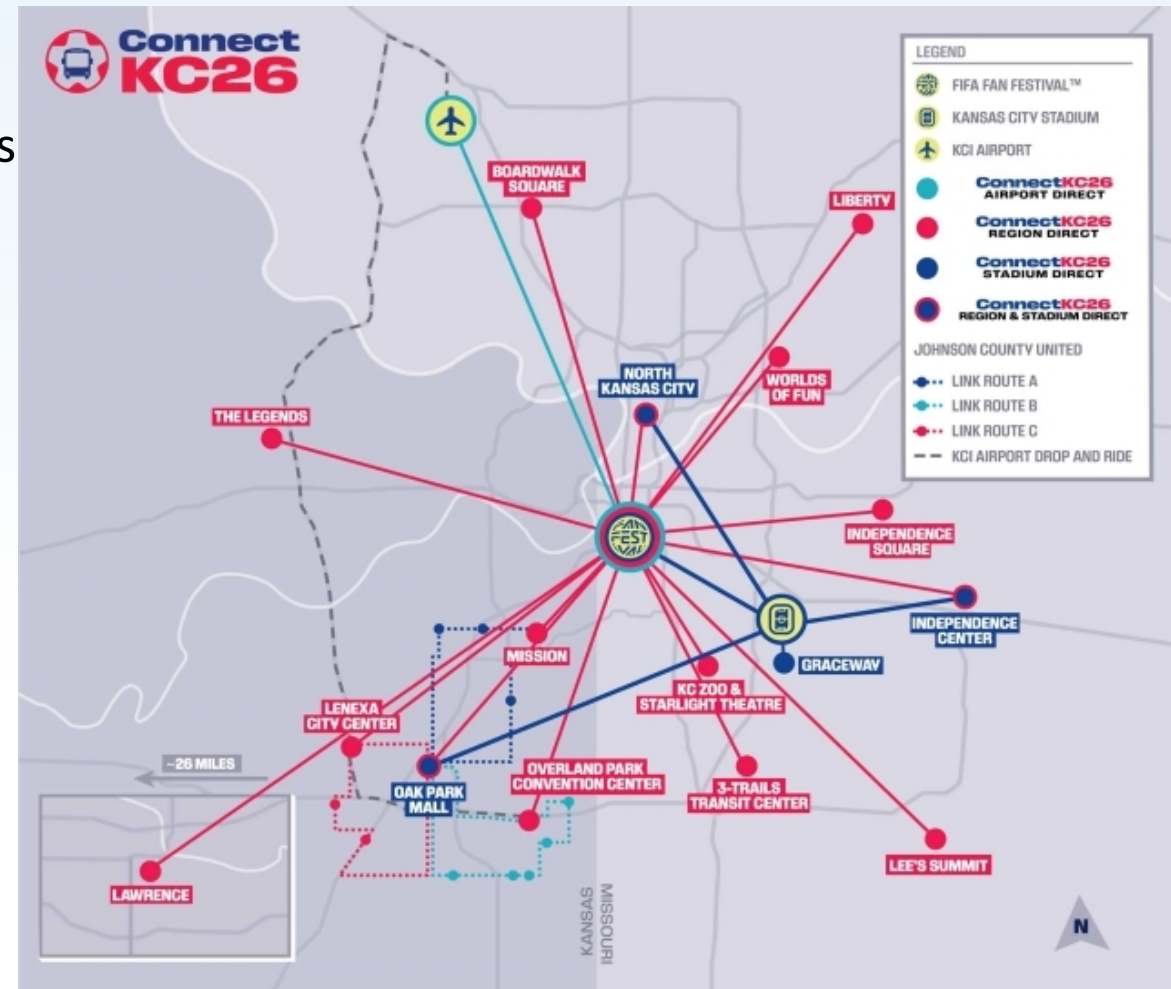
- Direct Service between KCI and ConnectKC26 Bus Mall (27th & Main) near Fan Fest.

ConnectKC26 Stadium Direct

- Service for match ticketholders from Fan Fest or four park-and-ride locations to and from Kansas City Stadium.
- *On match days only.*

ConnectKC26 Region Direct

- Spoke system originating at Fan Fest.
- *Each ConnectKC26 transportation service requires a pass.*

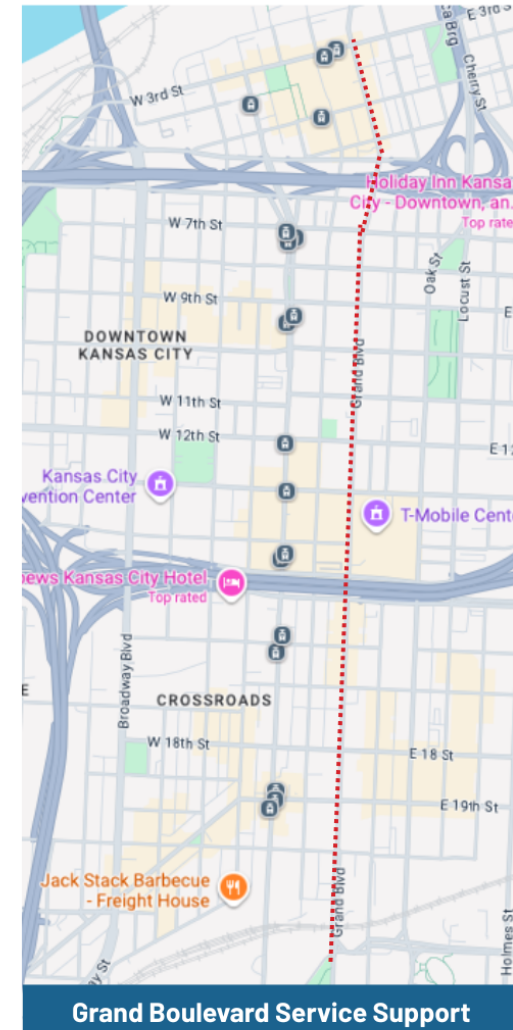


KCATA World Cup Update May 2026

KCATA World Cup Service Plans

KC Streetcar Bus Bridge

- A three to eight 40' vehicle Bus Bridge to support the Streetcar operations on Main Street in the event of overcrowding or a Streetcar stoppage.
- An alternate route along Grand Blvd will be ready to option in case of a complete closure of Main.

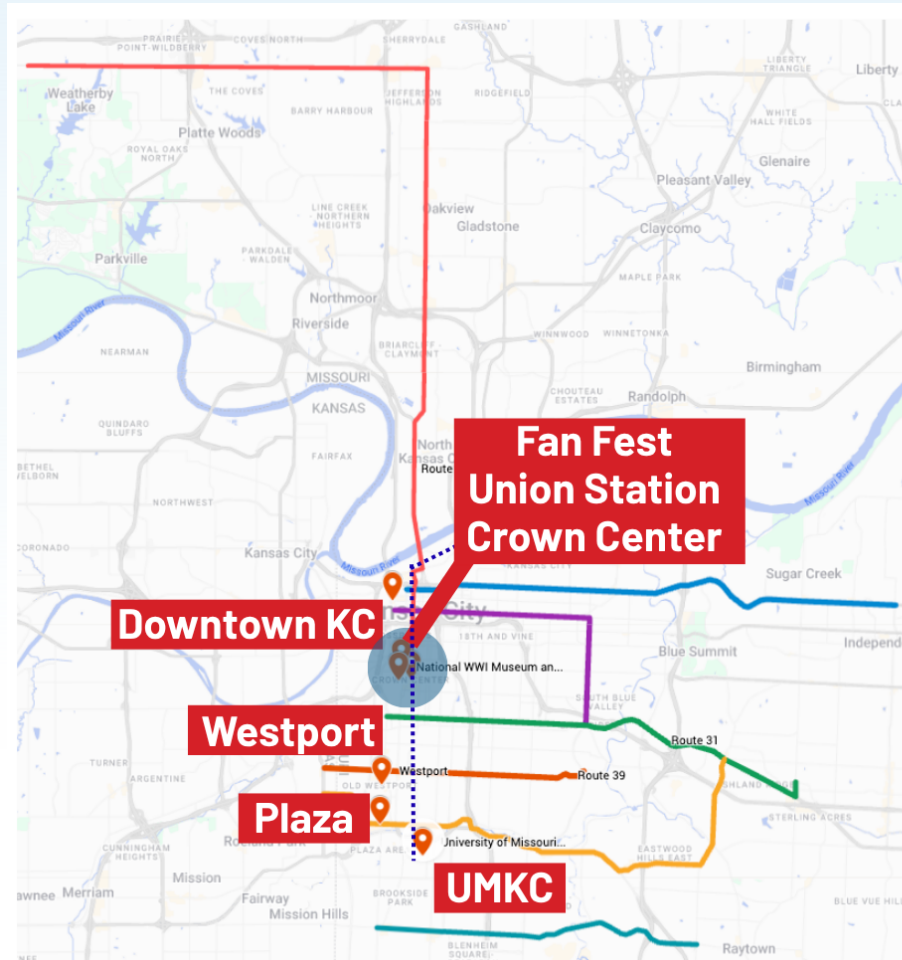


KCATA World Cup Update May 2026

KCATA World Cup Service Plans

Expanded East-West Connections

- Seven different East-West Routes will offer better frequencies and longer spans of service during the summer event.
- Primary goal will be to serve the KCStreetcar connecting to Fan Fest.



Expanding Service For More KC Streetcar Connections

- 12 (12th St.)
- 24 (Independence)
- 31 (31st St.)
- 39 (39th St.)
- 47 (Martin Luther King Jr.)
- 63 (63rd St.)
- 201 (North Oak)
- KC Streetcar

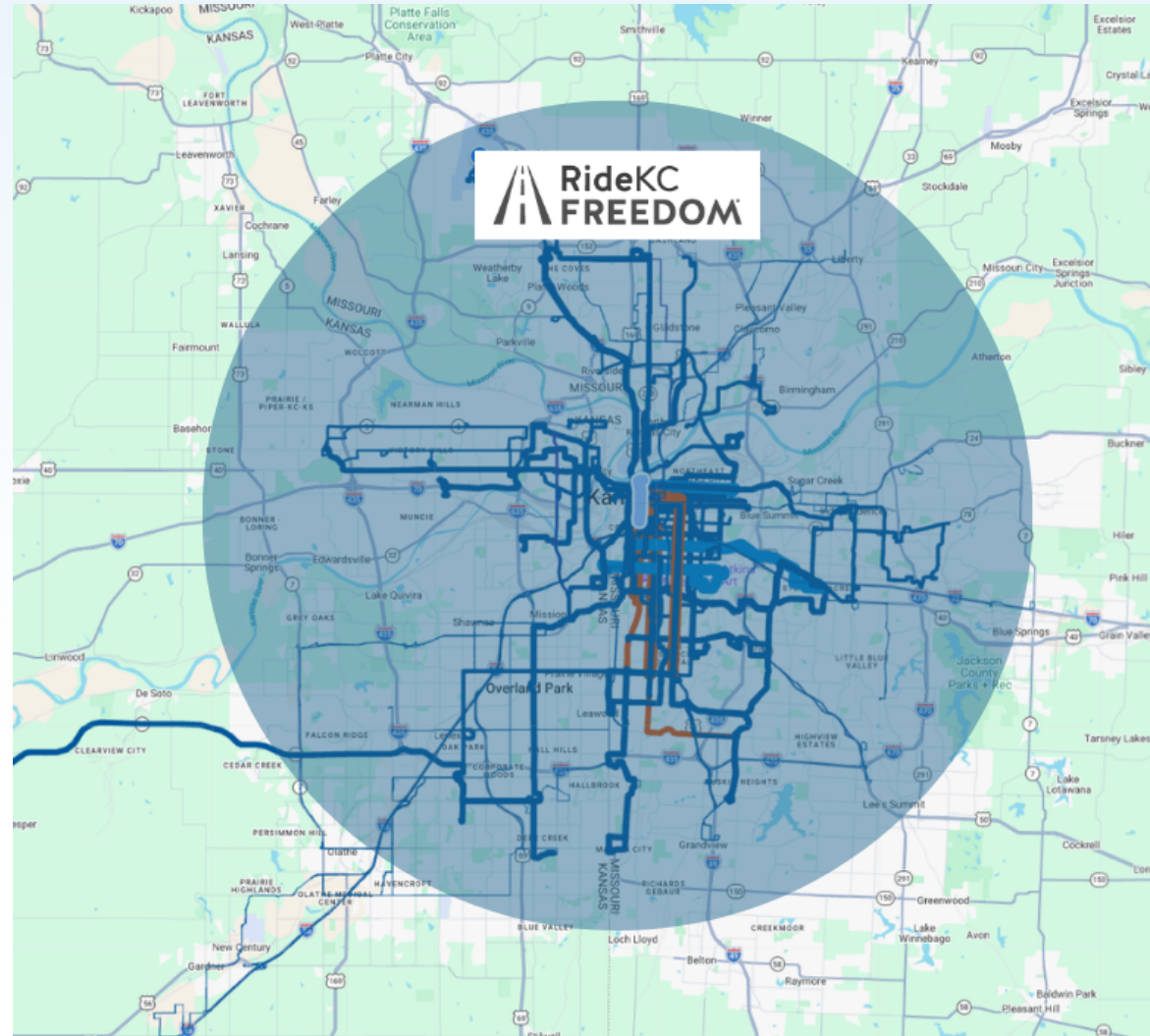


KCATA World Cup Update May 2026

KCATA World Cup Service Plans

Regional Paratransit and On-Demand Service

- RideKC FREEDOM will provide on-demand service throughout the service areas areas that incorporate Kansas City, MO, Kansas City, KS and Johnson County.



KCATA World Cup Update May 2026

KCATA World Cup Service Plans

Titan Security Expansion

- KCATA's Titan Security contract will be expanded during June and July to provide additional 20 officers.
- Heavy ridership stops in both KCMO and KCK will see security.

Wayfinding Signage

- In coordination with both KC Streetcar and KCMO, wayfinding signage that highlights transit options and primary destinations. One of the few legacy items that World Cup may provide.

Handheld Radios

- For additional on-street personnel and contingency in case of bus radio network congestion.

DVR Update

- The on-bus DVR system is ageing. New DVRs will provide additional band with that will include the fare system and new cameras.



***JUNE 11, 2026,
Here we come!***



KCATA World Cup Update May 2026

Reimbursement eligible costs include:

- Public transportation planning
- Operating costs (vehicle operators, mechanics, dispatchers, customer service and security staff)
- Capital costs (wayfinding improvements, security equipment, vehicle leases)
- Planning and capital expenses eligible under Section 5307 incurred from July 1, 2025, to July 31, 2026, to support World Cup
- FTA will consider all public transportation operating expenses incurred from June 1, 2026, to July 31, 2026, to be in World Cup
- All fixed route and demand response (including paratransit) are eligible
- FTA World Cup funding is subject to the requirements of the Urbanized Area Formula Grants program (Section 5307)



KCATA World Cup Update May 2026

KCATA adjusted CMAQ and project grant funds to allow for additional World Cup budgeting. In addition to the initial grant adjustment, a CMAQ funded project from another municipality could not be executed in 2026, so they traded those funds to the KCATA for 2027 funds. In total, there is an additional \$2,494,277 in MO CMAQ funds and \$1,252,932 in KS CMAQ funds. Those funds will be layered onto the Congressional World Cup funds sub allocation to further assist all community partners as well as KCATA with delivering world class World Cup public transportation services.



Board of Commissioners Regular Meeting

Bridgette Williams, Chair

Chris Whiting, Vice-Chair

Dr Tyjaun Lee, Reginald Townsend, Julie Lorenz, Tom Burroughs,

Mike Stieben, Deb Hermann, Eric Bunch, Mindy Rocha

Wednesday, April 22, 2026 | 12:00 PM

KCATA Breen Building | 1200 E 18th St. | Conference Room | KCMO 64108

I. Call to Order and Determination of Quorum

12:03pm. Chair Williams stated there was a quorum on this day with all commissioners being present in person or online, except Commissioner Lee who joined at 12:25pm. Board attorney, Greg Goheen with MVP Law was also present.

II. Approval of Agenda

Chair Williams made the motion 'I move to amend the agenda to strike the New Business item a., Policy Review (1st Read) and otherwise accept it as published with that amendment.' Vice-Chair Whiting seconded the motion, and it passed unanimously.

III. Adjourn to Executive Session:

Chair Williams made the motion 'I move to go into closed session to discuss any issues relating to personnel, real estate transactions, legal actions, litigation and attorney client communications, preparation for negotiations with employee group, procurements, negotiated contracts, services and any public business as directed by the Revised Statutes of Missouri (Sunshine Law), Section 610.021, subsections (1), (2), (3), (9), (11), (12) and (13) for 60 minutes.' Vice-Chair Whiting seconded the motion, and it passed unanimously with a roll call vote.

IV. Reconvene to Regular Session:

1:02pm.

V. Report of Executive Session:

a. Chair Williams made the motion 'I move the KCATA Board of Commissioners approve the settlement agreement with Robert Keating to resolve all claims.' Vice-Chair Whiting seconded the motion, and it passed unanimously.

b. Chair Williams made the motion 'I move the KCATA Board of Commissioner approve the settlement agreement with Loretta Mann to resolve all claims.' Vice-Chair Whiting seconded the motion, and it passed unanimously.

c. Chair Williams made the motion 'I move the KCATA Board of Commissioners direct administration to move forward to negotiate a contract with Reconciliation Services for the sale of certain property located at 31st and Troost to be presented to Economic Development and Real Estate committee in May 2026.' Vice-Chair Whiting seconded the motion, and it passed unanimously.

d. Chair Williams made the motion 'I move that the Board of Commissioners approve that certain resolution to condemn and take that certain private property at 1414 Independence Avenue for purposes of a fee simple interest in such property and providing for payment of just compensation and the issuance of a Certificate of Necessity.' Commissioner Rocha seconded the motion, and it passed unanimously.

e. Chair Williams made the motion 'I move that the Board of Commissioners approve the purchase of that certain property at 1414 Independence Avenue in Kansas City, Missouri that is owned

by WG 2009 LLC as provided in substantial form by that Real Estate Purchase Agreement being submitted to such owner and proposing a purchase price of \$480,000.’ Commissioner Rocha seconded the motion, and it passed unanimously.

VI. Public Comment *(sign-in required, 3-minute maximum)

Nic Miller spoke regarding the Operator mentor program that has been started here. He had several of those mentors present for recognition and stated that they are excellent examples of great employees and operators and mentors for the new operators.

Dorothy Simmons spoke of crime on buses, asking fares be brought back into effect to eliminate those folks not going anywhere on the bus but only there to cause issues for those who are going places. She also stated something needs to be done about the stop at 31st and Prospect as it is riddled with crime. She also stated staff needs to look into who is putting out benches at stops where they have been removed by KCATA. She also spoke of a rude Operator who asked her to get off the bus and stated she will never ride with him again after 2 encounters of him being rude to her.

VII. Items from the Chair

a. Chair Williams asked committee Chairs to provide Standing Committee Updates. Commissioner Lorenz provided an update from Finance and the CEO Search. Commissioner Stieben provide the Security Sub-Committee update. Commissioner Burroughs provided the update from Eco Devo & Real Estate. Commissioner Rocha provided the POps update then asked staff to present the update on Riverfront Extension Transfer Agreements.

b. Chair Williams asked staff to provide the World Cup 2026 Update.

c. Chair Williams asked staff to provide the Fare Collection System Update.

Chair Williams then stated the 2026 APTA TBM/ TBA Conference in Detroit, MI July 17-20 (Friday – Monday this year). Commissioner Townsend will be a panelist on the “Two Games, One Goal: Lessons Learned from the Super Bowl and FIFA” panel at 1:00pm-2:00pm on Saturday, July 18. She advised any commissioner wishing to attend, contact the Assistant Board Secretary.

VIII. Report of the Interim CEO

a. Mr. Ferguson introduced Employee of the Month- Riccardo Lucas stating his heart and soul is dedicated to the service and he is well known in the community and has customer interest in mind when he comes in each day.

b. Mr. Ferguson then provided the updates from staff and Commissioner recent visits to Jefferson City and Washington D.C., thanking Chair Williams for her presence in Jefferson City and Vice-Chair Whiting for his attendance in Washington DC.

IX. Consent Items:

a. Consideration of the Minutes - March 25, 2026 Regular Meeting/ March 31, 2026 Special Meeting

b. IRIS Service Amendment #7- Richard Cowart

c. On-Vehicle 5G Mobile Connectivity Solution Contract- Bryan Beck

d. Hexagon Enterprise Assets Management Software Annual Renewal- Bryan Beck

e. Infor Financials & Supply Management Software Annual Renewal- Bryan Beck

f. 450-Ton Chiller and Cooling Tower Demolition and Installation-Building 1- Lee Barnes

Chair Williams made the motion ‘I move to approve the Consent Agenda items a through f, as published.’ Commissioner Bunch seconded the motion, and it passed unanimously.

X. Action Items:

a. Staff presented the information regarding the February 2026 Monthly Financial Overview. Chair Williams made the motion ‘I move to approve the February 2026 Monthly Financials, as presented.’ Vice-Chair Whiting seconded the motion, and it passed unanimously.

XI. Information/Update Items

- a. KCATA/ KCMO Contract Update- Tyler Means

XII. Old Business:

- a. Policy Review (2nd Read) - Keith Smith

Handbooks Policy, KCATA Legal Status: Compact & Bylaws, Prohibition Against Illegal Discrimination, Harassment, and Retaliation (FKA: Equal Employment Opportunity & Harassment-Free Workplace), Wellness Policy, Open Meetings & Open Records Policy, Claims Litigation and Settlement Policy, Travel Policy, Policy on Adopting Policies (Amendment).

Chair Williams made the motion 'I move to approve the policies included in this 2nd Read Policy Review, as presented.' Commissioner Rocha seconded the motion, and it passed unanimously.

XIII. New Business:

- a. PULLED from agenda- Policy Review (1st Read)- Keith Smith

Board Secured Line of Credit Use, Reserve Fund Policy, Capitalization Policy, Board Policy for Approval of CEO Compensation, Benefits and Expense.

- b. Staff presented the information regarding the 300 Santa Fe St, Leavenworth, KS TOCD START consideration.

Chair Williams made the motion 'I move to approve the first read of the Transit-Oriented Community Development (TOCD) facility at 300 Santa Fe Street, Leavenworth, Kansas for a START Bond with a 30-year and 75% property tax exemption, waiving the third-party analysis requirement due to the project's provision of affordable housing and its alignment with KCATA policy moving forward for a second reading and potential approval next month.' Vice-Chair Whiting seconded the motion, and it passed with all commissioners voting yes except Commissioner Hermann who voted no.

XIV. Next Meeting Date: May 27, 2026

XV. Items from the Commissioners:

Commissioner Lee stated she would like to acknowledge Administrative Professional Day and thanked administrative staff who assist with these board meetings.

XVI. Adjournment of Regular Session:

Chair Williams made the motion 'I move to adjourn.' Commissioner Rocha seconded the motion, and it passed unanimously.

Meeting ended at 2:33pm.

Staff Request For Commission Action

Board Meeting Date: May 27, 2026

Microsoft Office 365 User Licenses Agreement- Bryan Beck

Standing Committee:	Finance Committee
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Date: 05/19/2026	Contact Name: Bryan Beck	Contact Email: bbeck@kcata.org	Department/Division: Technology
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Strategic Plan:

Financial Sustainability - Microsoft requires a 3-year agreement which provides financial stability for budgeting and expense management.

Organization - Microsoft Software forms the basis of all software solutions utilized by KCATA and is essential for organizational needs.

Customer Experience

Unified Region

System Development

Financial Impact:

Award To: Insight Public Sector

Amount of Request/Contract: \$558,180.46

Amount Budgeted: 2026 Budget = \$154.272. 2027-2029 will be budgeted appropriately

Funding Source/Account#: KCATA IT Operating Budget

Approver:

Tyler Means, Chief Strategy and Mobility Officer

Attachments List:

1.	KCATA MAY Finance - Microsoft Renewal
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Proposed Motion:

Staff recommends the Board of Commissioners approves a contract with Insight Public Sector for a three-year license agreement with Microsoft for all related software licenses used by KCATA for a three-year total amount not to exceed \$558,180.46.

Synopsis:

KCATA utilizes Microsoft Software throughout all aspects of the organization including the Office 365 suite of programs, email, teams, server and workstation operating systems, SQL Server database, SharePoint, OneDrive, and other software tools. Staff has negotiated a 3-year Software Licensing Agreement with Microsoft for the continued use of the Microsoft suite of software tools. This agreement includes government grade licenses with applicable built-in security and government pricing. Microsoft requires a 3-year agreement to maintain current licensing levels.



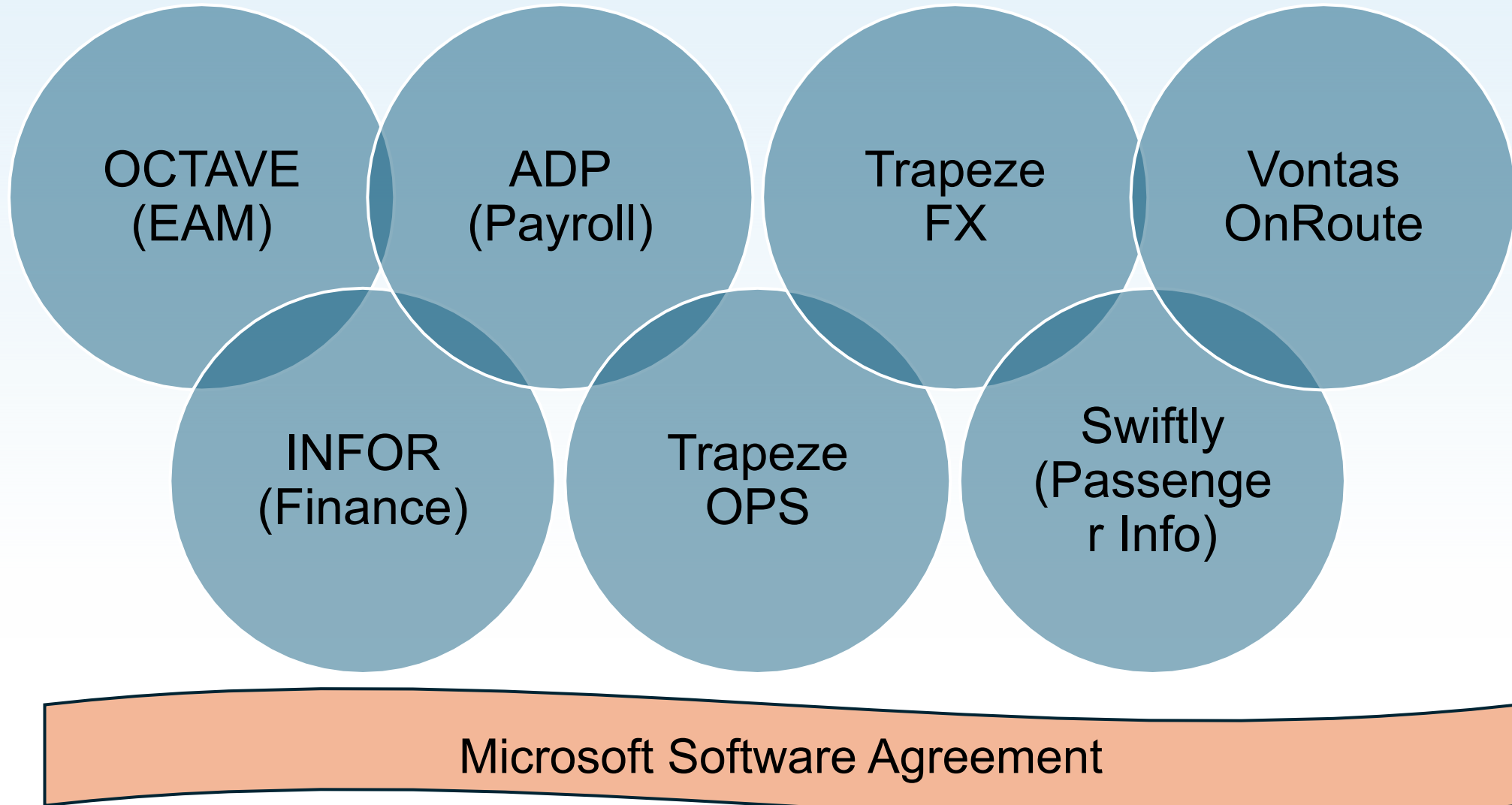
Microsoft Software License Agreement

-Board Meeting

Bryan Beck, May 27, 2026



KCATA KEY SYSTEMS



Microsoft Software Agreement

- Microsoft Enterprise Software Agreement
 - 3-Year Agreement
 - Includes Software Assurance
 - Microsoft 365 G5 GCC (Government)
 - Office
 - SharePoint
 - OneDrive
 - Outlook

Microsoft Software Agreement

- Additional Products
 - Defender For Endpoint Security
 - Exchange Online - Email
 - Project
 - Teams Rooms
 - Visio
- Server Licensing Included
 - Windows Server
 - SQL Server (database)
 - Defender Endpoint Server

Recommendation

- Contract Period: July 1, 2026 – June 30, 2029
- Recommendation:
- Approve a three-year Software Agreement with Microsoft through Insight Public Sector (a Microsoft Certified Partner) for a three-year total amount not to exceed \$558,180.46

Staff Request For Commission Action

Board Meeting Date: May 27, 2026

KCATA/UG World Cup Service Contract Amendment- Bryce Shields

Standing Committee:	Finance Committee
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Date: 05/19/2026	Contact Name: Bryce Shields	Contact Email: bshields@kcata.org	Department/Division: Administration
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Strategic Plan:

Financial Sustainability
Organization
Customer Experience
Unified Region
System Development

Financial Impact:

		Amended Contract Term		
<u>Jurisdiction</u>	<u>Local Amount</u>	<u>Period</u>	<u>Start</u>	<u>Expiration</u>
Unified Government	\$6,300	Up to 18 Nights	6/11/2026	7/11/2026

Approver:

Tyler Means, Chief Strategy and Mobility Officer

Attachments List:

1.	KCATA UG World Cup Amendment 1 UG
2.	KCK 6 2026 Q1 Q2 6 month contract Chair signed
3.	KCK 6 2026 Q1 Q2 6 month contract KCK signed
4.	UG KCATA World Cup amendment Presentation

Proposed Motion:

Staff recommends approval of the amendment to the service contract with The Unified Government of Wyandotte County and Kansas City, Kansas, in keeping with KCATA's operating budget.

Synopsis:

The KCATA has contracts with multiple communities for the provision of fixed-route, flex, IRIS and paratransit services, as well as contract management, facilities maintenance, and marketing. The contracts vary between communities on detail, duration, start date (depending on each municipality's budget cycle), and cost.

Cost is dependent on miles and hours in which a bus operates in each community. If a route travels between communities, the cost is split between the communities, except for commuter routes, which 100% of the costs after federal and state monies are applied are assumed by the community requesting the route.

The Unified Government of Wyandotte County and Kansas City, Kansas, is requesting additional late night service on days with World Cup matches and on days when Fan Fest is occurring. An amendment to the current active contract has been drafted to detail the cost and conditions for this service being provided.

First Amendment to the Public Transit Service Agreement between the Kansas City Area
Transportation Authority and the Unified Government of Wyandotte County/Kansas City,
Kansas

THIS FIRST AMENDMENT (“this Amendment”) is entered into pursuant to the Public Transit Service Agreement (PTSA) dated December 2025, effective the first day of January, 2026 (“the Agreement”), by and between the Kansas City Area Transportation Authority (“KCATA” or “Authority”), a body corporate and politic, and a political subdivision of the States of Missouri and Kansas, with offices at 1200 East 18th Street, Kansas City, Missouri, and the Unified Government of Wyandotte County/Kansas City, Kansas, a political subdivision of the State of Kansas, with offices at [701 N. 7th Street, Kansas City, KS 66101](#) (the “UG” or “Community”). Collectively, KCATA and the Community are hereinafter referred to as “Parties”. KCATA is a bi-state regional transit authority that provides a range of public transportation and planning services throughout the Kansas City metropolitan area. Its services include:

- **Fixed Route Services** – scheduled public bus service operating along established routes;
- **Paratransit Services** – accessible, demand-response transportation for individuals with disabilities in accordance with the Americans with Disabilities Act (ADA);
- **Micro Transit Services** – flexible, on-demand transportation options tailored to specific community needs;
- **Transit-Oriented Development (TOD)** – planning and support for development projects that center around and enhance access to transit;
- **Regional Planning** – coordination and development of transportation strategies across jurisdictions to improve mobility throughout the region;
- **Grant Assistance** – support in identifying, applying for, and managing funding from federal, state, and local sources.
- **Marketing and Public Information Assistance** – support in dispersing transit information, and marketing transit operations.

The Agreement provides for the Community to work with KCATA in delivering some or all of these services to improve mobility, accessibility, and overall quality of life for its residents, between January 1, 2026, and June 30, 2026.

The Parties intend to enter, and have historically entered, into an agreement for the same services between July 1, 2026, and December 31, 2026.

In order to provide service to visitors for the 2026 FIFA World Cup (“World Cup 2026”) in Kansas City in June and July, and pursuant to paragraph 5.A.ii. of the Agreement, the Parties mutually agree to this Amendment to provide for additional late night fixed route service. Because of the exigency of World Cup 2026, the Parties hereby waive the requirement of paragraph 5.A.ii. that any amendment must be made at the beginning of a quarter and executed sixty (60) days prior to the beginning of the affected quarter.

1. Purpose

This Amendment outlines the responsibilities of both KCATA and the Community in delivering these additional services during the World Cup 2026. Further, it outlines the terms and conditions under which KCATA will provide extended late-night transit service in support of World Cup 2026 Match Days and Fan Fest events occurring in June 2026 through July 2026.

2. Service Description

KCATA agrees to provide extended transit service, pending operator availability, on the following routes:

-101 State Ave.

-107 7th Street-KU Med

Pending availability, on designated World Cup 2026 Match Days and Fan Fest days, service on the above routes will be extended to operate until 1:00 a.m. The projected dates are as follows:

11-Jun	June	Fan Fest
12-Jun	June	Fan Fest
13-Jun	June	Fan Fest
14-Jun	June	Fan Fest
16-Jun	June	Argentina vs. Algeria
19-Jun	June	Fan Fest
20-Jun	June	Ecuador vs. Curacao
21-Jun	June	Fan Fest
24-Jun	June	Fan Fest
25-Jun	June	Tunisia vs. Netherlands
26-Jun	June	Fan Fest
27-Jun	June	Algeria vs. Austria
3-Jul	July	Round 32
4-Jul	July	Fan Fest
5-Jul	July	Fan Fest

9-Jul	July	Fan Fest
10-Jul	July	Fan Fest
11-Jul	July	Quarter Final

3. Service Conditions

Service is contingent upon operator availability and operational feasibility as determined by KCATA.

KCATA will make all reasonable efforts to staff and operate the extended service but does not guarantee service in the event of workforce or operational constraints.

4. Cost and Payment

The Unified Government agrees to pay KCATA \$350 per night for each night that late-night service is provided under this Amendment, not to exceed \$6,300.

KCATA will invoice the Unified Government following the completion of services or on a mutually agreed billing schedule.

Payment terms shall be net thirty (30) days from the date of invoice unless otherwise agreed upon.

5. Term

This Amendment shall be effective from June 1, 2026 through July 31, 2026, unless terminated earlier in accordance with Section 6.

6. Termination

Either Party may terminate this Amendment with written notice to the other Party at any time. Any outstanding payments for services rendered prior to termination shall remain due.

7. General Provisions

All existing general provisions in the Agreement apply to this Amendment.

9. Authorization

The undersigned certify that they are authorized to enter into this Amendment on behalf of their respective organizations.

KANSAS CITY AREA TRANSPORTATION AUTHORITY (KCATA)

By: _____

Name: Bridgette Williams

Title: Board Chair

Date: _____

UNIFIED GOVERNMENT OF WYANDOTTE COUNTY AND KANSAS CITY, KANSAS

By: _____

Name: David Johnston

Title: County Administrator

Date: _____

PUBLIC TRANSIT SERVICE AGREEMENT

THIS CONTRACT (“Contract” or “Agreement”), is entered into as by and between the Kansas City Area Transportation Authority (“KCATA” or “Authority”), a body corporate and politic, and a political subdivision of the States of Missouri and Kansas, with offices at 1200 East 18th Street, Kansas City, Missouri, and the Unified Government of Wyandotte County/Kansas City, Kansas, a political subdivision of the State of Kansas, with offices at [701 N. 7th Street, Kansas City, KS 66101](#) (the “Community”). Collectively, KCATA and the Community are hereinafter referred to as “Parties”. KCATA is a bi-state regional transit authority that provides a range of public transportation and planning services throughout the Kansas City metropolitan area. Its services include:

- **Fixed Route Services** – scheduled public bus service operating along established routes;
- **Paratransit Services** – accessible, demand-response transportation for individuals with disabilities in accordance with the Americans with Disabilities Act (ADA);
- **Micro Transit Services** – flexible, on-demand transportation options tailored to specific community needs;
- **Transit-Oriented Development (TOD)** – planning and support for development projects that center around and enhance access to transit;
- **Regional Planning** – coordination and development of transportation strategies across jurisdictions to improve mobility throughout the region;
- **Grant Assistance** – support in identifying, applying for, and managing funding from federal, state, and local sources.
- **Marketing and Public Information Assistance**- support in dispersing transit information, and marketing transit operations.

The Community is entering into this agreement to work with KCATA in delivering some or all of these services to improve mobility, accessibility, and overall quality of life for its residents.

This agreement outlines the responsibilities of both KCATA and the Community in delivering these services and achieving shared goals for public transportation and regional development.

1. Purpose of Agreement This Agreement outlines the terms and conditions under which KCATA will provide public transit services to the Community in accordance with applicable laws, regulations, and the operational guidelines of KCATA.

2. Duration of the Agreement This Agreement will commence on the 1st day of January, 2026, and will remain in effect until the 30th day of June, 2026, unless terminated earlier as provided in this Agreement.

3. Description of Services Provided KCATA agrees to provide the following public transit services to the Community:

A. Fixed Route Services:

- i. The KCATA will provide bus service in the form of two fixed routes. The 101 state Ave., which provides service along the State Avenue Corridor and to Kansas City, Missouri, and the 107 7th Street KU Med, which provides service along the 7th Street Corridor, and to the University of Kansas Medical Center, and the Kansas City Streetcar. The service frequency is as described below.

ROUTE NUMBER & ROUTE NAME	WEEKDAY HOURS OF OPERATION AND FREQUENCY	SATURDAY HOURS OF OPERATION AND FREQUENCY	SUNDAY HOURS OF OPERATION AND FREQUENCY
#101 State Ave.	5:30 AM to 11:22 PM 30 min – all day 60 min – in extreme PM	6:15 AM to 6:28 PM 60 min – all day	9:15 AM to 7:12 PM 60 min – all day
#107 Seventh Street-KU Med	5:50 AM to 6:40 PM 60 min – all day	5:50 AM to 6:40 PM 120 min – all day	No Service

B. Paratransit Services:

- i. The KCATA will provide federally required Americans With Disabilities Act (ADA) complementary paratransit service when there is a fixed route service of the type operated in the Community. The Community agrees to employ KCATA to provide intra-community ADA complementary paratransit service in the evening during the week, on Saturdays and Sundays, and inter-community ADA complementary paratransit service as required by the ADA.

Paratransit service will be provided by the KCATA under its RideKC program in the evening, on Saturdays and Sundays only for those individuals who are ADA eligible and only for trips, which are ADA eligible.

- ii. For the same Contract Period, the Community agrees to employ KCATA to provide 24/7 same-day service paratransit options. Same-day Paratransit service will be provided by the KCATA under its RideKC Freedom On-Demand program.

C. Marketing and Public Information Assistance: The KCATA will provide Marketing and Public Information services for the Unified Government Transit operated by the Community during the Contract Period.

The Marketing and Public Information services to be provided are as follows:

- i. KCATA has trained its Regional Call Center staff on routes, schedules, policies, and other relevant operational information regarding Unified Government Transit. The Community shall provide ongoing training assistance to maximize knowledge about the bus service. KCATA shall publicize the availability of Unified Government customer information services through the KCATA telephone line, 816-221-0660. KCATA's Regional Call Center will respond to customer information requests promptly, courteously, and accurately. Customer complaints about Unified Government Transit will be referred directly to Unified Government Transit staff at a phone number provided by the Community.
- ii. KCATA agrees to include complete information about the Unified Government Transit in appropriate regional transit maps and schedules.
- iii. KCATA shall prepare print advertisements, bus schedules, promotional materials, etc., as part of this Agreement, within the budgetary guidelines.
- iv. KCATA will inform the media of snow routes as indicated by the Community.
- v. KCATA will conduct a rider survey on transit that is operated by the UG.

4. Cost to the Community A portion of transportation costs under this agreement is funded by 5307 Federal Funding; the Community agrees to pay the unfunded portion of service costs. The total cost for the service is estimated at **\$2,722,770** for 1/1/2026-6/30/2026 period. The unfunded portion the Community will be responsible for paying is as follows:

A. Fixed Route Services:

- i. The KCATA and the Community agree the Community's total payment for the **service** (hereinafter referred to as "Local Share") will be **\$1,454,540**. This agreement on the Community's Local Share is based on the following components:

ii.

Fixed Route Service Cost	\$ 2,319,861.00
Total Service Cost	\$ 2,319,861.00
Federal PM	\$ (255,185.00)
KCK Designated ARP Funds	\$ (641,308.00)
CMAQ Funds	\$ (7,212.00)
Local Operating Contribution	\$ 1,416,156.00
Capital Contribution	\$ 38,384.00
Total Local Share	\$ 1,454,540.00

iii.

- iv. It is the understanding of the parties that, notwithstanding any provision of this Agreement, the maximum cost of the Community under this agreement shall be the total Local Share of **\$1,454,540**. If the actual total deficit and other factors are such that the KCATA deems the full Local Share is not required, the KCATA may require payment of less than the total Local Share or reimburse the Community for a portion of the Local Share previously paid.
- v. The method of payment of the Local Share provided for in Paragraph 4 is as follows:
 - a. The Community's monthly Local Share will be one-sixth (1/6) of the Community's portion of the estimated total deficit amount.

- b. The KCATA will invoice the Community the monthly Local Share by the fifteenth (15th) of the month preceding the month service will be provided. The Community is required to remit the monthly Local Share by the first (1st) of the month service will be provided.
- c. By the twentieth (20th) of the month following the month in which service was provided, the KCATA will provide the Community with reports showing service capital and operating costs and revenue for Contract Services. The report will also provide a reconciliation of subsidy amounts with the advance payment provided to in Subparagraph “B.” The report will detail the Local Share and Federal and State Share amount used to cover the month's service deficit. Any balance of Local Share subsidy required by the reconciliation will be invoiced at this time, to be paid within ten (10) days.

B. Paratransit Services:

- i. The Community will reimburse KCATA \$65.00 for each paratransit trip provided by KCATA. In addition, the Community shall reimburse KCATA for an administrative fee for each paratransit trip provided.
- ii. The Community's cost of providing paratransit service described will not exceed \$350,025, based on an estimated 5,385 paratransit trips provided; should paratransit trips exceed this estimate, the Community agrees to reimburse KCATA at the same rate mentioned in the previous section--\$65.00 for each paratransit trip provided by KCATA.
- iii. The Community's cost of providing the RideKC Freedom On-Demand paratransit service described will not exceed \$7,000, based on an estimated 108 RideKC Freedom On-Demand trips provided.

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- i. The fee to be paid by the Community to KCATA for these services is \$7,500.
- ii. The Community will make six (6) monthly payments of \$1,250 to KCATA for these services. KCATA will invoice the Community for the monthly amount by the fifteenth (15th) of the month preceding the month services will be

provided. The Community is required to remit the monthly fee by the first (1st) of each month during which services will be provided.

5. Termination

A. Termination for Convenience (Cancellation and/or Amendments):

i. Cancellation. The KCATA or Community may cancel any component or portion of the Transit Services described in Section 1, subsection A. paragraph i. at the beginning of a quarter, provided that written notice is given to KCATA sixty (60) days prior to the affected quarter. KCATA shall be entitled to payment for services performed up to the effective date of termination.

ii. Amendment. Upon mutual written agreement between the KCATA and the Community, Parties may amend any component or portion of the Transit Services described in Section 1, subsection A. paragraph i. at the beginning of a quarter, provided that written agreement is executed sixty (60) days prior to the beginning of the affected quarter.

B. Termination for Default:

In the event of material non-performance, including failure to deliver services or remit payment, either party may terminate this Contract by providing written notice specifying the nature of the default. The defaulting party shall have fifteen (15) days to cure the breach before termination becomes effective.

C. Immediate Termination by KCATA:

Notwithstanding the above, KCATA reserves the right to terminate this agreement immediately, with or without cause, upon written notice to the Partner. In such event, KCATA shall be entitled to payment for services performed up to the effective date of termination.

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Parties agree to comply with all applicable Federal transportation law and regulation requiring transparency and accountability, including but not limited to those provisions mandated by the Federal Transit Administration (FTA) and other agencies under 2 CFR Part 200.

7. Record Retention and Audits

- A. Parties will retain financial and service records for a period of three (3) years following contract expiration or termination. Records shall be made available for audit or inspection by authorized representatives.
 - B. The Community, at its expense, will have the right to cause an audit to be made of the books and records of KCATA, and KCATA agrees to make all such records available to the Community for the auditors upon reasonable request by the Community.
-

8. General Provisions

- A. This contract shall benefit and bind the successors and permitted assigns of both parties.
 - B. This contract may be executed in counterparts and via electronic means.
 - C. This agreement constitutes the entire understanding of the parties and supersedes all prior oral or written agreements.
 - D. All modifications shall be made in writing and signed by both parties.
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All notices under this Agreement shall be delivered to the following:

If to KCATA:

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Attn: Finance Manager

1200 East 18th Street

Kansas City, MO 64108

If to Unified Government of Wyandotte County/Kansas City, Kansas:

Director of Transportation

5033 State Avenue

Kansas City, Kansas 66102

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above written.

Kansas City Area Transportation Authority (KCATA):

By: 

Name: Board Chair

Title: Reginald Townsend

Date: 12-17-25



Unified Government of Wyandotte County/Kansas City, Kansas:

By: _____

Name: _____

Title: _____

Date: _____

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Attn: Finance Manager
1200 East 18th Street
Kansas City, MO 64108

If to Unified Government of Wyandotte County/Kansas City, Kansas:

Director of Transportation
5033 State Avenue
Kansas City, Kansas 66102

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above written.

Kansas City Area Transportation Authority (KCATA):

By: _____

Name: _____

Title: _____

Date: _____

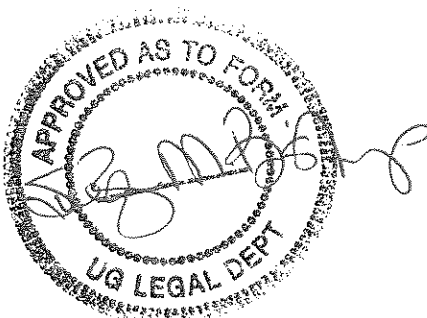
Unified Government of Wyandotte County/Kansas City, Kansas:

By: *David W. Johnston*

Name: David W. Johnston

Title: County Administrator

Date: 12/16/25





UG/KCATA Contract Amendment for World Cup Service

May 18th, 2026



Service Details

- Service on 101 and 107 routes to operate until 1 am on Match Days and Fan Fest Days
- This Includes 6 Match Days, and 12 Fan Fest Days
- Cost for late night service is not to exceed \$6,300

Thank You

Bryce Shields
Innovations and Performance Lead

Kansas City Area Transportation Authority
kcata.org | ridekc.org

Staff Request For Commission Action

Board Meeting Date: May 27, 2026

Operator/ Supervisor Uniforms & Accessories- Don Bowlin

Standing Committee:	Finance Committee
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Date: 05/19/2026	Contact Name: Don Bowlin	Contact Email: dbowlin@kcata.org	Department/Division: Transit Operations
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Strategic Plan:

Organization

Customer Experience

Financial Impact:

Award To: Gall LLC

Amount of Request/Contract: Confidential

Amount Budgeted: See budget

Funding Source/Account#: Operational budget

Approver:

Chuck Ferguson, COO

Attachments List:

1.	Contract# G25-6001-32A - Provision of Operators and Supervisor Uniforms
2.	Uniform_Contract_Brief_2026

Proposed Motion:

Staff recommends approval of the Contract with Galls, LLC, in an amount not to exceed \$711,022.73, for uniforms and accessories for KCATA's bus operators and supervisors.

Synopsis:

KCATA currently provides uniforms to approximately 400 operators and 30 supervisors as part of its commitment to a professional, consistent public image. Uniforms foster employee pride, reinforce the RideKC brand, and enhance the customer experience. This contract replaces the agency's expiring uniform supply arrangement and was procured through a competitive Request for Proposals process issued October 23, 2025.



CONTRACT #G25-6001-32A

PROVISION OF OPERATOR AND SUPERVISOR UNIFORMS

Galls, LLC
1340 Russel Cave Road,
Lexington, KY 40505

Rachel Davidson-Stebbins
Contract Management Specialist
Davidson-Rachel@galls.com

Date: May 27, 2026

Contact: Andrew Campbell, Procurement Buyer
Kansas City Area Transportation Authority
1350 E. 17th Street
Kansas City, MO 64108

Telephone Number: (816) 346-0268

E-Mail: acampbell@kcata.org

CONTRACT #G25-6001-32A
PROVISION OF OPERATORS AND SUPERVISOR UNIFORMS

THIS CONTRACT (the “Contract”), is made and entered into as of the 27th day of May, 2026, by and between the **Kansas City Area Transportation Authority (“KCATA”)**, a body corporate and politic, and a political subdivision of the States of Missouri and Kansas, with offices at 1350 East 17th Street, Kansas City, Missouri, 64108 and **Galls, LLC (“Contractor”)**, with offices at 1340 Russel Cave Road, Lexington, Kentucky, 40505.

NOW, THEREFORE, in consideration of the covenants and conditions to be performed by the respective parties hereto, and of the compensation to be paid as hereinafter specified, KCATA and the Contractor agree as follows:

1. EMPLOYMENT OF CONTRACTOR.

This Contract is entered into for the purpose of engaging the Contractor as an independent contractor by KCATA in accordance with that certain Proposal submitted by the Contractor dated November 5, 2025, a copy of which is attached hereto as Appendix C and incorporated herein by reference (“Proposal”).

2. SCOPE OF CONTRACT.

The Contractor shall provide the products, equipment, materials and/or work services consistent with the Request for Proposals (RFP) solicited by the KCATA, dated October 23, 2025, and entitled “Provision of Operators and Supervisor Uniforms” (sometimes referred to as the “Project” or the “Work”), which is incorporated herein as Appendix B. The Contractor hereby agrees to provide uniforms for KCATA’s operators and supervisors as needed at the firm, fixed prices stated in the Appendix C attached hereto for the KCATA in accordance with the specifications of the scope of contract provided in the Contract Documents herein.

3. TERM.

The term of this contract agreement shall be for a period of three (3) year(s) beginning June 1, 2026, and expiring on May 31, 2029, with two (2) one-year extension options. The services to be performed and the deliverables to be provided shall commence upon receipt of a notice to proceed from KCATA. Work in process prior to expiration of the contact agreement shall be completed and as construed by KCATA to be within the “contract term.”

4. CONTRACT SUM.

The KCATA shall pay the Contractor in current funds for the provision of products and the performance of the services (Appendix B to this Contract), subject to (a) the terms and conditions of the Contract and (b) any KCATA authorized additions or deductions by “Change Order,” if applicable, as provided in this Contract. The contractor shall be paid for the work performed at the rates set out in the Contractor’s Price Proposal (Appendix D). It is anticipated that the funds to be paid the Contractor under this contract shall not exceed the sum of Seven Hundred and Eleven Thousand and Twenty-Two Dollars and Seventy-Three Cents (\$711,022.73).

Annual funding for subsequent years of the contract and extension options, if exercised, will be based on KCATA’s anticipated needs and in accordance with the rates established herein.

5. ORDER OF PRECEDENCE

In the event of any inconsistency between the articles, attachments, specifications, or provisions which constitute this Contract, the following order of precedence shall apply:

- A. Specific written amendments or modifications/change orders to the executed Contract;
- B. KCATA’s Standard Terms and Conditions;
- C. Executed Contract and any attachments incorporated by reference; and
- D. Contractor’s Proposal Response; and

E. KCATA's RFP and Scope of Work, including any attachments incorporated by reference.

6. MISCELLANEOUS PROVISIONS.

The following Appendices are attached hereto by reference as part of this Contract. This Contract and any amendments issued hereafter, constitute the entire Contract between the KCATA and the Contractor.

Appendix A. KCATA Standard Contract Terms and Conditions; and
Appendix B. KCATA's Scope of Work; and
Appendix C. Contractor's Technical Proposal dated November 5, 2025; and
Appendix D. Contractor's Price Proposal.

IN WITNESS WHEREOF, the parties hereto for themselves, their successors, and permitted assigns, executed this Contract Agreement as of the day and year first above written.

**GALLS, LLC
(CONTRACTOR)**

**KANSAS CITY AREA TRANSPORTATION
AUTHORITY (KCATA)**

By _____
Dustin McDulin
Chief Financial Officer

By _____
Bridgette Williams
Chair, Board of Commissioners

By _____
Gregory Goheen
KCATA Board Counsel

APPENDIX A
SAMPLE CONTRACT TERMS AND CONDITIONS

1. ACCEPTANCE OF MATERIALS, SERVICES AND DELIVERABLES – NO RELEASE

Acceptance of any portion of the materials, services and deliverables prior to final acceptance shall not release the Contractor from liability for faulty workmanship, or for failure to fully comply with all of the terms of this Contract. KCATA reserves the right and shall be at liberty to inspect all work products at any time during the Contract term, and shall have the right to reject all materials and services or deliverables which do not conform with the conditions, Contract requirements or specifications; provided, however, that KCATA is under no duty to make such inspection, and Contractor shall (notwithstanding any such inspection) have a continuing obligation to furnish all materials, services and deliverables in accordance with the instructions, Contract requirements and specifications. Until delivery and acceptance, and after any rejections, risk of loss will be on the Contractor, unless loss results from negligence of KCATA.

2. AGREEMENT IN ENTIRETY

This Contract represents the entire and integrated agreement between the parties and supersedes all prior negotiations, representations, or agreements, either written or oral. This Contract may be amended only by written instrument signed by all parties.

3. ASSIGNMENT

The Contractor shall not assign any interest in this Contract and shall not transfer any interest in the same (whether by assignment or novation), without the prior written consent of KCATA. In the event of KCATA's consent to assignment of this Contract, all of the terms, provisions and conditions of the Contract shall be binding upon and inure to the benefit of the parties and their respective successors, assigns and legal representative.

4. BANKRUPTCY

In the event the Contractor enters into proceedings relating to bankruptcy, whether voluntary or involuntary, the Contractor agrees to furnish, by certified mail, written notification of the bankruptcy to the KCATA official identified in the "Notification and Communication" section. This notification shall be furnished within five (5) days of the initiation of the proceedings relating to bankruptcy filing. This notification shall include the date on which the bankruptcy petition was filed, the identity of the court in which the bankruptcy petition was filed, and a listing of KCATA Contract numbers against which final payment has not been made. This obligation remains in effect until final payment under this Contract.

5. BREACH OF CONTRACT; REMEDIES

- A. If the Contractor shall fail, refuse or neglect to comply with any terms of this Contract, such failure shall be deemed a total breach of contract and the Contractor shall be subject to legal recourse by KCATA, plus costs resulting from failure to comply including the KCATA's reasonable attorney fees, whether or not suit be commenced.
- B. The duties and obligations imposed by this Contract and the rights and remedies available hereunder shall be in addition to and not a limitation of any duties, obligations, rights, and remedies otherwise imposed or available by law or equity. No action or failure to act by KCATA shall constitute a waiver of any right or duty afforded under this Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach hereunder, except as may be specifically agreed in writing.

6. CHANGES

KCATA may at any time, by a written order, and without notice to the surety, make changes within the general scope of this Contract. No such changes shall be made by the Contractor without prior written approval by KCATA. If any such change causes an increase or decrease in the Contract sum, or the time required for performance of this Contract, whether changed or not changed by such order, an equitable adjustment shall be made by written modification. Any Contractor's claim for adjustment under this clause must be asserted within thirty (30) days from the date of receipt by the Contractor of the notification of change. Nothing in this clause shall excuse the Contractor from proceeding with this Contract as changed.

7. CIVIL RIGHTS

A. Nondiscrimination in Federal Public Transportation Programs.

1. Contractor must prohibit:
 - a. discrimination based on race, color, religion, national origin, sex (including sexual orientation, disability, or age;
 - b. exclusion from participation in employment or a business opportunity for reasons identified in 49 U.S.C. § 5332;
 - c. denial of program benefits in employment or a business opportunity identified in 49 U.S.C. § 5332; and
 - d. discrimination identified in 49 U.S.C. § 5332, including discrimination in employment or a business opportunity identified in 49 U.S.C. § 5332.
2. Contractor must follow the most recent edition of FTA Circular 4702.1G, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," to the extent consistent with applicable federal laws, regulations, requirements, and guidance including any amendments thereto. However, FTA does not require an Indian Tribe to comply with FTA program specific guidelines for Title VI when administering its agreement supported with federal assistance under the Tribal Transit Program.

B. Nondiscrimination – Title VI of the Civil Rights Act.

1. Contractor must prohibit discrimination based on race, color, or national origin;
2. Contractor must comply with a) Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, et seq.; b) U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964," 49 C.F.R. Part 21, including any amendments thereto; and c) Federal transit law, specifically 49 U.S.C. § 5332.
3. Contractor must follow a) the most recent edition of FTA Circular 4702.1, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," to the extent consistent with applicable federal laws, regulations, requirements, and guidance; b) U.S. DOJ, "Guidelines for the enforcement of Title VI, Civil Rights Act of 1964," 28 C.F.R. § 50.3; and c) all other applicable federal guidance that may be issued.

C. Equal Employment Opportunity.

1. Federal Requirements and Guidance. Contractor must prohibit discrimination based on race, color, religion, sex, sexual orientation, or national origin; and
 - a. Comply with: (a) Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e, et seq.;
 - b. Comply with Title I of the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101, et seq.;
 - c. Comply with federal transit law, specifically 49 U.S.C. § 5332, as provided in section 12 of FTA's Master Agreement;
 - d. Comply with FTA Circular 4704.1 "Equal Employment Opportunity (EEO) Requirements and Guidelines for Federal Transit Administration Recipients"; and
 - e. Follow other federal guidance pertaining to EEO laws, regulations, and requirements.
 2. Indian Tribes. Contractors will recognize that Title VII of the Civil Rights Act of 1964, as amended exempts Indian Tribes under the definition of "Employer".
 3. Nondiscrimination on the Basis of Sex. The Contractor agrees to comply with all Federal prohibitions against discrimination based on sex, including Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. § 1681, et seq., U.S. DOT regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 C.F.R. part 25; and federal transit law, specifically 49 U.S.C. § 5332.
 4. Nondiscrimination on the Basis of Age. In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621-634, U.S. Equal Employment Opportunity Commission (U.S.EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq., which prohibits discrimination against individuals based on age in the administration of Programs, Projects and related activities receiving federal assistance; U. S. Department of Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F. R. part 90, and Federal transit law at 49 U.S.C. §5332.
 5. Nondiscrimination on the Basis of Disability. In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, which prohibits discrimination based on disability in the administration of federally assisted programs, projects or activities; the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §12101 et seq., the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 et seq., which requires that buildings and public accommodations be accessible to individuals with disabilities; Federal transit law, specifically 49 U.S.C. § 5332, and other applicable federal laws, regulations, and requirements pertaining to access for seniors or individuals with disabilities. The Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
- D. Access to Services for Persons with Limited English Proficiency. Compliance to provide meaningful access to public transportation services in accordance with Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, et seq., and its implementing regulation at 28 C.F.R. § 42.405(d), and applicable U.S. Department of Justice guidance.
- E. Promoting Free Speech and Religious Liberty. All Federal funding must be expended in full accordance with the U.S. Constitution, Federal Law, and statutory and public policy requirements, including but not limited to, those prohibiting discrimination and protecting free speech, religious liberty, public welfare, and the environment.

- F. Contractor understands that it is required to include this Article in all subcontracts. Failure by the Contractor to carry out these requirements or to include these requirements in any subcontract is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the KCATA deems appropriate, including but not limited to withholding monthly progress payments and/or disqualifying the Contractor from future bidding as non-responsible.

8. CONFLICTS OF INTEREST (ORGANIZATIONAL)

In accordance with 2 C.F.R. § 200.112, the Contractor certifies that it has no other activities or relationships that would make the Contractor unable, or potentially unable, to render impartial assistance or advice to KCATA, or that would impair the Contractor's objectivity in performing work under this Contract, or that would result in an unfair competitive advantage to Contractor or to another third party performing the Project work.

9. CONTRACTOR'S PERSONNEL

All of the services required hereunder shall be performed by the Contractor or under its supervision and all personnel engaged in the services shall be fully qualified and authorized under state and local law to perform such services. Any change in the key personnel, as described in the contractor's proposal, shall be subject to the written approval of KCATA; such approval shall not be unreasonably withheld. The parties agree that at all times during the entire term of this Contract that the persons listed in Contractor's proposal shall serve as the primary staff person(s) of Contractor to undertake, render and oversee all of the services of this Contract subject to KCATA's right to remove personnel. KCATA reserves the right to require the Contractor to remove any personnel and or subcontractors for any cause provided such request for removal shall be documented in writing to consultant.

10. CONTRACTOR'S RESPONSIBILITY

No advantage shall be taken by the Contractor or its subcontractor of the omission of any part or detail which goes to make the equipment complete and operable for use by KCATA. In case of any variance, this specification shall take precedence over Contractor's or subcontractor's own specifications. The Contractor shall assume responsibility for all materials and services used whether the same is manufactured by the Contractor or purchased ready made from a source outside the Contractor's company.

11. DISPUTE RESOLUTION

- A. Except as otherwise provided in this Contract, any dispute concerning a question of fact arising under this Contract which is not disposed of by agreement shall be decided by KCATA's Director of Procurement, who shall reduce the decision to writing and mail or otherwise furnish a copy to the Contractor. The decision of the Director of Procurement shall be final and conclusive unless within ten (10) days from the date of receipt of such copy the Contractor mails or otherwise furnishes a written appeal addressed to the Chief Financial Officer, with a copy to the Director of Procurement. The determination of such appeal by the Chief Financial Officer shall be final and conclusive unless determined by a court of competent jurisdiction to have been fraudulent or capricious, arbitrary, or not supported by substantial evidence. In connection with any appeal proceeding under this clause the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its appeal. Pending final decision of a dispute hereunder, and unless otherwise directed in writing by KCATA, the Contractor shall proceed diligently with performance in accordance with the Director of Procurement's decision.
- B. The duties and obligations imposed by the Contract and the rights and remedies available hereunder shall be in addition to and not a limitation of any duties, obligations, rights, and remedies otherwise imposed or available by law. No action or failure to act by the KCATA or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

12. DIVERSE BUSINESS ENTERPRISE REQUIREMENTS

- A. It is the policy of KCATA that Disadvantaged (DBE), Small (SBE), Minority-Owned (MBE), Woman-Owned (WBE), and Small Local (SLBE) Business Enterprises, shall have an equal opportunity to participate in KCATA contracts. It is also the policy of KCATA to:
1. Ensure nondiscrimination in the award and administration of contracts;
 2. Create a level playing field on which diverse firms can compete fairly for contracts;
 3. Ensure that KCATA's diversity programs are narrowly tailored in accordance with applicable law;
 4. Help remove barriers to the participation of diverse firms in contracts;
 5. To promote the use of diverse firms in all types of contracts and procurement activities; and
 6. Assist in the development of firms that can compete successfully in the marketplace outside the diversity program.
- B. KCATA's diversity programs are based on the requirements of Title 49, Code of Federal Regulations, Part 26, including any amendments thereto and Federal transit law, specifically 49 U.S.C. § 5332 (as amended), and this Contract is subject to those regulations. Under this contract, Federally funded projects shall abide by DBE or SBE requirements as applicable. Projects that are funded by state or local entities will be subject to MBE, WBE, or SLBE requirements.
- C. For this contract, there is no DBE commitment established.
- D. The Contractor shall not discriminate on the basis of race, color, national origin or sex in the performance of this Contract. The Contractor shall carry out applicable requirements of 49 C.F.R. Part 26 in the award and administration of this contract. Failure by the Contractor to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as KCATA deems appropriate. Each subcontract the Contractor signs with a subcontractor must include the assurance in this paragraph (see 49 C.F.R. 26.13(b)).

13. EMPLOYEE ELIGIBILITY VERIFICATION

- A. To comply with Section 285.500 RSMo, *et seq.*, the Contractor is required by sworn affidavit and provision of documentation, to affirm its enrollment and participation in a federal work authorization program with respect to the employees working in connection with the contracted services. The Contractor shall also affirm that it does not knowingly employ any person in connection with the contracted services who does not have the legal right or authorization under federal law to work in the United States as defined in 8 U.S.C. §1324a(h)(3). The Contractor is required to obtain the same affirmation from all subcontractors at all tiers with contracts exceeding \$5,000.
- B. A federal work authorization program is any of the electronic verification of work authorization programs operated by the United States Department of Homeland Security (E-Verify) or an equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, under the Immigration Reform and control Act of 1986 (IRCA), P.L.99-603.

14. FORCE MAJEURE

- A. Both Parties shall be excused from performing its obligations under this Contract during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control ("**Excusable Delays**") including, but not limited to: any incidence of fire, flood; acts of God or the public enemy; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; pandemics; acts of war; terrorism; strikes; any acts, restrictions, regulations, by-laws; prohibitions or measures of any kind on the part of any KCATA; freight embargoes; delays of Contractor's suppliers for like causes; contractual acts of either Party or a material act of omission by either Party; when satisfactory evidence of such cause is presented to the other Party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the Contractor or KCATA. Contractor and KCATA shall use its best efforts to remove the cause of delay and resume work as soon as possible.
- B. If at any time, Contractor concludes that any of the Work hereunder will become subject to a delay beyond Contractor's control, including but not limited to any of the aforementioned causes, Contractor shall notify KCATA of the nature and detailed reasons and foreseeable extent of such delay and shall, once every seven (7) calendar days thereafter, notify KCATA whenever, to the best of Contractor's knowledge and belief, the nature or foreseeable extent of such delay shall change. Contractor shall provide this written notice within five (5) business days of Contractor's becoming aware of the facts or matters giving rise to such Excusable Delay. Both Parties shall keep in contact with each other as to the status of such Excusable Delay and shall agree in writing to a restart date when the facts or matters giving rise to such Excusable Delay have concluded and further delays are not foreseen. Upon reengagement of work, Contractor and KCATA will formulate and agree upon an update project schedule, taking into account the timeframe that has passed since the work stoppage, necessary time to resume or re-create any previously completed tasks due to damaged or missing equipment and any associated time periods for shipment and/or manufacture of equipment.

15. GENERAL PROVISIONS

- A. **No Third-Party Beneficiaries.** The parties do not intend to confer any benefit hereunder on any person, firm, or entity other than the parties hereto.
- B. **Extensions of Time.** No extension of time for performance of any Contractor obligations or acts shall be deemed an extension of time for performance of any other obligations or acts.
- C. **Time of Essence.** Time is of the essence in Contractor's performance of this Agreement.
- D. **Time Periods.** A "business day" is a business working day of KCATA administrative personnel which are days other than a Saturday, Sunday or legal holidays observed by the KCATA for administrative personnel. If the time period by which any right or election provided under this Contract must be exercised, or by which any act required hereunder must be performed, expires on a day which is not a business day, then such time period shall be automatically extended through the close of business on the next regularly scheduled business day.
- E. **Binding Effect.** This Contract shall bind and inure to the benefit of the legal representatives, successors and permitted assigns of the parties.
- F. **Counterparts.** This Contract may be executed at different times and in two or more counterparts and all counterparts so executed shall for all purposes constitute one contract, binding on all the parties hereto, notwithstanding that all parties shall not have executed the same counterpart. And, in proving this Contract, it shall not be necessary to produce or account for more than one such counterpart executed by the party against whom enforcement is sought.

- G. **Interpretation; Update of Citations.** Unless otherwise specified herein, (a) the singular includes the plural and the plural the singular; (b) words importing any gender include the other genders; and (c) references to persons or parties include their permitted successors and assigns. The parties recognize and agree that many of the laws, regulations, policies, procedures, and directives stated as governing the Contractor's performance of its work or services, or the supplying of products, equipment, or materials, pursuant to this Contract are subject to updating, amendment or replacement. Therefore, all such references in this Contract are agreed by the parties to be deemed to refer to the then current updated, amended or replacement form of such laws, regulations, policies, procedures, and directives in effect at the applicable time during the term of this Contract and the same are hereby incorporated into this Contract by this reference.
- H. **When Effective.** Notwithstanding any provision contained in this Contract to the contrary, this Contract shall become effective only after the execution and delivery of this Contract by each of the parties hereto and no course of conduct, oral contract or written memoranda shall bind the parties hereto with respect to the subject matter hereof except this Contract.
- I. **Further Actions; Reasonableness and Cooperation by Parties; Time for Certain Actions.** Each party agrees to take such further actions and to execute such additional documents or instruments as may be reasonably requested by the other party to carry out the purpose and intent of this Contract. Except where expressly stated to be in a party's sole discretion, or where it is stated that a party has the ability to act in its sole judgment or for its own uses or purposes, wherever it is provided or contemplated in this Contract that a party must give its consent or approval to actions or inactions by the other party or a third party in connection with the transactions contemplated hereby, such consent or approval will not be unreasonably withheld or delayed. If no time period is set hereunder for a party to approve or consent to an action or inaction by the other party or a third party such approval shall be given or affirmatively withheld in writing within ten (10) business days after it is requested in writing, or it shall be deemed given.
- J. **Survival.** In addition to any provisions expressly stated to survive termination of this Contract, all provisions which by their terms provide for or contemplate obligations or duties of a party which are to extend beyond such termination (and the corresponding rights of the other party to enforce or receive the benefit thereof) shall survive such termination.
- K. **Authority of Signatories.** Any person executing this Contract in a representative capacity represents and warrants that such person has the authority to do so and, upon request, will furnish proof of such authority in customary form.
- L. **Notice of Legal Matters.** If this project is federally funded and is expected to equal or exceed \$25,000, KCATA agrees to notify the FTA Chief Counsel or FTA Regional VII legal counsel of a current or prospective legal matter that may affect the Federal government. Contractor agrees this affirmative notification provision will apply to subcontractors and suppliers and is to be included in all agreements at all tiers. Failure to include this notice may be deemed a material breach of contract.

16. GOVERNING LAW; CHOICE OF JUDICIAL FORUM

This Contract shall be deemed to have been made in, and be construed in accordance with, the laws of the State of Missouri. Any action of law, suit in equity, or other judicial proceedings to enforce or construe this Contract, respecting its alleged breach, shall be instituted only in the Circuit Court of Jackson County, Missouri.

17. HEADINGS

The headings included in this Contract are inserted only as a matter of convenience and for reference, and in no way define, limit, or describe the scope of intent of any provision, and shall not be construed to affect, in any manner, the terms and provisions hereof of the interpretation or construction thereof.

18. INDEPENDENT CONTRACTOR

- A. The parties agree that the Contractor is an independent contractor under this Contract. Under no circumstance shall the Contractor be considered an agent, employee, or representative of KCATA and KCATA shall not be liable for any claims, losses, damages, or liabilities of any kind resulting from any action taken or failed to be taken by the Contractor.
- B. The Contractor shall furnish adequate supervision, labor, materials, supplies, security, financial resources, and equipment necessary to perform all the services contemplated under this Contract in an orderly, timely, and efficient manner.

19. INSURANCE

- A. The insurance required in this Contract shall be written for not less than any limits of liability required by law or by those set forth below, whichever is greater, and shall include blanket contractual liability insurance as applicable to the Contractor's obligations under the Liability and Indemnification section below. All policies, except Professional Liability and Workers Compensation) policies, shall name KCATA, its commissioners, officers, and employees as Additional Insureds. The insurance should be written with companies acceptable to KCATA and the companies should have a minimum A.M. Best's insurance rating of A-(VIII). An exception to the minimum A.M. Best rating is granted for Workers Compensation exposures insured through the Builders' Association of Self Insurance Fund (BASIF).
- B. The Contractor shall be required to furnish to KCATA certificates verifying the required insurance and relevant additional insured endorsements prior to execution of the Contract, and thereafter furnish the certificates on an annual basis. The certificates (with the exception of Professional Liability and Workers Compensation coverage) shall specifically state that:
 - 1. Contractual liability coverage is applicable; and
 - 2. The Kansas City Area Transportation Authority, its commissioners, officers, and employees are named as additional insureds on the policies covered by the certificate; using this specific wording: **Kansas City Area Transportation Authority, its commissioners, officers, and employees are named as additional insureds as respects general liability and where required by written contract. Any coverage afforded the certificate holder as an additional insured shall apply as primary and not excess or contributing to any insurance or self-insurance in the name of the certificate holder and shall include a waiver of subrogation.**
- C. Further, from time to time and whenever reasonably requested by KCATA, the Contractor shall represent and warrant to KCATA (1) the extent to which the insurance limits identified below have been, or may be, eroded due to paid or pending claims under the policies; and (2) the identity of other entities or individuals covered as an additional insured on the policies. Further, the Contractor shall confirm that the insurers' obligation to pay defense costs under the policies is in addition to, and not part of the liability limits stated in the policies.
- D. All such insurance, with the exception of Professional Liability coverage, shall contain endorsements that the policies may not be canceled or amended or allowed to lapse by the insurers with respect to KCATA its commissioners, officers and employers by the insurance company without thirty (30) days prior notice to KCATA in addition to the Named Insured (s) and that denial of coverage or voiding of the policy for failure of Contractor to comply with its terms shall not affect the interest of KCATA, its commissioners, officers and employees thereunder.

E. The requirements for insurance coverage are separate and independent of any other provision hereunder.

1. **Workers' Compensation:**

- a. State: Missouri and/or Kansas – Statutory
- b. Employer's Liability: Bodily Injury by Accident -- \$1,000,000 Each Accident
Bodily Injury by Disease -- \$1,000,000 Each Employee
Bodily Injury by Disease -- \$1,000,000 Policy Limit

The Contractor and any subcontractor shall maintain adequate workers' compensation insurance as required by law to cover all employees during performance of services, or during delivery, installation, assembly, or related services in conjunction with this Agreement.

2. **Commercial General Liability:**

Bodily Injury and Property Damage to include Products and Completed Operations:

- \$1,000,000 Each Occurrence
- \$2,000,000 General Aggregate (per project)
- \$1,000,000 Personal and Advertising Injury
- \$50,000 Fire Damage
- \$5,000 Medical Expenses
- 2 Years (Completed Operations)

Contractor shall procure and maintain at all times during the term of the KCATA purchase order or the Contract commercial general liability insurance for liability arising out of the operations of the Contractor and any subcontractors. The policy(ies) shall include coverage for the Contractor's and subcontractors' products and completed operations for at least two (2) years following project completion, or as otherwise noted. The policy(ies) shall name as an additional insured, in connection with Contractor's activities, the KCATA, its commissioners, officers, and employees. The Contractor shall be responsible for all premiums associated with the requested policy(ies) and endorsements. The Insurer(s) shall agree that its policy(ies) is primary insurance and that it shall be liable for the full amount of any loss up to and including the total limit of liability without right of contribution from any other insurance or self-insurance KCATA may have.

3. **Auto Liability:**

Bodily Injury and Property Damage: \$1,000,000 Combined Single Limit

The policy(ies) shall include automobile liability coverage for all vehicles, licensed or unlicensed, on or off the KCATA premises, whether the vehicles are owned, hired or non-owned, covering use by or on behalf of the Contractor and any subcontractors during the performance of work under this Contract.

4. **Umbrella or Excess Liability**

Umbrella or Excess Liability Limit: \$1,000,000 Each Occurrence
\$1,000,000 Aggregate (per project)

The Contractor shall obtain and keep in effect during the term of the contract, Umbrella or Excess Liability Insurance covering their liability over the limit for primary general liability, automobile liability, and employer's liability.

20. LIABILITY AND INDEMNIFICATION

- A. **Contractor's Liability.** Contractor shall be liable for all damages to persons (including employees of Contractor) or property of any type that may occur as a result of any act or omission by Contractor, any subcontractors, or sub-subcontractor, their respective agents or anyone directly employed by any of them or anyone.
- B. **Subrogation.** Contractor, its agents, and any subcontractor hereby waive and relinquish any right of subrogation or claim against KCATA, its commissioners, senior leaders and employees arising out of the use of KCATA's premises (including any equipment) by any party in performance of this Agreement.
- C. **Indemnification.**
1. To the fullest extent permitted by law, Contractor agrees to and shall indemnify, defend and hold harmless KCATA, its Commissioners, officers and employees from and against any and all claims, losses, damages, causes of action, suits, liens and liability of every kind, (including all expenses of litigation, expert witness fees, court costs and attorney's fees whether or not suit be commenced) by or to any person or entity (collectively the "Liabilities") arising out of, caused by, or resulting from the acts or omissions of Contractor, subcontractors, or sub-subcontractors, their respective agents or anyone directly or indirectly employed by any of them in performing work under this Contract, regardless of whether or not such claim, damage, loss or expense is caused in part by a party indemnified hereunder, so long as such Liabilities are not caused by the sole negligence or willful misconduct of a party indemnified hereunder. Such obligation shall not be construed to negate, abridge, or otherwise reduce other rights or obligations of indemnity which would otherwise exist as to a party or person described in this paragraph. Contractor shall also indemnify, hold harmless and defend the KCATA for any contractor or subcontractor action, tort, or violation of federal or state law or city ordinance.
 2. In claims against any person or entity indemnified under this section, by an employee or Contractor, or anyone directly or indirectly employed by any of them, the subcontractor or sub-subcontractor indemnification obligation shall not be limited by a limitation on the amount or type of damages, compensation or benefits payable by or for the Contractor, subcontractor, or sub-subcontractor under worker's compensation acts, disability benefit acts or other employee benefit acts. If any action at law or suit in equity is instituted by any third party against Contractor arising out of or resulting from the acts of Contractor in performing work under this Contract, Contractor shall promptly notify KCATA of such suit.
 3. If any action at law or suit in equity is instituted by any third party against KCATA or its commissioners, officers or employees arising out of or resulting from the acts of Contractor, a subcontractor or sub-subcontractor, their respective agents or anyone directly or indirectly employed by any of them in providing products, equipment or materials, or in performing work or services under this Contract, and if Contractor has failed to provide insurance coverage to KCATA against such action as required herein or otherwise refuses to defend such action, KCATA shall have the right to conduct and control, through counsel of its choosing, the defense of any third party claim, action or suit, and may compromise or settle the same, provided that KCATA shall give the Contractor advance notice of any proposed compromise or settlement. Under these circumstances, KCATA retains the right to recover all costs of defense from the Contractor.
 4. KCATA shall permit Contractor to participate in the defense of any such action or suit through counsel chosen by the Contractor, provided that all fees and expenses of such counsel shall be borne by Contractor. If KCATA permits Contractor to undertake, conduct and control the conduct and settlement of such action or suit, Contractor shall not consent to any settlement that does not include as an unconditional term thereof the giving of a complete release from liability with respect to such action or suit to KCATA. Contractor shall promptly reimburse KCATA for the full amount of any damages, including fees and expenses of counsel for KCATA, incurred in connection with any such action.

- D. **Release of Liability.** Contractor, its officers, directors, employees, heirs, administrators, executors, agents and representatives and respective successors and assigns hereby fully release, remise, acquit and forever discharge the KCATA and its commissioners, officers, directors, attorneys, employees, agents, representatives and its respective successors and assigns from any and all actions, claims, causes of action, suits, rights, debts, liabilities, accounts, agreements, covenants, contracts, promises, warranties, judgments, executions, demands, damages, costs and expenses, whether known or unknown at this time, of any kind or nature, absolute or contingent, existing at law or in equity, on account of any matter related to this agreement, cause or thing whatsoever that has happened, developed or occurred before or after you sign and deliver this Contract to KCATA. This release will survive the termination of this Contract.

21. LICENSING, LAWS, AND REGULATIONS

- A. The Contractor shall, without additional expense to KCATA, be responsible for obtaining any necessary licenses and permits, and for complying with all federal, state, and municipal laws, codes, and regulations applicable to the providing of products, equipment or materials, or the performance of the Services, under this Contract.
- B. The Contractor shall comply with all applicable and current rules, regulations, and ordinances of any applicable federal, state, county or municipal governmental body or authority, including but not limited to those as set forth by the Environmental Protection Agency, the Missouri Department of Natural Resources, the Kansas Department of Health and Environmental, the FTA, the Department of Transportation, and the City of Kansas City, Missouri.

22. NOTIFICATION AND COMMUNICATION

- A. Communications regarding technical issues and activities of the project shall be exchanged with Donald Bowlin, KCATA's Chief Transit Experience Officer, at (816) 346-0312 or via e-mail dbowlin@kcata.org
- B. Issues regarding the contract document, changes, amendments, etc. are the responsibility of KCATA's Procurement Department. All notices and communications on all matters regarding this Contract may be given by delivery or mailing the same postage prepaid, addressed to the following:

If to KCATA: Andrew Campbell, Procurement Buyer
 Kansas City Area Transportation Authority
 1350 East 17th Street
 Kansas City, MO 64108

If to Contractor: Dustin McDulin, Chief Financial Officer
 Galls, LLC.
 1340 Russell Cave Road
 Lexington, KY 40505

- C. The Contractor shall notify KCATA immediately when a change in ownership has occurred or is certain to occur.
- D. The addresses to which notices may be made may be changed from time to time by notice mailed as described above. Any notice given by mail shall be deemed given on the day after that on which it is deposited in the United States Mail as provided above.

23. PRIVACY ACT REQUIREMENTS

- A. The Contractor agrees to comply with, and assures the compliance of its employees and subcontractors with, the information restrictions and other applicable requirements of the Privacy Act of 1974, 5 U.S.C. § 552. Among other things, the Contractor agrees to obtain the express consent of the KCATA and/or the Federal Government before the Contractor or its employees operate a system of records on behalf of the KCATA or Federal Government.

- B. The Contractor understands that the requirements of the Privacy Act, including the civil and criminal penalties for violation of that Act, apply to all individuals involved, and that failure to comply with the terms of the Privacy Act may result in termination of the underlying Agreement.
- C. The Contractor agrees that strict privacy will be maintained in the collection, storage, use, transfer, access to and/or security of personnel information. Contractor agrees to protect such information, and to limit the use of the information to that required by the contract.
- D. Contractor shall be liable to each employee for loss of any private or personal information lost or left unsecure by Contractor. Contractor shall not have any personal employee information for any reason outside of this contract.

24. PROHIBITED INTERESTS

- A. No board member, officer, employee or agent of KCATA or of a local public body who has participated or will participate in the selection, award, or administration of this Contract, nor any member of his or her immediate family, business partner or any organization which employs, or intends to employ any of the above during such period, shall have any interest, direct or indirect, in this Contract or the proceeds thereof, to any share or part of this Contract, or to any benefit arising there from. This shall not be construed to prevent any such person from owning stock in a publicly owned corporation.
- B. No member of, or delegates to, the Congress of the United States shall be admitted to any share or part of the Contract, or to any benefit arising there from. This shall not be construed to prevent any such person from owning stock in a publicly owned corporation.

25. PROHIBITED WEAPONS AND MATERIALS

- A. Missouri Revised Statutes, Section 571.107 (RSMo §571.107) allows government units and businesses to prohibit persons holding a concealed carry endorsement from carrying concealed firearms on its premises. Accordingly, KCATA has adopted the following rules prohibiting weapons, whether concealed or not, and whether or not the individual carrying the weapon has an endorsement or permit to carry.
- B. No weapon, including firearms concealed or not, or other instrument intended for use as a weapon, or any object capable of inflicting serious bodily injury upon another person or property may be carried in or on any facility or property of KCATA, including vehicles of contractors parked on KCATA property or leased facilities, or vehicles used in transporting KCATA customers, even if a person has a permit to carry a concealed weapon, unless authorized in writing to do so by KCATA. For the purposes hereof, a weapon shall include, but not be limited to, a firearm, knife, sword, mace, or any instrument of any kind known as blackjack, billy club, club, sandbag, and metal knuckles.
- C. No explosives, flammable liquids, acids, fireworks, other highly combustible materials, radioactive materials, or biochemical materials may be carried on or in any KCATA property, facility or vehicle, including vehicles of contractors parked on KCATA property or leased facilities, or vehicles used in transporting any KCATA customer, except as authorized in writing by KCATA.
- D. Any contractor, subcontractor, employee or agent thereof, who has a firearm or other weapon, including those used for recreational purposes, in his/her possession, including on his/her person, in a vehicle on an KCATA facility, in a vehicle carrying KCATA customers, or accessible such as in first aid kits, toolboxes, purses, lunch or carrying bags, etc., at any time while performing KCATA contracted services or on KCATA property, including parking lots, concealed or not, shall be immediately prohibited from performing any further KCATA work, even if the person has a permit to carry a concealed weapon.

- E. Any KCATA contractor, subcontractor, employee or agent thereof, while performing KCATA contracted services or on any KCATA property or facilities, who has in his/her possession, carries, transports, displays, uses, flourishes, or threatens another person with a weapon, radioactive material, biochemical material or other dangerous weapon, object or material, which has the capability of inflicting bodily injury, shall be immediately prohibited from performing any further KCATA work and reported to local law enforcement authorities.

26. RECORD RETENTION AND ACCESS

- A. The Contractor agrees that, during the course of this agreement and any extensions thereof, and for three years thereafter, it will maintain intact and readily accessible all data, documents, reports, records, contracts, and supporting materials relating to this Contract in accordance with 2 C.F.R. § 200.33, 49 U.S.C. § 5325(g) and 49 C.F.R. part 633. In the event of litigation or settlement of claims arising from the performance of this Contract, the Contractor agrees to maintain same until such litigation, appeals, claims or exceptions related thereto have been disposed of.
- B. The Contractor shall permit KCATA, the U.S. Secretary of Transportation, the Comptroller General of the United States, and, as applicable, any local municipality, to inspect all work, materials, construction sites, payrolls, and other data and records, and to audit the books, records, and accounts of the Contractor relating to its performance under this Contract.
- C. The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed, and to include this clause in all subcontracts.

27. REQUESTS FOR PAYMENT

- A. Contractor shall timely submit invoices for work performed each calendar month by the 15th day of each subsequent month for work performed the previous month. Invoices requesting payment shall be submitted electronically to KCATA's dedicated Accounts Payable email at payme@kcata.org. Invoices shall be numbered, dated, and contain fully descriptive information of materials or services furnished per Agreement by and between the Contractor and KCATA. Contractor shall reference KCATA's contract number and FSM number (provided by KCATA to Contractor), the billing period applicable and, if travel expenses, pre-approved before issuance of an Agreement by the Authority, are included for reimbursement, receipts for each line item claimed as reimbursable shall be included with Invoice and/or Payment Application. Contractor agrees the KCATA shall have no contractual obligation to pay any contractor invoices submitted to the KCATA more than ninety (90) days from the date the service was performed for the KCATA.
- B. Payment by KCATA shall be made within 30 days after receipt of a proper and timely invoice.
- C. All final invoices shall be submitted to KCATA within 90 days of project completion or contract termination. Invoices submitted more than 90 days after project completion or contract termination will not be valid and will not be paid. Contractor indemnifies and holds KCATA harmless for any suit filed for payment of invoices submitted after 90 days of project completion or contract termination.
- D. **Subcontractor Payments.**
 - 1. **Prompt Payment.** The Contractor shall establish procedures to ensure timely payment of amounts due pursuant to the terms of its subcontracts. The Contractor shall pay each Diverse and non-Diverse subcontractor for satisfactory performance of its contract, or any billable portion thereof, in accordance with the timing set forth in any applicable laws or no later than 30 days, whichever is less, from the date of the Contractor's receipt of payment from the Authority for work by that subcontractor.

2. **Prompt Return of Retainage.** If retainage is withheld from subcontractors, the Contractor is required to return any retainage payment to its Diverse and non-Diverse subcontractors in accordance with the timing set forth in any applicable laws or no later than 30 days, whichever is less, from the date of receipt of the retainage payment from the Authority related to the subcontractor's work. Any delay or postponement of payment from said time frame may occur only for good cause following written approval from KCATA.
3. The Contractor shall certify on each payment request to the Authority that payment has been or will be made to all subcontractors. Lien waivers may be required for the Contractor and its subcontractors. The Contractor shall notify KCATA on or before each payment request, of any situation in which scheduled subcontractor payments have not been made.
4. If a subcontractor alleges that the Contractor has failed to comply with this provision, the Contractor agrees to support any Authority investigation, and if deemed appropriate by the Authority, to consent to remedial measures to ensure that subcontractors are properly paid as set forth herein.
5. The Contractor agrees that the Authority may provide appropriate information to interested subcontractors who inquire about the status of Authority payments to the Contractor.
6. Nothing in this provision is intended to create a contractual obligation between the Authority and any subcontractor or to alter or affect traditional concepts of privity of contract between all parties.

28. RIGHT TO OFFSET

KCATA, without waiver or limitation of any rights, may deduct from any amounts due Contractor in connection with this Contract, or any other contract between Contractor and KCATA, any amounts owed by Contractor to KCATA, including amounts owed by Contractor pursuant to Contractor's obligation to indemnify KCATA against third party claims arising out of Contractor's performance of work under this Contract.

29. SEAT BELT USE POLICY

Contractor agrees to comply with terms of Executive Order No. 13043, "Increasing Seat Belt Use in the United States," April 16, 1997, 23 U.S.C. § 402 note, (62 Fed Reg. 19217); Contractor is encouraged to include those requirements in each subcontract awarded for work relating to this Agreement.

30. SEVERABILITY

If any clause or provision of this Contract is held to be invalid illegal or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Contract shall continue in full force and effect.

31. SUBCONTRACTORS

- A. **Subcontractor Approval.** None of the work or services covered by this Contract shall be subcontracted without the prior written approval of KCATA. The only subcontractors approved for this Contract, if any, are listed in an appendix to this Contract. Any substitutions or additions of subcontractors must have the prior written approval of KCATA as set forth herein.
- B. The Contractor is responsible for managing and directing the work of the Subcontractors and for all actions of subcontractors performing work under this Contract. Any contact from Subcontractors to KCATA shall be limited to KCATA's Director of Procurement.
- C. **DBE/SBE Subcontractor Employment.** See Article 14, "Diverse Business Enterprise Requirements."

D. **Adequate Provision(s) in Subcontract(s).** Any subcontracts related to this Contract must contain adequate provisions to define a sound and complete agreement. In addition, all subcontracts shall contain contractual provisions or conditions that allow for:

1. Administrative, contractual, or legal remedies in instances where subcontractors violate or breach contract terms, including sanctions and penalties as may be appropriate.
2. Termination for cause and for convenience including the manner by which it will be effected and the basis for settlement.
3. The following provisions if included in this Contract:

Acceptance of Services/Deliverables – No Release

Agreement in Entirety

Assignment

Bankruptcy

Breach of Contract; Remedies

Changes

Civil Rights

Conflicts of Interest (Organizational)

Continuity of Services

Contractor's Personnel

Contractor's Responsibility

Delivery

Dispute Resolution

Diverse Business Enterprise Requirements

Employee Eligibility Verification

Force Majeure

General Provisions

Governing Law; Choice of Judicial Forum

Headings

Independent Contractor

Insurance

Liability and Indemnification

Licensing, Laws, and Regulations

Notification and Communication

Privacy Act Requirements

Prohibited Interests

Prohibited Weapons and Materials

Record Retention and Access

Request For Payment

Right to Offset

Seat Belt Use Policy

Severability

Subcontractors

Suspension of Work

Termination

Texting While Driving and Distracted Driving

Unavoidable Delays

Warranty

E. The Contractor will take such action with respect to any subcontractor as KCATA or the U.S. Department of Transportation may direct as means of enforcing such provisions of this contract.

- F. KCATA reserves the right to review the Contractor's written agreement with its subcontractors (DBE and non-DBE) to confirm that required federal contract clauses are included.
- G. KCATA may perform random audits and contact minority subcontractors to confirm the reported DBE participation.

32. SUSPENSION OF WORK

KCATA may order the Contractor, in writing, to suspend, delay, or interrupt all or any part of the work under this agreement for the period of time that KCATA determines appropriate for the convenience of KCATA.

33. TERMINATION

- A. **Termination for Convenience.** The KCATA may terminate this Contract, in whole or in part, at any time by written notice to the Contractor when it is in KCATA's best interest. The Contractor will only be paid the Contract price for supplies delivered and accepted, or work or services performed in accordance with the manner of performance set forth in the Contract.
- B. **Funding Contingency.** If this Contract is subject to financial assistance provided by the U.S. Department of Transportation, the Contractor agrees that withdrawal or termination of such financial assistance by the U.S. DOT may require KCATA to terminate the agreement.
- C. **Termination for Default.**
 - 1. If the Contractor does not deliver supplies in accordance with the contract delivery schedule or according to specifications, or if the Contract is for services, and the Contractor fails to perform in the manner called for in the Contract, or if the Contractor fails to comply with any other provisions of the Contract, KCATA may terminate this Contract for default. Termination shall be effected by serving a notice of termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth cost of the Contract.
 - 2. If the termination is for failure of the Contractor to fulfill the contract obligations, KCATA may complete the work by contract or otherwise and the Contractor shall be liable for any additional cost incurred by KCATA. If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, KCATA, after setting up a new delivery or performance schedule, may allow the Contractor to continue work, or treat the termination as a termination for convenience.
- D. **Opportunity to Cure.** KCATA in its sole discretion may, in the case of a termination for breach or default, allow the Contractor an appropriately short period of time in which to cure the defect. In such case, the written notice of termination will state the time period in which cure is permitted and other appropriate conditions. If Contractor fails to remedy to KCATA's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within the time period permitted, KCATA shall have the right to terminate the Contract without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude KCATA from also pursuing all available remedies legal and non-legal against Contractor and its sureties for said breach or default.
- E. **Waiver of Remedies for any Breach.** In the event that KCATA elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this Agreement, such waiver by KCATA shall not limit KCATA's remedies for any succeeding breach of that or of any other term, covenant, or condition of this Agreement.

- F. **Property of KCATA.** Upon termination of this Contract for any reason, and if the Contractor has any property in its possession or under its control belonging to KCATA, the Contractor shall protect and preserve the property or pay KCATA full market value of the property, account for the same, and dispose of it in the manner KCATA directs. Upon termination of this Contract for any reason, the Contractor shall (1) immediately discontinue all services affected (unless the notice directs otherwise), and (2) deliver to KCATA's Project Manager all data, drawings, specifications, reports, estimates, summaries, and other information and materials accumulated in performing this Contract, whether completed or in process.

34. TEXTING WHILE DRIVING AND DISTRACTED DRIVING

Consistent with Executive Order No. 13513, "Federal Leadership on Reducing Text Messaging While Driving," October 1, 2009, 23 U.S.C. § 402 note, (74 Fed. Reg. 51225) and U.S. DOT Order 3902.10, "Text Messaging While Driving," December 30, 2009, the Contractor agrees to promote policies and initiatives for its employees and other personnel that adopt and promote safety policies to decrease crashes by distracted drivers, including policies to ban text messaging while driving, and to encourage each subcontractor to do the same.

35. UNAVOIDABLE DELAYS

- A. A delay is unavoidable only if the delay was not reasonably expected to occur in connection with or during the Contractor's performance, and was not caused directly or substantially by acts, omissions, negligence, or mistakes of the Contractor, the Contractor's suppliers or their agents, and was substantial and in fact caused the Contractor to miss delivery dates, and could not adequately have been guarded against by contractual or legal means.
- B. **Notification of Delays.** The Contractor shall notify the Director of Procurement as soon as the Contractor has, or should have, knowledge that an event has occurred which will cause an unavoidable delay. Within five (5) days, the Contractor shall confirm such notice in writing, furnishing as much as detail as is available.
- C. Contractor shall apply a discount in the following manner for products received after the days shown in the below schedule, applicable to cases where delays in the delivery has have not been communicated with an action plan (i.e., alternate vendor, comparable item, etc.) in a timely manner:
- 56-65 days – 30%
 - 65+ days – 45%
- D. **Request for Extension.** The Contractor agrees to supply, as soon as such data is available, any reasonable proof that is required by the Director of Procurement to make a decision on any request for extension. The Director of Procurement shall examine the request and any documents supplied by the Contractor and shall determine if the Contractor is entitled to an extension and the duration of such extension. The Director of Procurement shall notify the Contractor of its decision in writing.
- E. It is expressly understood and agreed that the Contractor shall not be entitled to damages or compensation, and shall not be reimbursed for losses on account of delays resulting from any cause under this provision, except to the extent the Contractor's delay was attributable to KCATA's non-performance of its duties herein.

36. WARRANTY

- A. The Contractor agrees that equipment, materials, or services furnished under this Agreement, shall be covered by the most favorable warranties the Contractor gives to any customer of such equipment, materials, or services and that the rights and remedies provided herein are in addition to and do not limit any rights afforded to KCATA by any other clause in this Contract.

- B. The Contractor warrants to KCATA, that all products, equipment, and materials furnished under this Contract will be of highest quality and new unless otherwise specified by KCATA, free from faults and defects in workmanship or materials, merchantable, suitable for its intended purpose and in conformance with the Contract. All work not so conforming to these standards shall be considered defective. If required by KCATA, the Contractor shall furnish satisfactory evidence as to the kind and quality of products, equipment, and materials. Further, at a minimum, all such products, equipment or materials must be merchantable, comply with all applicable specifications and laws and be suitable for its intended purposes. The workmanship must be the best obtainable in the various trades.
- C. The work must be of safe, substantial, and durable construction in all respects. The Contractor hereby guarantees the work against defective materials or faulty workmanship for a minimum period of one (1) year after final payment by KCATA and shall replace or repair any defective products, equipment or materials or faulty workmanship during the period of the guarantee at no cost to KCATA.
- D. Upon final acceptance by KCATA of all work to be performed by the Contractor, KCATA shall so notify the Contractor in writing. The date of final acceptance shall commence the warranty period.

Contractor's Initials _____

KCATA's Initials _____

KCATA's Initials _____

APPENDIX B SCOPE OF WORK

2.1. Background

The Kansas City Area Transportation Authority (KCATA) is seeking bids from qualified firms to provide uniforms and accessories on an as-needed basis to its 400 full and part-time drivers and 30 supervisors who will be purchasing items throughout the year in accordance with the requirements and provisions stated herein.

The KCATA is a corporate body and political subdivision of the states of Missouri and Kansas. The authority employs approximately 780 employees, including bus operators, vehicle maintenance personnel, and facility maintenance personnel, as well as administrative and clerical staff.

2.2. Term and Renewal Options

The contract will be three (3) years with two (2) options for renewal. Work in process prior to the expiration of the Agreement shall be completed and construed by KCATA to be within the "contract term."

2.3. Scope of Work/Services

It is the intent of the KCATA management to provide a uniform that operators and supervisors will take pride in wearing that reflects the KCATA's professionalism. It is important that the garments fit well, are comfortable and easy to care for. Employee satisfaction with the uniform is paramount.

KCATA allows the proposers the flexibility to submit the latest fashion and highest-quality garments available. For approved equals or substitutions to the uniforms specified, these must be vetted and pre-authorized for use by KCATA transportation management. Contact the buyer of record for assistance.

Operators and Supervisors wear the same uniform. As of August 2025, 400 operators and 30 supervisors are eligible for uniforms. This number will vary as new operators become eligible, operators retire, etc. Payment will be made only for garments ordered and received.

Contractor should separate and summarize invoices and submit them to KCATA monthly in the following categories: Drivers, Supervisors, Trainers, and Miscellaneous. Each summary shall list:

- the name of the KCATA employee;
- uniform pieces purchased;
- the date of the order;
- invoice number; and
- total amount of order. Each summary shall also contain the same information for any credits issued during that month.

Failure of the vendor/uniform provider to separate and make legible and easily understood and trackable by finance personnel may result in delayed payment of invoices. Vendors are encouraged to work with KCATA to address the requirement prior to first invoice submission.

The KCATA will provide the contractor with a list of operators/supervisors/trainers (clients) eligible for the uniform allowance at the beginning of the contract years. There will be additions to the list throughout the year. Updates will be sent to the contractor in the form of email, fax or online portal.

It is essential for the contractor to track orders for each client and invoice KCATA only for items ordered by the client. Each client will have an annual allotment for his/her uniform allowance. Graduating students will have a smaller annual allowance, and the contractor will be notified by email, fax or online porthole upon graduation. The client may choose garments only from the approved list and in any combination not to exceed the annual

allotment. If the client chooses to purchase additional items at their own expense, it is the contractor's responsibility to place a separate order for the additional items and collect any charges directly from the client. The client must sign for the items received, and the KCATA will process all invoices for payment that have a signature from the client for the items being invoiced. Quality control and tracking are critical to the contractor because KCATA will only pay for the number and types of authorized items up to each client allotment.

2.4 Uniforms

The contractor shall make available the required uniform selections for KCATA employees. The contractor shall provide KCATA employees with one or both of the following options as a means of obtaining their selected uniform pieces:

- A. A local store location within a reasonable distance from RideKC's main headquarters;
- B. An online website portal established by the contractor specifically for KCATA employees.

Contractor shall make available required uniform selections in sizes Extra Small (XS) up to and including 7X. KCATA understands that specific sizes of uniform selections requested may be considered a "special order" and may require additional time to provide. Contractor shall notify KCATA of sizes considered "special order" and the estimated amount of time needed to complete orders containing those sizes.

The following uniform selections are representative of those items currently available to KCATA drivers, supervisors and trainers and are intended for reference only.

The following requirements pertain to both the Driver and Supervisor/Trainer uniform selections;

- ❖ Trousers – Navy Blue – first alteration at no charge to KCATA
 - a. With pleats- men's and women's
 - b. Without pleats – men's and women's
- ❖ Jacket – Navy Blue
 - a. Furnished patches must be sewn on the jacket sleeve one patch per jacket).
 - b. It must be available lined and unlined (Proposer may submit one man's and one woman's jacket with a zip-in zip-outlining.
 - c. All jackets should be available in regular and long
 - d. Pockets are important
- ❖ Shirts – (2) light blue – two pockets (Polo shirts are not required to have two pockets).
 - a. Women's shirts should have pockets.
 - b. Shirts should be buttoned down the front shirts and have buttons on the cuff
 - c. Men's – one long sleeve and one short sleeve
 - d. Women's – one long sleeve and one short sleeve
- ❖ Ties – (2) Four in-hand neckties

Standard Drivers Uniform

STYLE #	SHIRTS	Brand Name or Approved Equal
SH1734 LTB	Men's Long Sleeve Lt. Blue Dress Shirt w/ RideKC Logo	Elbeco
SH1924 LTB	Women's Long Sleeve Lt. Blue Dress Shirt w/ RideKC Logo	Elbeco
SH1735 LTB	Men's Short Sleeve Lt. Blue Dress Shirt w/ RideKC Logo	Elbeco
SH1736 LTB	Women's Short Sleeve Lt. Blue Dress Shirt w/ RideKC Logo	Elbeco
ST136 CHAR/COB/RED	Propper Short Sleeve Polo Shirt w/ RideKC Logo	Propper
ST283 CHAR/COB/RED	Propper Long Sleeve Polo Shirt w/ RideKC Logo	Propper
UN024 DKNV	Elbeco Adult Turtleneck w/ RideKC Logo	Elbeco
UN025 DKNV	Elbeco Adult Mock Turtleneck w/ RideKC Logo	Elbeco
ST462 DKNV	Blauer Adult Turtleneck Dickie w/ RideKC Logo	Blauer
SW036 DKNV	Blauer Adult Mock Turtleneck Dickie w/ RideKC Logo	Blauer
SW850 FNAV	5.11 Job Shirt w/ RideKC Logo Sizes XS - 2XL Navy	5.11
SW850 FNAV	5.11 Job Shirt w/ RideKC Logo Size 3XL Navy	5.11
SW850 FNAV	5.11 Job Shirt w/ RideKC Logo Sizes L - 5XL Tall Navy	5.11

STYLE #	TROUSERS	Brand Name or Approved Equal
TU034 NAV	Men's 75/25 Navy Pleated Trouser Navy	Edwards
TU317 DKNV/BLK	Men's Polyester Trouser Navy or Black	Blauer - this item is being phased out
TU804 DKNV/BLK	Women's Polyester Trouser Navy or Black	Blauer
TR975 DKNV/BLK	Men's Side Pocket Streetgear Pant Navy or Black	Blauer
TU320 DKNV/BLK	Women's Side Pocket Streetgear Pant Navy or Black	Blauer

STYLE #	TATJACKETS - TATTOO SLEEVE COVER	Brand Name or Approved Equal
UE682 BLK/BRN/TAN	IKE Jacket 9" Arm/Leg	TATJACKET
UN643 BLK/BRN/TAN	Full Sleeve 17"	Wesol Distribution

STYLE #	CAPS	Brand Name or Approved Equal
HD852 NAV	All Navy Blue Pershing Dress Cap	Keystone Uniform Cap Corp
HD439 BLK or DKNY	Solid Baseball Cap - Add White RideKC Embroidery (\$6.00)	Otto International
HW106 BLK or DKNY	Mesh Baseball Cap - Add White RideKC Embroidery (\$6.00)	Otto International
HW600 BLK or DKNY	Winter Baseball Cap - Add White RideKC Embroidery (\$6.00)	Otto International
HD753 BLK or DKNY	Wool Baseball Cap w/ RideKc Logo - Price Included	Otto International
HA101 BLK	Knit Watch Cap - Add White RideKC Embroidery (\$6.00)	Blauer
HD166 BLK	Skull Cap - Add White RideKC Embroidery (\$6.00)	Blauer
HD700 DKNV	Blauer Winter Trooper Cap (Navy)	Blauer
HD700 BLK	Blauer Winter Trooper Cap (Black)	Blauer

STYLE #	Neckties	Brand Name or Approved Equal
UN256 NVSL	Bar Stripe Navy/Silver 4 in Hand Tie	Samuel Broome Uniform Accessories
UA686 NVSI	Ladies Bar Stripe Navy/Silver Crossover Tie	Samuel Broome Uniform Accessories
UN256 NVRD	Bar Stripe Navy/Red 4 in Hand Tie	Samuel Broome Uniform Accessories
UA521 NAV SHT	Ready Made Clip On Tie (Women's)	Samuel Broome Uniform Accessories
UA521 NAV REG	Ready Made Clip On Tie (Regular)	Samuel Broome Uniform Accessories
UA521 NAV LNG	Ready Made Clip On Tie (Long)	Samuel Broome Uniform Accessories
UN449 NAV XLN	Four in Hand Necktie	Samuel Broome Uniform Accessories

STYLE #	FOOTWEAR	Brand Name or Equivalent
FW441 BLK	Bates Men's High Gloss Durashock Oxford Shoe	Bates
FW074	Bates Women's High Gloss Durashock Oxford Shoe	Bates
FW574 BLK	Bates Men's Plain Black Oxford Dress Shoe	Bates
SP813	Bates Women's Plain Black Oxford Dress Shoe	Bates
FT054 BLK	Rubber Overshoe	Tingley Rubber Corporation
SP620	Bates Men's 5" Tactical Sport Boot	Bates
SP703 BLK	Bates Women's 5" Tactical Sport Boot	Bates
SP403	Bates Men's Tactical Side Zip Boot	Bates
SP404	Bates Women's Tactical Side Zip Boot	Bates
SP402	Bates Men's Tactical Boot	Bates
FW941	Original SWAT Chase Low Trainer	Original Swat Footwear CO
FX178 BLK	New Balance Men's Cross Trainer Tennis Shoe	New Balance
FX560 BLK	New Balance Women's Cross Trainer Tennis Shoe	New Balance
SP584 BLK	5.11 Tactical 6" Boot w/ No Side Zipper, Men's Sizing	5.11
FW138 BLK	5.11 Tactical 6" Boot w/ Side Zipper, Men's Sizing	5.11
FW339 BLK	5.11 Tactical 6" Boot w/ Side Zipper, Women's Sizing	5.11
FT137 BLK	Pro Feet Over the Calf Black Sock (One Pair)	Pro Feet
SP412 WHT/BLK	Pro Feet Three Pack White Socks	Pro Feet

STYLE #	OUTERWEAR	Brand Name or Approved Equal
JA909 DKNV	Horace Small Sentry Windbreaker w/ Liner	VF Imagewear Inc Horace
JA331 DKNV	5.11 Tactical Dark Navy 3-in-1 Parka	5.11
ZT520 NAV	Wooly Pulley Sweater - No Embroidery/No Emblem	Cobmex
ZT823 NAV	Navy Zip Front Sweater - No Embroidery/No Emblem	Cobmex
SW023 NAV	Navy V-Neck Sweater - No Embroidery/No Emblem	Cobmex
ST574 NAV	Navy ZipFront Sleeveless Sweater Vest - No Emb./No Emblem	Cobmex
ST225 NAV	Navy V-Neck Sleeveless Sweater Vest - No Emb./No Emblem	Cobmex
ZX157 NAV	Neese Short Rain Jacket	Carolina Safety Sport Intl
ZW400 NAV	Neese Long Rain Coat	Carolina Safety Sport Intl
JC382 NAV	Windbreaker	Law Pro
SM573	Propper Full Zip Tech Sweater w/ RideKC Logo	Propper

STYLE #	MISCELLANEOUS ITEMS	Brand Name or Approved Equal
LP991 BLK PLN/PLBR	1 1/2" Plain Black Trouser Belt (Sizes 46 & up use 1511 No "T")	Dutyman Inc
LP334 BLK PLN	1 1/2" Plain Black Velcro Tip Belt	Dutyman Inc
LP970 BW NKL/BRS	1 1/2" Basketweave Trouser Belt	Dutyman - transitional item
LP470 BLK BW	1 1/2" Basketweave Velcro Tip Belt	Dutyman In
GL089	Hatch Specialist Glove	Hatch
GV004	Hatch Lined Specialist Glove	Hatch
GL065	Hatch Resister Glove with Kevlar	Hatch
GL527 BLK	Hatch Leather Glove No Lining	Hatch
GL404 BLK	5.11 Tactical Taclite2 Glove	5.11

Standard Supervisor and Trainer Uniform

STYLE #	Trousers	Brand Name or Approved Equal
TR1306 BLK/NAV	Spiewak 6 Pocket Cargo Trousers (28-50)	Spiewak
TR1306 BLK/NAV	Spiewak 6 Pocket Cargo Trousers (52-54)	Spiewak
TR1306 BLK/NAV	Spiewak 6 Pocket Cargo Trousers (56-58)	Spiewak
TR1306 BLK/NAV	Spiewak 6 Pocket Cargo Trousers (60-62)	Spiewak
TR1306 BLK/NAV	Spiewak 6 Pocket Cargo Trousers (64-66)	Spiewak
TR908 BLK	5.11 Tactical Covert 2.0 Dress Pants	5.11

	Shirts	Brand Name or Approved Equal
SR157 WHT	Men's Short Sleeve White Dress Shirt	Edwards
SR158 WHT	Men's Long Sleeve White Dress Shirt	Edwards
SH855 WHT	Elbeco Mens Polyester Short Sleeve Dress Shirt	Elbeco
SH874 WHT	Elbeco Mens Polyester Long Sleeve Dress Shirt	Elbeco
SH1732 WHT	Short Sleeve Polo Shirt (White)	Sanmar
SH1737 WHT	Long Sleeve Polo Shirt (White)	Sanmar
SW439 WHT	5.11 White Unisex Short Sleeve Polo Shirt w/ RideKC Logo	5.11
SW456 WHT	5.11 White Unisex Long Sleeve Polo Shirt w/ RideKC Logo	5.11
SP597	**MUST HAVE APPROVAL W/ RAED** Danner Insul. Acadia	Danner Inc
SW2310	Propper Ice LS Polo Cobalt/Char/Red w/ RideKC Logo	Propper
SW2309	Propper Ice SS Polo Cobalt/Char/Red w/ RideKC Logo	Propper
JA167 BLK/NAV	Spiewak Performance Soft Jacket w/ RideKC Logo (S-4XL)	Spiewak
JA167 BLK/NAV	Spiewak Performance Soft Jacket w/ RideKC Logo (5XL)	Spiewak
SR649 BLK/NAV	Spiewak LS Performance Dress Shirt w/ RideKC Logo (14.5-17.5)	Spiewak
SR649 BLK/NAV	Spiewak LS Performance Dress Shirt w/ RideKC Logo (18)	Spiewak
SR649 BLK/NAV	Spiewak LS Performance Dress Shirt w/ RideKC Logo (19)	Spiewak
SR649 BLK/NAV	Spiewak LS Performance Dress Shirt w/ RideKC Logo (20)	Spiewak
SR649 BLK/NAV	Spiewak LS Performance Dress Shirt w/ RideKC Logo (21)	Spiewak
SR649 BLK/NAV	Spiewak LS Performance Dress Shirt w/ RideKC Logo (22)	Spiewak
SR648 BLK/NAV	Spiewak SS Performance Dress Shirt w/ RideKC Logo (S-XL)	Spiewak
SR648 BLK/NAV	Spiewak SS Performance Dress Shirt w/ RideKC Logo (2XL)	Spiewak
SR648 BLK/NAV	Spiewak SS Performance Dress Shirt w/ RideKC Logo (3XL)	Spiewak
SR648 BLK/NAV	Spiewak SS Performance Dress Shirt w/ RideKC Logo (4XL)	Spiewak
SR648 BLK/NAV	Spiewak SS Performance Dress Shirt w/ RideKC Logo (5XL)	Spiewak

STYLE #	TATJACKETS - TATTOO SLEEVE COVER	Brand Name or Approved Equal
UE682 BLK/BRN/TAN	IKE Jacket 9" Arm/Leg	TATJACKET
UN643 BLK/BRN/TAN	Full Sleeve 17"	Wesol Distribution

STYLE #	CAPS	Brand Name or Approved Equal
HD852 NAV	All Navy Blue Pershing Dress Cap	Keystone Uniform Cap Corp
HD439 BLK or DKNY	Solid Baseball Cap - Add White RideKC Embroidery (\$6.00)	Otto International
HW106 BLK or DKNY	Mesh Baseball Cap - Add White RideKC Embroidery (\$6.00)	Otto International
HW600 BLK or DKNY	Winter Baseball Cap - Add White RideKC Embroidery (\$6.00)	Otto International
HD753 BLK or DKNY	Wool Baseball Cap w/ RideKc Logo - Price Included	Otto International
HA101 BLK	Knit Watch Cap - Add White RideKC Embroidery (\$6.00)	Blauer
HD166 BLK	Skull Cap - Add White RideKC Embroidery (\$6.00)	Blauer
HD700 DKNV	Blauer Winter Trooper Cap (Navy)	Blauer
HD700 BLK	Blauer Winter Trooper Cap (Black)	Blauer

STYLE #	Neckties	Brand Name or Approved Equal
UN256 NVSL	Bar Stripe Navy/Silver 4 in Hand Tie	Samuel Broome Uniform Accessories
UA686 NVSI	Ladies Bar Stripe Navy/Silver Crossover Tie	Samuel Broome Uniform Accessories
UN256 NVRD	Bar Stripe Navy/Red 4 in Hand Tie	Samuel Broome Uniform Accessories
UA521 NAV SHT	Ready Made Clip On Tie (Women's)	Samuel Broome Uniform Accessories
UA521 NAV REG	Ready Made Clip On Tie (Regular)	Samuel Broome Uniform Accessories
UA521 NAV LNG	Ready Made Clip On Tie (Long)	Samuel Broome Uniform Accessories
UN449 NAV XLN	Four in Hand Necktie	Samuel Broome Uniform Accessories

STYLE #	FOOTWEAR	Brand Name or Equivalent
FW441 BLK	Bates Men's High Gloss Durashock Oxford Shoe	Bates
FW074	Bates Women's High Gloss Durashock Oxford Shoe	Bates
FW574 BLK	Bates Men's Plain Black Oxford Dress Shoe	Bates
SP813	Bates Women's Plain Black Oxford Dress Shoe	Bates
FT054 BLK	Rubber Overshoe	Tingley Rubber Corporation
SP620	Bates Men's 5" Tactical Sport Boot	Bates
SP703 BLK	Bates Women's 5" Tactical Sport Boot	Bates
SP403	Bates Men's Tactical Side Zip Boot	Bates
SP404	Bates Women's Tactical Side Zip Boot	Bates
SP402	Bates Men's Tactical Boot	Bates
FW941	Original SWAT Chase Low Trainer	Original Swat Footwear CO
FX178 BLK	New Balance Men's Cross Trainer Tennis Shoe	New Balance
FX560 BLK	New Balance Women's Cross Trainer Tennis Shoe	New Balance
SP584 BLK	5.11 Tactical 6" Boot w/ No Side Zipper, Men's Sizing	5.11
FW138 BLK	5.11 Tactical 6" Boot w/ Side Zipper, Men's Sizing	5.11
FW339 BLK	5.11 Tactical 6" Boot w/ Side Zipper, Women's Sizing	5.11
FT137 BLK	Pro Feet Over the Calf Black Sock (One Pair)	Pro Feet
SP412 WHT/BLK	Pro Feet Three Pack White Socks	Pro Feet

STYLE #	OUTERWEAR	Brand Name or Approved Equal
JA909 DKNV	Horace Small Sentry Windbreaker w/ Liner	VF Imagewear Inc Horace
JA331 DKNV	5.11 Tactical Dark Navy 3-in-1 Parka	5.11
ZT520 NAV	Wooly Pully Sweater - No Embroidery/No Emblem	Cobmex
ZT823 NAV	Navy Zip Front Sweater - No Embroidery/No Emblem	Cobmex
SW023 NAV	Navy V-Neck Sweater - No Embroidery/No Emblem	Cobmex
ST574 NAV	Navy ZipFront Sleeveless Sweater Vest - No Emb./No Emblem	Cobmex
ST225 NAV	Navy V-Neck Sleeveless Sweater Vest - No Emb./No Emblem	Cobmex
ZX157 NAV	Neese Short Rain Jacket	Carolina Safety Sport Intl
ZW400 NAV	Neese Long Rain Coat	Carolina Safety Sport Intl
JC382 NAV	Windbreaker	Law Pro
SM573	Propper Full Zip Tech Sweater w/ RideKC Logo	Propper

STYLE #	MISCELLANEOUS ITEMS	Brand Name or Approved Equal
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LP334 BLK PLN	1 1/2" Plain Black Velcro Tip Belt	Dutyman Inc
LP970 BW NKL/BRS	1 1/2" Basketweave Trouser Belt	Dutyman - transitional item
LP470 BLK BW	1 1/2" Basketweave Velcro Tip Belt	Dutyman In
GL089	Hatch Specialist Glove	Hatch
GV004	Hatch Lined Specialist Glove	Hatch
GL065	Hatch Resister Glove with Kevlar	Hatch
GL527 BLK	Hatch Leather Glove No Lining	Hatch
GL404 BLK	5.11 Tactical Taclite2 Glove	5.11

2.5 Pricing

KCATA requests a firm fixed flat rate unit price per item regardless of style. Quantities are estimates only, and actual numbers may change. The price must be fair and reasonable and should include all labor, materials, and other costs necessary to perform the contract as described in the scope services herein.

APPENDIX C
CONTRACTORS TECHNICAL PROPOSAL



RFP# G25-6001-32A
Due: November 12th, 2025
GALLS, LLC VOLUME II TECHNICAL PROPOSAL

November 5, 2025

Kristen Emmendorfer
Director of Procurement
Kansas City Area Transportation Authority (KCATA)
1350 East 17th Street
Kansas City, MO 64108

Dear Ms. Emmendorfer,

GALLS, LLC ("GALLS") is pleased to submit our proposal to the Kansas City Area Transportation Authority ("KCATA") for uniform supply and related services. As a long-standing provider of professional uniforms and equipment for transportation and public safety agencies nationwide, GALLS understands the importance of quality, consistency, and responsive service. We are honored for the opportunity to continue supporting KCATA and its employees through a uniform program built on reliability, professionalism, and partnership.

GALLS will serve as the Prime Contractor for this contract and will be solely responsible for all aspects of program execution, fulfillment, and customer service.

Currently, no subcontractors are being used on this project. All sizing, ordering, alterations, billing, and program management functions will be performed directly by GALLS personnel. Should any specialty services be required in the future, they will operate strictly under GALLS' oversight to ensure full compliance with KCATA standards.

Our North Kansas City facility, located at 2720 Burlington Street, North Kansas City, MO 64116, serves as a fully functional showroom and service center for KCATA personnel. This location offers a complete display of uniform garments and accessories, as well as a convenient local pickup and fitting location for employees.

The North Kansas City showroom is open Monday through Friday from 9:00 a.m. to 5:00 p.m. Appointments outside normal business hours, including Saturdays, may be arranged as needed. GALLS is committed to providing flexible service to accommodate KCATA's scheduling and operational needs.

The following GALLS team members will directly support KCATA under this contract:



Jeff Peterson
Regional Account Executive, Sales – *Primary Account Manager*



Jim McLaughlin
Regional Director, Sales



Joanne Abrahamian
Senior Manager, Strategic Accounts, Sales



Brenda Kennett
KC Market Branch Manager



Andrew Mayhall



This dedicated account team will ensure responsive communication, accurate order management, and exceptional customer service throughout the duration of the contract.

As the Prime Contractor, GALLS will maintain direct responsibility for all deliverables, communication, and performance under the KCATA contract. Because no subcontractors are proposed, KCATA will benefit from a single point of contact and a seamless, fully integrated service model managed exclusively by GALLS.

GALLS acknowledges receipt of Addendum No. 1 issued for this solicitation. This acknowledgment confirms that GALLS has reviewed and incorporated all requirements and clarifications outlined in Addendum No. 1 into our proposal submission.

GALLS affirms that the key personnel identified in this proposal will remain assigned to the KCATA contract for the duration of the agreement. Substitutions or personnel changes will not occur without prior written notice and approval from KCATA. Our goal is to ensure stability, continuity, and exceptional support throughout the life of the contract.



GALLS fully understands the scope of services requested under this solicitation. We are committed to providing KCATA with high-quality uniforms, timely and accurate fulfillment, local showroom access, professional fitting and alteration services, and attentive customer care. Our proven experience in managing complex uniform programs allows us to deliver a streamlined, responsive, and cost-effective solution that meets KCATA's operational and professional standards.

We value our relationship with KCATA and look forward to continuing to provide the reliable service and partnership your agency deserves.

Sincerely,

Dustin McDulin
Chief Financial Officer



GALLS, LLC
1340 Russell Cave Road
Lexington, KY 40505
844.464.2557
www.galls.com

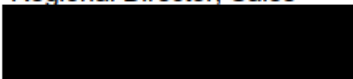
*PROUD TO SERVE
THOSE WHO SERVE™*

KCATA-RFP #G25-6001-32A
NOVEMBER 12th, 2025, 3PM
GALLS, LLC – VOLUME II – TECHNICAL PROPOSAL

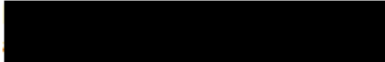
Jeff Peterson
Regional Account Executive, Sales



Jim McLaughlin
Regional Director, Sales



Joanne Abrahamian
Sr. Manager, Strategic Accounts, Sales



Emma Coleman
Bid and Proposal Specialist, Legal



FEIN: 20-3545989
UEI: G7DPAK2M4HP1
DUNS: 04-259-8482
CAGE: 48849

NAICS: 315999 and 453998 (among others)
Galls GSA Contract#: 47QSWA21D008H



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General Business Background

GALLS has been proudly serving the public safety and transportation markets for over 58 years, specializing in uniforms and equipment for law enforcement, fire, EMS, security, corrections, transit, and other governmental and corporate agencies. Headquartered in Lexington, Kentucky, GALLS employs more than 1,700 dedicated team members nationwide. With over \$640 million in annual sales, we service more than one million individuals and 68% of all public safety agencies across the United States through our corporate teams, three state-of-the-art distribution centers, and an expansive network of more than 165 branch locations.

For our transportation authority partners, GALLS offers comprehensive, locally supported solutions designed to ensure consistency, efficiency, and reliability. Our service representatives are available to meet on-site with agency personnel to provide uniform sizing, alterations, inventory management, and distribution support, ensuring all team members are properly fitted and equipped.

GALLS also has a dedicated branch and local service team ready to support this contract, maintaining the required inventory levels to ensure seamless fulfillment and responsive service.

As an industry leader in uniform and equipment supply, GALLS partners with more than 1,600 manufacturers, giving us access to the largest inventory in the industry. This enables fewer backorders, faster service, and on-time delivery—critical for the operational demands of transportation agencies.

GALLS understands the essential role transportation authorities play in community safety and mobility. We are committed to delivering quality products, responsive service, and proven operational reliability that meet the high standards required to serve your employees and the public every day.

We recognize that KCATA's uniform program must balance functionality, aesthetics, and operational efficiency. KCATA's employees require uniforms that:

- Support demanding physical activity (rail climbing, bus operator movement, customer service interactions).
- Project a consistent, professional image aligned with KCATA's branding effort.
- They are distributed efficiently through a secure, role-based ordering system.



Our experienced approach addresses each of these needs directly through proven solutions and scalable infrastructure.

Project Manager and Key Personnel Experience

We believe our TEAM is what truly sets us apart from our competition. We have assembled a dynamic TEAM of experienced GALLS personnel to service KCATA.

With more than 1,700 employees, GALLS has the force of numbers to ensure no lapse in service will occur and the training infrastructure to make sure that our designated contacts for KCATA are well versed in your uniform and equipment program needs.

GALLS earned our place as the top destination for public safety customers by applying the strictest standards of quality and focusing on constant innovation and improvement. GALLS provides multi-point inspections on every item we intake, alter, sell, and deliver. At each of these steps, a quality check is performed, so we can ensure that only the highest quality goods enter or leave our facilities. In the event of an issue, GALLS documents every step along the way to find where it occurred and ensure it does not happen again.

Your primary points of contact for account servicing are:

Jeff Peterson:

Jeff Peterson serves as Regional Account Executive for GALLS, where he oversees uniform and equipment programs for public safety agencies across his region. Since joining GALLS in 2022, Jeff has managed multiple contract partnerships, ensuring timely delivery, contract compliance, and superior customer service. He works directly with agency personnel to implement efficient uniform solutions tailored to their operational requirements. Jeff's focus on responsiveness, accuracy, and program execution supports GALLS' mission to provide dependable, high-quality uniforms and equipment to those who serve.

James Walls:

James Wall serves as a Strategic Account Manager for GALLS, where he oversees key public safety and government accounts to ensure seamless program execution, operational efficiency, and exceptional customer service. In his role, James manages all aspects of client relationships—from contract implementation and order management to ongoing performance monitoring and support.

With extensive experience in account management and client solutions, James partners closely with agencies to develop tailored uniform and equipment programs that meet operational, logistical, and budgetary needs. His proactive communication style and attention to detail help ensure accuracy, consistency, and timely delivery across all service channels, including branch, on-site, and online fulfillment.

James is dedicated to upholding the GALLS mission of serving those who serve, ensuring that every agency partner receives responsive, reliable, and professional support throughout the life of the contract.

Jim McLaughlin:

Jim McLaughlin serves as the Regional Director of Operations for GALLS, where he leads daily operations across multiple locations, ensuring efficiency, quality, and exceptional customer service. Since joining GALLS in 2024, Jim has focused on implementing strategic initiatives to enhance productivity, streamline operations, and strengthen regional performance. He is dedicated to fostering a culture of collaboration, accountability, and continuous improvement across his teams.

With more than 20 years of progressive leadership experience in operational management, including senior roles with Aramark Uniform Services and Solitude Lake Management, Jim brings a proven record of driving growth, optimizing performance, and delivering operational excellence at scale. His deep understanding of logistics, team leadership, and customer-centric strategies supports GALLS' mission to serve public safety professionals with unmatched reliability and service quality.

Joanne Abrahamian:

Joanne Abrahamian serves as Senior Manager of Strategic Accounts for GALLS, where she supports key government and public safety clients through strategic program management, contract implementation, and customer success initiatives. Since joining GALLS in mid-2025, Joanne has focused on enhancing client communication, streamlining order fulfillment processes, and ensuring seamless coordination between national operations and regional account teams.

With a strong background in strategic account management and customer operations, Joanne brings a client-centered approach to every partnership, ensuring accuracy, responsiveness, and consistent service quality. Her leadership contributes to GALLS' mission of delivering dependable, professional uniform and equipment programs to agencies across the nation.



Qualifications

Uniform Selection, Fitting, and Order Fulfillment Process

GALLS has developed a proven, flexible process designed to ensure KCATA employees receive professional, consistent, and convenient uniform experience. Our approach accommodates varying operator and supervisor schedules while maintaining accuracy, quality, and efficiency throughout the ordering cycle.

Item Selection and Fitting Options

GALLS offers multiple methods for KCATA employees to view, select, and try on approved uniform items:

- Local Branch Access:

The GALLS Kansas City branch, located within close proximity to RideKC headquarters, provides a convenient location for employees to view samples, try on garments, and confirm sizing. Experienced uniform specialists are available to assist with fit, product selection, and alterations.

- On-Site Fitting Events:

GALLS will coordinate scheduled on-site fitting sessions at KCATA facilities to accommodate multiple shifts. These sessions allow employees to be professionally sized, view uniform options firsthand, and place their orders directly with a GALLS representative.

- Dedicated Online Portal:

KCATA employees will also have access to a secure, customized GALLS online ordering portal, eQuip, featuring all pre-approved uniform items. The portal includes images, descriptions, and size charts, allowing employees to order at their convenience. Each employee's uniform allowance is automatically tracked within the system, preventing overages and simplifying management review. For more detailed information on eQuip our online ordering solution please see page 16.

Order Placement and Processing

Once selections are made, employees may place orders either:

- In person at the Kansas City branch or during an on-site fitting event; or
- Online through the KCATA uniform portal.

Each order is verified for accuracy against the employee's annual uniform allowance and the approved KCATA product list. Orders are processed immediately upon approval, with automated updates available to both the employee and KCATA management through the portal.

Alterations and Quality Control

To ensure optimal fit and professional presentation:

- The first alteration (such as pant hemming) is included at no additional charge.
- Garments are embroidered or patched in accordance with KCATA's uniform specifications.
- Each item undergoes a multi-point quality inspection for sizing accuracy, logo placement, and finishing before release.

Delivery and Pick-Up Options

GALLS provides flexible fulfillment to meet KCATA operational needs:

- Direct-to-Employee Shipping: Items can be shipped directly to the employee's home or KCATA facility.
- Branch Pick-Up: Employees may pick up complete orders from the Kansas City branch during extended weekday hours and limited weekend availability.
- Agency Delivery: For larger orders or new employee classes, GALLS will deliver uniforms directly to KCATA locations for group distribution.

Accommodation Schedule

GALLS understands the dynamic schedules of transit personnel and offers multiple service options to ensure accessibility:

- Extended service hours at the Kansas City branch to align with early and late shifts.
- On-site fittings scheduled to coincide with shift transitions or training sessions.
- 24/7 online ordering access for maximum flexibility.

This comprehensive approach ensures that KCATA employees can easily select, fit, and receive their uniforms without disruption to their operational responsibilities.

Response Time and Coordination Commitment

GALLS is committed to providing prompt, reliable, and responsive service throughout the duration of this contract. Our local and regional operations structure enables us to respond quickly to all KCATA requests, whether scheduled or unforeseen.

- **Unscheduled / Emergency Requests:**

GALLS maintains a rapid response structure through our Kansas City branch and Regional Account Executive team. For urgent uniform needs or emergencies impacting operations, our standard response time is within two (2) hours of notification. Immediate coordination can occur via phone or email with our local account representative or customer service team.

- **On-Site Meetings and Coordination Efforts:**

Requests for meetings—whether virtual or in-person—are typically accommodated within 24 hours of notice. Our local Regional Account Executive, Jeff Peterson, and Regional Director of Operations, Jim McLaughlin, are readily available to meet with KCATA representatives to address service needs, program updates, or issue resolution.

- **Deliveries and Order Adjustments:**

In the event of an expedited delivery or last-minute order adjustment, GALLS can coordinate same-day or next-day solutions when inventory availability allows. Our Kansas City branch maintains sufficient stock to handle immediate replacement needs and urgent requests.

- **Communication Availability:**

The GALLS account management team is available by phone and email Monday through Friday, 8:00 a.m. to 6:00 p.m. CST, with after-hours contact options available for emergency needs.

This responsive structure ensures continuous communication, operational reliability, and quick resolution of any unplanned circumstances that may arise during the project.



References

Sedgwick County Sheriff

Contract is via Buyboard and valid through 2036

Col. Brian White



141 W. Elm St., Wichita, KS 67203

GALLS currently provides the Sedgwick County Sheriff's Office with a full range of uniforms, outerwear, footwear, and apparel accessories, including custom embellishments and embroidery. This program includes on-site fitting events, order management through a dedicated online portal, and timely fulfillment from our regional distribution centers.

Our partnership with the Sheriff's Office demonstrates GALLS' ability to support a large, active public safety agency with consistent product quality, responsive service, and accurate, on-time delivery. The program also highlights GALLS' capability to maintain inventory, handle alterations, and meet specialized uniform requirements within law enforcement and corrections environments.

Olathe Fire Dept.

Verbal price list which is updated every July.

Division Chief

Joey Heideman



1225 S. Hamilton Circel, Olathe, KS 66061

GALLS provides the Olathe Fire Department with all uniforms, outerwear, footwear, apparel accessories, and embellishments, ensuring a consistent and professional appearance across all divisions. The program includes station wear, outerwear, dress uniforms, and specialized gear—each customized to departmental specifications with embroidery, heat seal, and patch application performed in-house by GALLS.

Through a combination of on-site fittings, a dedicated online ordering portal, and direct delivery to department locations, GALLS ensures accurate sizing, timely fulfillment, and responsive support. This long-standing partnership demonstrates our ability to effectively manage large-scale public safety uniform programs while maintaining product quality, availability, and service reliability.



Jackson County Sheriff (Missouri)

Contract is via Buyboard and valid through 2036

Alycia Yount



4001 NE Lakewood Ct., Lee's Summit, MO 64064

GALLS provides the Jackson County Sheriff's Office with a complete uniform and equipment solution, supplying all uniforms, outerwear, footwear, apparel accessories, and embellishments in accordance with departmental standards. This includes daily wear, tactical, and ceremonial garments, all customized through in-house embroidery, heat seal, and patch application to ensure consistency and professional presentation.

The program is supported through local branch access, on-site sizing events, and a dedicated online ordering portal that allows authorized personnel to place and track orders efficiently. GALLS' responsive fulfillment network and quality control processes ensure accurate, on-time delivery and a consistently high level of service for sworn and non-sworn personnel alike.

Management and Oversight of Uniform Program

GALLS brings over 58 years of experience managing large-scale, multi-agency uniform programs across the nation and has successfully partnered with KCATA to deliver a uniform program built on reliability, quality, and responsive local service. As the incumbent provider, GALLS offers a proven framework that ensures seamless program continuity with no disruption to current operations. Our existing management structure—combining local, regional, and national resources—has already demonstrated its effectiveness in meeting KCATA's standards and expectations. This structure will continue to provide complete oversight, consistent quality, and service tailored specifically to KCATA's ongoing needs.

The KCATA program will remain under the management of our dedicated account team led by Jeff Peterson, Regional Account Executive, with direct operational support from James Wall, Strategic Account Manager, and oversight by Jim McLaughlin, Regional Director of Operations. This experienced team has extensive familiarity with KCATA's processes and personnel and will continue to oversee day-to-day coordination, order fulfillment, customer service, and contract compliance.

Program Oversight Includes:

- Continuing management of all aspects of KCATA's uniform ordering, production, and distribution process.
- Maintaining consistent inventory levels and rigorous quality control at our Kansas City branch and Lexington, KY headquarters.
- Providing ongoing performance reporting, tracking, and direct communication with KCATA's designated contract administrator.
- Conducting regular on-site visits and meetings to review program performance, address any concerns promptly, and ensure continued satisfaction.

GALLS' regional operations team works seamlessly with our national logistics, embroidery, and IT departments—an established, proven network that has supported KCATA's program to date. This integrated structure ensures full alignment between contract execution, product management, and system performance, providing KCATA with the depth of GALLS' nationwide capabilities while maintaining the personal, local-level service that our partnership has been built upon.

Organizational Structure and Staffing Support

The following structure demonstrates how the KCATA account will be supported by local, regional, and national GALLS teams:

Account Management & Operations Structure

- Jim McLaughlin – Regional Director of Operations
 - Provides regional oversight and ensures compliance with service standards.
 - Leads communication between GALLS corporate operations and the KCATA account team.
- Jeff Peterson – Regional Account Executive (Primary Point of Contact)
 - Manages day-to-day contract execution, service delivery, and communication with KCATA.
 - Coordinates on-site fittings, product selections, and operational adjustments.
- James Wall – Strategic Account Manager
 - Oversee customer experience, reporting, and portal support.
 - Ensures consistency across orders, inventory management, and fulfillment.
- Local Kansas City Branch Team
 - Supports daily operations, inventory management, alterations, and customer service.

- Provides front-line service for pick-up orders, emergency replacements, and on-site fitting coordination.
- Corporate Support (Lexington, KY)
 - Centralized procurement, warehousing, customization, and logistics functions.
 - IT and eCommerce teams maintain KCATA's dedicated online portal and order management system.

Organizational Chart

- The Project Manager reports directly to the Regional Account Manager and has functional support from national HR, Finance, and Training teams.
- All on-site staff (supervisor, technicians, drivers) report to the Project Manager.
- The Operations Supervisor directly oversees daily field activities and coordinates with subcontractor leads.
- Quality Assurance reports both to the Project Manager (for daily oversight) and the Regional QA Department (for compliance audits).

Value-Added Experience, Knowledge, and Insight

GALLS brings unparalleled industry experience and proven success in managing uniform programs for public safety and transportation agencies nationwide. Our value-added strengths include:

- Nationwide Infrastructure with Local Service:

GALLS operates at over 165 branch locations and two distribution centers nationwide, ensuring consistent supply, reduced backorders, and responsive service to meet KCATA's operational demands.

- Custom Online Ordering Portal:

As incumbent partner, the KCATA employees are already set up to access a dedicated, customized portal featuring approved items, size guides, and real-time allowance tracking. This system reduces administrative burden, streamlines ordering, and increases accountability.

- On-Site and Flexible Support:

GALLS offers on-site sizing events and fitting coordination aligned with employee schedules. Local staff can support in-person deliveries, returns, and emergency requests on short notice.



- Proven Success with Comparable Clients:

GALLS currently manages uniform programs for multiple public safety and government entities, including:

- Sedgwick County Sheriff's Office
- Jackson County Sheriff's Office
- Olathe Fire Department

These programs mirror KCATA's size and complexity, demonstrating GALLS' capacity to provide all required uniforms, outerwear, footwear, apparel accessories, and embellishments with consistent quality and service reliability.

Through this integrated approach—combining local engagement, regional oversight, and national resources—GALLS ensures that KCATA receives a responsive, scalable, and professionally managed uniform program designed to meet current and future operational needs.

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System Capabilities

- *Secure Online Ordering System*
 - Galls eQuip is only accessible by users defined and approved by customer through unique user names and password assignment
- *Mobile Device Compatibility*
 - Galls eQuip is mobile responsive for ease of on-the-go ordering
 - Compatible with all smart phones and tablets
 - Can be accessed from any location
- *Configurable based on Customer Uniform Program Requirements*
 - Designed to support a broad range of customer uniform program requirements
 - A uniform program profile is established with each customer to be serviced through the Galls eQuip system
 - This profile defines the operating parameters in which the system will govern the program, to include: employee management, allotment management, product offering, delivery requirements, and invoicing
- *Employee Management*
 - Galls eQuip provides an employee based management and tracking segment.
 - Employee information, required to properly process order and provide management reports, is warehoused in our systems data storage. This information includes: employee code, name, address (if appropriate to the program requirement), anniversary date, department, rank, assigned location, designation, and employee group.
 - Historical & distribution data is also maintained for each employee. This data is the basis for management reports, and is collected as orders are placed and distributed. Historical data includes items distributed (to the size level), along with quantities and order/shipment dates.
- *Product Offering Management*
 - Product offerings for the uniform program are defined, and are assigned to the respective employee groups when a uniform program is established on the system.
 - Employee Groups, or shop-by locations, typically represents a job function or

physical location. Such as if a uniform program was for a police department, there may be Shop-By Location for "Patrol", "Swat", "K-9", etc. with each group having a specific uniform products assigned to them. During order placement, only products associated with the Shop-By Location the employee is assigned to are available for order. This ensures that the employee can only order those products required for his/her job function.

- Galls eQuip supports alterations, such as trouser hemming, application of badges, etc. These elements are defined based on the requirements of the uniform program, and may be limited to specific styles and employee groups.
- *Optional "Shop Galls" Feature for Galls eQuip*
 - Feature allows the customer to add the entire Galls.com product offering to their website at a negotiated percent discount off retail.
 - Reduces the need to call for quotes on items that are needed right away
 - Keep in mind that customized VAS options are not available on these items
- *Optional "Package Ordering" Feature*
 - Feature allows the user to create "Packages" of items that are frequently ordered at the same time (ex. "New Hire Package," "New Vehicle Package")
 - "Package" orders are bundled and shipped together by user
 - This feature reduces the number of clicks per order and reduces errors during order entry by ensuring that all needed items are ordered before processing
- *Optional Allotment Management*
 - The system provides employee allotment management based on dollars OR units.
 - If permitted by the uniform program profile, employees may purchase uniforms in excess of their allotment amount via credit card.
 - Allotments may be renewed on the employee's anniversary date, the calendar year (each January 1), or a specific date.
 - Unused allotments may be rolled over to the new allotment year in its entirety, or a portion of the unused allotment may be rolled over, or no rollover based on the Uniform Program Profile.
 - If Allotment Management is required for the uniform program, the employee's available allotment is verified during the checkout process.
 - If the amount ordered exceeds the employee's available allotment and the program allows employee payments for amounts over the allotment via credit card, the checkout process remains active, and the employee will be prompted for credit card information during the checkout process.
 - If there is not sufficient allotment to cover the order amount and the program does not permit payment of the overage by the employee (via credit card), the checkout process will be disallowed until the order is altered to be within the employee's available allotment amount.
 - If the program has an allotment limit by product category, the payment for the amount over allotment will be forced to a credit card if credit card

purchases are allowed (i.e. agency will only pay \$100 toward a footwear purchase).

If the program has allotment needs but also wants to allow orders paid for by the agency off of allotment, this can be accommodated along with a reason code for the purchase and purchase comments. Approval can be required for this scenario and users will chose from a drop list of approvers (up to 3 levels of approval).

- *Optional Payroll Deduction Management*
 - Much like allotment management, the system can deposit, track, and renew payroll deduction funds to users
 - Renewal periods are identical to allotment renewals (anniversary date or calendar date)
 - Detailed month-end reporting available as well as on-demand reporting to track balances
 - Payroll deduction funds may be used in conjunction with other pay methods if allotment is exceeded or the employee does not have available funds on his/her credit card but need to make a purchase
- *Controlled Uniform Order Placement*
 - Galls eEquip controls uniform order placement by tying together the Employee, Product Offering, Shop-By Location and Allotment Management segments of the system, as governed by the uniform program profile.
 - Galls eEquip provides a web-based method for customer uniform administrators or employees to place uniform orders. The product offering and associated optional alteration options are displayed are based on the ordering employee's employee group assignment. Any mandatory alterations, such as standard department patch are garment, are hard code in the back system to ensure no mandatory alteration is missed during order placement on the website.
 - Galls eEquip allows for orders to be placed using a "shop-by individual" feature which provides an administrator the ability to place a large bulk uniform order and segment the order down to the individual employee level, eliminating the necessity to place a separate order for each employee.
- *Optional On-Line Order approval*
 - A customer may require all order or certain orders be approved by an Administrator prior to being processed. Galls eEquip allows for approval gates to be established from shipping to order dollar amount which are defined in the Uniform Program Profile. These orders remain in a "Hold for Approval" status until released by an Administrator. Galls eEquip provides information on these orders to the Administrators through system generated approval emails sent to the Administrator which allows the order to be approved through the links provided in the email, or on the Administrator's user dashboard on the website.
 - Upon order approval, the order is released to the back-office system for fulfillment. Denied orders assume a "denied" status, and are not released to the back-office

system.

- ***Administrator Site Maintenance and Task Management***
 - Allows customer's website administrator to add/remove product as needed
 - Customers can make changes effective immediately or request a quote from a sales associate
 - Customer administrators may also submit work requests through eQuip Task Management software so that requests are visible through a workflow and accompanied by automatic email updates
- ***Integrated with Galls ERP system***
 - The system is integrated with Gall's order fulfillment system, to include functionality in the areas of distribution, inventory control, production planning and stock replenishment, as well as accounting support.
 - When an order is placed in the system, it is passed directly to the distribution system for fulfillment of the order. As the order makes its way through the fulfillment process, the system is updated: 1) to confirm that the order was successfully received into the distribution system, 2) when the order is in process, and 3) when shipment is made. Shipment quantities and shipment dates are included in the data passed to the system from the distribution system.
 - As a result of the system order being passed to our back-office systems, our perpetual inventory is allocated/depleted. Our production-planning module recognizes the inventory depletion, and if warranted, triggers the stock replenishment process.
- ***Flexible, On-Demand Management Reporting***
 - Galls eQuip provides flexible, on-demand reporting with output into Excel .xls or Excel .xlsx, which allows for easy review and manipulation of the data output by the Administrators. The reporting can be sent directly to the requestors email or reviewed from the reports dashboard.
 - Available reports include:
 - Allotment Report
 - Order History Sales report
 - Itemized Sales report
 - Allotment Activity Report
 - Unit Allotment Activity Report
 - Backorder Report
 - Dropship Report
 - Within the various report offerings, the user may specify parameters such as date ranges, open or closed orders, or limit report data to a specific location or department, as applicable to the report.
- ***Customer management of employees***
 - Galls eQuip system allows for department Administrators to have the ability to assign new users to the website, update user profiles, Shop-By Location, etc.

should the customer chose the manager their own employee access to the website.

- *Customer management of inventory*
 - Galls eQuip provides a tool to track the customer's on-site inventory purchased by Galls as well as outside vendors.

The inventory management tool also allows Administrators to issue items to individuals, track those issues, and track return status of items. This gives administrators a convenient place to create a history for all users and what items they may have in their possession.

- 4 Major Components:
 - **Inventory Management**
 - Build custom inventory assortment, tree structure with branch/leaf design like UP assortment
 - Load SKUs from Uniform Program or load items received in via Non-Galls Receiving
 - Manually load inventory or push inventory in via Galls/Non-Galls Receiving
 - **Asset Management:** Serial Number/Expiration/Equipment Maintenance Tracking
 - Allows administrators to input the number of serial numbers to capture on an item and expiration in months
 - Allows administrators to track cleaning and maintenance of equipment
 - Users and administrators receive automatic notifications in advance of expiration dates
 - System is adaptable with standard UPC scanners and signature pads for quicker serial number entry and item issuing
 - **Galls Receiving**
 - Receive orders in to inventory that have been closed in GQ and designate assortment to load in to—inventory auto-loads
 - Receive orders in and "set-aside" for individuals so that they are not shown in "active" inventory under the Inv. Mgmt. tool
 - Order management dashboard that will allow quartermaster employees to receive in orders and notify users when their items are ready for pickup
 - **Non-Galls Receiving**
 - Manually receive in non-Galls order, can designate a receive date, vendor, vendor code, item number, description, qty, and assortment—inventory auto-loads to designated assortment to Inv. Mgmt. tool
 - **Agency Issues**
 - Issue items to individuals, capture signature upon receipt by individual
 - Can return items from individuals and designate if "damaged" or "reusable" with "reusable" returns auto-loading back in to the Inv.

- Mgmt. tool
 - Reporting available on this feature
- **Budget Tracking**
 - Allows customers to load a blanket purchase order to their site
 - Customer can assign a start/end date of the purchase order, amount that cannot be exceeded, and set low balance thresholds that will alert finance users that a new PO will need to be requested, generated, and loaded on to the site
- The system will block orders that may cause the PO to be exceeded **Quote Management**
 - Galls eQuip provides a tool to allow customers to generate their own quotes in order to obtain purchase orders
 - Items going on the quote will need to be pre-loaded on to the site
 - This tool is helpful for agencies who have to submit quotes to their finance departments in order to obtain purchase orders, even if our pricing on eQuip is a constant, fixed price
- **Customer Onboarding Team and Process**
 - Customers who sign on with Galls for their eQuip programs will be provided with a dedicated program specialist who will assist in gathering program requirements, build out of the program, launch, and post-launch support
 - This team will assist with training materials when needed and give the customer a point of contact for the duration of the build-out

System Availability, Security and Technical Information

System Availability

- **24/7 Availability:** The system is operational round-the-clock with minimal unplanned downtime.
- **Maintenance Scheduling:** Planned service outages for maintenance and upgrades are limited to twice per year. Emergency outages are communicated promptly with impacted stakeholders.
- **Redundancy:** Equipped with redundant power, internet, and firewall systems to minimize disruptions.
- **DDoS Protection:** The system is safeguarded against most denial-of-service attacks using Cloudflare technology.

Mobile Compatibility

- The system includes a custom mobile experience, ensuring seamless compatibility across mobile devices.

Technical Architecture

- **Technology Stack:** Built on IBM iSeries Power 10 Technology.
- **Reference:** <https://www.ibm.com/power>
- **Feature Testing:** Utilizes multiple Logical Partitions (LPARs) to provide

isolated environments for testing new features prior to live production deployment.

- **Replication Services:** Employs Replication as a Service with a managed service partner, maintaining a similarly configured IBM iSeries environment within their data center for disaster recovery and high availability.

Database Technology

- **Database System:** Leverages IBM DB2 as the core database management system.
- **Reference:** <https://www.ibm.com/db2>

Physical Security

- **Primary Data Center:**
 - The IBM iSeries is housed in a third-party data center with the following security measures:
 - 24/7 on-site security personnel.
 - Biometric access controls and video surveillance.
 - Two-factor authentication and background checks for authorized personnel.
 - Mantraps and strict access control policies.
- **Disaster Recovery Partner:** Maintains similar physical security protections to ensure business continuity.

Data Security and Protection

- **Penetration Testing:** Annual system-wide penetration tests are conducted to identify and address vulnerabilities.
- **Layered Security Approach:**
 - Next-generation firewalls with built-in intrusion prevention.
 - DDoS protection, web application firewall (WAF), and SSL certificates.
 - All secure web traffic is encrypted using GoDaddy 4096-bit public key and SSL certificate with 256-bit encryption.
- **Network Architecture:** Segmented network design with rate-limiting technology for added security and control.

Scalability

- The system is designed to scale seamlessly, accommodating at least a twofold increase in business size or volume without requiring hardware or software upgrades

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Alternate Item Specifications

Port Authority Short Sleeve Easy Care Shirt-SR939



PRODUCT DETAILS

PORT AUTHORITY SHORT SLEEVE EASY CARE SHIRT

This comfortable wash-and-wear shirt is indispensable for the workday. Wrinkle resistance makes this shirt a cut above the competition so you and your staff can be too.

PRODUCT SPECS

- 4.5-ounce, 55/45 cotton/poly
- Button-down collar
- Dyed-to-match buttons
- Patch pocket
- Box back pleat

Cobmex Unisex Long Sleeve "Classic" Turtleneck-SH830



PRODUCT DETAILS

COBMEX UNISEX LONG SLEEVE "CLASSIC" TURTLENECK

Stay warm and comfortable with the Cobmex Unisex Long Sleeve "Classic" Turtleneck, designed for a timeless and professional look. Made from a soft and durable interlock knit blend of 60% cotton and 40% polyester, it offers breathability and long-lasting wear. The snug yet flexible turtleneck provides added warmth, making it perfect for layering in cooler weather. Whether for work or casual wear, this classic piece delivers both style and practicality.

PRODUCT SPECS

- 60% Cotton / 40% Polyester
- Interlock knit
- Weight: 220 GSM
- Classic turtleneck style

SanMar Port Authority Interlock Knit Mock Turtleneck-SW1094



PRODUCT DETAILS

**SANMAR PORT AUTHORITY INTERLOCK KNIT
MOCK TURTLENECK**

PRODUCT SPECS

- 6.3-ounce, 100% ring spun combed cotton
- Coverseamed neck
- Rib knit collar and cuffs with spandex
- Locker patch
- Double-needle collar and hem

New Era Structured Stretch Cotton Cap-HW966



PRODUCT DETAILS

NEW ERA STRUCTURED STRETCH COTTON CAP

Finding a comfortable fit is easy with the New Era stretch fit in breathable cotton.

PRODUCT SPECS

- Fabric: 97/3 cotton/spandex
- Structure: Structured
- Profile: Mid
- Closure: Stretch fit

LawPro High Gloss Oxfords-FX074



PRODUCT DETAILS

LAWPRO HIGH GLOSS OXFORDS

Look professional at all times with an easy to clean, polished pair of oxfords. The LawPro High Gloss Oxfords are ideal for the public safety professional who needs to be in uniform but does not want to be constantly polishing his shoes.

PRODUCT SPECS

- Hi-Gloss upper is easy to clean and never needs to be polished
- Shiny PVC synthetic leather
- Lining absorbs perspiration and resists odors and mildew
- Shock-absorbing EVA outsole provides extra comfort and important heel cushion
- Velours and polyurethane foam padded insole
- Non-metallic
- Also available without high gloss finish
- Imported

Bates Women's High Gloss Uniform Oxford-FW132



PRODUCT DETAILS

BATES WOMEN'S HIGH GLOSS UNIFORM OXFORD

This High Gloss Women's Duty Oxford is the ultimate in dress uniform footwear, its crafted with a classic leather outsole that is non-marking and slip- and oil-resistant. This uniform Oxford features an easy-to-clean high gloss upper with mesh lining for added breathability. Unique to this women's oxford is the extra lightweight slip resistant outsole.

PRODUCT SPECS

- High Gloss Upper
- Breathable mesh lining
- Lightweight, slip-resistant Rubberlon outsole
- Cement construction
- Easy to clean
- Lightweight rubber lug outsole
- Round Toe

Bates Women's Sentry High Shine Oxfords-FT3088



PRODUCT DETAILS

BATES WOMEN'S SENTRY HIGH SHINE OXFORDS

The Bates Women's Sentry High Shine Oxfords take on a modern look with a tailored fit for a professional look. These black dress shoes are easy to clean/shine and integrate a moisture-wicking liner that actively keeps your feet dry. The blucher pattern easily adjusts to accommodate wider feet, and the removable insert provides underfoot comfort and support. What's more, these Bates shoes are slip-resistant and have two-needle stitching at the top for durability and tear strength.

PRODUCT SPECS

- Leather and synthetic uppers: Durable, and easy to clean/shine
- Single density PU outsole: Lightweight cushion + durable
- Slip-resistant tread design: Better performance, slip-resisting
- Moisture wicking lining: Actively keeps your feet dry
- Contemporary LAST: Modern look and tailored fit
- Blucher Pattern: Easily adjustable for wider feet
- Two-needle stitched upper: Durable + increased tear strength
- Molded removable EVA insert: Flexible support + contoured cushion
- Mfg Number: E07840

Workbrutes 14 inch Work Boot-FT1123

Product Details:



- 14-inch height overshoe - Molded-in button for secure closure
- Seamless injection-molding for 100% liquidproof protection
- Cleated outsoles spit out debris & provide excellent traction
- Less material in the upper to reduce weight/fatigue
- More material at wear points in the heel, toe & cleats
- Thicker treads, deeper cleats & sharper edges for more traction
- Textured interior entry points make overshoes easy to put on
- Heavy-duty heel kick for easy off

Galls Men's 6" Side Zip Boots-FT2998



PRODUCT DETAILS

GALLS MEN'S 6" SIDE ZIP BOOTS

The Galls Men's 6" Side Zip Boot provides patrol-ready performance at an unbeatable value. Featuring full-grain leather, 900D nylon construction, and a YKK® side zipper, these boots offer durability, comfort, and easy access for officers on duty.

PRODUCT SPECS

- Height: 6 inches
- Toe Protection: Polishable toe made of full-grain leather, no steel or composite reinforcement
- Closure Type
 - YKK® side zipper for easy access
 - Lace-up front for secure fit
- Material Finish: Matte
- Upper Material: Full-grain leather and 900D nylon
- Heel: Classic molded rubber outsole with standard heel height
- Footbed/Insole Material: Removable EVA insole and Ortholite® Lazy™ insert for cushioned support and all-day comfort
- Shank: Nylon shank for lightweight stability and support
- Midsole: Custom-molded Phylon EVA midsole for lightweight comfort and shock absorption
- Outsole Material: Classic molded rubber outsole for traction and durability on various surfaces
- Construction Type: Cemented
- Waterproofing: Not waterproof, designed for general patrol use
- Slip Resistance: Molded rubber outsole offers slip resistance on various surfaces
- Durability:
 - Rustproof hardware for long-lasting use
 - Reinforced stitching and high-abrasion materials for daily wear and tear
- PU foam padded collar for extra comfort
- Gusseted tongue prevents dirt and debris from entering
- Insulation: Not insulated for cold weather, but ideal for general duty use
- Breathability: 900D nylon upper allows airflow for breathability during long shifts

CARE INSTRUCTIONS

- Cleaning: Wipe down with a damp cloth to remove dirt. Polish the toe regularly for a professional appearance.
- Maintenance: Condition the leather periodically to extend the life of the boots and maintain flexibility.
- Storage: Store in a cool, dry place. Use boot trees or stuff with newspaper to maintain shape when not in use.

Under Armour Men's Charged Assert 10 Shoes- FW1299



PRODUCT DETAILS

UNDER ARMOUR MEN'S CHARGED ASSERT 10 SHOES

The Under Armour Men's Charged Assert 10 Running Shoes are engineered for runners prioritizing balance in cushioning, flexibility, and durability. These shoes feature Charged Cushioning® midsoles, which use compression molded foam for even greater responsiveness and durability, providing optimal cushioning and energy return. The uppers are crafted with a lightweight mesh that offers complete breathability, ensuring your feet stay cool and comfortable.

For additional support and structure, durable leather overlays lock in your midfoot. The solid rubber outsoles cover high-impact zones, offering greater durability without adding unnecessary weight. The EVA sockliner provides soft, step-in comfort, making these shoes ideal for running and all-day wear. With their sleek design and advanced performance features, the Under Armour Charged Assert 10 Running Shoes are perfect for athletes seeking a blend of style and functionality.

PRODUCT SPECS

- Ideal for runners who prioritize flexibility, cushioning, and versatility in their footwear.
- Each shoe weighs only 9.5 oz, offering a light feel for enhanced mobility.
- Offers a regular fit for a balance of comfort and support.
- Features a lightweight mesh upper complemented by synthetic overlays for added durability and support.
- Designed with a 10mm offset to balance heel and forefoot height for optimal comfort.
- Equipped with an EVA sock liner for a soft, comfortable feel upon stepping in.
- Utilizes compression molded foam in the midsole for peak responsiveness and lasting durability.
- The outsole is solid rubber, strategically covering high-impact zones to ensure greater durability while minimizing weight.

Under Armour Women's Charged Assert 10 Shoes- FW1302



PRODUCT DETAILS

UNDER ARMOUR WOMEN'S CHARGED ASSERT 10 SHOES

The Under Armour Women's Charged Assert 10 Shoes provide performance and comfort. Whether you're a professional runner or a casual jogger, the Charged Cushioning® in the midsole absorbs shock and provides support and stability with every step. The lightweight upper helps keep your feet cool and comfortable during long runs, and a micro-thread rubber outsole offers reliable traction on any surface. The upper is built with sturdy overlays for consistent wear and lasting performance to protect from scrapes and abrasion. You'll run fast and go farther with the UA Women's Charged Assert 10 running shoes.

PRODUCT SPECS

- Charged Cushioning midsole with compression molded foam enhances responsiveness & durability
- Lightweight, breathable mesh upper with synthetic overlays adds support
- EVA sock liner provides soft, step-in comfort
- Solid rubber outsole at high-impact zones
- NEUTRAL: For runners who need flexibility, cushioning & versatility

Warning: This product can expose you to chemicals, including chromium (hexavalent compound), known in California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

Pro Feet Cotton Crew Socks (3 Pair Pack)- SP412



PRODUCT DETAILS

PRO FEET COTTON CREW SOCKS (3 PAIR PACK)

The Pro Feet Cotton Crew Socks provide the cushioning and shock absorption you need for those long shifts on your feet. The stretch nylon material, "Y" heel and arch support provide a superior fit and circulation while the cotton material provides maximum comfort. These cotton socks also have a half cushion for shock absorbency and a welt top for stay-up performance.

PRODUCT SPECS

- 80% cotton for maximum comfort
- 20% stretch nylon for best fit
- Arch support for fit & circulation
- Half cushion foot for shock absorbency
- Welt top for stay-up performance
- "Y" heel for fit
- Comes with 3 pairs per pack

A+ Career Apparel Lawman's Classic V-Neck Pullover Sweater Vest- ST377



PRODUCT DETAILS

A+ CAREER APPAREL LAWMAN'S CLASSIC V-NECK PULLOVER SWEATER VEST

PRODUCT SPECS

- 100% acrylic
- Jersey knit
- Pill resistant
- Machine wash and dry
- Elasticized rib-trim waist for shape retention

Mission Made Men's Full Zip Fleece Jacket- JA3598



PRODUCT DETAILS

MISSION MADE MEN'S FULL ZIP FLEECE JACKET

The Mission Made Men's Full Zip Fleece Jacket is designed for warmth and all-day comfort. Made from soft double-brushed fleece, this jacket can be worn on its own or as a midlayer, adapting to any season. Featuring a vertical zippered chest pocket and waist pockets with internal D-rings, it keeps your essentials secure and accessible. The Tuck & Cover® droptail design offers added coverage, making it perfect for active wear in cool weather.

PRODUCT SPECS

- Material: 100% Polyester with Two-Layer, Double-Brushed Fleece, 723 oz.
- Wind-resistant fleece layer offers moderate protection against chilly breezes
- Tuck & Cover® droptail design prevents exposure during movement, ensuring coverage when bending or kneeling
- Closure: 2-way full zip closure for easy layering and temperature regulation
- Pockets, including:
 - Vertical zippered chest pocket on the left side, fits most mobile phones securely
 - Two waist pockets with internal D-rings to keep valuables secure and accessible
- Subtle Mission Made logo debossed on the left sleeve loop field for a low-profile look

CARE INSTRUCTIONS

- Washing: Machine wash cold with similar colors
- Drying: Tumble dry low or hang to dry to maintain fabric integrity
- Ironing: Do not iron

Rothco Insulated Hunting Gloves- GL966



PRODUCT DETAILS

ROTHCO INSULATED HUNTING GLOVES

Hunt with precision, even in the coldest climates, with Rothco Thermoblock Insulated Hunting Gloves in Black. Crafted from high-quality cotton/polyester, these insulated gloves are designed for hunters to endure severe climates. With Thermoblock insulation, these gloves will keep your hands warm and dry. Available in a selection of colors, these hunting gloves feature a leather palm field to advance your grip when you're on the hunt.

PRODUCT SPECS

- Material: premium cotton/polyester material
- Thermoblock insulation
- Leather palm

LawPro Lightweight Duty Gloves- GL681



PRODUCT DETAILS

LAWPRO LIGHTWEIGHT DUTY GLOVES

Maximize your protection without breaking your budget. These police gloves are made from a lightweight nylon Lycra® blend for light and cool year round use. The palm provides long-lasting wear with dexterity and the non-slip grip patches on the palm and fingertips keep your grip secure while holding your flashlight, radio or other gear.

PRODUCT SPECS

- Lightweight nylon Lycra® blend — light and cool for year round use
- Non-slip grip patches on palm and fingertips
- Clarino synthetic palm provides durability with dexterity

Blue Generation Twill Short Sleeve Button Down Shirt with Teflon- SH298



PRODUCT DETAILS

BLUE GENERATION TWILL SHORT SLEEVE BUTTON DOWN SHIRT WITH TEFLON

Even when you're off-duty, at a Law Enforcement conference or working plain clothes, you need a good-looking shirt that works as hard as you do. Our treated twill shirts offer maximum stain and wrinkle resistance with outstanding comfort.

PRODUCT SPECS

- 65/35 poly/cotton twill fabric with "soft touch" finish provides all the comfort of cotton with the wrinkle resistance of polyester
- Treated with DuPont Teflon Fabric Protector
- Button down collar and adjustable cuffs
- Patch pocket with pencil compartment
- Imported

Blue Generation Twill Long Sleeve Button-Down Shirt with Teflon- SH297



PRODUCT DETAILS

BLUE GENERATION TWILL LONG SLEEVE BUTTON-DOWN SHIRT WITH TEFLON

The "miracle" shirt that repels soil and stains.

Even when you're off-duty, at a Law Enforcement conference or working plain clothes, you need a good-looking shirt that works as hard as you do. Our treated twill shirts offer maximum stain and wrinkle resistance with outstanding comfort.

PRODUCT SPECS

- 65/35 poly/cotton twill fabric with "soft touch" finish provides all the comfort of cotton with the wrinkle resistance of polyester
- Treated with DuPont Teflon Fabric Protector
- Button down collar and adjustable cuffs
- Patch pocket with pencil compartment
- Imported

APPENDIX D

CONTRACTOS PRICE PROPOSAL

PRICE PROPOSAL PAGE 1 OF 2

Request for Proposals (RFP) G25-6001-32A Operator's & Supervisors Uniforms

Additional price details may be submitted on a separate page. Additional documents shall include firm name and signed/dated by an authorized representative.

Required Operator's Uniforms				
SHIRTS	Proposed Brand	Model #	Estimated Quantity	Unit Price
Men's Long Sleeve Lt. Blue Dress Shirt w/ RideKC Logo	Elbeco	CA23	280	\$39.35
Women's Long Sleeve Lt. Blue Dress Shirt w/ RideKC Logo	Elbeco	CA13	280	\$39.35
Men's Short Sleeve Lt. Blue Dress Shirt w/ RideKC Logo	SANMAR	S508	80	\$21.55
Women's Short Sleeve Lt. Blue Dress Shirt w/ RideKC Logo	Elbeco	CA33	80	\$37.16
Men's Long Sleeve Polo Cobalt/Char/Red w/ RideKC Logo	PROPPER	F531572600	120	\$40.45
Men's Short Sleeve Polo Cobalt/Char/Red w/RideKC Logo	PROPPER	F534172015	120	\$36.51
Women's Long Sleeve Polo Cobalt/Char/Red w/ RideKC Logo	PROPPER	F535772600	120	\$40.45
Women's Short Sleeve Polo Cobalt/Char/Red w/RideKC Logo	PROPPER	F532772015	120	\$36.51
TROUSERS	Proposed Brand	Model #	Estimated Quantity	Unit Price
Men's Pleated Trouser Navy or Black	EDWARDS	2640 007	240	\$32.00
Men's Non-Pleated Trousers Navy or Black	EDWARDS	2525 010	40	\$59.72
Women's Pleated Trouser Navy or Black	EDWARDS	2525 010	150	\$59.72
Women's Non-Pleated Trouser Navy or Black	EDWARDS	8525 010	25	\$59.72
Men's Side Pocket Streetgear Pant Navy or Black	Blauer	8810T 11	120	\$86.85
Women's Side Pocket Streetgear Pant Navy or Black	Blauer	8810WT 4	75	\$86.85
JACKETS	Proposed Brand	Model #	Estimated Quantity	Unit Price
Jacket 9" Arm/Leg	TATJACKET	320-ILB	120	\$15.00
Windbreaker w/liner	TACT SQUAD	JC382	200	\$19.76
CAPS	Proposed Brand	Model #	Estimated Quantity	Unit Price
All Navy-Blue Pershing Dress Cap	Keystone Uniform Cap	R-801	50	\$59.57
Solid Baseball Cap - Add White RideKC Embroidery	OTTO	19-536	150	\$15.29
Mesh Baseball Cap - Add White RideKC Embroidery	OTTO	32-285	120	\$14.25
Winter Baseball Cap - Add White RideKC Embroidery	OTTO	19-061	120	\$14.25
Wool Baseball Cap w/ RideKc Logo - Price Included	Sanmar	NE1000 BLK	120	\$18.05
Knit Watch Cap - Add White RideKC Embroidery	Blauer	125 11	150	\$31.14
Skull Cap - Add White RideKC Embroidery	COBMEX	1110 BLK	150	\$24.50
Winter Trooper Cap (Navy)	Blauer	195 4 L 30	150	\$30.06
Winter Trooper Cap (Black)	Blauer	195 11 L 30	150	\$30.06
NECKTIES	Proposed Brand	Model #	Estimated Quantity	Unit Price
Bar Stripe Navy/Silver 4 in Hand Tie	SAMUEL BROOME	78050-711	25	\$7.25

Ladies Bar Stripe Navy/Silver Crossover Tie	SAMUEL BROOME	78080-711	15	\$5.83
Bar Stripe Navy/Red 4 in Hand Tie	SAMUEL BROOME	78050-707	25	\$7.25
Ready-Made Clip-on Tie (Women's)	SAMUEL BROOME	45055 61	25	\$6.67
Ready-Made Clip-on Tie (Regular)	SAMUEL BROOME	45015 61	25	\$6.67
Ready-Made Clip-on Tie (Long)	SAMUEL BROOME	45045 61	25	\$6.67
MISCELLANEOUS UNIFORM ITEMS	Proposed Brand	Model #	Estimated Quantity	Unit Price
OUTWEAR				
Tactical Dark Navy 3-in-1 Parka	5.11 Inc.	48152ABR		\$316.70
Wooly Pully Sweater - No Embroidery/No Emblem	COBMEX	8081		\$50.43
Navy Zip Front Sweater - No Embroidery/No Emblem	COBMEX	4022		\$45.83
Navy V-Neck Sweater - No Embroidery/No Emblem	COBMEX	2010		\$34.17
Navy Zip Front Sleeveless Sweater Vest - No Emblem	COBMEX	3011		\$36.67
Navy V-Neck Sleeveless Sweater Vest - No Emblem	A+ CAREER APPAREL	6600		\$27.08
Short Rain Jacket	CAROLINA SAFETY	UN447-00-1		\$39.15
Long Rain Coat	CAROLINA SAFETY	447AC		\$62.75
Full Zip Tech Sweater w/ RideKC Logo	MISSION MADE	59001		\$25.40
BELTS/TURTLENECKS/GLOVES				
1 1/2" Plain Black Trouser Belt	DUTYMAN	1511T		\$24.59
1 1/2" Plain Black Velcro Tip Belt	DUTYMAN	1311-38		\$21.97
1 1/2" Basketweave Trouser Belt	DUTYMAN	1521T		\$24.59
1 1/2" Basketweave Velcro Tip Belt	DUTYMAN	1321		\$22.41
Adult Turtleneck w/ RideKC Logo	COBMEX	TN100DARK		\$24.19
Adult Mock Turtleneck w/ RideKC Logo	Sanmar	K321		\$18.95
Adult Turtleneck Dickie w/ RideKC Logo	Blauer	8109 4		\$21.25
Adult Mock Turtleneck Dickie w/ RideKC Logo	Blauer	8119 4		\$21.98
Hatch Specialist Glove	HATCH/SAFARILAND	1010669		\$20.69
Hatch Lined Specialist Glove	ROTHCO	4945		\$10.77
Hatch Resister Glove with Kevlar	HATCH/SAFARILAND	1010659		\$37.08
Hatch Leather Glove No Lining	HATCH/SAFARILAND	1010479		\$29.17
FOOTWEAR				
Men's High Gloss Durashock Oxford Shoe	Original Swat	FX074		\$38.75
Women's High Gloss Durashock Oxford Shoe	Bates	E22741		\$80.29
Men's Plain Black Oxford Dress Shoe	Bates	E22233		\$78.63
Women's Plain Black Oxford Dress Shoe	Bates	E07840		\$90.47
Rubber Overshoe	Tingley Rubber	35141		\$30.70
Men's 5" Tactical Sport Boot	Original Swat	FT2998		\$56.92
Women's 5" Tactical Sport Boot	Bates	E03560		\$98.31
Men's Tactical Side Zip Boot	Bates - Wolverine	E03180		\$103.24
Women's Tactical Side Zip Boot	Bates - Wolverine	E03580		\$103.24
Men's Tactical Boot	Bates - Wolverine	E03180		\$103.24
Original SWAT Chase Low Trainer	Original Swat	131001		\$83.78
Men's Cross Trainer Tennis Shoe	UNDER ARMOUR	3026175		\$52.00
Women's Cross Trainer Tennis Shoe	UNDER ARMOUR	3026179		\$52.00
6" Boot w/ No Side Zipper, Men's Sizing	5.11 Inc.	12401-019		\$97.28
6" Boot w/ Side Zipper, Men's Sizing	5.11 Inc.	12394ABR-019		\$98.37
Boot w/ Side Zipper, Women's Sizing	5.11 Inc.	12404ABR-019		\$97.28
Over the Calf Black Sock (One Pair)	PRO FEET INC	216 BKWH		\$6.40
Three Pack of White Socks	PRO FEET INC	204/3		\$10.58

Supervisor and Trainer Uniform				
SHIRTS	Proposed Brand	Model #	Estimated Quantity	Unit Price
Men's Short Sleeve White Dress Shirt (White)	Blue Generation	7217S	15	\$25.82
Men's Long Sleeve White Dress Shirt (White)	Blue Generation	7217	10	\$28.82
Women's Short Sleeve Dress Shirt (White)	SANMAR	S508	15	\$21.55
Women's Long Sleeve Dress Shirt (White)	SANMAR	LW100	5	\$22.40
Men's LS Polo Cobalt/Char/Red w/ RideKC Logo	PROPPER	F53157 2015	10	\$41.42
Mens's SS Polo Cobalt/Char/Red w/RideKC Logo	PROPPER	F53417 2600	10	\$37.12
Women's LS Polo Cobalt/Char/Red w/ RideKC Logo	PROPPER	F53577 2600	10	\$40.45
Women's SS Polo Cobalt/Char/Red w/RideKC Logo	PROPPER	F53277 2015	10	\$36.51
TROUSERS	Proposed Brand	Model #	Estimated Quantity	Unit Price
Men's Pleated Trouser Navy or Black	EDWARDS	2640 007	33	\$32.00
Men's Non-Pleated Trousers Navy or Black	EDWARDS	2525 010	5	\$59.72
Women's Pleated Trouser Navy or Black	EDWARDS	2525 010	10	\$59.72
Women's Non-Pleated Trouser Navy or Black	EDWARDS	8525 010	3	\$59.72
Men's Side Pocket Streetgear Pant Navy or Black	Blauer	8810T 11	20	\$86.85
Women's Side Pocket Streetgear Pant Navy or Black	Blauer	8810WT 4	20	\$86.85
Jackets	Proposed Brand	Model #	Estimated Quantity	Unit Price
Jacket 9" Arm/Leg	TATJACKET	320-ILB	10	\$15.00
Windbreaker w/liner	TACT SQUAD	JC382	15	\$19.76
Caps	Proposed Brand	Model #	Estimated Quantity	Unit Price
All Navy-Blue Pershing Dress Cap	Keystone Uniform Cap	R-801	10	\$59.57
Solid Baseball Cap - Add White RideKC Embroidery	OTTO	19-536	10	\$15.29
Mesh Baseball Cap - Add White RideKC Embroidery	OTTO	32-285	10	\$14.25
Winter Baseball Cap - Add White RideKC Embroidery	OTTO	19-061	10	\$14.25
Wool Baseball Cap w/ RideKc Logo - Price Included	Sanmar	NE1000	10	\$18.05
Knit Watch Cap - Add White RideKC Embroidery	Blauer	125 11	10	\$31.14
Skull Cap - Add White RideKC Embroidery	COBMEX	1110	10	\$24.50
Winter Trooper Cap (Navy)	Blauer	195 4 L 30	10	\$30.06
Winter Trooper Cap (Black)	Blauer	195 11 L 30	10	\$30.06
NECKTIES	Proposed Brand	Model #	Estimated Quantity	Unit Price
Bar Stripe Navy/Silver 4 in Hand Tie	SAMUEL BROOME	78050-711	15	\$7.25
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Ready-Made Clip-on Tie (Regular)	SAMUEL BROOME	45015 61	15	\$6.67
Ready-Made Clip-on Tie (Long)	SAMUEL BROOME	45045 61	15	\$6.67

ATTACHMENT C – PRICE PROPOSAL (CONTINUED)

Vendors are requested to provide a projected yearly percentage increase, if applicable. KCATA has the right to request a sampling of costs for audit purposes.

Contract Year 2 Percent increase on all items from original pricing	<u>5</u> %
Contract Year 3 Percent increase on all items from original pricing	<u>10</u> %
Contract Option Year 1 Percent increase on all items from original pricing	<u>15</u> %
Contract Option Year 2 Percent increase on all items from original pricing	<u>20</u> %

The undersigned, acting as an authorized agent or officer for the Offeror, does hereby agree with the following:

1. The offer submitted is complete and accurate, including all forms required for submission in accordance with the terms and conditions listed in this Request for Proposals and any subsequent Addenda. The offeror shall immediately notify KCATA in the event of any change.
2. We hereby agree to provide the services on which prices are listed above and in accordance with the terms and conditions listed in KCATA's RFP.

Company Name (Type/Print) GALLS, LLC. Date 11/5/25

Authorized Signature  Title CFO Email Address bidreview@galls.com

Name (Type/Print) Dustin McDulin Telephone # 844-464-2557 Fax # 859-268-5946

Contract Award

Provision of Operators and Supervisor Uniforms

Contract # G25-6001-32A

Date: May 27, 2026

Board Action Item

Submitted by: Donald Bowlin, Chief Transit Experience Officer

Prepared by: Andrew Campbell, Procurement Buyer

PURPOSE & BACKGROUND

PURPOSE

Staff requests Board approval to award Contract #G25-6001-32A to Galls, LLC for the provision of uniforms and accessories for KCATA bus operators and supervisors.

BACKGROUND

Up to 400 operators and **30 supervisors** could receive uniforms as part of KCATA's commitment to professional image.

Uniforms reinforce the RideKC brand, increase the safety of public facing staff, and enhance the customer experience.

This contract replaces the agency's expiring uniform supply arrangement.

Procured via competitive RFP issued **October 23, 2025**.

PROCUREMENT SUMMARY

1

RFP Issued

October 23, 2025

2

Proposal Received

November 5, 2025
Galls, LLC

3

Award Recommended

Based on qualifications,
pricing & specifications

Award Basis: Firm's qualifications, competitive pricing, and ability to meet KCATA's uniform specifications. Prices are **firm and fixed** for the contract term.

DBE Commitment: No DBE commitment was established for this contract.

SCOPE OF SERVICES

Vendor: Galls, LLC · Lexington, Kentucky | **Contract Term:** June 1, 2026 – May 31, 2029 (+ 2 one-year options)



Apparel
Shirts, trousers, outerwear, headwear, neckwear & accessories in KCATA-approved styles bearing the RideKC logo



Footwear
Approved footwear in KCATA-specified styles and colors



Sizing
Full range available — XS through 7X



Allowance System
Individual annual allowance tracked per employee



Ordering
Dedicated online ordering portal and/or local retail location



Invoicing
Monthly, by employee category: Drivers, Supervisors, Trainers, Miscellaneous — payment only for items received

FINANCIAL IMPACT

Pricing Structure

Firm and fixed unit prices for the full contract term, as established in Appendix D of the contractor's price proposal.

Annual Spend

Governed by KCATA's budgeted needs. Payment is made only for items ordered and received.

Extension Years

Two one-year extension options available, subject to KCATA's annual budget process.

STAFF RECOMMENDATION

Staff recommends approval of Contract #G25-6001-32A with Galls, LLC as presented.

REQUESTED BOARD ACTION

MOTION

Move to authorize the Chief Executive Officer, or designee, to execute Contract #G25-6001-32A with Galls, LLC for the Provision of Operators and Supervisor Uniforms (cost is in your packets) for the initial three-year term, with two one-year extension options, subject to annual funding availability.

FINANCIAL STATEMENTS

March 2026



KANSAS CITY AREA TRANSPORTATION AUTHORITY
CONSOLIDATED STATEMENT OF FINANCIAL POSITION
AS OF MARCH 2026

	3/31/2026 <i>Current Month</i>	2/28/2026 <i>Prior Month</i>
ASSETS and DEFERRED OUTFLOWS		
<u>Current Assets:</u>		
Cash and cash equivalents	\$ 11,907,587	\$ 10,026,464
Accounts receivable	388,893	782,686
Due from governments:		
Local governments	140,938	163,889
State government	1,117,478	1,120,745
Federal government	3,755,688	6,273,218
Material and supplies	2,485,182	2,117,470
Prepaid expenses and other current assets	1,825,336	2,404,322
Total current assets	<u>21,621,102</u>	<u>22,888,795</u>
<u>Restricted / Designated Assets & Investments:</u>		
Local capital funds	4,629,959	5,620,630
Self insurance fund	9,828,850	10,008,353
KCMO Tax Reserve	17,078,418	17,082,412
Operating liabilities fund	5,599,128	5,738,990
Other Investments	198,421	198,421
Total restricted / designated assets	<u>37,334,775</u>	<u>38,648,806</u>
<u>Capital Assets:</u>		
Land and rights-of-way	15,666,648	15,666,648
Capital projects in progress	19,510,616	19,200,924
Buildings and improvements	98,340,701	98,340,701
Revenue buses, vehicles and equipment	113,452,151	115,031,300
Other equipment and structures	63,459,783	63,459,783
Office furniture and equipment	5,516,050	5,516,050
Lease right of use assets	201,188	201,188
Subscription right of use assets	149,883	149,883
Total capital assets	<u>316,297,019</u>	<u>317,566,477</u>
Accumulated depreciation/amortization	<u>(186,164,562)</u>	<u>(186,637,765)</u>
Total capital assets, Net	<u>130,132,457</u>	<u>130,928,712</u>
Lease receivable	174,356	188,356
Deferred outflows - Pension & OPEB related	<u>8,390,720</u>	<u>8,390,720</u>
Total Assets & Deferred Outflows	<u>\$ 197,653,410</u>	<u>\$ 201,045,389</u>
	-	-

**KANSAS CITY AREA TRANSPORTATION AUTHORITY
CONSOLIDATED STATEMENT OF FINANCIAL POSITION
AS OF MARCH 2026**

	3/31/2026 Current Month	2/28/2026 Prior Month
LIABILITIES, DEFERRED INFLOWS and FUND EQUITY		
<u>Current Liabilities:</u>		
Accounts payable	\$ 4,667,121	\$ 8,200,931
Payroll and benefits liabilities	5,450,381	4,934,784
Other short term liabilities	6,303	2,510
Line of credit	-	-
Rock Island bond accrual	350,053	233,370
Unearned revenue	-	-
Total current liabilities	<u>10,473,858</u>	<u>13,371,596</u>
<u>Noncurrent Liabilities:</u>		
Liabilities Payable From Designated Assets:		
Public liability and property damage claims	3,437,697	3,373,930
Workers' compensation claims	<u>4,114,084</u>	<u>4,415,720</u>
Total payable from designated assets	7,551,781	7,789,649
Compensated absences	5,324,561	5,157,196
Net pension obligation	13,965,369	13,965,369
Net OPEB obligation	16,335,616	16,178,761
Lease liability	68,889	82,889
Subscription liability	68,545	68,545
Deferred credits	<u>2,221,726</u>	<u>2,983,930</u>
Total noncurrent liabilities	<u>45,536,486</u>	<u>46,226,339</u>
Total Liabilities	<u>56,010,344</u>	<u>59,597,935</u>
Deferred Inflows - Pension, OPEB & Lease Related	<u>10,096,900</u>	<u>10,096,900</u>
<u>Contributed Capital:</u>		
Federal contributed capital	415,758,306	415,758,306
State capital contribution	1,810,891	1,810,891
Other capital contribution	5,959,998	5,959,998
City sales tax and local capital contributed	63,778,287	63,778,287
Less depreciation, retirement and, amortization of assets	<u>(393,784,765)</u>	<u>(393,784,765)</u>
Net contributed capital	<u>93,522,718</u>	<u>93,522,718</u>
<u>Retained Earnings:</u>		
Designated retained earnings	28,837,250	28,837,250
Undesignated retained earnings	<u>9,186,198</u>	<u>8,990,587</u>
Net retained earnings	<u>38,023,449</u>	<u>37,827,837</u>
Total fund equity	<u>131,546,166</u>	<u>131,350,554</u>
Total Liabilities, Deferred Inflows and Fund Equity	<u>\$ 197,653,410</u>	<u>\$ 201,045,389</u>

KANSAS CITY AREA TRANSPORTATION AUTHORITY
CONSOLIDATED STATEMENT OF OPERATIONS
FOR THE ONE MONTH ENDED MARCH 31, 2026

	2026 ANNUAL BUDGET	MONTH				YEAR-TO-DATE			
		2026 BUDGET	2026 ACTUAL	Over/(Under) Budget	%	2026 BUDGET	2026 ACTUAL	Over/(Under) Budget	%
KCATA CONSOLIDATED									
SOURCES OF FUNDS									
OPERATING REVENUE	\$ 7,114,176	\$ 171,578	\$ 105,715	\$ (65,863)	-38.39%	\$ 514,731	\$ 295,237	\$ (219,494)	-42.64%
GOVERNMENT FUNDING	125,564,345	11,227,587	9,365,101	(1,862,486)	-16.59%	33,682,758	29,405,195	(4,277,563)	-12.70%
RENTAL INCOME	84,000	7,000	7,091	91	1.30%	21,000	23,491	2,491	11.86%
INVESTMENT INCOME	1,006,200	83,850	27,517	(56,333)	-67.18%	251,550	274,949	23,399	9.30%
OTHER NON-TRANSP REVENUE	3,872,197	322,683	322,152	(531)	-0.16%	968,050	1,092,947	124,897	12.90%
RESERVES - SOURCE (USE)	(20,994,104)	(1,749,509)	4,465	1,753,974	-100.26%	(5,248,527)	(866,218)	4,382,309	-83.50%
TOTAL SOURCES OF FUNDS	\$ 116,646,814	\$ 10,063,189	\$ 9,832,041	\$ (231,148)	-2.30%	\$ 30,189,562	\$ 30,225,601	\$ 36,039	0.12%
OPERATING EXPENSES	(112,907,037)	(10,344,114)	(10,285,566)	58,548	0.57%	(29,987,247)	(29,868,741)	118,506	-0.40%
OPERATING INCOME	\$ 3,739,777	\$ (280,925)	\$ (453,525)	\$ (172,600)	61.44%	\$ 202,315	\$ 356,859	\$ 154,544	-76.39%
DEPRECIATION	(12,522,830)	(1,086,131)	(1,105,946)	(19,815)	-1.82%	(3,272,853)	(3,332,242)	(59,389)	-1.81%
NON-OPER ROCK ISLAND BOND	(1,400,198)	(116,683)	(116,683)	-	0.00%	(350,049)	(350,049)	-	0.00%
CAPITAL CONTRIBUTIONS	6,033,750	502,812	1,843,645	1,340,833	266.67%	1,508,436	1,419,770	(88,666)	-5.88%
CAPITAL RESERVES - SOURCE (USE)	-	-	15,935	15,935	N/A	-	(5,800)	(5,800)	N/A
OTHER INCOME (EXPENSE)	-	-	11,518	11,518	N/A	-	11,518	11,518	N/A
NET INCOME/(LOSS)	\$ (4,149,501)	\$ (980,927)	\$ 194,945	\$ 1,175,872	119.87%	\$ (1,912,151)	\$ (1,899,944)	\$ 12,207	0.64%
FIXED ROUTE									
SOURCES OF FUNDS									
OPERATING REVENUE	\$ 6,198,922	\$ 104,078	\$ 70,398	\$ (33,680)	-32.36%	\$ 312,231	\$ 227,196	\$ (85,035)	-27.23%
GOVERNMENT FUNDING	101,404,532	9,214,933	7,855,558	(1,359,375)	-14.75%	27,642,799	24,928,380	(2,714,419)	-9.82%
RENTAL INCOME	84,000	7,000	7,091	91	1.30%	21,000	23,491	2,491	11.86%
INVESTMENT INCOME	1,006,200	83,850	27,517	(56,333)	-67.18%	251,550	274,949	23,399	9.30%
OTHER NON-TRANSP REVENUE	3,872,197	322,683	322,152	(531)	-0.16%	968,050	1,092,947	124,897	12.90%
RESERVES - SOURCE (USE)	(14,517,382)	(1,209,780)	(128,837)	1,080,943	-89.35%	(3,629,344)	(1,135,520)	2,493,824	68.71%
TOTAL SOURCES OF FUNDS	\$ 98,048,469	\$ 8,522,764	\$ 8,153,879	\$ (368,885)	-4.33%	\$ 25,566,286	\$ 25,411,442	\$ (154,844)	-0.61%
OPERATING EXPENSES	(94,257,015)	(8,796,615)	(8,510,539)	286,076	3.25%	(25,472,104)	(25,093,473)	378,631	1.49%
OPERATING INCOME	\$ 3,791,454	\$ (273,851)	\$ (356,660)	\$ (82,809)	30.24%	\$ 94,182	\$ 317,969	\$ 223,787	-237.61%
DEPRECIATION	(12,522,830)	(1,086,131)	(1,105,946)	(19,815)	1.82%	(3,272,853)	(3,332,242)	(59,389)	-1.81%
NON-OPER ROCK ISLAND BOND	(1,400,198)	(116,683)	(116,683)	-	0.00%	(350,049)	(350,049)	-	0.00%
CAPITAL CONTRIBUTIONS	6,033,750	502,812	1,843,645	1,340,833	266.67%	1,508,436	1,419,770	(88,666)	-5.88%
CAPITAL RESERVES - SOURCE (USE)	-	-	15,935	15,935	N/A	-	(5,800)	(5,800)	N/A
OTHER INCOME/(EXPENSE)	-	-	11,518	11,518	N/A	-	11,518	11,518	N/A
NET INCOME/(LOSS)	\$ (4,097,824)	\$ (973,854)	\$ 291,810	\$ 1,265,663	129.96%	\$ (2,020,284)	\$ (1,938,834)	\$ 81,450	4.03%

KANSAS CITY AREA TRANSPORTATION AUTHORITY
CONSOLIDATED STATEMENT OF OPERATIONS
FOR THE ONE MONTH ENDED MARCH 31, 2026

	2026 ANNUAL BUDGET	MONTH				YEAR-TO-DATE			
		2026 BUDGET	2026 ACTUAL	Over/(Under) Budget	%	2026 BUDGET	2026 ACTUAL	Over/(Under) Budget	%
IRIS									
SOURCES OF FUNDS									
OPERATING REVENUE	\$ 237,000	\$ 59,250	\$ 21,703	\$ (37,547)	-63.37%	\$ 177,750	\$ 31,814	\$ (145,936)	-82.10%
KCMO FARE CREDIT	-	-	-	-	N/A	-	-	-	N/A
GOVERNMENT FUNDING	806,205	67,186	4,328	(62,858)	-93.56%	201,555	182,298	(19,257)	-9.55%
RENTAL INCOME	-	-	-	-	N/A	-	-	-	N/A
INVESTMENT INCOME	-	-	-	-	N/A	-	-	-	N/A
OTHER NON-TRANSP REVENUE	-	-	-	-	N/A	-	-	-	N/A
RESERVES - SOURCE (USE)	105,368	8,780	133,302	124,522	1418.25%	26,340	269,302	242,962	922.41%
TOTAL SOURCES OF FUNDS	\$ 1,148,573	\$ 135,216	\$ 159,334	\$ 24,118	17.84%	\$ 405,645	\$ 483,414	\$ 77,769	19.17%
OPERATING EXPENSES	(1,148,567)	(95,716)	(256,199)	(160,483)	-167.67%	(287,145)	(444,524)	(157,379)	-54.81%
OPERATING INCOME	\$ 6	\$ 39,501	\$ (96,865)	\$ (136,365)	N/A	\$ 118,500	\$ 38,890	\$ (79,610)	-67.18%
OTHER INCOME/(EXPENSE)	-	-	-	-	N/A	-	-	-	N/A
NET INCOME/(LOSS)	\$ 6	\$ 39,501	\$ (96,865)	\$ (136,365)	N/A	\$ 118,500	\$ 38,890	\$ (79,610)	-67.18%
RIDEKC FREEDOM									
SOURCES OF FUNDS									
OPERATING REVENUE	\$ 678,254	\$ 8,250	\$ 13,614	\$ 5,364	65.02%	\$ 24,750	\$ 36,227	\$ 11,477	46.37%
GOVERNMENT FUNDING	23,353,608	1,945,468	1,505,214	(440,254)	-22.63%	5,838,404	4,294,518	(1,543,886)	-26.44%
RENTAL INCOME	-	-	-	-	N/A	-	-	-	N/A
INVESTMENT INCOME	-	-	-	-	N/A	-	-	-	N/A
OTHER NON-TRANSP REVENUE	-	-	-	-	N/A	-	-	-	N/A
RESERVES - SOURCE (USE)					N/A				N/A
TOTAL SOURCES OF FUNDS	\$ 24,031,862	\$ 1,953,718	\$ 1,518,828	\$ (434,890)	-22.26%	\$ 5,863,154	\$ 4,330,745	\$ (1,532,409)	-26.14%
OPERATING EXPENSES	(17,501,455)	(1,451,783)	(1,518,828)	(67,045)	-4.62%	(4,227,998)	(4,330,745)	(102,747)	-2.43%
OPERATING INCOME	\$ 6,530,407	\$ 501,935	\$ -	\$ (501,935)	100.00%	\$ 1,635,156	\$ -	\$ (1,635,156)	-100.00%
OTHER INCOME/(EXPENSE)	-	-	-	-	N/A	-	-	-	N/A
NET INCOME/(LOSS)	\$ (51,683)	\$ 501,935	\$ -	\$ (501,935)	100.00%	\$ 1,635,156	\$ -	\$ (1,635,156)	-100.00%

KANSAS CITY AREA TRANSPORTATION AUTHORITY
CONSOLIDATED STATEMENT OF OPERATIONS
FOR THE ONE MONTH ENDED MARCH 31, 2026

	2026 ANNUAL BUDGET	MONTH				YEAR-TO-DATE				
		2026 BUDGET	2026 ACTUAL	Over/(Under) Budget	%	2026 BUDGET	2026 ACTUAL	Over/(Under) Budget	%	
RIDEKC FREEDOM)										
	\$ 7,114,176	\$ 171,578	\$ 105,715	\$ (65,863)	-38.39%	\$ 514,731	\$ 295,237	\$ (219,494)	-42.64%	
	125,564,345	11,227,587	9,365,101	(1,862,486)	-16.59%	33,682,758	29,405,195	(4,277,563)	-12.70%	
	84,000	7,000	7,091	91	1.30%	21,000	23,491	2,491	11.86%	
	1,006,200	83,850	27,517	(56,333)	-67.18%	251,550	274,949	23,399	9.30%	
E	3,872,197	322,683	322,152	(531)	-0.16%	968,050	1,092,947	124,897	12.90%	
	(20,994,104)	(1,749,509)	4,465	1,753,974	-100.26%	(5,248,527)	(866,218)	4,382,309	83.50%	
	116,646,814	10,063,189	9,832,041	(231,148)	-2.30%	30,189,562	30,225,601	36,039	0.12%	
	(36,031,158)	(3,744,018)	(3,695,821)	48,197	1.29%	(11,043,541)	(10,985,753)	57,788	0.52%	
	(1,148,567)	(95,716)	(256,199)	(160,483)	-167.67%	(287,145)	(444,524)	(157,379)	-54.81%	
	(17,501,455)	(1,451,783)	(1,518,828)	(67,045)	-4.62%	(4,227,998)	(4,330,745)	(102,747)	-2.43%	
	(18,043,117)	(1,503,229)	(1,472,238)	30,991	2.06%	(4,431,470)	(4,992,210)	(560,740)	-12.65%	
	(10,537,702)	(875,184)	(812,556)	62,628	7.16%	(2,596,749)	(2,263,320)	333,429	12.84%	
	(894,120)	(74,510)	(61,199)	13,311	-17.86%	(223,530)	(183,859)	39,671	17.75%	
	(2,535,971)	(208,068)	(207,397)	671	0.32%	(623,039)	(619,482)	3,557	0.57%	
	(1,762,421)	(280,286)	(67,208)	213,078	76.02%	(435,087)	(195,898)	239,189	54.97%	
	(654,544)	(47,859)	(48,090)	(231)	-0.48%	(140,122)	(143,431)	(3,309)	-2.36%	
	(2,787,436)	(218,715)	(195,442)	23,272	10.64%	(648,979)	(652,399)	(3,421)	-0.53%	
	(2,400,418)	(196,299)	(182,226)	14,074	7.17%	(588,898)	(537,871)	51,027	8.66%	
	(667,025)	(55,796)	(61,127)	(5,332)	-9.56%	(165,829)	(180,922)	(15,094)	-9.10%	
	(172,113)	(15,631)	(11,457)	4,174	26.70%	(45,666)	(38,756)	6,910	15.13%	
	(1,456,867)	(112,755)	(85,527)	27,228	24.15%	(338,252)	(235,863)	102,389	30.27%	
	(581,984)	(51,430)	(46,806)	4,624	8.99%	(141,585)	(134,308)	7,277	5.14%	
	(2,299,697)	(192,178)	(340,751)	(148,573)	-77.31%	(570,406)	(817,994)	(247,588)	-43.41%	
	(99,474,595)	(9,123,456)	(9,062,871)	60,585	0.66%	(26,508,295)	(26,757,334)	(249,040)	-0.94%	

KANSAS CITY AREA TRANSPORTATION AUTHORITY
CONSOLIDATED STATEMENT OF OPERATIONS
FOR THE ONE MONTH ENDED MARCH 31, 2026

	2026 ANNUAL BUDGET	MONTH				YEAR-TO-DATE				
		2026 BUDGET	2026 ACTUAL	Over/(Under) Budget	%	2026 BUDGET	2026 ACTUAL	Over/(Under) Budget	%	
INDIRECT EXPENSES										
FINANCE	(2,778,294)	(317,101)	(216,968)	100,134	31.58%	(743,567)	(597,627)	145,940	19.63%	
LEGAL SERVICES	(592,404)	(56,158)	(30,641)	25,517	45.44%	(154,273)	(93,290)	60,983	39.53%	
RIDEKC PROJECTS	(981,391)	(81,635)	(113,548)	(31,913)	-39.09%	(253,499)	(232,865)	20,634	8.14%	
ECONOMIC DEVLOPMENT	(730,758)	(61,346)	(100,412)	(39,066)	-63.68%	(181,842)	(206,327)	(24,485)	-13.47%	
COMMISSIONERS	(110,640)	(6,750)	(1,029)	5,721	84.76%	(34,390)	(10,038)	24,352	70.81%	
EXECUTIVE OFFICES	(1,083,287)	(79,250)	(90,273)	(11,023)	-13.91%	(347,102)	(217,277)	129,825	37.40%	
EMPLOYEE BENEFITS (SALARIED COUNT	(639,817)	(53,467)	(70,830)	(17,363)	-32.47%	(158,697)	(170,032)	(11,335)	-7.14%	
SERVICE PLANNING (50%)	(667,025)	(55,796)	(61,127)	(5,332)	-9.56%	(165,829)	(180,922)	(15,094)	-9.10%	
INFORMATION TECHNOLOGY (50%)	(2,787,436)	(218,715)	(195,442)	23,272	10.64%	(648,979)	(652,399)	(3,421)	-0.53%	
RISK MANAGEMENT (20%)	(600,104)	(49,075)	(45,556)	3,518	7.17%	(147,224)	(134,468)	12,757	8.66%	
MARKETING	(1,481,515)	(155,198)	(100,851)	54,347	35.02%	(395,477)	(282,633)	112,844	28.53%	
GOVERNMENT RELATIONS	(832,206)	(74,145)	(183,932)	(109,787)	-148.07%	(208,837)	(298,402)	(89,565)	-42.89%	
EQUITY & INCLUSION	(147,565)	(12,023)	(12,086)	(63)	-0.53%	(39,237)	(35,128)	4,109	10.47%	
TOTAL INDIRECT OPERATING EXPENSES	(13,432,442)	(1,220,658)	(1,222,695)	(2,037)	-0.17%	(3,478,952)	(3,111,407)	367,545	10.56%	
TOTAL OPERATING EXPENSES	(112,907,037)	(10,344,114)	(10,285,566)	58,548	0.57%	(29,987,247)	(29,868,741)	118,506	0.40%	
DIRECT COST % OF OPERATING EXPENSES	88.10%	88.20%	88.11%	0.09%		88.40%	89.58%	-1.18%		
INDIRECT COST % OF OPERATING EXPENSE:	11.90%	11.80%	11.89%	-0.09%		11.60%	10.42%	1.18%		
OPERATING INCOME	3,739,777	(280,925)	(453,525)	(172,600)	61.44%	202,315	356,859	154,544	-76.39%	
DEPRECIATION	(12,522,830)	(1,086,131)	(1,105,946)	(19,815)	-1.82%	(3,272,853)	(3,332,242)	(59,389)	-1.81%	
NON-OPERATING ROCK ISLAND BOND	(1,400,198)	(116,683)	(116,683)	-	0.00%	(350,049)	(350,049)	-	0.00%	
CAPITAL CONTRIBUTIONS	6,033,750	502,812	1,843,645	1,340,833	266.67%	1,508,436	1,419,770	(88,666)	-5.88%	
CAPITAL RESERVES - SOURCE (USE)	-	-	15,935	15,935	N/A	-	(5,800)	(5,800)	N/A	
OTHER INCOME/(EXPENSE)	-	-	11,518	11,518	N/A	-	11,518	11,518	N/A	
NET INCOME/(LOSS)	\$ (4,149,501)	\$ (980,927)	\$ 194,945	\$ 1,175,872	-119.87%	\$ (1,912,151)	\$ (1,899,944)	\$ 12,207	0.64%	

KANSAS CITY AREA TRANSPORTATION AUTHORITY
OPERATOR AND FUEL COMPARISONS
FOR THE ONE MONTH ENDED MARCH 31, 2026

	2026 ANNUAL BUDGET	MONTH				YEAR-TO-DATE			
		2026 BUDGET	2026 ACTUAL	Over/(Under) Budget	%	2026 BUDGET	2026 ACTUAL	Over/(Under) Budget	%
Total Miles:									
Large Buses	4,203,961	354,418	361,766	(7,348)	-2.07%	1,042,943	1,044,951	(2,008)	-0.19%
Small Buses	1,964,794	166,047	166,470	(423)	-0.25%	487,936	495,674	(7,738)	-1.59%
Minibus	328,544	27,368	1,567	25,801	94.27%	81,236	4,600	76,636	94.34%
Total Scheduled Miles	6,497,299	547,833	529,802	18,030	3.29%	1,612,114	1,545,224	66,890	4.15%
 Fuel & Lubricant Costs	 \$ 2,951,741	 \$ 214,484	 \$ 230,271	 \$ (15,787)	 -7.36%	 \$ 629,208	 \$ 619,006	 \$ 10,202	 1.62%
 Fuel & Lubricant Cost Per Mile	 \$ 0.45	 \$ 0.39	 0.43	 \$ (0.04)	 -11.01%	 \$ 0.39	 \$ 0.40	 \$ (0.01)	 -2.64%
Fuel & Lubricant Variance Based on Miles Driven Difference		\$ 7,059				\$ 26,107			
Fuel & Lubricant Variance Based on Cost Per Mile Driven Difference		\$ (22,846)				\$ (15,905)			
 Total Revenue Hours:									
Large Buses	438,672	37,013	34,442	2,571	6.95%	108,834	101,749	7,085	6.51%
Small Buses	171,213	14,475	14,170	305	2.11%	42,521	42,408	113	0.27%
Minibus	18,567	1,547	167	1,380	89.18%	4,591	508	4,083	88.93%
Total Revenue Hours	628,452	53,035	48,780	4,255	8.02%	155,945	144,665	11,281	7.23%

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RideKC (CONSOLIDATED)
COMPONENTS OF NET INCOME/(LOSS)

	MARCH			YEAR-TO-DATE MARCH		
	2026 BUDGET	2026 ACTUAL	2025 ACTUAL	2026 BUDGET	2026 ACTUAL	2025 ACTUAL
FIXED TRANSIT:						
Depreciation Expense	\$ (1,086,131)	\$ (1,105,946)	\$ (1,116,338)	\$ (3,272,853)	\$ (3,332,242)	\$ (3,348,397)
Capital Contributions	502,812	1,843,645	337,327	1,508,436	1,419,770	8,072,264
Operating Expenses Recovered From Capital Funds	(73,251)	(135,363)	-	(219,753)	(175,577)	(104,641)
Gain (Loss) on Property Sales	-	11,518	3,136	-	11,518	15,008
Local Capital Reserves - Source (Use)	-	15,935	19,227	-	(5,800)	140,654
Operating Reserves 3/8 Tax - Source (Use)	(1,128,089)	(6,804,081)	569,603	(3,384,268)	(8,717,793)	(980,938)
Operating Reserves Other - Source (Use)	(81,692)	6,675,244	-	(245,076)	7,582,273	-
Net Appreciation - FMV Investments	-	(52,289)	51,203	-	(130,713)	200,524
Net Pension Obligation	-	-	-	-	-	-
Other Post Employment Benefits (OPEB)	(156,855)	(156,855)	(156,855)	(450,233)	(450,233)	(450,233)
TOD Bond & START Revenue	14,494	-	-	43,481	-	-
Other (Budget Only)	1,034,858	-	-	3,999,982	-	-
SUB TOTAL - FIXED TRANSIT	(973,854)	291,808	(292,697)	(2,020,284)	(3,798,797)	3,544,242
IRIS ON DEMAND:						
Passenger Revenue - KCMO Only	-	24,976	73,095	-	24,976	202,078
Passenger Rev 2024-25 Return to KCMO	-	-	-	-	-	-
Unapplied (Applied) 1/2 Cent KCMO Revenue	8,780	133,302	188,659	26,340	269,302	676,246
Net (Loss) KCMO IRIS (May 2026 Forward)	-	(96,865)	-	-	-	-
Net Inc/(Loss) IRIS Other Communities	(50,851)	-	-	(152,553)	-	-
Other (Budget Only)	207,022	-	-	634,108	-	-
SUB TOTAL - IRIS FLEX SERVICE	164,951	61,414	261,754	507,895	294,278	878,324
RIDEKC FREEDOM	501,935	-	-	1,635,156	-	-
NET INCOME (LOSS)	(306,968)	353,222	(30,943)	122,767	(3,504,519)	4,422,566

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RideKC (FIXED TRANSIT DIVISION)
STATEMENT OF OPERATIONS

	MARCH			YEAR-TO-DATE MARCH		
	2026 BUDGET	2026 ACTUAL	2025 ACTUAL	2026 BUDGET	2026 ACTUAL	2025 ACTUAL
OPERATING REVENUE						
Passenger Revenue :						
Regular Route	\$ 43,750	\$ 47,134	\$ 39,428	\$ 131,250	\$ 141,751	\$ 120,931
Special Events	-	300	-	-	300	-
Charter	-	-	-	-	-	-
Bus Advertising	45,834	22,965	33,548	137,500	85,146	107,941
TOD Bond & START Revenue	14,494	-	-	43,481	-	-
Total Operating Revenue	<u>104,078</u>	<u>70,398</u>	<u>72,976</u>	<u>312,231</u>	<u>227,196</u>	<u>228,871</u>
OPERATING EXPENSES						
Transportation	3,744,018	3,695,821	3,711,016	11,043,541	10,985,753	11,069,050
Vehicle Maintenance	1,503,229	1,472,238	1,562,014	4,431,470	4,992,210	4,536,374
Facilities	745,371	686,738	635,063	2,217,052	1,888,194	2,008,552
Storeroom	129,813	125,818	121,301	379,697	375,127	405,242
Regional VanPool/Innovations	74,510	61,199	51,810	223,530	183,859	158,550
Security	208,068	207,397	244,009	623,039	619,482	718,250
Service Planning	111,591	122,254	107,872	331,657	361,844	271,506
Marketing	155,198	100,851	79,341	395,477	282,633	196,436
Customer Service	280,286	67,208	64,141	435,087	195,898	199,131
Finance	317,101	216,968	214,244	743,567	597,627	629,246
Procurement	47,859	48,090	46,110	140,122	143,431	135,504
Information Technology	437,429	390,884	401,569	1,297,957	1,304,799	1,209,833
Risk Management	245,374	227,782	348,397	736,122	672,338	642,320
Safety	15,631	11,457	13,243	45,666	38,756	44,089
Human Resources	112,755	85,527	81,570	338,252	235,863	239,076
Training	51,430	46,806	42,779	141,585	134,308	128,460
Equity & Inclusion	12,023	12,086	20,138	39,237	35,128	61,109
Legal Services	56,158	30,641	25,562	154,273	93,290	56,091
RideKC Projects	81,635	113,548	57,359	253,499	232,865	159,810
Government Relations	74,145	183,932	59,048	208,837	298,402	179,853
Economic Development	61,346	100,412	45,005	181,842	206,327	143,238
Commissioners	6,750	1,029	1,691	34,390	10,038	10,396
Executive Offices	79,250	90,273	75,896	347,102	217,277	331,387
Employee Benefits	245,645	411,581	200,647	729,103	988,026	593,732
Total Operating Expense	<u>8,796,615</u>	<u>8,510,539</u>	<u>8,209,823</u>	<u>25,472,104</u>	<u>25,093,473</u>	<u>24,127,235</u>
OPERATING LOSS	(8,692,537)	(8,440,141)	(8,136,848)	(25,159,873)	(24,866,276)	(23,898,363)

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RideKC (FIXED TRANSIT DIVISION)
STATEMENT OF OPERATIONS

	MARCH			YEAR-TO-DATE MARCH		
	2026 BUDGET	2026 ACTUAL	2025 ACTUAL	2026 BUDGET	2026 ACTUAL	2025 ACTUAL
Non-Operating Income	413,533	356,760	491,953	1,240,600	1,391,386	1,519,956
LOSS BEFORE GOV. FUNDING	(8,279,004)	(8,083,380)	(7,644,895)	(23,919,273)	(23,474,890)	(22,378,407)
GOVERNMENT FUNDING						
Local Contract Service Revenue	7,860,203	6,531,497	3,757,026	23,580,610	20,421,552	14,759,238
State Government	250,000	243,082	-	749,999	608,813	-
Federal Funding:						
Preventive Maintenance	913,795	888,457	875,228	2,739,387	3,252,588	2,547,882
CMAQ/OZONE	-	1,202	77,679	-	48,149	225,800
Cares Act (Pandemic)	13,537	-	-	40,611	-	118,464
CRRSAA	57,609	3,914	2,411,153	172,827	22,901	3,648,571
ARP	-	162,137	513,358	-	486,411	991,456
Other	119,789	25,268	21,447	359,365	87,966	82,591
Subrecipient Funding Received	-	(642,978)	721,672	-	1,008,770	1,829,002
Subrecipient Funding Passed Thru	-	642,978	(721,672)	-	(1,008,770)	(1,829,002)
Total Government Funding	<u>9,214,933</u>	<u>7,855,558</u>	<u>7,655,891</u>	<u>27,642,799</u>	<u>24,928,380</u>	<u>22,374,002</u>
OTHER NON-OPERATING ITEMS						
Gain (Loss) on Property Sales	-	11,518	3,136	-	11,518	15,008
Other Non-operating Expense	(116,683)	(116,683)	(116,648)	(350,049)	(350,049)	(349,944)
Depreciation Expense	(1,086,131)	(1,105,946)	(1,116,338)	(3,272,853)	(3,332,242)	(3,348,397)
Capital Contributions	502,812	1,843,645	337,327	1,508,436	1,419,770	8,072,264
Capital Reserves - Source (Use)	-	15,935	19,227	-	(5,800)	140,654
Oper Reserves - Source (Use)	<u>(1,209,781)</u>	<u>(128,837)</u>	<u>569,603</u>	<u>(3,629,344)</u>	<u>(1,135,520)</u>	<u>(980,938)</u>
NET INCOME (LOSS)	<u>\$ (973,854)</u>	<u>\$ 291,810</u>	<u>\$ (292,697)</u>	<u>\$ (2,020,284)</u>	<u>\$ (1,938,834)</u>	<u>\$ 3,544,242</u>

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RideKC (FIXED TRANSIT DIVISION)
DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	MARCH			YEAR-TO-DATE MARCH		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
TRANSPORTATION:						
Payroll	\$ 2,436,551	\$ 2,357,420	\$ 2,305,147	\$ 7,163,058	\$ 7,064,631	\$ 6,907,794
Fringe Benefits	1,121,861	1,129,870	1,174,636	3,337,315	3,375,779	3,541,805
Services & Fees	6,809	602	243	21,021	1,235	933
Supplies:						
Diesel Fuel	92,623	102,195	117,960	268,905	258,252	327,616
Gasoline	12,386	7,070	10,603	40,309	18,747	27,043
CNG Fuel	71,263	97,330	99,295	205,358	263,959	258,713
Other	2,525	1,333	3,132	7,575	3,150	5,146
Total	3,744,018	3,695,821	3,711,016	11,043,541	10,985,753	11,069,050
	-	-	-	-	-	-
VEHICLE MAINTENANCE:						
Payroll	790,946	873,500	798,499	2,306,185	2,562,293	2,428,372
Fringe Benefits	390,354	413,485	420,094	1,161,283	1,243,634	1,262,131
Services & Fees	18,705	74,082	18,211	56,115	82,813	19,175
Supplies:						
Fuel - Diesel, Gasoline, etc	-	-	-	-	61	-
Tires	14,973	20,024	23,496	43,134	59,664	69,220
Lubricants	14,167	8,257	5,306	42,501	26,603	21,474
Other (Bus Parts)	274,084	82,889	296,406	822,252	1,017,143	736,001
Total	1,503,229	1,472,238	1,562,014	4,431,470	4,992,210	4,536,374
	-	-	-	-	-	-
FACILITIES:						
Payroll	309,361	282,237	263,456	899,022	778,139	874,658
Fringe Benefits	140,173	142,134	139,115	416,831	420,325	439,137
Services & Fees	101,227	86,244	69,539	322,785	166,281	181,646
Utilities	117,792	131,324	122,520	347,960	404,364	402,998
Material & Supplies	76,818	44,799	40,434	230,454	119,085	110,113
Total	745,371	686,738	635,063	2,217,052	1,888,194	2,008,552
	-	-	-	-	-	-

DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	MARCH			YEAR-TO-DATE MARCH		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
STOREROOM:						
Payroll	88,364	85,048	74,559	256,482	251,790	247,390
Fringe Benefits	40,100	40,887	39,310	119,168	123,213	118,582
Services & Fees	150	-	-	450	-	-
Materials & Supplies	1,199	(118)	7,432	3,597	124	39,271
Total	129,813	125,818	121,301	379,697	375,127	405,242
	-	-	-	-	-	-
REGIONAL VANPOOL & INNOVATION:						
Payroll	-	-	-	-	-	-
Fringe Benefits	-	-	-	-	-	-
Services & Fees	74,510	61,199	51,810	223,530	183,859	158,550
Material & Supplies	-	-	-	-	-	-
Total	74,510	61,199	51,810	223,530	183,859	158,550
	-	-	-	-	-	-
SECURITY:						
Payroll	10,104	8,553	18,093	29,334	28,501	50,846
Fringe Benefits	3,834	3,930	8,391	11,315	11,693	25,336
Services & Fees	193,713	194,738	217,422	581,139	578,251	641,877
Materials & Supplies	417	176	102	1,251	1,036	191
Total	208,068	207,397	244,009	623,039	619,482	718,250
	-	-	-	-	-	-
SERVICE PLANNING:						
Payroll	29,837	40,011	37,160	86,623	112,090	107,408
Fringe Benefits	20,737	20,791	24,881	61,678	61,813	73,416
Services & Fees	60,767	60,779	45,831	182,606	184,720	90,683
Materials & Supplies	250	673	-	750	3,220	-
Total	111,591	122,254	107,872	331,657	361,844	271,506
	-	-	-	-	-	-
MARKETING:						
Payroll	32,766	37,488	22,978	95,128	92,801	63,734
Fringe Benefits	15,039	16,469	12,389	44,534	49,081	35,605
Advertising/Promotion	11,364	-	-	27,728	-	225
Services & Fees	94,129	44,470	42,925	222,387	128,392	94,875
Materials & Supplies	1,900	2,425	1,049	5,700	12,359	1,996
Total	155,198	100,851	79,341	395,477	282,633	196,436
	-	-	-	-	-	-

DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	MARCH			YEAR-TO-DATE MARCH		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
CUSTOMER SERVICE:						
Payroll	51,913	42,905	39,067	150,714	123,140	120,535
Fringe Benefits	27,748	24,303	25,044	82,498	72,674	78,505
Services & Fees	200,567	-	30	201,701	84	90
Material & Supplies	58	-	-	174	-	-
Total	280,286	67,208	64,141	435,087	195,898	199,131
	-	-	-	-	-	-
FINANCE:						
Payroll	139,339	131,945	126,013	392,997	374,789	372,503
Fringe Benefits	69,086	67,023	60,220	197,342	197,194	185,134
Services & Fees	106,976	17,079	27,966	150,528	23,465	70,360
Materials & Supplies	1,700	921	45	2,700	2,180	1,249
Total	317,101	216,968	214,244	743,567	597,627	629,246
	-	-	-	-	-	-
PROCUREMENT:						
Payroll	29,955	31,000	28,257	86,966	91,866	81,078
Fringe Benefits	16,796	17,011	17,853	49,832	50,748	54,040
Services & Fees	908	-	-	2,724	435	299
Materials & Supplies	200	78	-	600	381	88
Total	47,859	48,090	46,110	140,122	143,431	135,504
	-	-	-	-	-	-
INFORMATION TECHNOLOGY:						
Payroll	88,670	89,010	89,225	257,360	248,534	267,482
Fringe Benefits	45,469	46,338	52,326	134,779	138,259	159,992
Services & Fees	273,115	232,344	232,333	815,293	846,435	707,039
Utilities	24,175	22,404	27,649	72,525	66,884	73,485
Materials & Supplies	6,000	788	36	18,000	4,687	1,836
Total	437,429	390,884	401,569	1,297,957	1,304,799	1,209,833
	-	-	-	-	-	-
RISK MANAGEMENT:						
Payroll	-	-	503	-	-	1,509
Fringe Benefits	-	-	-	-	-	-
Services & Fees	167	-	500	501	-	7,155
Insurance	245,207	227,782	347,394	735,621	672,338	633,656
Materials & Supplies	-	-	-	-	-	-
Total	245,374	227,782	348,397	736,122	672,338	642,320
	-	-	-	-	-	-

DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	MARCH			YEAR-TO-DATE MARCH		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
SAFETY:						
Payroll	6,299	5,332	6,505	18,287	17,172	22,134
Fringe Benefits	6,132	6,125	5,887	18,279	18,318	19,046
Services & Fees	2,667	-	-	7,501	1,350	2,060
Materials & Supplies	533	-	850	1,599	1,916	850
Total	15,631	11,457	13,243	45,666	38,756	44,089
	-	-	-	-	-	-
HUMAN RESOURCES:						
Payroll	50,908	50,234	47,601	147,798	143,193	143,248
Fringe Benefits	32,276	27,510	24,891	91,035	74,479	77,351
Services & Fees	28,904	6,743	8,933	97,418	17,151	17,995
Materials & Supplies	667	1,040	145	2,001	1,040	482
Total	112,755	85,527	81,570	338,252	235,863	239,076
	-	-	-	-	-	-
TRAINING:						
Payroll	28,177	28,347	25,255	81,699	79,211	75,636
Fringe Benefits	18,151	18,210	17,500	53,937	54,444	52,770
Services & Fees	5,019	-	-	5,700	374	31
Materials & Supplies	83	249	24	249	279	24
Total	51,430	46,806	42,779	141,585	134,308	128,460
	-	-	-	-	-	-
EQUITY & INCLUSION:						
Payroll	7,666	8,639	12,811	22,257	24,908	39,606
Fringe Benefits	4,357	3,448	7,327	12,930	10,219	21,273
Services & Fees	-	-	-	3,550	-	-
Materials & Supplies	-	-	-	500	-	230
Total	12,023	12,086	20,138	39,237	35,128	61,109
	-	-	-	-	-	-
LEGAL SERVICES:						
Payroll	21,580	21,738	7,274	62,894	59,756	21,731
Fringe Benefits	7,598	7,932	5,901	22,439	23,592	17,763
Services & Fees	26,813	971	12,386	68,439	9,942	16,004
Materials & Supplies	167	-	-	501	-	592
Total	56,158	30,641	25,562	154,273	93,290	56,091
	-	-	-	-	-	-

DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	MARCH			YEAR-TO-DATE MARCH		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
RIDEKC PROJECTS:						
Payroll	56,879	46,234	40,850	176,652	126,200	112,401
Fringe Benefits	18,456	19,566	16,509	57,947	58,917	47,033
Services & Fees	6,200	47,748	-	18,600	47,748	210
Materials & Supplies	100	-	-	300	-	165
Total	81,635	113,548	57,359	253,499	232,865	159,810
	-	-	-	-	-	-
GOVERNMENT RELATIONS:						
Payroll	24,975	19,566	17,098	72,508	53,175	54,432
Fringe Benefits	11,716	9,281	7,424	34,685	27,762	24,787
Services & Fees	37,454	155,086	34,481	101,644	217,465	100,558
Materials & Supplies	-	-	44	-	-	76
Total	74,145	183,932	59,048	208,837	298,402	179,853
	-	-	-	-	-	-
ECONOMIC DEVELOPMENT:						
Payroll	27,707	30,567	26,916	80,440	81,409	79,656
Fringe Benefits	15,262	16,345	15,745	45,271	48,687	47,622
Services & Fees	18,335	53,500	2,344	56,005	76,230	15,959
Materials & Supplies	42	-	-	126	-	-
Total	61,346	100,412	45,005	181,842	206,327	143,238
	-	-	-	-	-	-
COMMISSIONERS:						
Payroll	1,000	500	800	3,000	1,700	2,100
Fringe Benefits	-	38	61	-	130	161
Services & Fees	5,650	490	830	31,090	7,918	7,700
Materials & Supplies	100	-	-	300	290	436
Total	6,750	1,029	1,691	34,390	10,038	10,396
	-	-	-	-	-	-
EXECUTIVE OFFICES:						
Payroll	39,236	14,727	41,151	158,911	67,511	140,946
Fringe Benefits	16,165	11,531	19,737	47,767	43,052	77,808
Services & Fees	23,249	64,015	14,241	138,724	106,027	111,128
Materials & Supplies	600	-	767	1,700	687	1,504
Total	79,250	90,273	75,896	347,102	217,277	331,387
	-	-	-	-	-	-

DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	MARCH			YEAR-TO-DATE MARCH		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
EMPLOYEE BENEFITS:						
Fringe Benefits - Union	66,719	242,088	30,683	212,657	498,103	102,898
Fringe Benefits - Salaried	22,071	12,638	13,110	66,213	39,690	40,601
Fringe Bfts - LT Non-Cash	156,855	156,855	156,855	450,233	450,233	450,233
Total	<u>245,645</u>	<u>411,581</u>	<u>200,647</u>	<u>729,103</u>	<u>988,026</u>	<u>593,732</u>
	-	-	-	-	-	-
TOTAL OPERATING EXPENSES	<u>\$ 8,796,615</u>	<u>\$ 8,510,539</u>	<u>\$ 8,209,823</u>	<u>\$ 25,472,104</u>	<u>\$ 25,093,473</u>	<u>\$ 24,127,235</u>

SUMMARY BY LINE ITEM:

Payroll	\$ 4,272,233	\$ 4,205,001	\$ 4,029,219	\$ 12,548,315	\$ 12,382,809	\$ 12,215,199
Fringe Benefits	2,266,955	2,453,810	2,295,889	6,729,968	7,092,040	6,953,028
Services & Fees	1,599,795	1,418,611	1,205,663	4,238,954	3,583,009	3,149,226
Fuel & Lubricants	190,439	214,852	233,165	557,073	567,623	634,847
Materials & Supplies	382,416	155,277	373,961	1,143,463	1,227,241	969,469
Purchased Transportation	84,777	62,989	71,926	254,331	240,751	205,465
Total	<u>\$ 8,796,615</u>	<u>\$ 8,510,539</u>	<u>\$ 8,209,823</u>	<u>\$ 25,472,104</u>	<u>\$ 25,093,473</u>	<u>\$ 24,127,235</u>
	-	-	-	-	-	-

YEAR-TO-DATE EXPENSE TO BUDGET COMPARISON:

	2026 Annual Budget	YTD Expenses	Remaining Budget	% Remaining
Payroll	\$ 45,424,956	\$ 12,382,809	\$ 33,042,147	72.74%
Fringe Benefits	\$ 23,525,056	7,092,040	16,433,016	69.85%
Services & Fees	17,129,109	3,583,009	13,546,100	79.08%
Fuel & Lubricants	2,562,016	567,623	1,994,393	77.84%
Materials & Supplies	4,598,554	1,227,241	3,371,313	73.31%
Purchased Transportation	1,017,324	240,751	776,573	76.33%
Total	<u>\$ 94,257,015</u>	<u>\$ 25,093,473</u>	<u>\$ 69,163,542</u>	<u>73.38%</u>
	-	-	-	

75.00% < % needed to be on track to Budget

KANSAS CITY AREA TRANSPORTATION AUTHORITY
IRIS ON DEMAND FLEX SERVICE
STATEMENT OF OPERATIONS

	MARCH			YEAR-TO-DATE MARCH		
	2026 BUDGET	2026 ACTUAL	2025 ACTUAL	2026 BUDGET	2026 ACTUAL	2025 ACTUAL
IRIS ON DEMAND FLEX SERVICE						
PASSENGER REVENUE	\$ 59,250	\$ 21,703	\$ 77,405	\$ 177,750	\$ 31,814	\$ 214,413
OPERATING EXPENSES						
Payroll and Benefits	-	-	-	-	-	-
Services & Fees	-	-	-	-	-	-
Fuel & Lubricants	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Purchased Transportation	95,716	256,199	670,360	287,145	444,524	1,899,043
Total Operating Expenses	95,716	256,199	670,360	287,145	444,524	1,899,043
OPERATING LOSS	(36,466)	(234,496)	(592,955)	(109,395)	(412,710)	(1,684,630)
NON-OPERATING INCOME	-	-	-	-	-	-
OPER LOSS BEFORE GOV. FUNDING	(36,466)	(234,496)	(592,955)	(109,395)	(412,710)	(1,684,630)
GOVERNMENT FUNDING						
Local Funding - City of KCMO 3/8 Cent Tax	-	-	-	-	-	-
Local Funding - City of KCMO 1/2 Cent Tax	-	-	569,674	-	-	1,598,753
Local Contract - Liberty, Gladstone, etc	41,313	4,328	96,376	123,934	109,329	287,955
Federal Funding Grants:						
Preventive Maintenance	-	-	-	-	-	-
CMAQ/OZONE	25,873	-	-	77,621	72,969	-
Medicaid (Pass through State)	-	-	-	-	-	-
Total Government Funding	67,186	4,328	666,050	201,555	182,298	1,886,708

KANSAS CITY AREA TRANSPORTATION AUTHORITY
IRIS ON DEMAND FLEX SERVICE
STATEMENT OF OPERATIONS

	MARCH			YEAR-TO-DATE MARCH		
	2026 BUDGET	2026 ACTUAL	2025 ACTUAL	2026 BUDGET	2026 ACTUAL	2025 ACTUAL
OTHER NON-OPERATING ITEMS						
Reserves - Source (Use)	8,780	133,302	188,659	26,340	269,302	676,246
NET INCOME (LOSS)	<u>\$ 39,500</u>	<u>\$ (96,865)</u>	<u>\$ 261,754</u>	<u>\$ 118,500</u>	<u>\$ 38,890</u>	<u>\$ 878,324</u>

IRIS ON DEMAND FLEX SERVICE - STATISTICS

	<u>Passenger</u>		<u>Avg</u>		<u>Avg Daily</u>	<u>Avg Wait</u>
	<u>Trips</u>	<u>Ridership</u>	<u>Ridership per</u>	<u>Trip</u>	<u>Ridership</u>	<u>Time</u>
Mar-25	23,332	24,699	1.06		796.74	14.9m
Apr-25	22,457	23,600	1.05		786.67	12.2m
May-25	20,176	21,190	1.05		683.55	12.6m
Jun-25	19,673	20,673	1.05		689.10	14.1m
Jul-25	20,582	21,638	1.05		698.00	14.8m
Aug-25	20,052	20,978	1.05		676.71	14.8m
Sep-25	18,754	19,629	1.05		654.30	15.0m
Oct-25	19,635	20,631	1.05		665.52	14.1m
Nov-26	18,715	19,553	1.04		651.77	13.1m
Dec-26	18,715	19,553	1.04		630.74	13.4m
Jan-26	4,286	4,565	1.07		147.26	14.2m
Feb-26	3,702	3,943	1.07		140.82	10.9m
Mar-26	19,704	21,187	1.08		683.45	14.0m

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RIDEKC FREEDOM
STATEMENT OF OPERATIONS

	MARCH			YEAR-TO-DATE MARCH		
	2026 BUDGET	2026 ACTUAL	2025 ACTUAL	2026 BUDGET	2026 ACTUAL	2025 ACTUAL
CONSOLIDATED RIDEKC FREEDOM OPERATIONS						
PASSENGER REVENUE	\$ 8,250	\$ 13,614	\$ 6,731	\$ 24,750	\$ 36,227	\$ 16,923
OPERATING EXPENSES						
Payroll and Benefits	99,141	84,346	71,477	289,945	242,447	243,357
Services & Fees	7,879	-	173	23,887	-	(3,207)
Fuel & Lubricants	24,045	15,418	17,802	72,135	51,383	69,999
Materials & Supplies	652	306	128	1,956	1,107	826
Purchased Transportation	1,320,066	1,418,757	1,161,128	3,840,075	4,035,807	3,566,183
Total Operating Expenses	1,451,783	1,518,828	1,250,708	4,227,998	4,330,745	3,877,158
OPERATING LOSS	(1,443,533)	(1,505,214)	(1,243,977)	(4,203,248)	(4,294,518)	(3,860,235)
NON-OPERATING INCOME	-	-	-	-	-	-
OPER LOSS BEFORE GOV. FUNDING	(1,443,533)	(1,505,214)	(1,243,977)	(4,203,248)	(4,294,518)	(3,860,235)
GOVERNMENT FUNDING						
Local Funding - City of KCMO 3/8 Cent Tax	1,464,329	1,010,381	770,441	4,392,987	3,035,715	2,214,363
Local Funding - City of KCMO 1/2 Cent Tax	168,500	169,000	169,000	505,500	507,000	507,000
Local Contract - Svc Rev Indep, Other	153,973	162,407	145,896	461,919	464,204	407,873
State Funding - MEHTAP	-	-	-	-	(210,456)	259,033
Federal Funding Grants:						
ADA Paratransit Service (PM)	158,666	156,239	151,140	477,998	476,980	438,153
Cares Act (Pandemic)	-	-	-	-	-	-
CRRSAA	-	-	6,975	-	-	11,177
ARP	-	-	-	-	-	-
Federal 5310 Enhanced Mobility	-	7,188	-	-	19,686	31,502
Job Access / New Freedom	-	-	-	-	-	-
Job Access - Kansas	-	-	-	-	-	-
Medicaid (Pass through State)	-	-	525	-	1,389	(8,867)
Total Government Funding	1,945,468	1,505,214	1,243,977	5,838,404	4,294,518	3,860,235
NET INCOME (LOSS)	\$ 501,935	\$ -	\$ -	\$ 1,635,156	\$ -	\$ -

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RIDEKC FREEDOM
STATEMENT OF OPERATIONS

	MARCH			YEAR-TO-DATE MARCH		
	2026 BUDGET	2026 ACTUAL	2025 ACTUAL	2026 BUDGET	2026 ACTUAL	2025 ACTUAL
TRADITIONAL RIDEKC FREEDOM PROGRAMS						
PASSENGER REVENUE	\$ 8,250	\$ 2,217	\$ (5,579)	\$ 24,750	\$ 6,681	\$ (15,703)
OPERATING EXPENSES						
Payroll and Benefits	99,141	83,623	70,903	289,945	240,310	241,169
Services & Fees	7,879	-	173	23,887	-	(3,207)
Fuel & Lubricants	24,045	15,418	17,802	72,135	51,383	69,999
Materials & Supplies	652	306	128	1,956	1,107	826
Purchased Transportation	1,301,418	1,382,196	1,150,286	3,785,936	3,955,018	3,536,868
Total Operating Expenses	1,433,135	1,481,543	1,239,293	4,173,859	4,247,818	3,845,655
OPERATING LOSS	(1,424,885)	(1,479,326)	(1,244,872)	(4,149,109)	(4,241,137)	(3,861,358)
OPER LOSS BEFORE GOV. FUNDING	(1,424,885)	(1,479,326)	(1,244,872)	(4,149,109)	(4,241,137)	(3,861,358)
GOVERNMENT FUNDING						
Local Funding - City of KCMO 3/8 Cent Tax	1,442,192	995,768	752,747	4,326,576	3,014,279	2,190,637
Local Funding - City of KCMO 1/2 Cent Tax	168,500	168,500	168,500	505,500	505,500	505,500
Local Contract - Svc Rev Indep, Other	77,586	158,820	142,395	232,758	453,445	402,040
State Funding - MEHTAP	-	-	-	-	(210,456)	259,033
Federal Funding Grants:						
ADA Paratransit Service (PM)	158,666	156,239	151,140	477,998	476,980	438,153
Cares Act (Pandemic)	-	-	-	-	-	-
CRRSAA	-	-	6,975	-	-	11,177
ARP	-	-	-	-	-	-
Federal 5310 Enhanced Mobility	-	-	5,772	-	-	19,302
Job Access / New Freedom	-	-	-	-	-	-
Job Access - Kansas	-	-	-	-	-	-
Medicaid (Pass through State)	-	-	525	-	1,389	(8,867)
Total Government Funding	1,846,944	1,479,326	1,228,054	5,542,832	4,241,137	3,816,975
NET INCOME (LOSS)	\$ 422,059	\$ -	\$ (16,818)	\$ 1,393,723	\$ -	\$ (44,383)

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RIDEKC FREEDOM
STATEMENT OF OPERATIONS

	MARCH			YEAR-TO-DATE MARCH		
	2026 BUDGET	2026 ACTUAL	2025 ACTUAL	2026 BUDGET	2026 ACTUAL	2025 ACTUAL
FREEDOM ON DEMAND PROGRAM						
PASSENGER REVENUE	\$ -	\$ 11,397	\$ 12,310	\$ -	\$ 29,546	\$ 32,626
OPERATING EXPENSES						
Payroll and Benefits	-	724	573	-	2,138	2,188
Services & Fees	-	-	-	-	-	-
Fuel & Lubricants	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Purchased Transportation	18,648	36,562	10,842	54,139	80,790	29,315
Total Operating Expenses	18,648	37,285	11,415	54,139	82,927	31,503
OPERATING LOSS	(18,648)	(25,888)	895	(54,139)	(53,381)	1,123
NON-OPERATING INCOME						
OPER LOSS BEFORE GOV. FUNDING	(18,648)	(25,888)	895	(54,139)	(53,381)	1,123
GOVERNMENT FUNDING						
Local Funding - City of KCMO 3/8 Cent Tax	22,137	14,613	17,694	66,411	21,436	23,727
Local Funding - City of KCMO 1/2 Cent Tax	-	500	500	-	1,500	1,500
Local Contract - Svc Rev Indep, Other	76,387	3,587	3,501	229,161	10,759	5,833
Federal Funding Grants:						
Federal 5310 Enhanced Mobility	-	7,188	(5,772)	-	19,686	12,200
Cares Act (Pandemic)	-	-	-	-	-	-
CRRSAA	-	-	-	-	-	-
ARP	-	-	-	-	-	-
Medicaid (Pass through State)						
Total Government Funding	98,524	25,888	15,923	295,572	53,381	43,260
NET INCOME (LOSS)	\$ 79,876	\$ -	\$ 16,818	\$ 241,433	\$ -	\$ 44,383
	-	-	-	-	-	-

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RIDEKC FREEDOM
OPERATING DATA

	MARCH		YEAR-TO-DATE MARCH		
	2026 ACTUAL	2025 ACTUAL	2026 ACTUAL	2025 ACTUAL	CHANGE
TRADITIONAL RIDEKC FREEDOM PROGRAMS					
Ambulatory Trip	17,343	17,165	48,243	46,504	3.7%
Wheelchair Trip	2,984	3,024	8,457	7,953	6.3%
Total Trip	<u>20,327</u>	<u>20,189</u>	<u>56,700</u>	<u>54,457</u>	4.1%
Trips Per Hour	1.13	1.24	1.12	1.12	-0.5%
Passenger Revenue Per Trip	\$ 0.11	\$ -	\$ 0.12	0.04	N/A
Local Funding Per Trip	\$ 65.27	\$ -	\$ 66.55	22.38	197.4%
Federal Funding per Trip	\$ 7.69	\$ -	\$ 8.44	3.06	175.4%
Total Revenue/Funding	<u>\$ 73.06</u>	<u>\$ -</u>	<u>\$ 75.11</u>	<u>\$ 25.48</u>	194.8%
Purchased Transportation Cost Per Trip	\$ 68.00	\$ -	\$ 69.75	23.73	193.9%
Total Cost Per Trip	\$ 72.89	\$ -	\$ 74.92	25.42	194.8%
FREEDOM ON DEMAND PROGRAM					
Total Trips	1,462	572	3,779	1,590	
Trips Per Hour	6.56	6.29	6.42	6.31	
Passenger Revenue Per Trip	\$ 7.20	\$ 7.70	\$ 7.42	\$ 7.68	
Local Funding Per Trip	\$ 5.54	\$ 5.32	\$ 5.49	\$ 5.16	
Federal Funding per Trip	\$ 5.66	\$ 5.52	\$ 5.74	\$ 5.28	
Purchased Transportation Cost Per Trip	\$ 18.40	\$ 18.54	\$ 18.65	\$ 18.13	

**KANSAS CITY AREA TRANSPORTATION AUTHORITY
RIDEKC FREEDOM
DETAIL OF OPERATING EXPENSE BY PROGRAM**

	MARCH			YEAR-TO-DATE MARCH		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
RideKC Freedom - Traditional						
Payroll & Benefits	\$ 99,141	\$ 83,623	\$ 70,903	\$ 289,945	\$ 240,310	\$ 241,169
Services & Fees	7,879	-	173	23,887	-	(3,207)
Fuel & Lubricants	24,045	15,418	16,140	72,135	51,383	65,302
Material & Supplies	652	306	128	1,956	1,107	826
Purchased Transportation	1,222,632	1,299,813	1,070,097	3,549,578	3,706,728	3,287,053
Total	<u>1,354,349</u>	<u>1,399,160</u>	<u>1,157,440</u>	<u>3,937,501</u>	<u>3,999,527</u>	<u>3,591,142</u>
	-	-	-	-	-	(0)
Independence Intra						
Payroll & Benefits	-	-	-	-	-	-
Services & Fees	-	-	0	-	-	0
Fuel & Lubricants	-	-	1,663	-	-	4,698
Material & Supplies	-	-	-	-	-	-
Purchased Transportation	78,786	82,383	80,190	236,358	248,290	249,815
Total	<u>78,786</u>	<u>82,383</u>	<u>81,853</u>	<u>236,358</u>	<u>248,290</u>	<u>254,513</u>
	-	-	-	-	-	-
Freedom on Demand Program						
Payroll & Benefits	-	724	573	-	2,138	2,188
Services & Fees	-	-	-	-	-	-
Material & Supplies	-	-	-	-	-	-
Purchased Transportation	18,648	36,562	10,842	54,139	80,790	29,315
Total	<u>18,648</u>	<u>37,285</u>	<u>11,415</u>	<u>54,139</u>	<u>82,927</u>	<u>31,503</u>
	-	-	-	-	-	-
TOTAL OPERATING EXPENSES	<u>\$ 1,451,783</u>	<u>\$ 1,518,828</u>	<u>\$ 1,250,708</u>	<u>\$ 4,227,998</u>	<u>\$ 4,330,745</u>	<u>\$ 3,877,158</u>
SUMMARY BY LINE ITEM:						
Payroll	\$ 61,385	\$ 51,366	\$ 42,289	\$ 178,216	\$ 144,190	\$ 151,833
Employee Benefits	37,756	32,981	29,188	111,729	98,257	91,524
Services & Fees	7,879	-	173	23,887	-	(3,207)
Fuel & Lubricants	24,045	15,418	17,802	72,135	51,383	69,999
Materials & Supplies	652	306	128	1,956	1,107	826
Purchased Transportation	1,320,066	1,418,757	1,161,128	3,840,075	4,035,807	3,566,183
Total	<u>\$ 1,451,783</u>	<u>\$ 1,518,828</u>	<u>\$ 1,250,708</u>	<u>\$ 4,227,998</u>	<u>\$ 4,330,745</u>	<u>\$ 3,877,158</u>
	-	-	-	-	-	-
YEAR-TO-DATE EXPENSE TO BUDGET COMPARISON:						
	2026 Annual Budget	YTD Expenses	Remaining Budget	% Remaining		
Payroll	\$ 724,748	\$ 144,190	\$ 580,558	80.10%		
Employee Benefits	447,952	98,257	349,695	78.07%		
Services & Fees	101,648	-	101,648	100.00%		
Fuel & Lubricants	389,725	51,383	338,342	86.82%		
Materials & Supplies	7,824	1,107	6,717	85.86%		
Purchased Transportation	15,829,558	4,035,807	11,793,751	74.50%		
Total	<u>\$ 17,501,455</u>	<u>\$ 4,330,745</u>	<u>\$ 13,170,710</u>	<u>75.25%</u>		
	-	-	-	-		
				75.00%	< % needed to be on track to Budget	

KCATA
Sources of Revenue

	Current Month thru 3/31/2026				YTD thru 3/31/2026			
	Fixed Route	IRIS	Paratransit Freedom	Consolidated	Fixed Route	IRIS	Paratransit Freedom	Consolidated
LOCAL Government Funding								
KCMO 3/8 cent sales tax applied	9,183,719		1,010,381	10,194,100	15,852,135		3,035,715	18,887,850
KCMO 1/2 cent sales tax applied	(2,971,794)	0	169,000	(2,802,794)	3,528,076	0	507,000	4,035,076
KCMO 1/2 cent Zero Fare applic	0			0	0			0
PM Local Funding - KCMO	199,895			199,895	729,478			729,478
Total KCMO Applied	6,411,820	0	1,179,381	7,591,201	20,109,689	0	3,542,715	23,652,404
Independence	39,090	4,328	97,867	141,286	117,387	109,329	276,958	503,673
Blue Springs	0			0	0			0
Grandview	0			0	0			0
Raytown	0	0		0	0	0		0
Riverside	0	0		0	0	0		0
NKC	31,723	0	0	31,723	121,470	0	(3,000)	118,469
Gladstone	0	0		0	0	0		0
Liberty	0	0		0	0	0		0
Unity Village	0			0	0			0
Lees Summit	10,728			10,728	33,474			33,474
Johnson County	(1,686)		(1,093)	(2,779)	12,055		1,089	13,144
Unified Government (KS)	236,232	0	65,632	301,864	709,540	0	189,158	898,698
KC Streetcar	3,486		0	3,486	47,415		0	47,415
Other	0			0	0			0
Total Local Government	6,731,392	4,328	1,341,787	8,077,508	21,151,030	109,329	4,006,919	25,267,277
State Government Funding								
State Oper Assistance	243,082			243,082	608,813			608,813
MEHTAP			0	0			(210,456)	(210,456)
Total State Government	243,082	0	0	243,082	608,813	0	(210,456)	398,357
Federal Government Funding								
Preventative Maintenance (PM)	888,457		156,239	1,044,696	3,252,588		476,980	3,729,568
CMAQ	1,202	0		1,202	48,149	72,969		121,118
CARES (COVID)	0			0	0			0
CARES LEES SUMMIT (COVID)	0			0	0			0
CRRSAA (COVID)	3,914		0	3,914	22,901		0	22,901
ARP (COVID)	162,137		0	162,137	486,411		0	486,411
Fed 5307 LEES SUMMIT	14,079			14,079	54,271			54,271
Fed VanPool	11,189			11,189	33,695			33,695
Fed Ozone & Other	0			0	0			0
5310 Enhanced Mobility	0		7,188	7,188	0		19,686	19,686
Medicaid (comes fm State but fed)			0	0			1,389	1,389
Sub Total	1,080,978	0	163,427	1,244,405	3,898,015	72,969	498,055	4,469,039
Grant Rev rec for Subrecipients	(681,649)			(681,649)	970,836			970,836
Grant Rev rec on behalf of Other	38,671			38,671	37,933			37,933
Total Federal Government	438,001	0	163,427	601,428	4,906,785	72,969	498,055	5,477,808
Grant Rev rec for Subrecipients	681,649			681,649	(970,836)			(970,836)
Grant Rev rec on behalf of Other	(38,671)			(38,671)	(37,933)			(37,933)
Total Federal Pass-thru Contra	642,978	0	0	642,978	(1,008,770)	0	0	(1,008,770)
Other Revenue								
Rental Income	7,091			7,091	23,491			23,491
Investment Income (Loss)	27,517			27,517	274,949			274,949
Other Non-transportation Reven	122,257			122,257	363,469			363,469
Passenger Revenue	47,434	21,703	13,614	82,751	142,051	31,814	36,227	210,092
Bus Advertising	22,965			22,965	85,146			85,146
TOD Bond & START Revenue	0			0	0			0
Misc Income	0			0	0			0
Total Other Revenue	227,264	21,703	13,614	262,581	889,104	31,814	36,227	957,145
Grand Totals	8,282,716	26,031	1,518,828	9,827,576	26,546,962	214,112	4,330,745	31,091,819
	(0)	0	0	(0)	(0)	0	0	(0)
Unapplied/(Applied) Revenue	(128,837)	133,302		4,465	(1,135,520)	269,302		(866,218)
	8,153,879	159,334	1,518,828	9,832,041	25,411,442	483,414	4,330,745	30,225,601
				(0)				(0)

MEHTAP	Missouri Elderly and Handicapped Transportation Assistance Program
CMAQ	Community Multiscale Air Quality
CRRSAA	Coronavirus Response and Relief Supplement Appropriations Act of 2021
ARP	American Rescue Plan Act of 2021
PM	Preventative Maintenance (Funding for Costs incurred to maintain bus fleet and bus facilities)

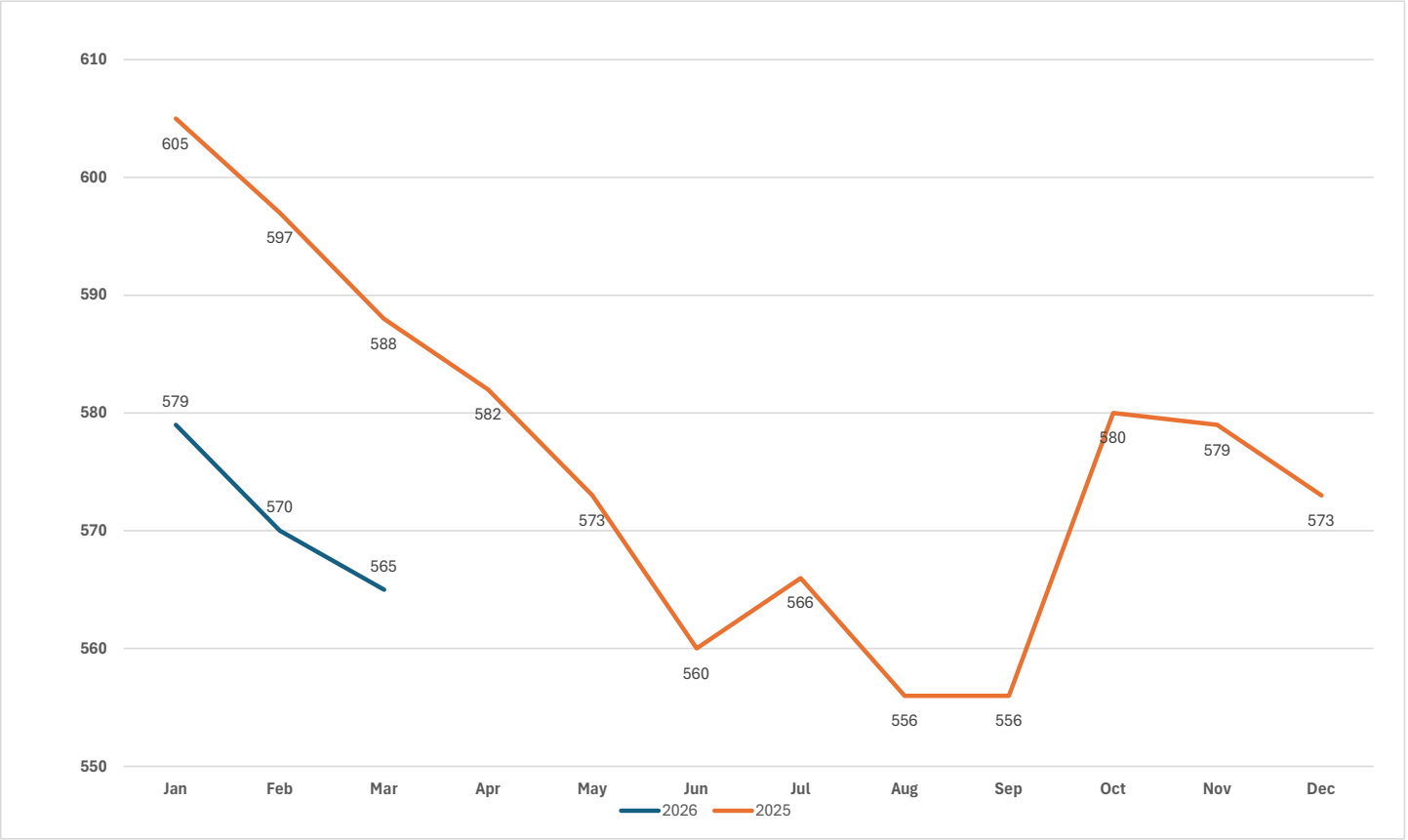
Kansas City Area Transportation Authority
Budget Versus Actual Headcount
For Month Ended March 31, 2026

	March Budget	Total	Actual Union	Salaried
<u>Direct Cost Centers</u>				
Transportation	335	329	303	26
Fleet Maintenance	114	114	105	9
Facility Maintenance	41	39	38	1
Security	1	1	-	1
Information Tech. (50%)	5	5	-	5
Human Resources	6	6	-	6
Customer Service	10	8	7	1
Service Planning (50%)	3	3	1	2
Procurement	5	5	-	5
Training	4	4	-	4
Regional Van Pool	-	-	-	-
Safety	1	1	-	1
Total Direct	525	515	454	61
IRIS	-	-	-	-
Paratransit (Freedom)	10	10	6	4
<u>Indirect Cost Centers</u>				
Finance/Grants	19	16	5	11
Information Tech (50%)	5	4	-	4
Executive Offices	3	2	-	2
Marketing	4	4	1	3
Legal Services	2	2	-	2
RideKC Projects (Project Mgr)	4	4	-	4
Service Planning (50%)	2	3	-	3
Government Relations	2	1	-	1
Economic Development	2	2	-	2
Equity & Inclusion	1	2	-	2
Total Indirect	44	40	6	34
Total Employee Headcount	579	565	466	99

Kansas City Area Transportation Authority

Headcount Reports - Total Headcount

Month Ended Mar 31, 2026

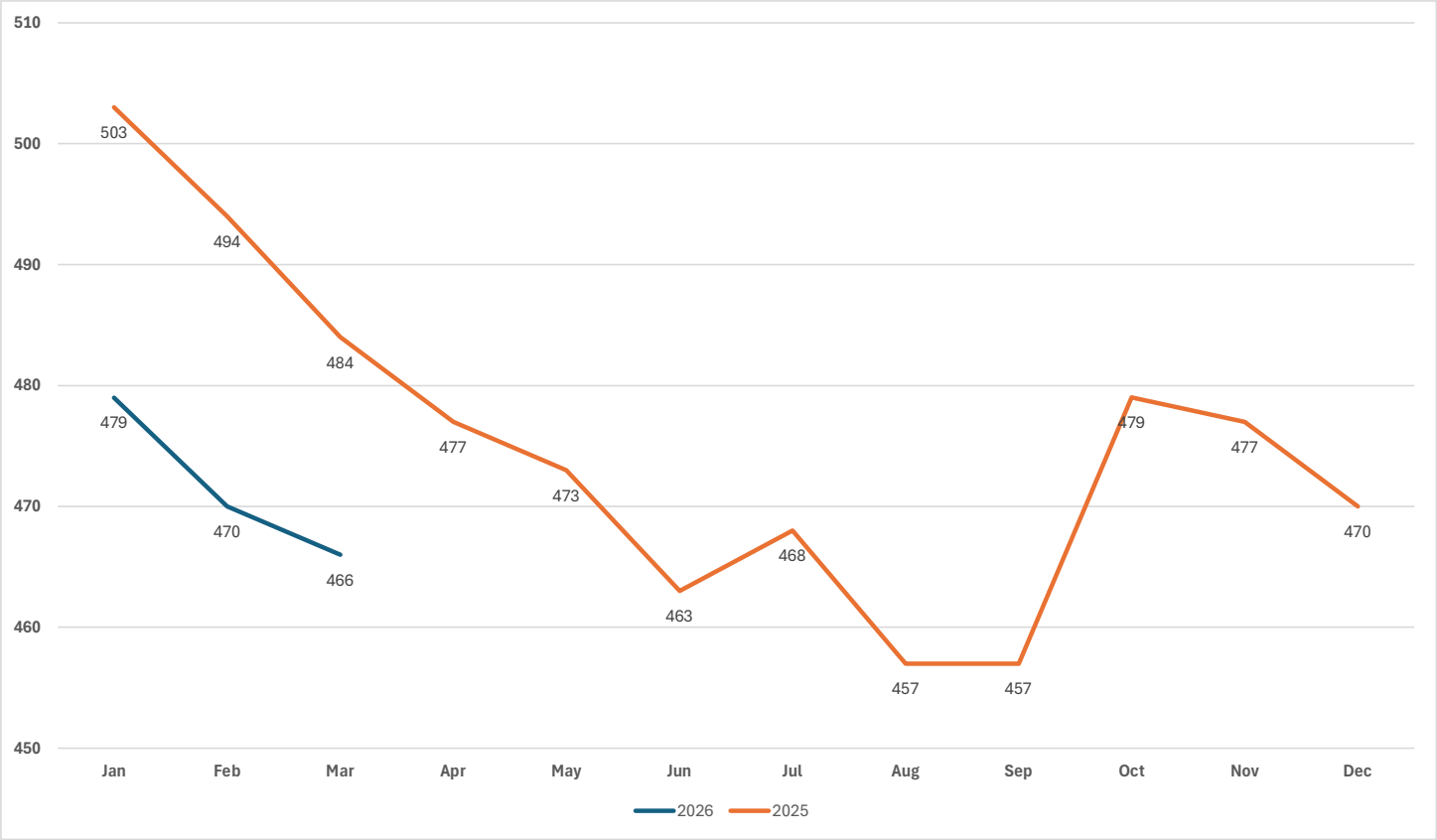


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg
2026	579	570	565										571
2025	605	597	588	582	573	560	566	556	556	580	579	573	576

Kansas City Area Transportation Authority

Headcount Reports - Union

Month Ended Mar 31, 2026

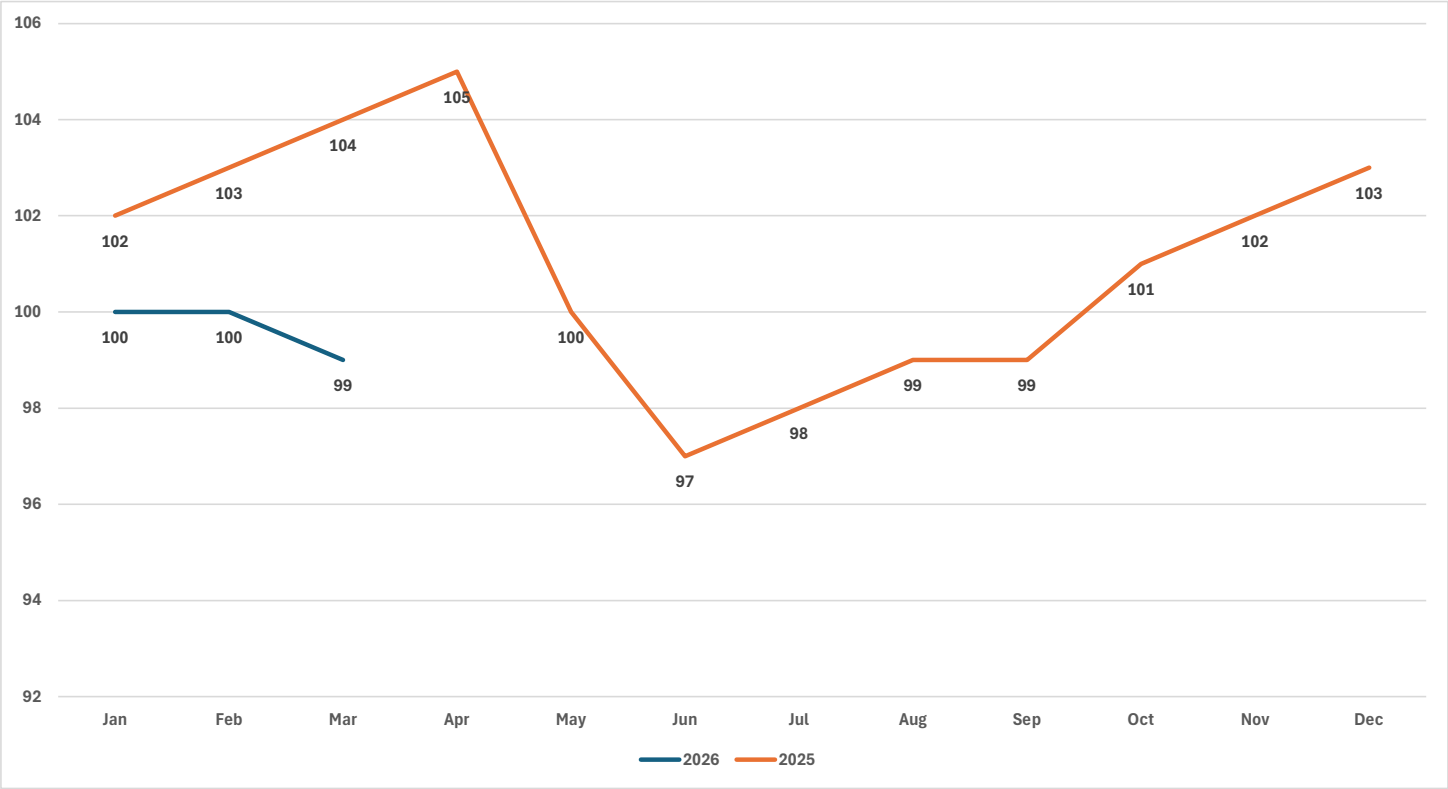


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg
2026	479	470	466										472
2025	503	494	484	477	473	463	468	457	457	479	477	470	475

Kansas City Area Transportation Authority

Headcount Reports - Salaried

Month Ended Mar 31, 2026

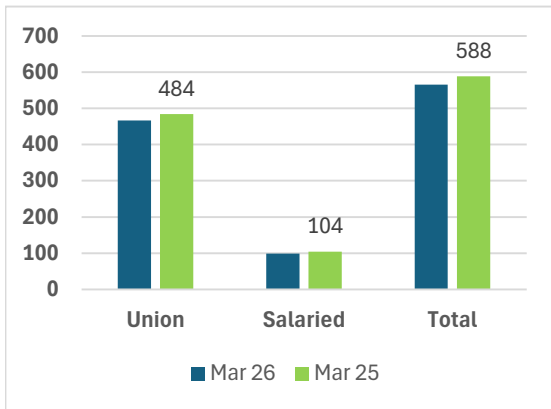


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg
2026	100	100	99										100
2025	102	103	104	105	100	97	98	99	99	101	102	103	101

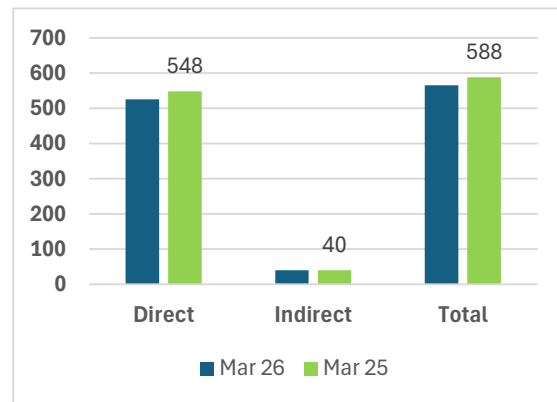
Kansas City Area Transportation Authority

Distribution of Headcount

For Month Ended March 31, 2026



	Union	Salaried	Total
Mar 26	466	99	565
Mar 25	484	104	588



	Direct	Indirect	Total
Mar 26	525	40	565
Mar 25	548	40	588

**KANSAS CITY AREA TRANSPORTATION AUTHORITY
STATEMENT OF CHANGES IN LOCAL CAPITAL FUNDS BALANCES
FOR PERIOD JANUARY 1, 2026 THROUGH MARCH 31, 2026**

	SYSTEM WIDE	Community Specific KCMO CAPITAL SET ASIDE	OTHER FUNDING	TOTAL FUND BALANCE
FUNDS AVAILABLE @ 12/31/2025	<u>\$ (1,737,902)</u>	<u>\$ 4,083,392</u>	<u>\$ (18,584)</u>	<u>\$ 2,326,906</u>
<u>Sources of Local Funds</u>				
1/2 Cent Sales Tax Receipts (7.5% Capital fm MO)	-	3,545,103	-	3,545,103
Community Capital Contributions - KCMO (per mile charge)	223,467	-	-	223,467
Community Capital Contributions - Other Communities (per mile)	20,234	-	-	20,234
1/2 Cent KCMO Bldg Acquisition	-	-	-	-
Gain/(Loss) on Disposal of Assets	11,518	-	-	11,518
Central City Sales Tax for Palestine Project	-	-	-	-
Misc Capital Receipts	-	-	-	-
Investment Income	25,979	11,134	-	37,113
FMV Adjustment	(10,701)	(4,586)	-	(15,287)
Total Receipts	<u>270,497</u>	<u>3,551,651</u>	<u>-</u>	<u>3,822,148</u>
<u>Uses of Local Funds</u>				
Local Share of Capital Expenditures (CAPEX Schedule)	(491,640)	(1,675)	-	(493,316)
Contributions to System Wide	-	(223,467)	-	(223,467)
Contributions to Local Preventative Maintenance	-	(529,583)	-	(529,583)
Rock Island Payments to Jackson County	(233,366)	-	-	(233,366)
Investment Income Applied to Operations	(25,979)	(11,134)	-	(37,113)
Riverfront Streetcar Local Match Contribution by KCATA	-	376,534	(376,534)	-
Trustee Fees	(1,574)	(675)	-	(2,248)
Total Uses	<u>(752,560)</u>	<u>(390,000)</u>	<u>(376,534)</u>	<u>(1,519,093)</u>
FUNDS AVAILABLE @ 3/31/2026	<u><u>\$ (2,219,964)</u></u>	<u><u>\$ 7,245,042</u></u>	<u><u>\$ (395,118)</u></u>	<u><u>\$ 4,629,960</u></u>

Cash Transfer Timing - Transfer From/(To) KCATA Operating Acct (1,301,552)

Commerce Capital Trust Statement Balance @ End of Period \$ 5,931,512

**KANSAS CITY AREA TRANSPORTATION AUTHORITY
SELF INSURANCE FUND
ACTIVITY SUMMARY
FOR PERIOD JANUARY 1, 2026 THROUGH MARCH 31, 2026**

	FIXED TRANSIT DIVISION		
	AUTOMOBILE LIABILITY	WORKER'S COMP LIABILITY	TOTAL FUNDS
BALANCE @ 12/31/2025	\$ 5,163,641	\$ 4,780,370	\$ 9,944,011
YTD CONTRIBUTIONS	337,497	928,790	1,266,287
INVESTMENT INCOME	46,435	42,988	89,423
INCOME APPLIED TO OPERATIONS	(46,435)	(42,988)	(89,423)
PROFESSIONAL SERVICES	(24,997)	(89,061)	(114,058)
CLAIMS PAID	(165,001)	(855,058)	(1,020,059)
EXCESS COVERAGE	-	(202,882)	(202,882)
TRUSTEE FEES	(3,254)	(3,013)	(6,267)
SECOND INJURY FUND	-	(34,750)	(34,750)
SUBROGATION / REFUNDS	-	13,600	13,600
FMV GAIN/(LOSS)	(8,844)	(8,188)	(17,032)
BALANCE @ 3/31/2026	\$ 5,299,042	\$ 4,529,808	\$ 9,828,850
Cash Transfer Timing - Transfer From/(To) KCATA Operating Acct			(181,285)
Commerce Self Insurance Trust Statement Balance @ End of Period			\$ 10,010,135

KANSAS CITY AREA TRANSPORTATION AUTHORITY
3/8 CENT SALES TAX RESERVE FUND
CY 2025 THRU 12/31/2026

2025 Actual (Prior KCMO Contract)

Reserve balance at 12/31/2024	\$ 13,920,716
(Uses) of Reserve 1/1/25 - 4/30/25	(2,506,472)
Reserve balance at 4/30/2025	<u>\$ 11,414,244</u>

2025/2026 Actual (Current KCMO Contract)

Source/(Uses) of Reserve 5/1/25 - 11/30/25	(9,097,555)
Reserve balance at 3/31/2026	<u>\$ 2,316,688</u>

**KANSAS CITY AREA TRANSPORTATION AUTHORITY
3/8 CENT SALES TAX FUNDS
ACTIVITY SUMMARY
FOR PERIOD JANUARY 1, 2026 THROUGH MARCH 31, 2026**

BALANCE @ 12/31/2025	<u>\$ 11,024,122</u>
YEAR-TO-DATE BILLING	10,170,057
APPLIED TO SERVICE	(18,887,850)
SUB TOTAL	<u>\$ (8,717,793)</u>
INVESTMENT INCOME	43,937
INCOME APPLIED TO OPERATIONS	(43,937)
FMV GAIN/(LOSS)	10,359
SUB TOTAL - YTD ACTIVITY	<u>(8,707,434)</u>
FUNDS AVAILABLE @ 3/31/2026	<u><u>\$ 2,316,688</u></u>
Cash Tfr Timing - Transfer From/(To) KCATA Oper Acct	(14,761,729)
Commerce Sales Tax Trust Stmt Balance @ End of Period	<u><u>\$ 17,078,418</u></u>

**KANSAS CITY AREA TRANSPORTATION AUTHORITY
OPERATING LIABILITIES FUND
ACTIVITY SUMMARY
FOR PERIOD JANUARY 1, 2026 THROUGH MARCH 31, 2026**

BALANCE @ 12/31/2025	\$ 5,900,702
TRF FROM/(TO) OPERATING ACCT	(192,820)
INVESTMENT INCOME/(LOSS)	150,623
TRUSTEE FEES	(3,765)
(INCOME)/LOSS APPLIED TO OPERATIONS	(146,858)
FMV GAIN/(LOSS)	(108,754)
BALANCE @ 3/31/2026	<u>\$ 5,599,128</u>
Cash Tfr Timing - Transfer From/(To) KCATA Oper Acct	(146,858)
Commerce Oper Liab Trust Stmt Balance @ End of Period	<u>\$ 5,745,986</u>

FOUR MONTH FORECAST
Operating Account - KCATA

	Apr-26	May-26	Jun-26	Jul-26
Beginning Balance	\$ 10,421,665	\$ 6,254,696	\$ (113,538)	\$ (11,190,538)
<u>Cash Receipts</u>				
KCMO	\$ 3,390,019	\$ 3,878,672		
Less - KCMO Performance Penalties	-			
KCMO IRIS		245,649	136,000	136,000
World Cup Grants				7,920,936
Community Bill	354,528	300,000	300,000	300,000
MO State Operating Assistance		720,445		
FTA Drawdowns	3,090,109	1,500,000	1,500,000	1,500,000
Internal Trust Transfer	320,407			
Interest Payment	15,019	30,000	30,000	30,000
Remote Deposits	604,523	40,000	40,000	40,000
Total Cash Available	<u>\$ 7,774,606</u>	<u>\$ 6,714,766</u>	<u>\$ 2,006,000</u>	<u>\$ 9,926,936</u>
<u>Cash Disbursements</u>				
Payroll - Salaried	\$ (1,129,057)	\$ (800,000)	\$ (800,000)	\$ (800,000)
Payroll - Union	\$ (2,840,682)	(3,000,000)	(3,000,000)	(4,500,000)
AP ACH/Checks clearing	(6,841,981)	(5,500,000)	(5,500,000)	(5,500,000)
Self Insurance T.McGee	(139,259)	(400,000)	(400,000)	(400,000)
Other (Tri Star, Russell Trust, ICMA,Voya)	(412,436)	(400,000)	(400,000)	(400,000)
WEX (Fuel)	(15,972)	(53,330)	(53,330)	(53,330)
Corporate CC Payment	(27,537)	(26,670)	(26,670)	(26,670)
Account Analysis Fees - Commerce	(3,651)	(3,000)	(3,000)	(3,000)
Other Payments	(231,001)			
Additional Expense for World Cup		(2,600,000)	(2,600,000)	(2,600,000)
Due to Riverfront Streetcar Project	(300,000)	(300,000)	(300,000)	(300,000)
Total Cash Disbursement	<u>\$ (11,941,575)</u>	<u>\$ (13,083,000)</u>	<u>\$ (13,083,000)</u>	<u>\$ (14,583,000)</u>
Net Activity	<u>\$ (4,166,970)</u>	<u>\$ (6,368,234)</u>	<u>\$ (11,077,000)</u>	<u>\$ (4,656,064)</u>
Ending Balance	<u><u>\$ 6,254,696</u></u>	<u><u>\$ (113,538)</u></u>	<u><u>\$ (11,190,538)</u></u>	<u><u>\$ (15,846,602)</u></u>

*KCMO Payment for April not yet approved on City Systems

**KANSAS CITY AREA TRANSPORTATION AUTHORITY
ACCOUNTS RECEIVABLE AGING SUMMARY
FOR THE MONTH ENDING MARCH 31, 2026**

Customer					
Number	Customer Name	Current	1-30 Days	31+ Days	Customer Total
50209	CITY OF KANSAS CITY, MISSOURI	-	-	32,622	32,622
50210	CITY OF NORTH KANSAS CITY, MIS	48,433	48,433	-	96,867
50211	CITY OF INDEPENDENCE, MISSOURI	151,964	-	-	151,964
50213	UG FLEET COMPLEX	244,840	-	-	244,840
50215	CITY OF LEE'S SUMMIT, MISSOURI	51,468	-	-	51,468
50245	CITY OF GLADSTONE, MISSOURI	-	-	12,000	12,000
50248	ATU, LOCAL 1287	4,469	-	1,692	6,161
50321	JOHNSON COUNTY TRANSIT	-	729	-	729
50394	KANSAS CITY STREETCAR AUTHO	1,763	-	-	1,763
50462	BOARD OF POLICE COMMISSIONER	300	-	-	300
50472	MISSOURI DEPT OF TRANSP.	795	-	-	795
50511	FEDERAL TRANSIT ADMINISTRATI	2,009,129	52,392	(268,753)	1,792,768
		2,513,161	101,554	(222,440)	2,392,276

Balance Sheet

1210000	A/R - Trade	598,713
1210999	A/R - Unapplied Cash Receipts	(263,855)
1230100	A/R - Federal Project Ledger	2,057,418
		2,392,276



March 2026 Financial Results

Board of Commissioners

Rick Maner, Acting Chief Financial Officer

Wednesday, May 27, 2026



EXECUTIVE SUMMARY

Month Ended March 31, 2026

- 1) KCMO Sales Tax Reserve is \$17 million.
- 2) Operating income in Mar 2026 was (\$454K) compared to 2026 budget of (\$281K). Mar 2026 YTD actual was \$357K compared to Mar 2026 YTD budget of \$203K.
- 3) Local contract revenue was \$7.9 million in Mar 2026 compared to 2026 budget of \$7.9 Million. Mar 2026 YTD is \$23.7 million compared to Mar 2026 YTD budget of \$23.8 million.

MARCH 2026 BALANCE SHEET

	Mar 2026	Feb 2026
<u>Assets</u>		
Cash & Investments	11,907,587	10,026,464
Reserve - KC Sales Tax (a)	17,078,418	17,082,412
Reserve - Local Capital Match	4,629,959	5,620,630
Reserve - Self Insurance	9,828,850	10,008,353
Reserve - Operating Liabilities	5,599,128	5,738,990
Long Term Assets	148,609,468	152,568,539
Total Assets	197,653,410	201,045,389

(a) KC Sales Tax Policy is 2 months of expenses	19,000,000	19,000,000
4/23/2025 Board meeting revised floor	7,500,000	7,500,000

MARCH 2026 BALANCE SHEET

	<u>Mar 2026</u>	<u>Feb 2026</u>
<u>Liabilities and Net Position</u>		
<u>Liabilities</u>		
Current Liabilities	10,473,858	13,371,596
Line of Credit	-	-
Non Current Liabilities	55,633,386	56,323,239
Total Liabilities	66,107,244	69,694,834
Net Position	131,546,166	131,350,554
Total Liabilities and Net Position	197,653,410	201,045,389

FINANCIAL OPERATIONS FOR THE MONTH OF MARCH 2026

	Mar 2026 Budget	Mar 2026 Actual	Mar 2025 Actual
Sources of Operating Funds	10,063,189	9,832,041	10,973,244
Operating Expenses	(10,344,114)	(10,285,566)	(10,130,891)
Operating Income	(280,925)	(453,525)	842,353

FINANCIAL OPERATIONS MARCH 2026 YEAR-TO-DATE

	Mar 2026 YTD Budget	Mar 2026 YTD Actual	Mar 2025 YTD Actual
Sources of Operating Funds	30,189,562	30,225,601	29,796,416
Operating Expenses	(29,987,247)	(29,868,741)	(29,903,435)
Operating Income	202,315	356,859	(107,020)

KCATA 2026 OPERATIONAL FUNDING FOR MARCH 2026

		March	MO %	YTD	YTD %
KCMO Funding		7,552,635	77%	22,773,034	75%
Other Community Funding		329,443	3%	898,547	3%
State of Missouri Funding		243,082	2%	398,357	1%
Federal Funding		1,211,949	12%	4,359,998	14%
Other Government Funding		32,456	0%	109,041	0%
Investment Income		27,517	0%	274,949	1%
Operating Revenue		105,715	1%	295,237	1%
Other Funding		329,243	3%	1,116,437	4%
Total Operating Funding		9,832,041	100%	30,225,601	100%

OPERATING EXPENSES BY TYPE FOR THE MONTH OF MARCH 2026

	Mar 2026 Month Budget	Mar 2026 Month Actual	Mar 2025 Month Actual
Wages and Benefits	6,638,329	6,743,157	6,396,585
Fuel & Lubricants	214,484	230,271	250,967
Other Supplies	383,068	155,583	374,089
Professional Fees & Contract Maintenance	1,128,489	924,197	678,942
Utilities	141,967	153,728	150,169
Casualty and Liability Costs	238,207	227,782	345,351
Purchased Transportation Services (IRIS & Paratransit)	1,500,559	1,737,945	1,903,413
Other Expenses (Training, Meeting, Dues, etc)	99,011	112,904	31,375
Total Operating Expenses	10,344,114	10,285,566	10,130,891
Wages & Benefits % of Operating Expenses	64.17%	65.56%	63.14%

OPERATING EXPENSES BY TYPE FOR MARCH 2026 YEAR-TO-DATE

	Mar 2026 YTD Budget	Mar 2026 YTD Actual	Mar 2025 YTD Actual
Wages and Benefits	19,568,228	19,717,297	19,411,584
Fuel & Lubricants	629,208	619,006	704,846
Other Supplies	1,145,419	1,228,347	970,295
Professional Fees & Contract Maintenance	2,799,963	2,259,618	1,897,298
Utilities	420,485	471,248	476,483
Casualty and Liability Costs	714,621	650,134	606,447
Purchased Transportation Services (IRIS& Paratransit)	4,381,551	4,721,083	5,670,691
Other Expenses (Training, Meeting, Dues, etc)	327,772	202,010	165,791
Total Operating Expenses	29,987,247	29,868,741	29,903,435
Wages & Benefits % of Operating Expenses	65.26%	66.01%	64.91%

INDIRECT EXPENSES AS % OF TOTAL EXPENSES FOR THE MONTH OF MARCH 2026

	Mar 2026 Budget	Mar 2026 Actual	Mar 2025 Actual
March 2026 Indirect Percentage of Total Expenses	11.80%	11.89%	9.25%
March 2026 Year-To-Date Indirect Percentage of Total Expenses	11.60%	10.42%	9.16%
March 2026 Indirect Costs	1,220,658	1,222,695	937,213
March 2026 YTD Indirect Costs	3,478,952	3,111,407	2,738,612

Staff Request For Commission Action

Board Meeting Date: May 27, 2026

WC26 Titan Security Contract- Don Bowlin

Standing Committee:	Planning & Operations Committee
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Date: 05/19/2026	Contact Name: Don Bowlin	Contact Email: dbowlin@kcata.org	Department/Division: Security
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Strategic Plan:

Organization
Customer Experience
Unified Region

Financial Impact:

Award To: Titian Security
Funding Source/Account#: \$336,000 is fully covered through CMAQ and the Federal World Cup Safety/Security Grant.

Approver:

Chuck Ferguson, COO

Attachments List:

1.	Titan Amendment 5-19-2026 (002) FINAL NTE 336K KLE
2.	Titan_Amendment_FIFA_Presentation

Proposed Motion:

Staff recommends that the KCATA Board of Commissioners approve the Titan contract amendment to support security during the World Cup event, not to exceed \$336,000.

Synopsis:

The Kansas City Area Transportation Authority (KCATA) requires additional temporary security services in support of FIFA World Cup 2026 operations beginning June 1, 2026. The scale and international profile of this event demand immediate, reliable, and experienced security coverage of KCATA's service area. April 2026 Security Subcommittee reviewed and recommended moving forward to the full POPs committee.



AMENDMENT NUMBER 1
Contract #G25-7039-41C

Kansas City Area Transportation Authority
(KCATA) Security Services

Titan Protection & Consulting, Inc.
9350 Metcalf Ave., Suite 210
Overland Park, KS 66212

Kevin Marasco, Sales Manager
913-523-5088
kevinm@tpcsecurity.com

Ryan Smith, President
816-916-5377

Date: May 19, 2026

Contact: Kristen Emmendorfer, Procurement Director
Kansas City Area Transportation Authority
1350 E. 17th Street
Kansas City, MO 64108

Telephone Number: (816) 346-0360

E-Mail: kristene@kcata.org

AMENDMENT #1 TO CONTRACT #G25-7039-41C
Kansas City Area Transportation Security Services

THE AGREEMENT, made on the 27th day of August 2025, by and between Kansas City Area Transportation Authority (KCATA) and Titan Protection and Consulting, Inc. (Contractor) is hereby amended to include the changes herein:

1. The Scope of Contract shall be amended as follows:

The scope of work is materially unchanged.

KCATA requests the addition of up to 20 officers for supplemental security and 4 patrol vehicles during the peak time of visitors in the Kansas City Metropolitan area for FIFA World Cup Soccer Activities beginning June 1 and ending on August 1, 2026.

2. The Term of Contract shall be amended as follows:

This contract is active with a base term expiration of August 31, 2027. For the purpose of this work, additional officers – up to 20 per week at KCATA - *shall supplement security and protection for premium dates June 1, 2026, to August 1, 2026, only.*

Due to the funding mechanism for these additional services, Federal Transit Administration (FTA) clauses are added to the original contract document by reference and are listed in the attachment affixed to this Amendment 1.

3. The Contract Sum shall include the additional sum:

Due to premium charges for security and the number of officers (up to 20 per week on a full-time basis and 4 patrol vehicles, for the period only June 1, 2026, to August 1, 2026, the rates per officer shall increase to \$45 (performing duties with no vehicle) and \$50 (officers with a vehicle). Titan Protection and Consulting, Inc. shall delineate per officer name and hours worked, on invoices for this period of time, the modified billable rate as stated with World Cup Security listed next to the officer's name.

The value of the amended rates and billed invoices shall not exceed \$336,000. (Three hundred thirty-six thousand dollars and zero cents) for the premium days of service per amendment. This value allows up to \$2,000 to be expended by KCATA per vehicle, for four (4) vehicles, for using, insuring and fueling for KCATA security officers' use. This not-to-exceed value also includes all labor hours to be expended for 20 officers during the period of performance covering World Cup Events. No overtime shall be charged.

Except for the changes stated herein, this Amendment shall be bound by the same conditions and provisions contained in the original agreement and which remains in effect by reference herein.

This Amendment is made on the 19th day of May 2026.

TITAN PROTECTION AND CONSULTING, INC.
(CONTRACTOR)

By _____
Ryan Smith,
President

KANSAS CITY AREA TRANSPORTATION AUTHORITY
(KCATA)

By _____
Bridget Williams, Board Chair

By _____
Greg Goheen
Board Counsel, KCATA

*****THIS AMENDMENT IS NOT VALID UNLESS SIGNED BY BOTH PARTIES*****

The parties acknowledge that Federal Transit Administration (FTA) funds will now be used to support the services performed under this Contract as amended. Accordingly, as a condition of receiving Federal assistance, all applicable FTA-required terms, conditions and certifications are hereby incorporated into this Contract by reference and made binding upon the Contractor. These include but are not limited to those listed below.

Changes to Federal Requirements. Contractor shall at all times be aware and comply with all applicable Federal Transit Administration (FTA) regulations, policies, procedures, and directives, including without limitation, those listed directly or by reference in the Master Agreement between the Authority and FTA (ref: MA 34 dated November 26, 2025), as they may be amended or promulgated from time to time during the term of this Contract. Contractors' failure to so comply shall constitute a material breach of this Contract. Contractor agrees to include this clause in all subcontracts at any tier. It is further agreed that the clause shall not be modified, except to identify the subcontractors who will be subject to its provisions.

Debarment and Suspension Certification.

1. The Contractor shall comply and facilitate compliance with U.S. DOT regulations "Nonprocurement Suspension and Debarment," 2 C.F.R. §§ 180.220 and 1200.220 , and any amendments thereto, which adopts and supplements the U.S. Office of Management and Budget & U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 C.F.R. part 180 that implement Executive Orders 12549 (31 U.S.C. § 6101 note, 51 Fed Reg. 6370) and 12689 (31 U.S.C. § 6101 note, 54 Fed. Reg. 34131).
2. The Contractor, its principals, and any affiliates, shall certify that it is not included in the "U.S. General Services Administration's "System for Award Management -- Lists of Parties Excluded from Federal Procurement or Non-procurement Programs," if required by U.S. DOT regulations, 2 C.F.R. part 1200.
3. The Contractor agrees to refrain from awarding any subcontract of any amount (at any tier) to a debarred or suspended subcontractor, and to obtain a similar certification from any subcontractor (at any tier) seeking a contract exceeding \$25,000.
4. The Contractor agrees to provide KCATA a copy of each conditioned debarment or suspension certification provided by a prospective subcontractor at any tier, and to refrain from awarding a subcontract with any party that has submitted a conditioned debarment or suspension certification until FTA approval is obtained.

Disclaimer of Federal Government Obligation or Liability. The Contractor, and any subcontractors acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of this contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Contractor, or any other party (whether or not a party to this Contract) pertaining to any matter resulting from this Contract. It is further agreed that the clause shall be included in each subcontract and shall not be modified, except to identify the subcontractor who will be subject to its provision.

Drug and Alcohol Testing.

1. Contractors, subcontractors and their agents who perform safety-sensitive functions or provide transit services be enrolled in a drug and alcohol testing program that complies with 49 CFR Part 655 of the United States Department of Transportation and Federal Transit Administration Regulations. The Contractor agrees to produce any documentation necessary to establish its compliance with Parts 40 and Part 655, and permit any authorized representative of the United States Department of Transportation, the Federal Transit Administration or KCATA, to inspect all collection and testing facilities, to review all records associated with

the implementation of the drug and alcohol testing program and audit and review the testing process as required under 49 CFR Part 40 and Part 655.

2. If the Contractor is unwilling or unable to comply with the regulations, KCATA reserves the right to discontinue using the Contractor for safety-sensitive duties. Contractors that bid on safety-sensitive work will be considered non-responsive if they do not have or are not able to supply documentation that a DOT/FTA compliant drug and alcohol-testing program has been established.

Veterans Employment Preference. Contractors working on a federally funded capital project shall give a hiring preference, to the extent practicable, to veterans (as defined in 5 U.S.C. § 2108) who have the requisite skills and abilities to perform the construction work required under the contract. This subsection shall not be understood, construed, or enforced in any manner that would require an employer to give preference to any veteran over any equally qualified applicant who is a member of any racial or ethnic minority, female, an individual with a disability, or former employee.

Employee Protections – General.

a. Contract Work Hours and Safety Standards Act.

- 1) Overtime Requirements. No Contractor or subcontractor contracting for any part of the Contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. (40 U.S.C. §§ 3701-3708 *et seq.*, and supplemented by Department of Labor (DOL) Regulations 29 CFR part 5).
- 2) Violation; Liability for Unpaid Wages; Liquidated Damages. In the event of any violation of the clause set forth in Paragraph 1 of this section the Contractor and any subcontractor responsible therefore shall be liable for the unpaid wages. In addition, such Contractor and subcontractor shall be liable to the United States for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in Paragraph 1 of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard work week of forty hours without payment of the overtime wages required by the clause set forth in Paragraph 1 of this section.
- 3) Withholding for Unpaid Wages and Liquidated Damages. The KCATA shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the Contractor or subcontractor under any such contract or any other Federal contract with the same prime Contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime Contractor, such sums as may be determined to be necessary to satisfy any liabilities of such Contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in Paragraph 2 of this section.
- 4) Safety Standards. No Contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic to work in surroundings or under conditions that are unsanitary, hazardous, or dangerous as prohibited by the safety requirements of section 107 of the Contract Work Hours and Safety Standards Act, 40 U.S.C. § 3704, and its implementing U.S. Department of Labor regulations, "Safety and Health Regulations for Construction," 29 CFR Part 1926.

- 5) Subcontracts. The Contractor or subcontractor shall insert in any subcontracts the clauses set forth in Paragraphs 1 through 5 of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The Contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in Paragraphs 1 through 4 of this section.

Environmental Regulations.

Clean Air. The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §7401-7671q *et seq.* The Contractor agrees to report, and to require each subcontractor at every tier receiving more than \$100,000 from this Contract to report any violation of these requirements resulting from any project implementation activity to KCATA. KCATA will in turn, report each violation as required to assure notification to FTA and the appropriate U.S. EPA Regional Office.

Clean Water. The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. § 1251-1388 *et seq.* The Contractor agrees to report, and require each subcontractor at every tier receiving more than \$100,000 from this Contract to report, any violation of these requirements resulting from any project implementation activity to KCATA. The Contractor understands that KCATA will in turn, report each violation as required to assure notification to FTA and the appropriate U.S. EPA Regional Office

Energy Conservation. The Contractor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act. The Contractor agrees to include the requirements of this clause in all subcontracts under this Contract.

Recovered Materials/Recycled Products. To the extent practicable and economically feasible, the Contractor agrees to provide a competitive preference for products and services that conserve natural resources and protect the environment and are energy efficient. Examples of such products may include, but are not limited to, products described in U.S. Environmental Protection Agency guidelines at 40 CFR Part 247, which implements Section 6002 of the Resource Conservation and Recovery Act, as amended (42 U.S.C. 6962), and Executive Order 12873. The Contractor also agrees to include these requirements in each subcontract at every tier receiving more than \$10,000.

Federal Tax Liability and Recent Felony Convictions.

1. The Contractor affirmatively represents and certifies that:
 - a. The Contractor does not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and if there is a federal tax liability that it is being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
 - b. The Contractor was not convicted of the felony criminal violation under any Federal law within the preceding twenty-four (24) months.
2. Contractor is described as any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association.
3. The Contractor agrees to include these requirements in all subcontracts at all tiers, regardless of value, and to obtain the same certification and disclosure from all subcontractors (at all tiers).

Fraud and False or Fraudulent Statements or Related Acts

- A. The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 *et seq.* and U.S DOT regulations, "Program Fraud Civil Remedies," 49 CFR Part 31, apply to its actions pertaining to the Project. Upon execution of the Contract, the Contractor certifies and affirms the truthfulness and accuracy of any statement it has made, it makes or may make pertaining to the project covered under this Contract. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.
2. The Contractor also acknowledges that 49 U.S.C. § 5323(l)(1) authorizes the Federal Government to impose penalties under 18 U.S.C. § 1001 if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government in connection with this Contract and under 49 U.S.C chapter 53 or any other applicable law.
3. The Contractor agrees to include these clauses in each subcontract, and it is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions

Incorporation of Federal Transit Administration Terms. The provisions in this Contract include certain standard terms and conditions required by the U.S. Department of Transportation (DOT), whether or not expressly set forth. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1G or any revision thereto, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in the Contract. Contractor shall not perform any act, fail to perform any act, or refuse to comply with any KCATA requests that would cause KCATA to be in violation of the FTA terms and conditions. The Contractor agrees to include this clause in all subcontracts at any tier. It is further agreed that the clause shall not be modified, except to identify the subcontractors who will be subject to the provision.

Lobbying Restrictions.

1. The Contractor is bound by its certification contained in its offer to the Authority regarding the use of federal or non-federal funds to influence, or attempt to influence any federal officer or employee regarding the award, execution, continuation, or any similar action of any federal grant or other activities as defined in 31 U.S.C. 1352, as amended; 2 C.F.R. § 200.450, 2 C.F.R. part 200 appendix II (J) and 49 CFR Part 20, to the extent consistent with 31 U.S.C. § 13532, as amended. The Contractor agrees to comply with this requirement throughout the term of the Contract.
2. The Contractor agrees to include these requirements in all subcontracts at all tiers exceeding \$100,000 and to obtain the same certification and disclosure from all subcontractors (at all tiers).

Prohibition on Certain Telecommunications and Video Surveillance Equipment.

Contractor represents that it is and will be compliant at all times with 2 C.F.R. § 200.216 and will not provide telecommunications and/or video surveillance services or equipment to the KCATA in the performance of any contract, subcontract or other contractual instrument resulting from a solicitation or RFP that have been manufactured by a supplier (including any subsidiary or affiliate of those entities) that is considered prohibited or not approved under this regulation. This statute is not limited to entities that use end-products produced by those companies; and also covers the use of any equipment, system, or services that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system.

Protection of Human Subjects. A third-party contractor providing services involving the use of human subjects must comply with the National Research Act at 42 U.S.C. 289 *et seq.*, and DOT regulations, "Protection of Human Subjects," 49 C.F.R. Part 11.

Protection of Animals. A third-party contractor providing services involving the use of animals must comply with the Animal Welfare Act, 7 U.S.C. 2131 *et seq.*, and Department of Agriculture regulations, "Animal Welfare," 9 C.F.R. Parts 1, 2, 3 and 4.

Trafficking in Persons. Contractor and its subcontractors or their employees shall not: 1) engage in severe forms of trafficking in persons during the Contract Term; b) procure a commercial sex act during the Contract Term; or c) use forced labor in the performance of the Contract. Contractor shall inform KCATA immediately of any information Contractor receives from any source alleging a violation of a prohibition in this section. KCATA may terminate this Contract for any violation of this section; such right of termination is in addition to all other remedies for noncompliance that are available to the KCATA.

Alcohol Misuse and Prohibited Drug Use. See "Drug and Alcohol Testing"

Contractor's Initials

KCATA Board Chair Initials

KCATA Board Counsel Initials



Amendment #1 – Titan Protection & Consulting

*Contract #G25-7039-41C | FIFA World Cup Security
Services*

Safety & Security | May 19, 2026



What Is This Amendment?

Overview

- Amendment #1 to Contract #G25-7039-41C (original contract executed August 27, 2025)
- Parties: KCATA and Titan Protection and Consulting, Inc.
- Original contract scope is materially unchanged
- **Fully funded through the Federal World Cup Funds**

Purpose

- Adds supplemental security staffing and patrol vehicles for FIFA World Cup activities
- Covers peak visitor period in the Kansas City Region
- FTA funding is now incorporated – federal clauses apply

Scope of Services

Additional Officers

- Up to 20 supplemental security officers per week at KCATA
- Officers support security and protection during premium event dates

Patrol Vehicles

- 4 patrol additional vehicles provided for the duration
- Vehicle cost covers the insurance and fuel

Period of Amendment

- June 1, 2026 – August 1, 2026 only
- Base contract term remains active through August 31, 2027

Cost & Rates

Billing Rates (Premium Period Only)

- \$45 per hour – Officer performing duties without a vehicle
- \$50 per hour – Officer performing duties with a vehicle

Not-to-Exceed (NTE) Value

- Total amendment value: \$336,000 (Three hundred thirty-six thousand dollars)
- **Fully reimbursed through Federal Funds**
- Includes all officer labor hours for up to 20 officers during World Cup events
- Includes 4 patrol vehicles for greater mobility and coverage
- No overtime shall be charged under this amendment

Staff Request For Commission Action

Board Meeting Date: May 27, 2026

Approving Resolution, 300 Santa Fe St, Leavenworth, KS TOCD START consideration- Michael Riley & Brien Starner

Standing Committee:	Economic Development & Real Estate Committee
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Date: 04/20/2026	Contact Name: Michael Riley, Brien Starner	Contact Email: mriley@kcata.org, bstarner@kcata.org	Department/Division: Economic Development
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Strategic Plan:

This item aligns with the following goals

Financial Sustainability

Organization

Customer Experience

Unified Region

System Development

Financial Impact:

Total for KCATA

Application = \$25,000

PP1 = \$2,867.72 * 2 yrs = \$5,736

PP2 = \$18,860 * 30YR TERM = \$565,800

Total = **\$596,526**

The City of Leavenworth will receive an impact contribution in the amount of \$30,470.67 for a 10-year term, totaling \$304,706.70.

Approver:

Terri Barr-Moore, Chief of Staff

Attachments List:

1.	Helmers Flats DAC Presentation
2.	Helmers Flats - Support Letters
3.	RideKC START Staff Report Leavenworth TOCD Facility 4.3.26
4.	Heat Map Summary 4.3.26
5.	Helmers Flats Bond Inducement Resolution 4.22.26
6.	KCATA Helmers Flats Bond Resolution ab 5.27.26
7.	Letter of Support Leavenworth School District - KCATA

Proposed Motion:

The Economic Development & Real Estate Committee recommends that the KCATA Board of Commissioners approve the designation of the Helmers Flats

facility located at 300 Santa Fe Street, Leavenworth, Kansas, as a Transit-Oriented Community Development (TOCD) facility, and advance the facility for full Board consideration. Furthermore, the Committee recommends approval of a 30-year START Bond with a 75% property tax exemption for the facility, and waiving the third-party analysis requirement due to the project's provision of affordable housing and its alignment with KCATA policy.

Synopsis:

Staff presents for Committee consideration the proposed Transit-Oriented Community Development (TOCD) facility located at **300 Santa Fe Street in Leavenworth, Kansas**, known as **Helmerts Flats**. This facility represents a significant milestone as it would be the **first TOCD facility in Leavenworth County**, expanding KCATA's TOCD program into a community that does not currently have traditional fixed-route transit service comparable to other TOCD locations.

The project consists of the **adaptive reuse of a historic 1909 industrial building into 115 affordable housing units**, serving households at **50% and 60% of Area Median Income (AMI)**. This development directly aligns with KCATA's mission to connect housing with mobility, economic opportunity, and essential services.

Project Summary

Helmerts Flats will transform an underutilized historic warehouse into a high-quality affordable housing development. The facility leverages **Low-Income Housing Tax Credits (LIHTC)** and historic tax credits, ensuring long-term affordability while preserving a key community asset.

The site is strategically located near employment, healthcare, education, grocery, and retail amenities, allowing residents to access daily needs within a short distance. Additionally, the developer will support local mobility through enhancements to **Ride LV microtransit**, including the addition of a new transit vehicle, improving access across Leavenworth County.

Heat Map Summary

Staff's evaluation indicates the facility is strongly aligned with KCATA's TOCD framework:

- **Affordable Housing Impact:**
The project delivers 115 affordable units, addressing a demonstrated housing need in the Leavenworth market.
- **Adaptive Reuse & Community Revitalization:**
The redevelopment preserves a historic structure while activating an underutilized site, contributing to neighborhood stability and economic development.
- **Access to Opportunity:**
Residents will have proximity to employment centers, healthcare, education, and retail, improving overall quality of life.
- **Mobility Opportunity:**
While the project area currently lacks fixed-route transit service and is primarily auto-dependent, the addition of microtransit infrastructure (Ride LV) introduces new mobility options and supports future transit connectivity.
- **Market Strength:**
Travel patterns and demographic data indicate a stable employment base, strong trip activity, and consistent demand for housing in the area.

Environmental & Community Impact

The project advances environmental and community goals through **adaptive reuse of an existing structure**, reducing the need for greenfield development and maximizing existing infrastructure.

The project has received strong support from key stakeholders, including the **City of Leavenworth**, state officials, the **Historic Preservation Board**, and local partners, all recognizing its importance in addressing housing needs and supporting economic growth.

Staff Recommendation

Staff recommends approval of this project as a TOCD facility based on the following:

- Delivery of **115 units of affordable housing** supported by LIHTC
- Expansion of KCATA's TOCD program into **Leavenworth County**
- Activation of a **historic and underutilized property**
- Enhancement of local mobility through **Ride LV microtransit improvements**
- Strong **stakeholder and community support**
- Alignment with KCATA's TOCD policy goals of connecting housing, mobility, and opportunity

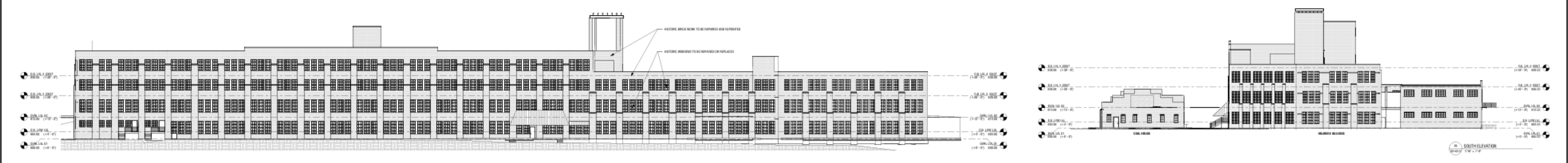
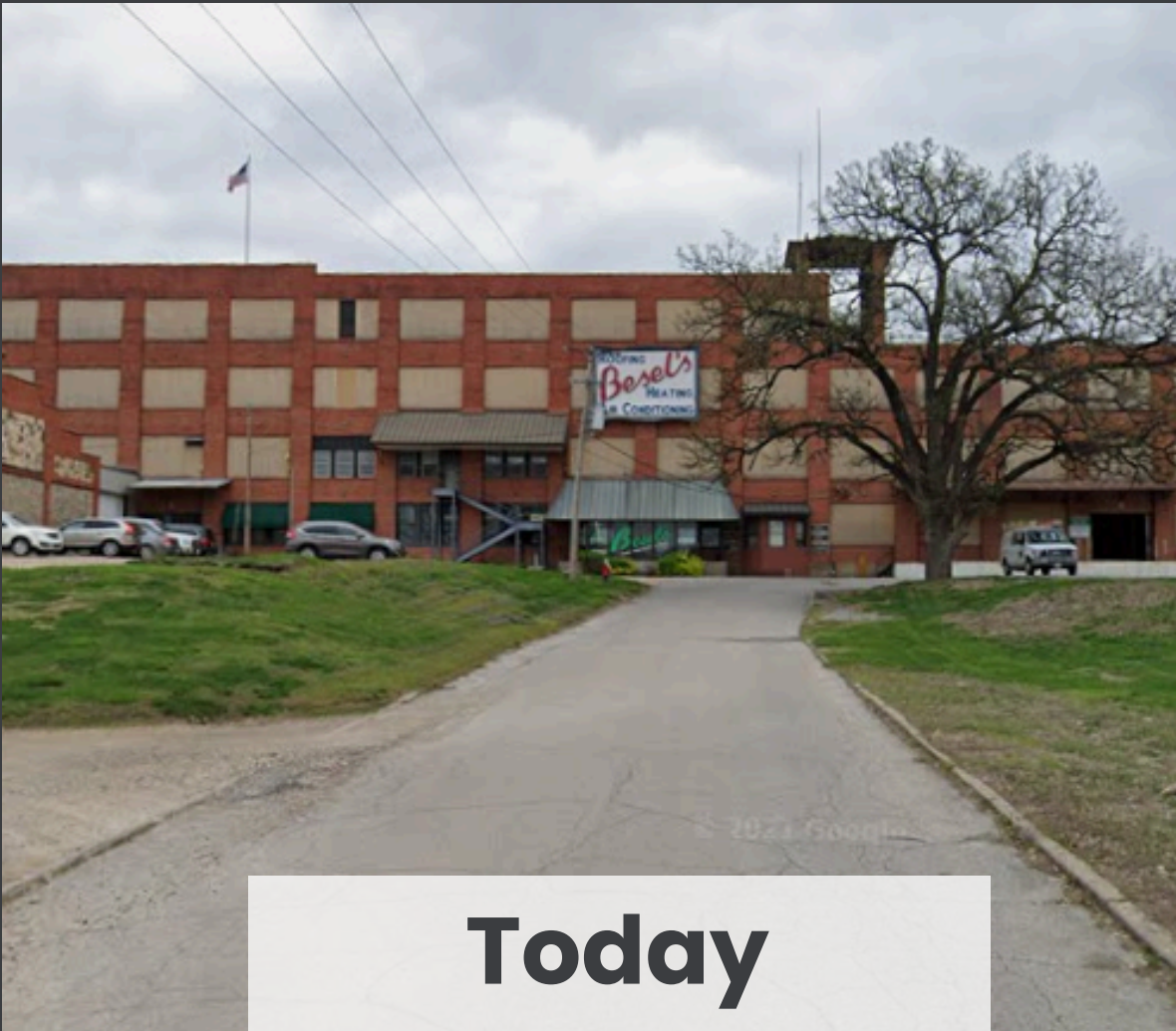
Given the project's affordable housing component and alignment with KCATA policy, staff further recommends that the Committee **waive the requirement for a third-party analysis**.



**THE PRIME
COMPANY®**

Helmers Lofts

Affordable Housing



3100 Michigan



250 units – \$72M – Affordable – In Construction

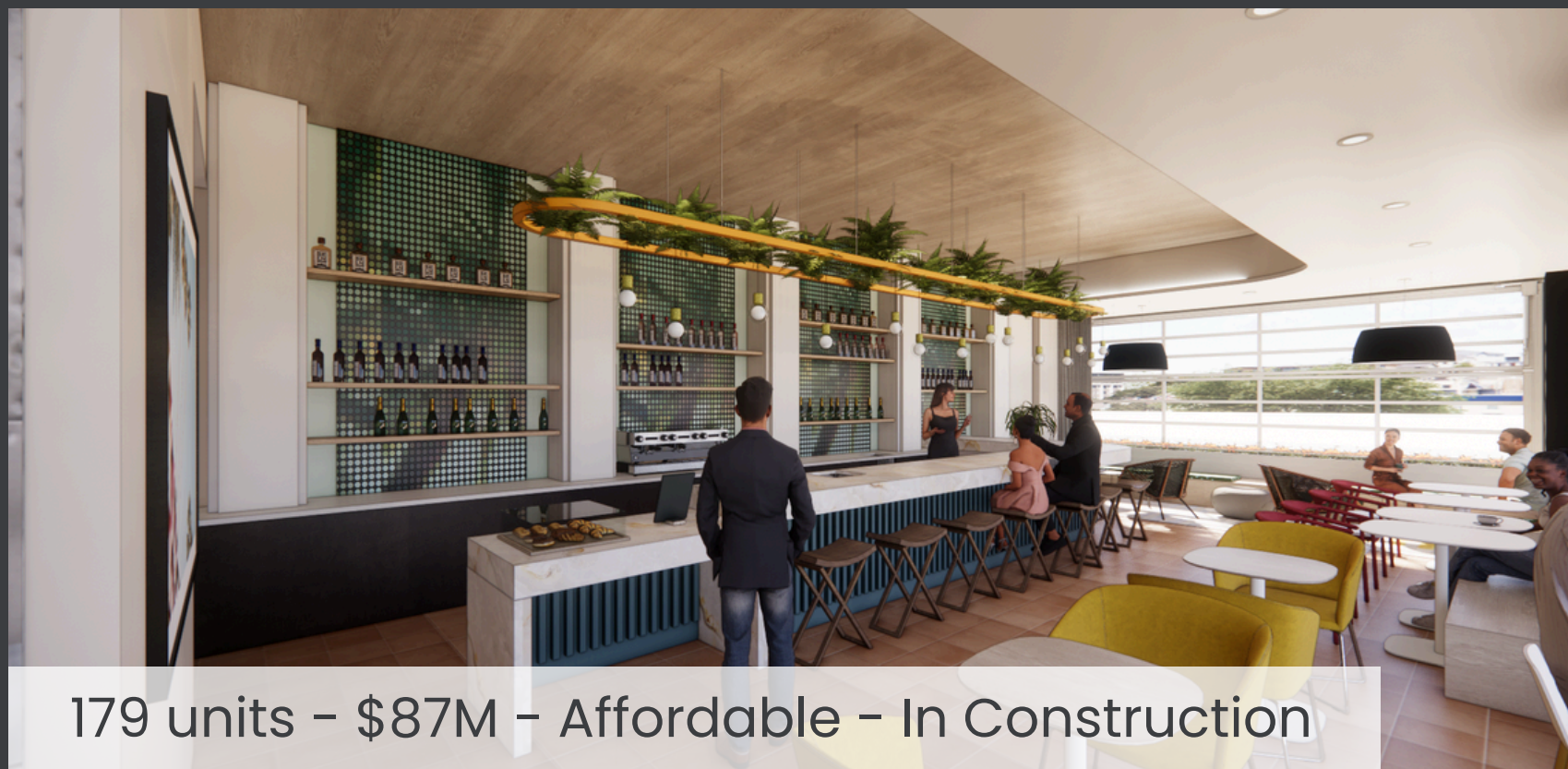
LAWRENCE KS

716 Seagaze



AHSC

Affordable Housing and Sustainable Communities
Integrating affordable homes and sustainable transportation



179 units – \$87M – Affordable – In Construction



Oceanside CA

Community Support

Leavenworth Planning Dept – Recommended Project for Approval
City Commission – Unanimously approved the project

Letter of support for project from:

- Resolution of Support (B-2401) from the City Of Leavenworth
- Leavenworth Preservation Commission
- Scott Peterson – City Manager
- David Buehler – KS House Rep



Expanding – RIDE LV



Amenity Map



LEGEND

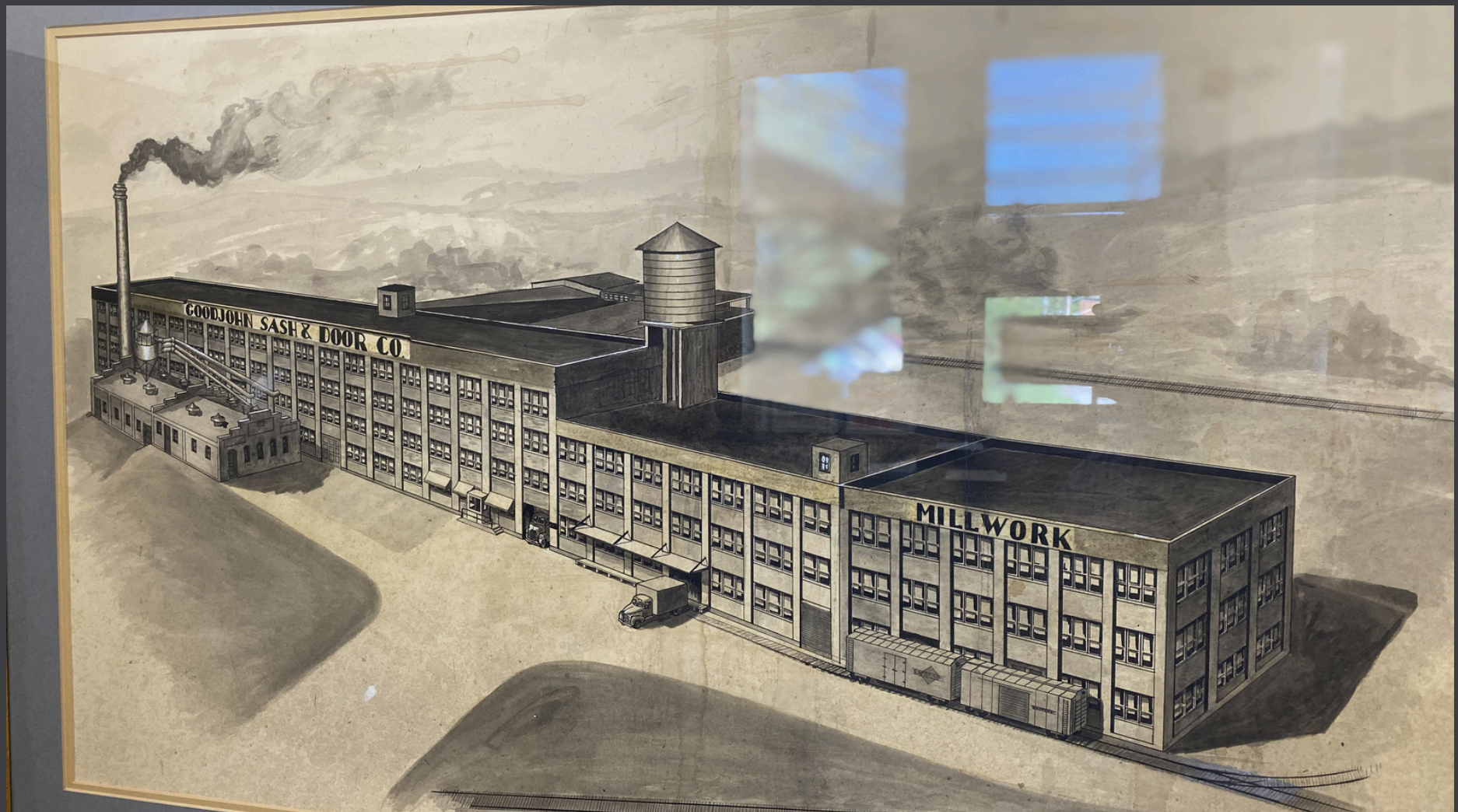
- HELMERS LOFTS SITE
- SINGLE FAMILY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- CITY PARK
- GREEN SPACE



Historic Renovation

The building was used to manufacture Barber shop chairs and then Windows and doors. Its design makes it very conducive for multi-family housing.

- Lots of natural light due to large windows
- High ceilings
- Large Timber Beams and Columns
- Brick Exterior



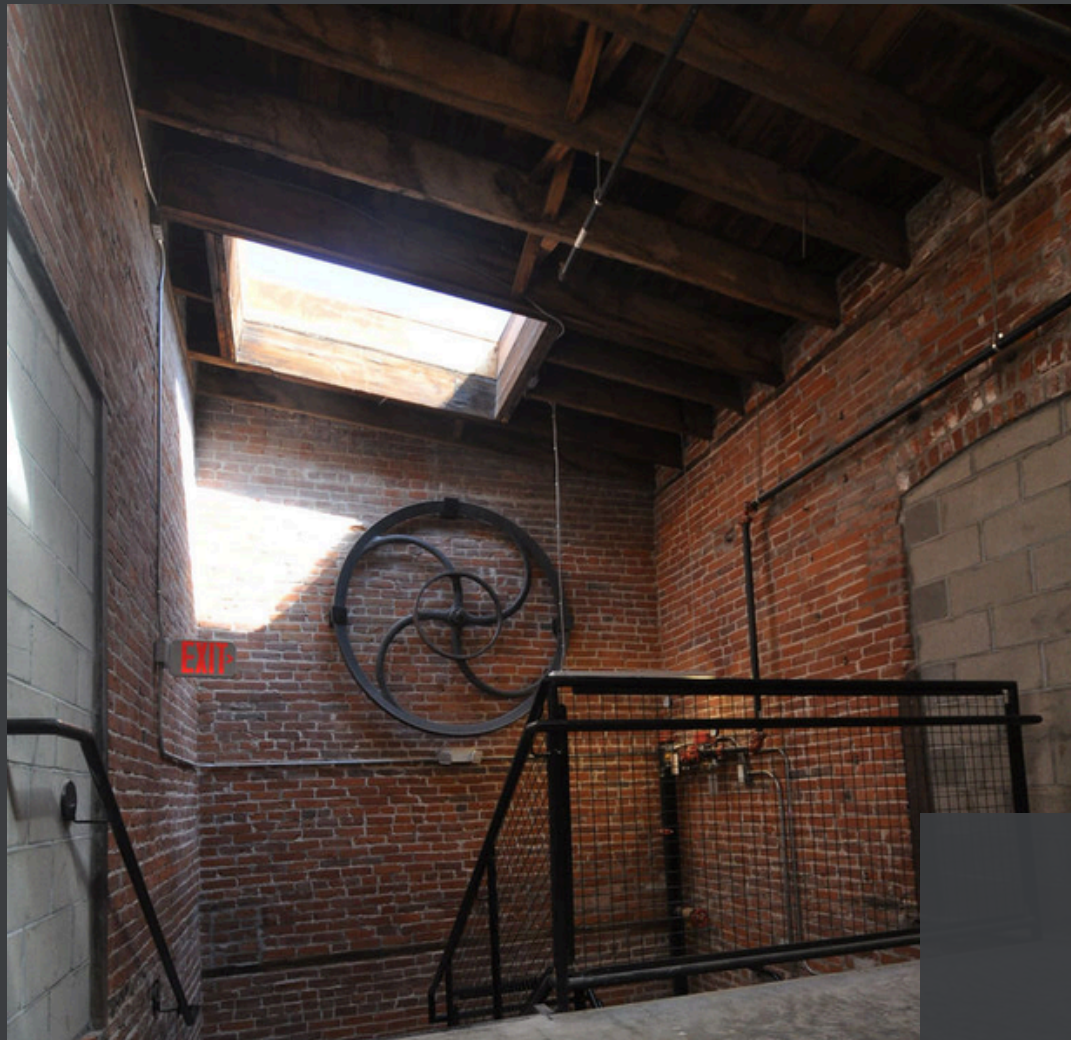
Project Details

Helmers Lofts will convert the four-story warehouse into 115 affordable apartments for low-income residents, with a unit mix of:

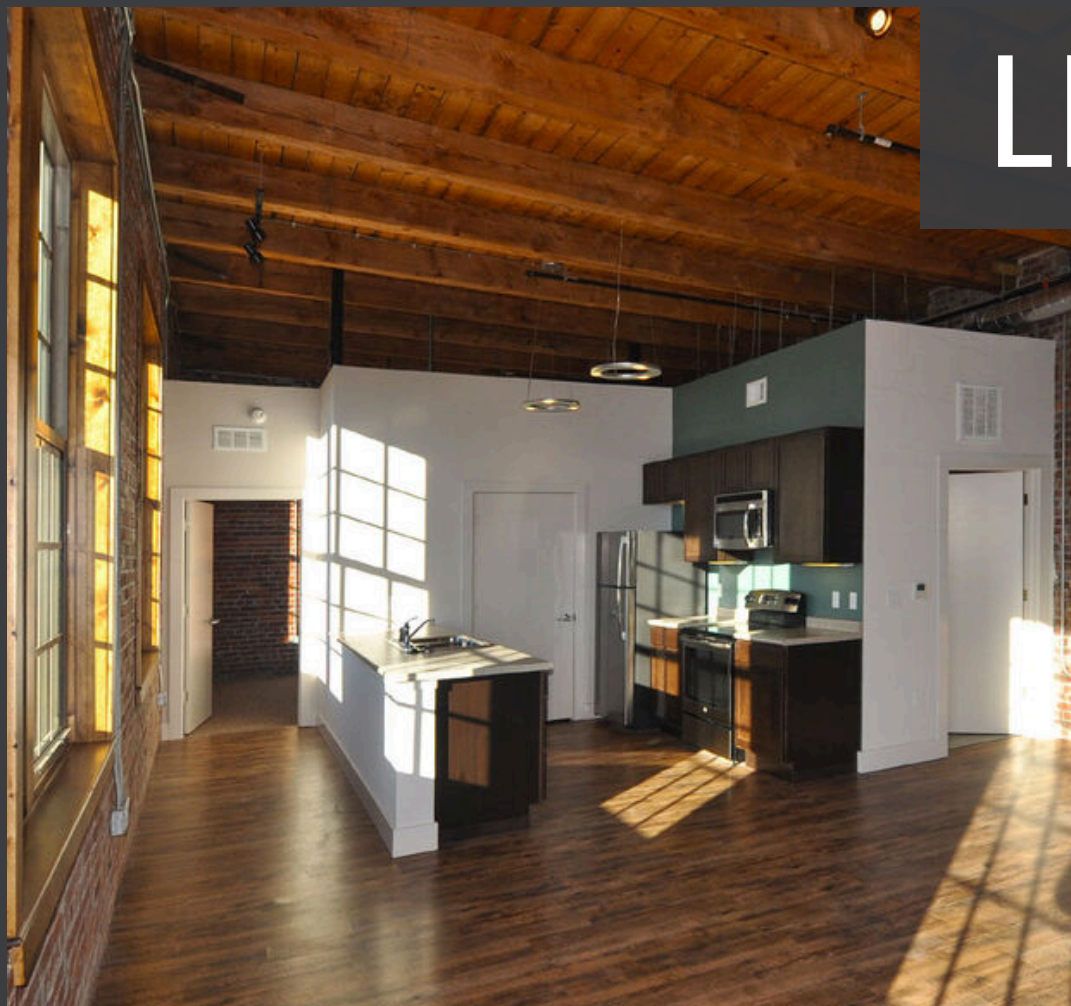
- 4 studio units
- 43 one-bedroom units
- 38 two-bedroom units
- 30 three-bedroom units

The original “coal house” will become a vibrant amenity space with an exercise facility, community room, and on-site management offices, enhancing resident quality of life and community engagement.





STOVE LOFTS LEAVENWORTH KANSAS





**THE PRIME
COMPANY®**

RESOLUTION B-2401

A RESOLUTION OF SUPPORT OF LOW INCOME HOUSING TAX CREDITS FOR THE PRIME COMPANY HOUSING DEVELOPMENT AT 300 SANTA FE STREET LEAVENWORTH KANSAS

WHEREAS, the City of Leavenworth, Kansas has been informed by The Prime Company that Low Income Housing Tax Credits (LIHTC) from the Kansas Housing Resources Corp. are necessary to move forward with a multifamily housing development at 300 Santa Fe Street in Leavenworth, Kansas; and

WHEREAS, this housing project contains approximately 115 units; and

WHEREAS, this project redevelops 300 Santa Fe Street, a building listed on the National Register of Historic Places; and

WHEREAS, the property will have the following amenities: community playground, dog park and outdoor sports courts; and

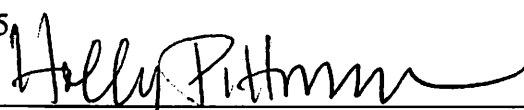
WHEREAS, the City of Leavenworth will provide fee waivers in the amount of \$40,000.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAVENWORTH, KANSAS:

Section 1. The Mayor and City Commission, City of Leavenworth supports and approves the development of the aforesaid housing in our community, subject to City ordinances and the building permit process.

Section 2. In the event that any of the characteristics mentioned above should change prior to the issuance of a building permit, this resolution is null and void.

ADOPTED THIS 22nd day of July, 2025.



Holly Pittman, Mayor

{Seal}

ATTEST:



Sarah Bodensteiner, CMC, City Clerk



RESOLUTION NO. B-2402

A RESOLUTION OF THE GOVERNING BODY OF THE CITY OF LEAVENWORTH, KANSAS DETERMINING THE ADVISABILITY OF ISSUING INDUSTRIAL REVENUE BONDS FOR THE PURPOSE OF FINANCING THE ACQUIRING, CONSTRUCTING, REDEVELOPING, AND EQUIPPING OF A MULTIFAMILY HOUSING FACILITY TO BE LOCATED IN THE CITY; AND AUTHORIZING EXECUTION OF RELATED DOCUMENTS

WHEREAS, the City of Leavenworth, Kansas (the “Issuer”) desires to promote, stimulate and develop the general economic welfare and prosperity of the City of Leavenworth, and thereby to further promote, stimulate and develop the general economic welfare and prosperity of the State of Kansas; and

WHEREAS, pursuant to the provisions of the Kansas Economic Development Revenue Bond Act, as amended and codified in K.S.A. 12-1740 *et seq.* (the “Act”), the Issuer is authorized to issue revenue bonds for such purposes, and it is hereby found and determined to be advisable and in the interest and for the welfare of the Issuer and its inhabitants that revenue bonds of the Issuer in a principal amount not to exceed \$15 million be authorized and issued, in one or more series, to provide funds to pay the costs of the acquiring, constructing, redeveloping and equipping of a Multifamily Housing facility (the “Project”) to be located at 300 Santa Fe Street and to be leased by the Issuer to The Prime Company, or its successors and assigns (the “Tenant”).

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAVENWORTH, KANSAS:

Section 1. **Public Purpose.** The governing body of the Issuer hereby finds and determines that the Project will promote, stimulate and develop the general economic welfare and prosperity of the Issuer, and thereby further promote, stimulate and develop the general economic welfare and prosperity of the State of Kansas.

Section 2. **Authorization to Acquire Project; Intent to Issue Bonds.** The Issuer is hereby authorized to proceed with the acquiring, constructing, redevelopment and equipping of the Project and to issue its revenue bonds, in one or more series, in a principal amount not to exceed \$15 million (the “Bonds”) to pay the costs thereof, subject to satisfaction of the conditions of issuance set forth herein.

Section 3. **Conditions to Issuance of Bonds.** The issuance of the Bonds is subject to: (a) the passage of an ordinance authorizing the issuance of the Bonds; (b) the successful negotiation of a Trust Indenture, Site Lease, Project Lease, Bond Purchase Agreement or other legal documents necessary to accomplish the issuance of the Bonds, the terms of which shall be in compliance with the Act and mutually satisfactory to the Issuer and the Tenant; (c) the successful negotiation and sale of the Bonds to a purchaser or purchasers yet to be determined (the “Purchaser”), which sale shall be the responsibility of the Tenant and not the Issuer; (d) the receipt of the approving legal opinion of City’s bond counsel in form acceptable to the Issuer, the Tenant

and the Purchaser; (e) the obtaining of all necessary governmental approvals to the issuance of the Bonds; and (f) the commitment to and payment by the Tenant or Purchaser of all expenses relating to the issuance of the Bonds, including, but not limited to: (i) expenses of the Issuer and the Issuer Attorney; (ii) any underwriting or placement fees and expenses; (iii) all legal fees and expenses of Bond Counsel; and (iv) all recording and filing fees, including fees of the Kansas Board of Tax Appeals.

Section 4. Sales Tax Exemption. The Governing Body hereby determines that pursuant to the provisions of K.S.A. 79-3601 *et seq.* (the "Sales Tax Act"), particularly 79-3606(b) and (d) and other applicable laws, sales of tangible personal property or services purchased in connection with construction of the Project and financed with proceeds of the Bonds are entitled to exemption from the tax imposed by the Sales Tax Act; provided proper application is made therefore. In the event that the Bonds are not issued for any reason, the Tenant will not be entitled to a sales tax exemption under the terms of the Sales Tax Act and will remit to the State Department of Revenue all sales taxes that were not paid due to reliance on the sales tax exemption certificate granted hereunder.

Section 5. Reliance by Tenant; Limited Liability of Issuer. It is contemplated that in order to expedite acquisition of the Project and realization of the benefits to be derived thereby, the Tenant may incur temporary indebtedness or expend its own funds to pay costs of the Project prior to the issuance of the Bonds. Proceeds of Bonds may be used to reimburse the Tenant for such expenditures made not more than 60 days prior to the date this Resolution is adopted. The Bonds herein authorized and all interest thereon shall be paid solely from the revenues to be received by the Issuer from the Project and not from any other fund or source. The Issuer shall not be obligated on such Bonds in any way, except as herein set out. In the event that the Bonds are not issued, the Issuer shall have no liability to the Tenant.

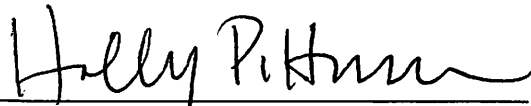
Section 6. Further Action. The Clerk is hereby authorized to deliver an executed copy of this Resolution to the Tenant. The Mayor, Clerk and other officials and employees of the Issuer, including the Issuer's counsel and Bond Counsel, are hereby further authorized and directed to take such other actions as may be appropriate or desirable to accomplish the purposes of this Resolution, including, but not limited to: (a) cooperate with the Tenant in filing an application for a sales tax exemption certificate with the Kansas Department of Revenue with respect to Bond-financed property; and (b) execution on behalf of the Issuer of the information statement regarding the proposed issuance of the Bonds to be filed with the State Board of Tax Appeals pursuant to the Act.

Section 7. Effective Date. This resolution shall become effective upon adoption by the Governing Body.

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ADOPTED by the governing body of the City of Leavenworth, Kansas on July 22, 2025.

[SEAL]

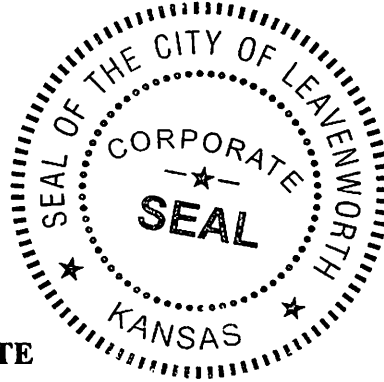


Holly Pittman, Mayor

Attest:



Sarah Bodensteiner, CMC, City Clerk



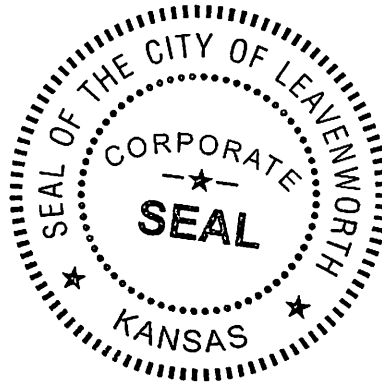
CERTIFICATE

I hereby certify that the above and foregoing is a true and correct copy of the Resolution of the Issuer adopted by the governing body on July 22, 2025, as the same appears of record in my office.

DATED: July 22, 2025



Clerk



(Signature Page to Resolution)



July 22, 2025

Josh Adrian
Vice President, Development
The Prime Company
2021 Vanesta Pl – Suite A
Manhattan, KS 66503

Dear Mr. Adrian,

The City of Leavenworth appreciates your efforts to build 115 units of affordable housing at 300 Santa Fe Street.

We fully support The Prime Company's application to the Kansas Housing Resources Corporation for Low Income Housing Tax Credits. As a show of support, permit fees of \$40,000 will be waived for the project.

Affordable housing fills a community need and we look forward to working with you further as this develops.

Respectfully,

Scott Peterson
City Manager



August 6, 2025

Kansas Housing Resources Corporation
611 S. Kansas Avenue, Suite 300
Topeka Kansas

Dear Kansas Housing Resources Corporation,

The Leavenworth Historic Preservation Board strongly supports the proposed renovation of the historic Helmer's Building into high quality, affordable apartments to address the pressing need for suitable housing in Leavenworth, Kansas, while preserving the building's historical significance and preventing its potential decline.

The Helmer's Building, a historic landmark in our community, is ideally suited for this adaptive reuse project. Its historical and architectural significance characterized by its distinctive design and commercial legacy, makes it a unique and special part of Leavenworth's heritage. Currently, the building is in solid condition but is underutilized as offices for a few commercial businesses. The building's structure and spacious layout provide an excellent foundation for well-designed apartments that meet modern living standards while retaining its historic charm. This project offers a unique opportunity to proactively maintain the building, ensuring it does not fall into disrepair and become an eyesore for the community.

Leavenworth faces a critical shortage of affordable housing options that align with the needs of our diverse residents. Converting the Helmer's Building into apartments would not only address this shortage but also contribute to the revitalization of our urban core. This initiative would provide affordable, modern living spaces in a historical building for individuals and families, fostering community vitality and economic growth while safeguarding a significant historical asset.

The Leavenworth Preservation Commission believes this initiative aligns with the values of historic preservation and community development. We respectfully urge the Kansas Housing Resources Corporation to support this project, which promises to enhance the quality of life in Leavenworth while preserving a unique and irreplaceable part of our city's identity.

Thank you for your dedication to advancing housing opportunities across Kansas. For further discussion or additional information, please contact the Leavenworth Preservation Commission at (913) 680-2626.

Sincerely,

A handwritten signature in dark ink, appearing to read "Bill E. Johnson".

Chairperson
Leavenworth Preservation Commission

STATE OF KANSAS
HOUSE OF REPRESENTATIVES

STATE CAPITOL
TOPEKA, KANSAS 66612
(785) 296-7653
david.buehler@house.ks.gov



606 CANYON VIEW DRIVE
LANSING, KANSAS 66043
(913) 683-5026
buehler4kansas@gmail.com

DAVID BUEHLER
40TH DISTRICT

26 JUN 2024

Ms. Deanne Engstrom, Executive Director
Kansas Housing Resources Corporation
611 S Kansas Avenue Suite 300
Topeka, KS 66603

Deanne,

I represent the 40th District in the Kansas House of Representatives which includes the city of Lansing and part of the city of Leavenworth. I recently became aware of a project in my district in Leavenworth to develop a 125 unit housing complex that will have income restrictions and offer affordable housing in the City of Leavenworth. The Prime Company is the developer and they will be presenting this project to the Kansas Housing Resources Corporation for approval and support.

I am writing to encourage your support of this project which will provide housing in the City of Leavenworth. Our community has a deficit of affordable housing and this project is the "first" of this scale since I have lived in the Leavenworth-Lansing Community. Leavenworth has very few viable options to increase housing in the city, primarily due to geographic constraints, and being land-locked to the north, east and south. Fort Leavenworth blocks development to the north, the Missouri River is the eastern border of the city, and Lansing blocks expansion to the south. This project is located in the central part of the city and close to employers in all directions. This is a great way to capitalize on an opportunity for growth in the city.

Additionally, this project will utilize an existing historic building and convert it to affordable housing for lower income residents. In my view, this is a "win-win" for the City of Leavenworth, the KHRC and the State. As a State Representative, I've worked with local organizations and government to be supportive of expanding affordable housing in my district. As you evaluate this project among other KHRC priorities, I urge you to consider this project favorably.

I would be happy to discuss further with you if this will help move the project forward.

Respectfully,

Representative Dave Buehler

Representative Dave Buehler



2500 S. 2nd St.
Leavenworth, KS 66048

(913) 651-9717
www.Greenamyre.com

July 24, 2025

Deanne Engstrom
Kansas Housing Resource Corporation
200 SW 6th Ave.
Topeka, KS 66603

Ms. Engstrom,

Please consider this letter our full endorsement of The Prime Company's application for redevelopment of 300 Santa Fe St., Leavenworth, KS.

Our companies have occupied this building since the mid-1980s. The building has worked well for our operations, and we've made numerous improvements over the decades to keep it structurally sound. However, we feel the highest and best use of a historic building with this much square footage, and a building this well located, is exactly the type of redevelopment being proposed.

Thus, we've been happy to see the plans and renderings provided by The Prime Company. Their project adds 115 much-needed units to our local rental market and adds hundreds of thousands of dollars to property tax collections every year.

The current occupants of the building all intend to relocate locally and continue their operations.

- Greenamyre Rentals, Inc. (property management and development)
- Besel Roofing & Heating, Inc. (HVAC, residential roofing)
- American Roofing, Inc. (commercial roofing)

I'm happy to answer any questions.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Jeremy Greenamyre', is written over a vertical line.

Jeremy Greenamyre, Vice President
Jeremy@Greenamyre.com
(913) 828-4440

REPORT PREPARED BY:
REPORT DATE:

Michael Riley
4/3/26

BASIC INFORMATION

PROJECT NAME: Helmers Lofts
APPLICATION DATE:
APPLICANT NAME: Helmers Lofts
APPLICANT TYPE: **F/Profit** N/Profit F/N Profit Venture Other
APPROX. LOCATION: 300 Santa Fe St Leavenworth, KS 66048
APPROX PROJECT BUDGET: \$43,529,533
PROJECT DESCRIPTION: See Attachment 1.
DISTRICT LOCATION: **Kansas** Missouri County: Leavenworth City: Leavenworth
DISTRICT TRANSIT RIDERS: EXISTING: Micro Transit Ride LV PROPOSED:

HEAT MAP IMPACT SUMMARY

START ELEMENTS:	YES/NO						
START FACTORS:	F-1	F-2	F-3	F-4	F-5	F-6	F-7 F-8
FACTOR IMPACT:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
APPLICANT IMPACT:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
QUALIFICATIONS/EXPERIENCE:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
PROJECT TEAM:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
PROEJCT DESCRIPTION:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
SITE INFORMATION:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
SITE CONTROL:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
PROJECT BUDGET:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
PROJECT SCHEDULE:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
OPERATIONAL:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
DISCLOSURES:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
STAKEHOLDER ENGAGEMENT:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
DESIGN:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
ECONOMIC DEVELOPMENT:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
EQUITY:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
LAND USE:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
PUBLIC SUPPORT:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
RIDERSHIP:	10 (RED+)		7-9 (RED)		4-6 (YELLOW)		1-3 (BLUE)
IMPACT SUBTOTAL:	110		42		5		
FINAL HEAT MAP RATING:	No. 157				Color: Red+		
STAFF RECOMMENDATION:	Approved		Disapproved		Continued		Remanded
DC RECOMMENDATION:	Approved		Disapproved		Continued		Remanded
RKCDC RECOMMENDATION:	Approved		Disapproved		Continued		Remanded
NOTES:							

ATTACHMENT 1

Start Heat Map Assessment Summary

ATTACHMENT 2
Project Description

(Copied from Section 4, Q. 29 of the START Project Application)

SECTION 4: PROJECT DESCRIPTION

Project Overview

Helmets Lofts, located at 300 Santa Fe St, Leavenworth, KS 66048, is a transformative affordable housing project redeveloping the Helmets Furniture Company building, a 186,000-square-foot brick and timber warehouse built in 1909 and listed on the National Register of Historic Places. Originally designed for manufacturing barber chairs and furniture, it features high ceilings, exposed wood beams, and expansive windows, which will be preserved to create a hip, loft-style living experience with vintage industrial charm. The project aligns with the Kansas Housing Resources Corporation's (KHRC) mission to deliver high-quality affordable housing and revitalize communities.

Project Details

Helmets Lofts will convert the four-story warehouse into 115 affordable apartments for low-income residents, with a unit mix of:

- 4 studio units
- 43 one-bedroom units
- 38 two-bedroom units
- 30 three-bedroom units

Indoor corridors ensure accessibility, and the design maximizes historic elements to create spacious, light-filled lofts. The original "coal house" will become a vibrant amenity space with an exercise facility, community room, and on-site management offices, enhancing resident quality of life and community engagement.

Community and Economic Impact

Helmets Lofts is supported by a broad coalition of community stakeholders. The City of Leavenworth has championed the project with an Industrial Revenue Bond, fee waivers and a letter of support, affirming its role in addressing housing shortages and boosting local economic growth. State Senator David Buehler and a State Representative endorse the project, emphasizing its contribution to affordable housing and community development. The Leavenworth Historic Preservation Board supports the redevelopment for preserving a cultural landmark while meeting modern housing needs. The project's eligibility for state and federal historic tax credits supports its financial viability, enabling preservation of Leavenworth's architectural heritage while driving economic revitalization through increased housing and tax contributions.

Affordability Need

By delivering 115 units for low-income residents, Helmets Lofts addresses critical housing needs. The adaptive reuse of a historic landmark enhances street appeal and supports neighborhood stability, bolstered by Fort Leavenworth's economic presence. The project's design, blending industrial charm with modern amenities, creates a sustainable, desirable living environment.

Helmets Lofts is a catalyst for housing and historic preservation, transforming a 1909 warehouse into 115 modern lofts. Backed by the City of Leavenworth, state officials, the Historic Preservation Board, and local businesses, it promises significant community and economic benefits.

ATTACHMENT 3

Staff Comments and Recommendation

GENERAL OBSERVATIONS	This TOCD facility would represent the first TOCD facility in Leavenworth County, expanding KCATA's TOCD footprint into a community that does not have the same level of traditional fixed-route transit service as other TOCD locations. The site at 300 Santa Fe Street is a historic industrial property that will be adaptively reused into 115 affordable housing units for low-income households, helping meet a clear local housing need while improving quality of life for residents. The surrounding area currently shows no public transit trips to the project area, underscoring the importance of pairing attainable housing with improved mobility options in Leavenworth. Based on your direction, this project would also strengthen the local mobility network through the developer's support for a new transit van for Ride LV, Leavenworth County's microtransit option.
ANTICIPATED KEY TOD OR TSLU¹ OUTCOMES	The anticipated outcomes of this facility are substantial. First, the project will deliver 115 new affordable apartments restricted to households at 50% and 60% of AMI, directly addressing documented unmet housing demand in the market. The market study indicates strong affordable housing demand, low comparable vacancy, and the likelihood that the property will maintain a waiting list and operate at or near full occupancy. Second, the project will preserve and reactivate a historic 1909 warehouse, turning an underutilized site into productive housing. Third, the project is expected to improve resident access to employment, healthcare, education, grocery, and daily services, all of which are located within a relatively short distance of the site. Fourth, as requested, the addition of a new Ride LV transit van would expand mobility options in a county where traditional transit access is limited.
FISCAL NOTES	
INFRASTRUCTURE CONNECTIONS	The project is connected to the broader area through Santa Fe Street and has a straight connection via US 73 to Downtown Leavenworth. While the Replica report confirms that the site is not located close to any transit systems and currently records no public transportation trips, the project still creates an important mobility linkage by placing residents near key destinations and by improving local transportation options. Your requested addition regarding a new transit van for Ride LV is especially important in this context because it would create a stronger mobility connection for residents and improve access to jobs, services, and opportunities across the region.
ENVIRONMENTAL IMPACTS	The environmental impacts are positive overall. The project is an adaptive reuse of the historic Helmers Building rather than greenfield sprawl, which supports reinvestment in existing urban infrastructure and preserves an underutilized historic asset.
CONSISTENCY WITH LOCAL POLICIES AND PLANNING	Yes this facility is in alignment with local policies.
STAKEHOLDER SUPPORT	Stakeholder support appears strong. The application states that the project is backed by the City of Leavenworth, which has supported it through an Industrial Revenue Bond, fee waivers, and a letter of support.
OTHER CONSIDERATIONS	
STAFF RECOMMENDATION	Staff recommends approval of this facility for a 30-year START Bond with a 75%

property tax exemption. This recommendation is supported by several factors: the project will create 115 affordable housing units in Leavenworth; it will bring the first TOCD facility to Leavenworth County; it will adaptively reuse a historic industrial building; it addresses documented affordable housing demand with strong projected occupancy; it improves access to employment, healthcare, education, and daily services; and, as requested, it will also support mobility enhancements through a new Ride LV transit van in a community without traditional transit service comparable to KCATA's other TOCD locations. In addition, the affordable nature of the facility is reinforced by its use of Low-Income Housing Tax Credits (LIHTC) and historic tax credits, making this exactly the type of project that aligns with KCATA's TOCD and START policy goals.

¹ TSLU or "Transit-Supportive Land Use" creates places that make transit work efficiently, even if high-quality transit service hasn't yet arrived.

Heat Map Summary

The Heat Map analysis for the 300 Santa Fe (Helmets Flats) TOCD facility demonstrates a project that is strongly aligned with KCATA's core TOCD objectives, while also identifying areas where mobility investment will be critical to long-term success.

Strength Areas:

- **Housing Need & Affordability:**
The project delivers **115 affordable housing units at 50–60% AMI**, directly addressing a documented housing gap in Leavenworth and aligning with KCATA's priority to connect housing with opportunity.
- **Adaptive Reuse / Site Activation:**
The redevelopment of a **historic 1909 industrial building** into residential housing represents a high-value reinvestment strategy, activating an underutilized site while preserving a key community asset.
- **Access to Daily Needs:**
The site is located near **grocery, healthcare, education, retail, and employment centers**, allowing residents to meet many daily needs within a short distance and improving overall quality of life.
- **Market Demand & Stability:**
Travel and economic data indicate strong local demand, including consistent trip activity, a stable working population, and short commute patterns, supporting long-term project viability.

Moderate Considerations:

- **Mobility Potential:**
While existing transit access is limited, the project creates an opportunity to **introduce and expand mobility options**, particularly through microtransit enhancements such as Ride LV.
- **Regional Connectivity:**
The site benefits from strong roadway access, including a **direct connection via US 73**, supporting regional movement to employment and services

Constraint Areas:

- **Existing Transit Infrastructure:**
The project area currently lacks fixed-route transit service, and data shows **no existing public transit trips to the site**, indicating a gap in traditional transit access.

Auto Dependency:

Travel patterns show a heavy reliance on private vehicles, with the vast majority of users accessing the area by car, reinforcing the need for expanded mobility options.

The Heat Map analysis indicates that this project is a strong TOCD candidate driven by its **affordable housing impact, adaptive reuse, and proximity to essential services**. While the site currently lacks traditional transit infrastructure, the project introduces a meaningful opportunity to **expand mobility through microtransit solutions and increased residential density**.

Overall, this facility represents a **strategic expansion of TOCD into an underserved market**, advancing KCATA's mission to improve access to housing, mobility, and economic opportunity in communities that have historically lacked robust transit infrastructure.

KANSAS CITY AREA TRANSPORTATION AUTHORITY

RESOLUTION OF BOARD OF COMMISSIONERS

ACCEPTING THE RECOMMENDATION OF THE KANSAS CITY AREA TRANSPORTATION AUTHORITY ECONOMIC DEVELOPMENT AND REAL ESTATE COMMITTEE; APPROVING THE TRANSIT-ORIENTED FACILITY OF ELSEY AFFORDABLE DEVELOPERS, LLC, PURSUANT TO THE SUSTAINING TRANSPORTATION AND REINVESTING TOGETHER (“START”) POLICY OF THE AUTHORITY; EXPRESSING THE INTENT OF THE AUTHORITY TO ISSUE ONE OR MORE TAX-EXEMPT AND TAXABLE NEGOTIABLE FINANCING INSTRUMENTS IN AN AMOUNT NOT TO EXCEED \$53,000,000, TO FINANCE THE COSTS TO ACQUIRE, PLAN, DESIGN, RENOVATE, CONSTRUCT, EQUIP, COMPLETE, LEASE AND OPERATE OR LEASE OR OPERATE THE AUTHORITY’S HELMER’S FLATS TRANSIT-ORIENTED RESIDENTIAL FACILITY IN THE CITY OF LEAVENWORTH, LEAVENWORTH COUNTY, KANSAS.

WHEREAS, the Kansas City Area Transportation Authority (“Authority”) is a quasi-federal political subdivision pursuant to 80 Stat. 826, P.L. 89-599 approved by Congress on September 21, 1966, and a political subdivision of the States of Kansas, pursuant to K.S.A. 12-2524 et seq., and Missouri, pursuant to RSMo 238.010 et seq. (the “Compact”); and

WHEREAS, among other things, the Compact authorizes the Authority to (a) acquire by gift, purchase or lease and thereafter plan, construct, complete and thereafter operate and maintain, or to lease to others to operate and maintain, facilities which to promote the Authority’s passenger transportation system and transit-oriented development and communities (together, “TOC”) in the District, and (b) leverage funds for sustaining the viability of the Authority’s passenger transportation system through the issuance of negotiable financing instruments payable out of facility revenues; and

WHEREAS, in 2021, premised upon its federal legal authority established by Congress under the Compact and the federal transit policy goals under, among others, 49 U.S.C. § 5302 (the “Federal Transit Code”), the Authority adopted the Sustaining Transportation and Reinvesting Together (“START”) Policy, as amended, to promote (a) the Authority’s four pillars of providing public transportation access to education, employment, healthcare and housing, and (b) higher-density development along and near its passenger transportation system, to increase system ridership, enhance regional mobility, and support economic development in proximity to public transit assets; and

WHEREAS, on April 14, 2026, the Authority’s Economic Development and Real Estate Committee (the “Committee”), working in concert with Authority staff, performed due diligence and an impact analysis of the START application submitted by Elsey Affordable Developers, LLC, a Kansas limited liability company (the “TOC Facility Developer”) for the “Helmer’s Flats,” an

approximately 115-unit affordable, multi-family residential facility comprised of studio, one, two and three-bedroom units (the “TOC Facility”), located within the historic Helmer’s Furniture Company, a 186,000 square foot building with an address of 300 Santa Fe Street, Leavenworth, Kansas (the “Property”); and

WHEREAS, following its diligence and analysis, the Committee (a) determined that the TOC Facility satisfies a majority or all the transportation elements and factors of the START Policy, (b) assigned a red heat map rating to the TOC Facility, in light of its substantial transit impact and affordable housing purposes, and (c) recommended that the TOC Facility and heat map rating be advanced to the Authority’s Board of Commissioners for approval and adoption of a START financing instrument inducement resolution issued, pursuant to the Authority’s federal powers set forth in the Compact; and

WHEREAS, the TOC Facility Developer desires that the Authority (a) accept the findings of the Committee, (b) issue one or more tax-exempt and taxable financing instruments to fund the planning, design, construction and equipping of the tax-credit supported TOC Facility, (c) acquire by gift, purchase or lease the TOC Facility and the Property on which the TOC Facility will be located, (d) lease the TOC Facility and Property to the TOC Facility Developer to operate and maintain for the Authority, for a period of thirty (30) years, (e) charge and collect fees and rents for use of the TOC Facility to repay the taxable financing instruments, and (f) facilitate the collection of various payments and performance of obligations during the term of the financing instruments, pursuant to the transaction documents executed in connection with the foregoing (b) and (e), in accordance with the START Policy, the Compact, and the policies of the Federal Transit Code; and

WHEREAS, the Authority desires to (a) accept the findings of the Committee, (b) issue one or more taxable financing instruments to finance the planning, design, construction and equipping of the TOC Facility; (c) acquire by gift, purchase or lease the TOC Facility and the Property on which the TOC Facility will be located; (d) lease the TOC Facility and Property to the TOC Facility Developer to operate and maintain for the Authority, for a period of thirty (30) years; (e) charge and collect fees and rents for use of the TOC Facility, to repay the taxable financing instruments, and (f) require the TOC Facility Developer facilitate various payments and performance of obligations during the term of the financing instruments and lease, pursuant to the transaction documents executed in connection with the foregoing (b) and (e), in accordance with the START Policy, as authorized by the Compact, as contemplated by the Federal Transit Code; and

WHEREAS, the TOC Facility Developer, in furtherance of the Authority’s TOC Facility, has incurred capital expenditures within the 60-day period ending on, or expects to incur capital expenditures on or after, the date of adoption of this Resolution, in connection with the TOC Facility.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE KANSAS CITY AREA TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. The Board of Commissioners of the Authority hereby accepts the recommendations and findings of the Committee concerning the TOD Facility.

Section 2. The Board of Commissioners of the Authority finds and determines that the TOC Facility will create, preserve, promote, advance and foster TOC, enhance and benefit public transit ridership, and strengthen the Authority's four pillars of providing transportation access to education, employment, healthcare and housing, in accordance with and in fulfillment of the Compact and the Federal Transit Policy.

Section 3. The Board of Commissioners of the Authority further finds and determines and that the operation and maintenance of the Property and the TOC Facility by the TOC Facility Developer and the issuance by the Authority of its negotiable financing instruments to pay the costs to acquire by purchase, design, plan, renovate, construct, equip and complete, and thereafter lease the Facility to the TOC to operate and maintain the TOC Facility, are necessary to carry out the Authority's public purposes and powers set forth in the Compact.

Section 4. The Board of Commissioners hereby declares the intent of the Authority to finance the costs of acquiring, designing, planning, constructing, equipping and completing the TOC Facility out of the proceeds of Authority's taxable financing instruments, in a principal amount not to exceed \$53 million, to be issued pursuant to the Compact.

Section 5. Subject to the provisions of this Resolution, the Authority will (i) issue one or more tax-exempt and taxable financing instruments to pay the costs of financing the TOC Facility, with such amounts, maturities, interest rates, redemption terms and other provisions as may be determined by subsequent resolution of the Authority, (ii) acquire the Property, (iii) use the proceeds from the sale of the financing instruments to enable TOC Facility Developer, as the Authority's limited scope agent, to design, plan, renovate, construct, equip and complete the TOC Facility for the Authority, and (iv) to effect the foregoing, adopt such resolutions and authorize the execution and delivery of such instruments and the taking of such action as may be necessary or advisable for the authorization and issuance of the financing instruments by the Authority, and take or cause to be taken such other action as may be required to implement the aforesaid.

Section 6. The closings and issuance of the Authority's financing instruments, and the execution and delivery of any documents related to financing the acquisition, design, planning, construction, equipping and completion of the TOC Facility are subject to: (i) the TOC Facility receiving governmental approvals from the local government with general police powers over the Property, if and as are legally required, (ii) agreement by the Authority's Board of Commissioners, the TOC Facility Developer and the purchaser(s) of the financing instruments upon (a) mutually acceptable terms for the financing instruments and for the sale and delivery thereof, and (b) mutually acceptable terms and conditions of any documents related to the issuance of the Authority's financing instruments for the TOC Facility.

Section 7. In furtherance of the Authority's TOC Facility, the TOC Facility Developer, as the limited scope agent of the Authority, expects to incur capital expenditures on and after the date of adoption of this Resolution in connection with the acquisition, design, and planning of the TOC Facility, including entering of contracts and purchase orders in connection therewith, and to advance such funds as may be necessary to accomplish such purposes and, to the extent permitted by law, the Authority may reimburse the TOC Facility Developer for all expenditures paid or incurred therefor, after a date which is no more than 60 days previous to the date of this Resolution, solely out of the proceeds of the financing instruments(s), when and if issued. The TOC Facility

Developer has informed the Authority that the funds to be advanced to pay expenditures for the Authority's TOC Facility are or will be available only for a temporary period and it is necessary to reimburse the TOC Facility Developer for expenditures made on and after the date hereof. If and to the extent required, this Resolution constitutes a declaration of official intent under treasury Regulation Section 1.150-2 issued under the Internal Revenue Code of 1986, as amended.

Section 8. Hardwick Law Firm, LLC, as development and finance counsel to the Authority, together with the officers and employees of the Authority, are hereby authorized to work with the purchaser of the financing instruments, the TOC Facility Developer and their respective counsel, and others, to prepare, for submission to and final action by the Authority, all documents necessary to effect the authorization, issuance and sale of the financing instruments(s) and other actions contemplated hereunder in connection with Sections 1 through 7 above.

Section 9. Each of the Chairman, Vice-Chairman and President and CEO is authorized and directed to take all further action necessary to carry out the intent of this Resolution.

Section 10. This Resolution shall inure to the benefit of the Authority and its successors and assigns.

Section 9. This Resolution shall take effect and be in full force immediately after its adoption by the Authority.

[END OF RESOLUTION]

[Signatures on next page]

KANSAS CITY AREA
TRANSPORTATION AUTHORITY

Bridgette Williams, Chair

Dated: _____

Approved as to form:

Greg Goheen, Board Attorney

STATE OF MISSOURI)
)
COUNTY OF JACKSON)

Before me, a Notary Public in and for said County and State, personally appeared Bridgette Williams, being first duly sworn, and states that he is the Chair of the Board of Commissioners of the Kansas City Area Transportation Authority and that the foregoing Resolution was adopted by the Board of Commissioners on April 22, 2026.

Notary Public in and for said County and State

(Printed Name)

My Commission Expires:

RESOLUTION NUMBER: _____

**KANSAS CITY AREA TRANSPORTATION AUTHORITY
RESOLUTION OF THE BOARD OF COMMISSIONERS**

AUTHORIZING THE ISSUANCE OF ONE OR MORE TRANSIT-ORIENTED DEVELOPMENT (“TOD”) TAX-EXEMPT AND TAXABLE FINANCING INSTRUMENTS IN A PRINCIPAL AMOUNT NOT TO EXCEED \$53,000,000, FOR THE PURPOSE OF PROVIDING FUNDS TO FINANCE THE COSTS TO DESIGN, PERMIT, ACQUIRE, PLAN, DEVELOP, RENOVATE, CONSTRUCT, EQUIP AND COMPLETE THE HELMER’S FLATS TRANSIT-ORIENTED RESIDENTIAL FACILITY; AUTHORIZING AND APPROVING CERTAIN DOCUMENTS IN CONNECTION WITH THE ISSUANCE OF THE TOD FINANCING INSTRUMENTS; AND AUTHORIZING CERTAIN OTHER ACTIONS IN CONNECTION WITH THE ISSUANCE OF THE TOD FINANCING INSTRUMENTS FOR THE HELMER’S FLATS TRANSIT-ORIENTED RESIDENTIAL FACILITY.

WHEREAS, on April 22, 2026, the Kansas City Area Transportation Authority (the “KCATA”) adopted Resolution No. R-2026-281 (the “**Inducement Resolution**”), expressing its intent to enter into a TOD transaction with Elsy Affordable Developers, LLC, a Delaware limited liability company (the “**Company**”), to finance from the proceeds of one or more tax-exempt and taxable financing instruments (each and collectively, the “**Financing Instruments**”) in an aggregate principal amount not to exceed \$53,000,000, the cost to design, permit, acquire, plan, develop, renovate, construct, equip and complete an approximately four-story, 115-unit low-income, multi-family residential facility comprised of studio, one, two and three-bedroom units located within the historic Helmer’s Furniture Company, a 186,000 square foot building with an address of 300 Santa Fe Street, Leavenworth, Kansas (the “**TOD Facility**”); and

WHEREAS, the TOD Facility is located within the KCATA’s District established by Congress pursuant to September 21, 1966, 80 Stat. 826, P.L. 89-5998 (the “**Federal Compact**”), and by the States of Missouri and Kansas pursuant to Section 238.010 et seq., of the Revised Missouri Statutes, and Section 12-2424, et seq., of the Kansas Statutes Annotated, respectively, and is connected to and within proximity of Santa Fe Street and has a connection via US 73 to downtown Leavenworth, Kansas;

WHEREAS, upon adopting the Inducement Resolution, the KCATA acknowledged the TOD Facility: (i) advances key federal transit policy goals under 49 U.S.C. § 5302 by promoting higher-density development designed to increase system ridership and use of public transportation infrastructure funded by the Federal Transit Administration; (ii) enhances regional mobility; (iii) supports economic development in proximity to public transit assets, all in furtherance of the KCATA’s four pillars of providing public transportation access to education, employment, healthcare and housing; (iv) supports transit-supportive land use objectives by laying the groundwork for future public transportation connectivity and investment; and (v) creates important mobility linkages to jobs and services by placing TOD Facility residents with a 50% to 60% area median income—many of whom rely upon public transportation—near key destinations and local transportation options by providing a new transit van for Ride LV; and

WHEREAS, in furtherance of the Inducement Resolution, KCATA and Company desire to enter into negotiations concerning the terms and conditions of a development agreement (“**Facility Development Agreement**”) by and between KCATA and the Company intended to contemplate, among

other things: (i) the issuance of KCATA's Financing Instruments for the TOD Facility, in a principal amount not to exceed \$53,000,000, to finance the cost to design, permit, plan, acquire, construct, develop, renovate, equip and complete the TOD Facility; (ii) the conveyance of the TOD Facility by the Company to KCATA; (iii) the leasing of the TOD Facility by KCATA to the Company for a period of 30 years (a period co-terminus with low-income housing tax credits); (iv) various ongoing public transportation and financial obligations of the Company while the Financing Instruments remain outstanding, including, among others, the payment of taxes in the amount required for a TOD Facility receiving a red "heat map" rating, the rating for the TOD Facility assigned by the KCATA pursuant to and as set forth in the Inducement Resolution; and (vi) execution by KCATA and the Company of various agreements related to the transactions contemplated by the Facility Development Agreement; and

WHEREAS, the Financing Instruments will be sold to an "accredited investor," within the meaning of Regulation D of the Securities and Exchange Commission, and the Indenture limits the resale of the Financing Instruments to accredited investors; and

WHEREAS, in fulfillment of its federal public transportation obligations set forth in the Federal Compact, KCATA finds and determines that it is necessary and desirable in connection with the issuance of the Financing Instruments for the TOD Facility that KCATA enter into the foregoing and certain other documents (hereinafter defined in Section 2 as the "TOD Transaction Documents") with the Company, and that KCATA take certain other actions and approve the execution of certain other documents as herein provided.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF KANSAS CITY AREA TRANSPORTATION AUTHORITY THAT:

Section 1. KCATA is hereby authorized and directed to issue and sell one or more tax-exempt and taxable financing instruments ("**Financing Instruments**") for the Helmer's Flats Transit-Oriented Residential Facility (the "**TOD Facility**"), in the principal amount not to exceed \$53,000,000, for the purpose of providing funds to finance the costs to design, permit, acquire, plan, construct, renovate, equip and complete the TOD Facility. The Financing Instruments shall be:

- a. Issued and secured pursuant to the herein authorized Indenture and shall bear such date, shall mature at such times and in the amount;
- b. Of such denomination, bear interest at such rate, subject to redemption, and shall in such form and include such other terms and provisions as are consistent with the Federal Compact and, if and to the extent applicable, the laws of the State of Kansas;
- c. Issued, executed and delivered in such manner and subject to such provisions, covenants and agreements, as are set forth in the Indenture;
- d. In the form of draw-down instruments, to be purchased in installments and sold at a price of 100% of the principal amount;
- e. Constitute non-recourse, limited obligations of KCATA payable solely out of the payments, revenues and receipts derived by KCATA from the Facility Lease Agreement described below;
- f. The payments, revenues and receipts derived by KCATA from the Facility Lease

Agreement described below shall be pledged and assigned to the Trustee named below, as security for the payment of the Financing Instruments, as provided in the Indenture.

Section 2. KCATA is hereby authorized to enter into, including, but not limited to, the following documents (collectively, the **“TOD Transaction Documents”**), with such changes therein as shall be approved by the officers or the President and CEO of KCATA executing such documents, such officers’ or President and CEO’s signatures thereon being conclusive evidence of their approval thereof, and any and all such other documents, certificates, resolutions, and instruments required by the following TOD Transaction Documents:

- a. Trust Indenture (the **“Indenture”**) dated as of the first day of the month in which the Financing Instruments are issued (the **“Closing Date”**), pursuant to which the Financing Instruments shall be issued and KCATA shall pledge and assign the payments, revenues and receipts received pursuant to the Facility Lease Agreement to the Trustee, for the benefit and security of the owner of the Financing Instruments, upon the terms and conditions as set forth in the Indenture;
- b. Facility Lease Agreement (the **“Facility Lease Agreement”**), dated as of the Closing Date, between KCATA and the Company, under which KCATA will make the proceeds of the Financing Instruments available for the purposes described above in consideration of payments that will be sufficient to pay the principal of, premium, if any, and interest on the Financing Instruments;
- c. Financing Instrument Purchase Agreement, dated the Closing Date, between KCATA and the bondholder(s);
- d. Progress Payment Agreement, dated as of the Closing Date, between KCATA and the Company;
- e. Facility Development Agreement, dated as of the Closing Date, between KCATA and the Company; and
- f. Any and all other and additional documents as may be required or desirable, to give effect to the foregoing and the TOD objectives set forth in the Federal Compact.

Section 3. KCATA hereby approves the transactions contemplated by the TOD Transaction Documents to be entered into in connection with the issuance and sale of the Financing Instruments for the TOD Facility, and the implementation of the TOD Transaction Documents, and KCATA’s performance of the obligations set forth therein.

Section 4. The Chairperson, the Vice Chairperson or President and CEO are hereby authorized and directed to execute the TOD Transaction Documents for the Financing Instruments, where required, by manual or facsimile signature, and to deliver the Financing Instruments to the Trustee for authentication, for and on behalf of and as the act and deed of KCATA, in the manner provided in the Indenture.

Section 5. The Secretary or Assistant Secretary of KCATA is hereby authorized and directed to attest to the Financing Instruments by manual or facsimile signature and to endorse the TOD Transaction Documents and any other documents, certificates, resolutions, and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

Section 6. KCATA shall, and the officers, agents and employees of KCATA are hereby authorized and directed to, take such further action, and execute such other documents, certificates, resolutions, and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution, and to carry out, comply with and perform the duties of KCATA with respect to the Financing Instruments and the TOD Transaction Documents.

Section 7. All actions previously taken by KCATA and the officers, agents and employees of KCATA consistent with the intent of the Inducement Resolution, this Resolution, and the TOD Policy previously adopted by the KCATA Board of Commissioners and all amendments, supplements and addenda thereto, if any, are hereby ratified and approved. The selection of the Hardwick Law Firm, LLC, as bond and issuer's counsel for the issuance of the Financing Instruments is also hereby approved.

Section 8. This Resolution shall take effect and be in full force immediately after its adoption by the Board of Commissioners. This Resolution will remain in full force and effect for the duration of the Financing Instruments, following the issuance thereof (and, in the absence of the earlier issuance of the Financing Instruments for the TOD Facility), until a date that is 24 months following the date of adoption of this Resolution.

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SIGNATURE PAGE TO RESOLUTION NO. _____

Adopted by the Board of Commissioners of the Kansas City Area Transportation Authority, as of May 27, 2026.

**KANSAS CITY AREA
TRANSPORTATION AUTHORITY**

By: _____
Name: Bridgette Williams
Title: Chairperson

Approved as to form:

Greg Goheen, Board Attorney

STATE OF MISSOURI)
)
COUNTY OF JACKSON) ss.

Before me, a Notary Public in and for said County and State, personally appeared Bridgette Williams, who, being first duly sworn, stated that she is the Chairperson of the Board of Commissioners of the Kansas City Area Transportation Authority, and that the foregoing resolution was adopted by the Board of Commissioners on May 27, 2026.

Notary Public in and for said County and State

Samantha Overman

My Commission Expires:

May 20th, 2026

Chair Bridget Williams
Kansas City Area Transportation Authority Board of Commissioners
1200 East 18th Street
Kansas City, MO 64108

Re: Letter of Support for 300 Santa Fe Street TOCD Facility – Leavenworth, Kansas

Dear Chair Williams and KCATA Board of Commissioners,

On behalf of Leavenworth USD 453, I am writing to express my strong support for the proposed Transit-Oriented Community Development (TOCD) facility, Helmer's Flats, located at 300 Santa Fe Street in Leavenworth, Kansas.

This proposed development represents a meaningful opportunity to address several critical community priorities while strengthening the long-term vitality of our district and surrounding neighborhoods. The inclusion of 115 units of affordable housing will help create much-needed residential density in an area where strategic growth is essential to sustaining community investment, workforce accessibility, and neighborhood stability. As Leavenworth continues to evolve, developments that responsibly increase housing opportunities for working families, seniors, and residents seeking attainable housing options are vital.

From the district's perspective, additional residential density directly supports population growth and long-term stability in student enrollment. Housing accessibility plays an important role in attracting and retaining families within our community. This facility creates an opportunity for more households to live within proximity to schools, employment opportunities, healthcare access, and neighborhood amenities, ultimately strengthening the social and economic ecosystem that supports educational success.

Equally important is the facility's focus on mobility and connectivity. The developer's commitment to providing a transit van to improve connectivity for residents and the broader community demonstrates an innovative and thoughtful approach to transportation equity. Improved mobility access can enhance workforce participation, access to essential services, and provide greater connectivity for families who may otherwise face transportation barriers.

This TOCD facility reflects the type of intentional development that can create lasting community benefits supporting housing, mobility, economic growth, and broader neighborhood reinvestment. We believe this facility aligns with the long-term interests of Leavenworth and supports sustainable growth that benefits current and future residents alike. For these reasons, Leavenworth USD 453 respectfully offers its support for the 300 Santa Fe Street TOCD Facility and encourages the KCATA Board of Commissioners to consider this facility favorably.

Thank you for your continued leadership and commitment to creating stronger communities through thoughtful transit-oriented development.

Sincerely,



Kellen J. Adams | Superintendent



Staff Request For Commission Action

Board Meeting Date: May 27, 2026

Policy Review (1st Read)- Keith Smith

Board Secured Line of Credit Use (Finance)

Reserve Fund Policy (Finance)

Capitalization Policy (Finance)

Board Policy for Approval of Board Contracts and Resolutions (Finance)

Records Retention Policy (Planning and Operations)

Standing Committee:	Finance Committee/Planning & Operations Committee
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<u>Date:</u> 04/20/2026	<u>Contact Name:</u> Keith Smith	<u>Contact Email:</u> ksmith@kcata.org	<u>Department/Division:</u> Legal
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Strategic Plan:

Financial Sustainability

Organization

System Development

Financial Impact:

N/A

Approver:

Chuck Ferguson, COO

Attachments List:

1.	Full Board Policy Presentation May 2026
2.	05.11.2026 Gov't and Audit Committee Comments on Policies
3.	B10_ Board Secured Line of Credit Use Policy - Redlined
4.	B10_ Board Secured Line of Credit Use Policy
5.	B11_ Reserve Fund Policy - Redlined
6.	B11_ Reserve Fund Policy
7.	D03_ Capitalization Policy - Redlined
8.	D03_ Capitalization Policy_
9.	B07 Approval of Board Contracts and Resolutions Policy_w GandA Cmt edits - (redlined)
10.	B07 Approval of Board Contracts and Resolutions Policy_w GandA Cmt edits
11.	G10 Records Retention Policy

Proposed Motion:

N/A

Synopsis:

In accordance with KCATA's Policy on Adopting Policies, the attached policies are submitted to the Board of Commissioners for first read.



RideKC®

Policy Review

Full Board First Read

Keith Smith, May 27, 2026



Governance Policies for Review

- Board Secured Line of Credit Use
- Reserve Fund Policy
- Capitalization Policy
- Board Policy for Approval of Board Contracts, and Resolutions
- Records Retention Policy

Board Secured Line of Credit Use

- **Purpose & Authority:** KCATA maintains a \$15M line of credit with Commerce Bank (approved June 22, 2022) to manage short-term cash gaps without using reserves; this policy ensures responsible use.
- **Conditions & Approval:** The LOC may be used only for cash flow disruptions or emergencies with identified repayment sources, and requires written approval from the CEO/Deputy CEO and CFO/Comptroller with documented justification.
- **Oversight & Notification:** Board Chair and Finance Committee Chair must be notified; if either objects within 2 business days, full Board approval is required before use.
- **Limits, Reporting & Review:** Use is limited to justified amounts for approved purposes, with monthly balance reporting and prompt disclosure of usage; the Board reviews the policy annually, with enforcement by leadership and Finance.
- **Change:** Uniformity in formatting; Considered and adopted appropriate G and A Committee Recommendations. See redlined version in Board Book or

Reserve Fund Policy

- **Funding & Purpose:** KCATA is funded by KCMO sales taxes ($\frac{3}{8}$ -cent for operations; $\frac{1}{2}$ -cent with 7.5% for capital), with reserves maintained for working capital, cash flow stability, emergencies, and ongoing transit operations.
- **Oversight & Planning:** The Board reviews reserve adequacy annually during the budget process, using at least a three-year projection aligned with service levels.
- **Minimum Reserve Level:** Maintain a minimum of two months of KCMO service costs, with additional reserves for unforeseen expenses or revenue shortfalls.
- **Use & Contingency Actions:** Board approval is required to dip below minimum reserves (except defined cases like emergencies or funding gaps); if reserves fall short, the Board may approve adjustments, reduce spending, or implement a restoration plan.
- **Change:** Uniformity in formatting. Language added to clarify KCATA's use of $\frac{3}{8}$ cent sales tax for operations within KCMO and 7.5% of the $\frac{1}{2}$ cent sales tax for capital expenditures. Considered and adopted appropriate G and A Committee Recommendations. See redlined version in Board Book or

Capitalization Policy

- Capitalize assets with unit cost $\geq$ \$5,000 and useful life $>$ 1 year, including additions that extend the life of existing assets.
- Capitalize replacements when an entire fixed asset is replaced, and retire the old asset at the same time.
- Expense items with life expectancy $<$ 1 year or those prone to breakage, obsolescence, or early loss of usefulness.
- Expense repairs/maintenance that don't extend useful life and any expenditures under \$5,000.
- **Change:** Uniformity in formatting. Deleted procedural language to bring this policy into conformity with Policy on Adopting Policies, and increased the unit cost requirement for capitalization from \$1K to \$5K to account for inflation. Considered and adopted appropriate G and A Committee Recommendations. See redlined version in Board Book or CivicClerk.

Board Policy for Approval of Board Contracts and Resolutions

Legal Review & Board Approval Policy

- Ensures all Board-bound contracts/resolutions are reviewed and approved by General Counsel and/or Board Counsel before agenda placement; not final until legal approval
- Exception: Board may approve key terms and authorize execution after legal form review (must be documented in meeting minutes)
- Standard process requires General Counsel sign-off on form; departments coordinate revisions and allow sufficient review time
- CEO may approve expenditures under \$250K (\$49,999 limit for lawsuit settlements); Board Chair oversees enforcement and compliance
- **Change:** Uniformity in formatting; and an increase in lawsuit settlement authority in accordance with that policy.

Records Retention Policy

- KCATA utilizes Missouri and Kansas law as guides for its Records Retention Policy, covering all official materials in any format while excluding non-records like drafts or duplicates.
- The policy establishes minimum retention periods, secure destruction procedures, and special safeguards for permanent and vital records.
- Departments must maintain filing systems, designate custodians, update schedules as needed, and comply with audit, legal, and operational requirements.
- **Change:** Uniformity in formatting and inclusion of URL links to current statutes. Considered G and A Committee Comments but made no substantial changes.

05.11.2026 Government and Audit Committee Comments on Policies

Board Secured Line of Credit Use (Policy B10)

Clarity points

- The policy repeatedly references the Commerce Bank LOC and a \$15M cap but does not say whether Board approval is needed to change banks or increase/decrease the LOC limit in the future, beyond “renewal” each year.
- Section 2.4 requires written notice to the Board Chair and Finance Chair and allows either to object within two business days, triggering full Board approval; it is not clear what happens if the cash-flow emergency cannot wait two business days or if one of those positions is vacant.
- Section 3.4 allows using the LOC for certain capital/PM expenditures but only if “fully documented” as in item (3); the cross-reference is confusing (item “3” is the Procedures section, not a specific clause).

Questions

- Should the policy specify that any change in LOC lender, term, or maximum amount requires explicit Board approval beyond the annual renewal?
- Should there be an explicit emergency procedure if the Chair or Finance Chair cannot be reached within two business days?
- Do you want to cap the percentage of total operating budget that can be outstanding on the LOC at any time?

Reserve Fund Policy (Policy B11)

Clarity points

- The policy explains that 3/8-cent tax is for operations and 7.5% of the ½-cent tax is for capital, but Section 6 then says the KCMO sales tax reserve “is used to fund operating expenses,” which could be read as allowing operating draws from what might otherwise be treated as a combined operating/capital reserve.
- Section 7 allows the Executive Committee to approve reserve use based on “allowable exceptions,” but the list of exceptions is illustrative (“include, but are not limited to”) and does not clearly cover every case, especially new initiatives.
- Section 8 says the Board “shall be notified” of net increases/decreases and that it is the “goal” to maintain the target balance, but it does not specify how quickly the Board must adopt a replenishment plan when reserves fall below the minimum.

Questions

- Should operating vs. capital reserve balances be distinguished more clearly, with separate targets and use rules?
- Do you want a required timeline for adopting a replenishment plan if reserves fall below the two-month minimum (for example, within the next annual budget cycle)?
- Should “allowable exceptions” be exhaustively listed, or at least require Board documentation of the rationale when new exception types are used?

Capitalization Policy (Policy D03)

Clarity points

- The capitalization threshold is now \$5,000, but the packet still contains older fixed-asset schedules referencing \$15,000 and other legacy practices; the relationship between those legacy documents and the new policy is not stated.
- The policy addresses initial capitalization and replacements but does not explicitly address software, cloud subscriptions, or intangible assets, which may be material.

Questions

- Should the policy explicitly supersede the 2003 FA3 and related schedules, or at least state that those are guidance, not policy?
- Do you need a short paragraph clarifying treatment of software and other intangible assets (e.g., minimum amount, implementation costs vs. ongoing subscription fees)?

CEO Compensation, Benefits & Expenses (Policy B06)

Clarity points

- The purpose section says the Board Chair approves the CEO contract, but in practice a public body usually votes on the contract; the policy could be read as delegating all approval to the Chair alone.
- Section 2.2 says “All sums paid to the CEO and must be approved...,” which is grammatically incorrect and slightly confusing about whether pre-established payroll requires separate approval every cycle.
- Section 2.3 allows the Chair to appoint “an internal KCATA employee of senior level” to approve “all regular pre-established payments,” but does not define “senior level” or state whether this appointment must be in writing.
- Section 2.5 makes the CEO “personally responsible for all disapproved sums,” but there is no specified timeframe or mechanism for repayment (e.g., payroll deduction, reimbursement deadline).

Questions

- Should the policy explicitly state that the full Board approves the CEO employment contract, and the Chair signs on behalf of the Board?
- Do you want to clarify that routine payroll consistent with the Board-approved contract is processed under standard HR/Payroll controls, without individual Chair sign-off each pay period?
- Should the “senior level” designee and their scope of authority be documented in writing and kept on file?
- How will recovery of disallowed expenses work in practice (deadline, method, consequences if unpaid)?

Board Contracts and Resolutions (Policy B07)

Clarity points

- The metadata shows “Last Revised Date: 05/11/2202,” which appears to be a typo for 2026.
- The policy gives the CEO authority for expenditures under \$250,000 and lawsuit settlements up to \$49,999.00, but does not explicitly state whether those amounts are per contract, per vendor per year, or per Board action line item.

- The distinction between this policy (B07) and the CEO compensation policy (B06) for legal review is a bit blurred; both talk about legal review and Board oversight, but B07 is the only one that clearly requires General Counsel sign-off before agenda placement.

Questions

- Should the \$250,000 and \$49,999.00 thresholds be defined as “per contract” or “per related set of transactions in a fiscal year”?
- Do you want to require that all Board-bound CEO-employment-related amendments also follow the B07 legal review path, or is B06 sufficient?
- Should there be an explicit exception or fast-track for time-sensitive emergency contracts, with reporting back to the Board at the next meeting?

Conflicts of Interest, Ethics & Financial Disclosures (Policy BBFA)

Clarity points

- The gift rule adopts a \$20 per instance / \$50 per year cap from “prohibited sources,” but the policy also covers Board members and staff whose roles may require participation in professional events; the line between a prohibited “gift” and routine conference meals or honoraria is not fully drawn.
- The policy requires a detailed “Statement of Interest” and recusal when there is a substantial interest, but it also says the Board “may, at its discretion, ask the member to recuse themselves.” It is not clear whether recusal is mandatory whenever statutory criteria for substantial interest are met.
- The policy references both Missouri and federal conflict-of-interest provisions; the process if state and federal standards differ is not spelled out.

Questions

- Do you want an explicit carve-out for meal functions, conferences, or training where KCATA pays expenses directly, so staff are not worried about violating the \$20/\$50 rule?
- Should recusal be mandatory whenever a substantial interest, as defined, exists, instead of being left to Board discretion?
- Who determines whether a federal conflict rule applies in a particular procurement—General Counsel, Procurement, or the Board?

Records Retention (Policy G10)

Clarity points

- The policy incorporates Missouri and Kansas general schedules and includes a long table of record series; some portions of the OCR show incomplete or garbled sentences (e.g., the description around security camera footage and unclaimed property) that could create confusion if used directly.
- For certain series (e.g., Board minutes, resolutions, websites), the policy uses terms such as “Permanent” or “Destroy when superseded by 2 years” without explicitly saying whether the “Permanent” records must be digital, paper, or both.
- Security camera video retention is “30 days and review,” with an instruction to extract “significant information” before deletion; there is no definition of “significant” or a reference to how this interacts with litigation holds and public records requests.

Questions

- Should the final, adopted version attach the state retention schedules by reference rather than embedding partially OCR-garbled tables?
- Do you want to specify the official record format (e.g., electronic PDF as the record copy for Board minutes and resolutions)?
- Should there be explicit language that overrides standard retention periods when a litigation hold, audit, or open records request is in effect?

Rescinding KCATA and RideKC Development Corp Codes of Ethics

Clarity points

- The presentation notes that the KCATA and RideKC Dev Corp Codes of Ethics are being rescinded due to redundancy with the new conflict-of-interest policy, but the draft policy documents still show those codes in full; it is not immediately clear, on the face of the packet, that they will no longer be operative once BBFA is adopted.
- Some standards differ between the old codes and BBFA (e.g., gift thresholds, definitions of “official”), and the packet does not explicitly say that the new policy prevails where conflicts exist.

Questions

- Do you want the Board motion to explicitly state which specific resolutions/codes are being rescinded and on what effective date?
- Should there be an internal communication/transition plan to ensure commissioners and staff know which ethics document now governs?

Board Policy Manual
Kansas City Area Transportation Authority

Policy B10: Board Secured Line of Credit Use Policy

Status: ADOPTED

Original Adopted Date: 06/22/2022 | **Last Revised Date:** 05/11/2026 | **Last Reviewed Date:** 05/11/2026

1. POLICY PURPOSE AND RELATED POLICIES

The Board of Commissioners approved the line of credit on June 22, 2022 as set for in Resolution R-2022-223. The Kansas City Area Transportation Authority (KCATA) ~~has~~ obtained a secured line of credit ("LOC") through Commerce Bank located at 1000 Walnut St. Kansas City, Missouri ("Commerce"). Maintaining adequate levels of operating cash is critical to sustaining transit operations. Circumstances may arise when normal or expected cash sources may be disrupted causing a shortfall in the cash needed to run operations. ~~Historically, temporary cash needs were addressed through liquidation of various cash and investment reserves. The line of credit instead uses those reserves to secure a line of credit that can be accessed for the same types of temporary cash needs without having to liquidate those underlying assets.~~ The Board of Commissioners recognizes the importance of managing the resources of KCATA responsibly and that use of debt should be done subject to restrictive guidelines, and therefore, formally establishes this policy for the use of the LOC.

2. POLICY STATEMENT, PROCEDURES AND RULES

Policy Statement. The KCATA may have a secured line of credit at Commerce Bank ~~(or any other FDIC insured institution where DDA and Trust accounts are maintained)~~. The KCATA may access up to a fifteen (\$15,000,000) million dollar secured line of credit at Commerce bank only, when necessary, as set forth in this policy. The KCATA must repay any such use of the LOC as soon as practicable such that there is never an outstanding balance any longer than ~~absolutely~~ necessary. One or more of the following conditions must exist and as otherwise set forth in this policy must be met before the KCATA may access the LOC:

- ~~1.~~ Ability to meet cash flow requirements has been impaired ~~due to a~~ —
- ~~2.1.~~ ~~Unpredictable revenue sources have caused a~~ disruption in cash flow.
- ~~3.2.~~ Cash needs have been driven by events such as emergencies (such as natural disasters) and unpredictable expenditures but only if an alternative source of funding has been identified such that the need to use the LOC is only temporary.
- ~~4.3.~~ Either the CEO or Deputy CEO and the CFO or Comptroller must also agree in writing as a KCATA fiduciary that accessing the LOC is necessary under the circumstances.
- ~~5.4.~~ Prior to using the LOC, written documentation must be presented to the CEO and Deputy CEO by the CFO and Comptroller identifying the circumstances behind the need, the time period the funds are anticipated to be outstanding, and the identification of the source of funds that will be used to repay the LOC in full. This analysis must specify and represent the full repayment of the LOC. Documentation of the approved presentation will be maintained by the Finance department.

Commented [RM1]: Seems redundant. Item 1 would be all encompassing

~~6.5.~~ Prior to accessing the LOC, the CEO, Deputy CEO, CFO or Comptroller must notify in writing the Chair of the Board of Commissioners and the Chair of the BOC Finance Committee of the need and intent to access the LOC. If either Chair objects within 2 business days of receiving written notice by email and phone call then the KCATA must obtain full Board approval before accessing the LOC. Before staff may proceed with accessing the LOC, the CEO, Finance Chair and BOC Chair must sign a written approval memorandum. (DocuSign or similar may be used here to timely secured the required signatures.) The CFO shall timely email the signed LOC approval memorandum to the BOC.

~~7.6.~~ In no circumstances may the LOC be used to draw any amount in excess of the exact dollar value of the justified need and all proceeds will be used only for the approved need.

~~8.7.~~ The KCATA Board Chair is authorized to approve a renewal of the KCATA line of credit each year after the KCATA Board approves the renewal by a statutory majority vote.

3. PROCEDURES AND OTHER RULES

The KCATA must also comply with the following requirements before and during use of the LOC:

1. The Board will review the adequacy of this policy annually and make changes to the policy when deemed necessary.
2. The LOC balance will be shown as its own line item on the face of the monthly financial statements even if the balance is zero.
3. Any use of the LOC will be summarized and presented to the Finance Committee or Board at the meeting immediately following such use even if the use and repayment nets to zero within a reporting month.
4. ~~In certain circumstances, an allowable use of the LOC could be to fund certain capital or preventive maintenance due to the nature of federal funding requirements to pay for such expenditures up front and then request funding following such expenditure. This would only be allowed to the extent such circumstances are fully documented and presented as described in item (3).~~

4. ENFORCEMENT

1. This policy shall be enforced by the Board Chairperson or as delegated by the Board Chairperson.
2. The Board, Chairperson or designee may request additional information from the CEO or KCATA department head that is reasonably related to any proposed contract or resolution.
3. The Finance department is responsible for timely presenting, requesting approval and retaining all records demonstrating compliance with this Policy.

Policy B10: Board Secured Line of Credit Use Policy

Status: ADOPTED

Original Adopted Date: 06/22/2022 | **Last Revised Date:** 05/11/2026 | **Last Reviewed Date:** 05/11/2026

1. POLICY PURPOSE AND RELATED POLICIES

The Board of Commissioners approved the line of credit on June 22, 2022 as set for in Resolution R-2022-223. The Kansas City Area Transportation Authority (KCATA) obtained a secured line of credit ("LOC") through Commerce Bank located at 1000 Walnut St. Kansas City, Missouri ("Commerce"). Maintaining adequate levels of operating cash is critical to sustaining transit operations. Circumstances may arise when normal or expected cash sources may be disrupted causing a shortfall in the cash needed to run operations. The Board of Commissioners recognizes the importance of managing the resources of KCATA responsibly and that use of debt should be done subject to restrictive guidelines, and therefore, formally establishes this policy for the use of the LOC.

2. POLICY STATEMENT, PROCEDURES AND RULES

Policy Statement. The KCATA may have a secured line of credit at Commerce Bank (or any other FDIC insured institution where DDA and Trust accounts are maintained). The KCATA may access up to a fifteen (\$15,000,000) million dollar secured line of credit at Commerce bank only, when necessary, as set forth in this policy. The KCATA must repay any such use of the LOC as soon as practicable such that there is never an outstanding balance any longer than necessary. One or more of the following conditions must exist and as otherwise set forth in this policy must be met before the KCATA may access the LOC:

1. Ability to meet cash flow requirements has been impaired due to a disruption in cash flow.
2. Cash needs have been driven by events such as emergencies (such as natural disasters) and unpredictable expenditures but only if an alternative source of funding has been identified such that the need to use the LOC is only temporary.
3. Either the CEO or Deputy CEO and the CFO or Comptroller must also agree in writing as a KCATA fiduciary that accessing the LOC is necessary under the circumstances.
4. Prior to using the LOC, written documentation must be presented to the CEO and Deputy CEO by the CFO and Comptroller identifying the circumstances behind the need, the time period the funds are anticipated to be outstanding, and the identification of the source of funds that will be used to repay the LOC in full. This analysis must specify and represent the full repayment of the LOC. Documentation of the approved presentation will be maintained by the Finance department.
5. Prior to accessing the LOC, the CEO, Deputy CEO, CFO or Comptroller must notify in writing the Chair of the Board of Commissioners and the Chair of the BOC Finance Committee of the need and intent to access the LOC. If either Chair objects within 2 business days of receiving written notice by email and phone call then the KCATA must obtain full Board approval before accessing the LOC. Before staff may

proceed with accessing the LOC, the CEO, Finance Chair and BOC Chair must sign a written approval memorandum. (DocuSign or similar may be used here to timely secured the required signatures.) The CFO shall timely email the signed LOC approval memorandum to the BOC.

6. In no circumstances may the LOC be used to draw any amount in excess of the exact dollar value of the justified need and all proceeds will be used only for the approved need.
7. The KCATA Board Chair is authorized to approve a renewal of the KCATA line of credit each year after the KCATA Board approves the renewal by a statutory majority vote.

3. PROCEDURES AND OTHER RULES

The KCATA must also comply with the following requirements before and during use of the LOC:

1. The Board will review the adequacy of this policy annually and make changes to the policy when deemed necessary.
2. The LOC balance will be shown as its own line item on the face of the monthly financial statements even if the balance is zero.
3. Any use of the LOC will be summarized and presented to the Finance Committee or Board at the meeting immediately following such use even if the use and repayment nets to zero within a reporting month.
- 4.

4. ENFORCEMENT

1. This policy shall be enforced by the Board Chairperson or as delegated by the Board Chairperson.
2. The Board, Chairperson or designee may request additional information from the CEO or KCATA department head that is reasonably related to any proposed contract or resolution.
3. The Finance department is responsible for timely presenting, requesting approval and retaining all records demonstrating compliance with this Policy.

Policy B11: 3/8 Cent Sales Tax Reserve Fund Policy

Status: ADOPTED

Original Adopted Date: 03/27/2024 | **Last Revised Date:** 05/11/2026 | **Last Reviewed Date:** 05/11/2026

The Kansas City Area Transportation Authority (KCATA) receives funding from the City of Kansas City, Missouri (KCMO), to provide public transit service. This funding comes from two separate sales taxes - a half-cent sales tax and a three-eighths-cent sales tax levied in KCMO.

The three-eighth cent sales tax is dedicated to KCATA operations within KCMO. This policy addresses the accounting and utilization of monies received from KCMO denoted as "3/8 cent sales tax. 7.5% of the one-half cent sales tax is dedicated to KCATA for capital expenditures. The balance of the one-half cent sales tax is a public mass tax controlled by KCMO. A significant portion of the one-half sales tax has been used by KCMO to fund KCATA operations.

An adequate reserve fund balance level is generally considered appropriate to maintain working capital to sustain or improve transit operations. The following factors are the primary criteria used when determining the proper level of reserves:

1. Ability to meet cash flow requirements.
2. Provide contingencies for unpredictable revenue sources.
3. Provide contingencies for emergencies (such as natural disasters) and unpredictable expenditures.

The Board of Commissioners recognizes the importance of maintaining an appropriate level of 3/8 cent sales tax reserve fund balance as one component of sound financial management, and therefore, formally establishes this policy for the 3/8 cent sales-tax reserve.

The following guidelines are hereby established:

1. The Board will review the adequacy of this policy annually during the budget process and make changes to the policy when deemed necessary.
2. Sales-tax revenue received from KCMO and not required for operations in the current periodyear shall be maintained in a reserve fund.
3. The reserve fund balance shall be evaluated by staff and presented to the Board during the annual budget process. The reserve fund balance will be projected for a minimum of three years, using the budgeted service levels, and with all assumptions identified.
4. This policy establishes that a sales tax reserve fund minimum balance of no less than two months of the budgeted cost of KCMO services and projects for the next budget year will be maintained by the KCATA.
5. Funding greater than or equal to the calculated amount in Item 4 will be maintained for unforeseen cost escalation, unexpected expenditures, disaster and emergency costs, unanticipated or emergency transit service needs, and to mitigate unanticipated, funding

reductions from other sources that affect the KCMO contract. There shall be no competing guideline that prevents the reserve fund balance from exceeding the established minimum.

6. The KCMO ~~3/8 cent~~ sales tax reserve is used to fund operating expenses incurred while providing mass transit services with ~~KCMOMCO~~.
 7. Reserve fund balance may be used with Board Executive Committee approval based on allowable exceptions. Allowable exceptions include, but are not limited to:
 - Unpredictable and unavoidable shortage of revenues.
 - Unpredictable and unavoidable expenditures.
 - KCMO funding shortfalls. The Board of Commissioners will be updated at the next scheduled Board meeting.
 8. During the presentation of the budget to the Board of Commissioners, the projected net increase or decrease to the reserve fund balance will be identified. Decreases to the reserve fund balance below the established minimum balance must be approved by the Board. It shall be the goal of the Board to adopt a budget that maintains the targeted reserve fund balance established herein, but this is not required.
 9. ~~During the year, t~~The Board must approve withdrawals of funds from the sales tax reserve that will decrease the reserve fund balance below the established minimum balance. The board shall be advised if annual sales tax receipts are below expected levels or unexpected and unavoidable expenses have occurred, potentially causing the fund balance to fall below that amount approved with the budget.
 10. In case the reserve fund balance falls below the guideline established in Item 4 above due to unexpected and unavoidable circumstances, the board will be notified and may:
 - Approve the lower fund balance.
 - Require adjustments in expenditures to maintain the fund balance as established in these guidelines.
 - Approve the lower fund balance and a plan to replenish the fund balance to desired levels in subsequent years.
-

Policy B11: 3/8 Cent Sales Tax Reserve Fund Policy

Status: ADOPTED

Original Adopted Date: 03/27/2024 | **Last Revised Date:** 05/11/2026 | **Last Reviewed Date:** 05/11/2026

The Kansas City Area Transportation Authority (KCATA) receives funding from the City of Kansas City, Missouri (KCMO), to provide public transit service. This funding comes from two separate sales taxes - a half-cent sales tax and a three-eighths-cent sales tax levied in KCMO.

The three-eighth cent sales tax is dedicated to KCATA operations within KCMO. This policy addresses the accounting and utilization of monies received from KCMO denoted as "3/8 cent sales tax. An adequate reserve fund balance level is generally considered appropriate to maintain working capital to sustain or improve transit operations. The following factors are the primary criteria used when determining the proper level of reserves:

1. Ability to meet cash flow requirements.
2. Provide contingencies for unpredictable revenue sources.
3. Provide contingencies for emergencies (such as natural disasters) and unpredictable expenditures.

The Board of Commissioners recognizes the importance of maintaining an appropriate level of 3/8 cent sales tax reserve fund balance as one component of sound financial management, and therefore, formally establishes this policy for the 3/8 cent sales-tax reserve.

The following guidelines are hereby established:

1. The Board will review the adequacy of this policy annually during the budget process and make changes to the policy when deemed necessary.
2. Sales-tax revenue received from KCMO and not required for operations in the current period shall be maintained in a reserve fund.
3. The reserve fund balance shall be evaluated by staff and presented to the Board during the annual budget process. The reserve fund balance will be projected for a minimum of three years, using the budgeted service levels, and with all assumptions identified.
4. This policy establishes that a sales tax reserve fund minimum balance of no less than two months of the budgeted cost of KCMO services and projects for the next budget year will be maintained by the KCATA.
5. Funding greater than or equal to the calculated amount in Item 4 will be maintained for unforeseen cost escalation, unexpected expenditures, disaster and emergency costs, unanticipated or emergency transit service needs, and to mitigate unanticipated, funding reductions from other sources that affect the KCMO contract. There shall be no competing guideline that prevents the reserve fund balance from exceeding the established minimum.

6. The KCMO 3/8 cent sales tax reserve is used to fund operating expenses incurred while providing mass transit services with KCMO.
 7. Reserve fund balance may be used with Board Executive Committee approval based on allowable exceptions. Allowable exceptions include, but are not limited to:
 - Unpredictable and unavoidable shortage of revenues.
 - Unpredictable and unavoidable expenditures.
 - KCMO funding shortfalls. The Board of Commissioners will be updated at the next scheduled Board meeting.
 8. During the presentation of the budget to the Board of Commissioners, the projected net increase or decrease to the reserve fund balance will be identified. Decreases to the reserve fund balance below the established minimum balance must be approved by the Board. It shall be the goal of the Board to adopt a budget that maintains the targeted reserve fund balance established herein, but this is not required.
 9. The Board must approve withdrawals of funds from the sales tax reserve that will decrease the reserve fund balance below the established minimum balance. The board shall be advised if annual sales tax receipts are below expected levels or unexpected and unavoidable expenses have occurred, potentially causing the fund balance to fall below that amount approved with the budget.
 10. In case the reserve fund balance falls below the guideline established in Item 4 above due to unexpected and unavoidable circumstances, the board will be notified and may:
 - Approve the lower fund balance.
 - Require adjustments in expenditures to maintain the fund balance as established in these guidelines.
 - Approve the lower fund balance and a plan to replenish the fund balance to desired levels in subsequent years.
-

Policy D03: Capitalization Policy

Status: ADOPTED

Original Adopted Date: 09/30/2003 | **Last Revised Date:** 05/11/2026 | **Last Reviewed Date:** 05/11/2026

CAPITAL:

Capitalize items which have a unit cost equal to or greater than \$5,000 and a useful life greater than one year. Capitalization includes additions to, or those costs, which will extend the life of existing assets.

Capitalize replacements where an existing fixed asset is entirely replaced by a new unit and should be capitalized with accompanying retirement of the old asset.

At all times, the KCATA will comply with CFR 1.263(a)-2(d)(1) or 1.263(a)-3(d) and 1.162-3(e) regarding capitalization of fixed assets and tangible property.

EXPENSE:

Equipment which has a life expectancy of less than one year, is subject to breakage, early obsolescence or other factors contributing to early loss of usefulness should be expensed.

Expenditures to repair and maintain fixed assets in efficient operating condition and which do not extend the normal economic useful life should be expensed.

Expenditures below the capital cost guidelines of \$5,000 are also expensed.

Policy D03: Capitalization Policy

Status: ADOPTED

Original Adopted Date: 09/30/2003 | **Last Revised Date:** 05/11/2026 | **Last Reviewed Date:** 05/11/2026

CAPITAL:

Capitalize items which have a unit cost equal to or greater than \$5,000 and a useful life greater than one year. Capitalization includes additions to, or those costs, which will extend the life of existing assets.

Capitalize replacements where an existing fixed asset is entirely replaced by a new unit and should be capitalized with accompanying retirement of the old asset.

At all times, the KCATA will comply with CFR 1.263(a)-2(d)(1) or 1.263(a)-3(d) and 1.162-3(e) regarding capitalization of fixed assets and tangible property.

EXPENSE:

Equipment which has a life expectancy of less than one year, is subject to breakage, early obsolescence or other factors contributing to early loss of usefulness should be expensed.

Expenditures to repair and maintain fixed assets in efficient operating condition and which do not extend the normal economic useful life should be expensed.

Expenditures below the capital cost guidelines of \$5,000 are also expensed.

Board Policy Manual
Kansas City Area Transportation Authority

Policy B07: Board Policy for Approval of Board Contracts and Resolutions

Status: ADOPTED

Original Adopted Date: 06/10/2022 | **Last Revised Date:** 05/11/2022 | **Last Reviewed Date:** 05/11/2022

1. PURPOSE

The purpose of this policy is to ensure that contracts and resolutions requiring Board approval are reviewed by KCATA legal counsel before they are presented to the Board.

2. STATEMENT

Except as specified below, all contracts and resolutions that are presented to the Board of Commissioners for approval must ~~first be approved by the Chief Legal Officer/General Counsel or Board Counsel before have a legal review before~~ being placed on any Board of Commissioners meeting agenda. ~~No contracts or resolutions are final until the legal review by the general counsel is completed and approved.~~ Board Counsel will sign all documents "approved as to form" prior to the Chair signing.

For routine contracts ~~(e.g., agreements to settle litigation)~~ where the Board can approve the essential business terms of a contract but it is not possible or practical to wait for a subsequent Board meeting to approve the written contract itself, the Board may vote to approve a contract with those essential business terms, and authorize the Board Chair or the CEO to execute the contract once ~~its form has been approved by the Chief Legal Officer/General Counsel or Board Counsel, it has had a legal review.~~ The business terms approved by the Board, and the authorization for execution of the written contract upon its approval ~~by the Chief Legal Officer/General Counsel or Board Counsel must be specifically set forth in the meeting minutes receiving a legal review.~~

~~The Board and Chairperson have oversight of this policy. The Board and Chairperson may request any information or KCATA Administration is responsible for carrying out this policy and developing procedures needed to apply this policy.~~

3. PROCEDURE

Subject to the exception set forth above, any contracts and resolutions that are to be presented and approved by the Board of Commissioners must first ~~be approved by the Chief Legal Officer/General Counsel or Board Counsel, as evidenced by the Chief Legal Officer/General Counsel or Board Counsel's receive a legal review, evidenced by the attorney's signature on the contract or resolution approving it as to~~ form. ~~(the Chief Legal Officer/General Counsel or Board Counsel's~~The legal review and subsequent approval of a contract means only that the ~~Chief Legal Officer/General Counsel or Board Counsel~~ attorney has approved the form of the contract, but ~~that~~ does not mean ~~that~~ he or she is offering any opinion on its substantive business terms.) If the contract or resolution requires edits or modification, the ~~Chief Legal Officer/General Counsel or Board Counsel~~ attorney will notify the department head sponsoring the contract or resolution, and they will then work together to edit the document. If those edits are not completed in time for the contract or resolution to be considered at the next scheduled Board of Commissioners agenda-setting meeting, then the matter will be placed on the agenda at a future Board of Commissioners meeting. The department head is expected to build in sufficient time for the ~~Chief Legal Officer/General Counsel or Board Counsel to~~ legal review ~~for~~ any contract or resolution that will require Board approval. Once the ~~Chief Legal Officer/General Counsel~~

Commented [KS1]: G&A Committee Comments and Questions: • The metadata shows "Last Revised Date: 05/11/2022," which appears to be a typo for 2026.

Commented [KS2R1]: The "Last Revised Date" will be updated once the revisions are approved by the board.

Commented [KS3]: Litigation settlements are addressed in a separate policy.

~~or Board Counsel legal review and subsequent approval~~ has ~~approved-occurred~~, the contract or resolution, ~~the matter~~ may ~~then~~ be placed on the agenda for the next regularly scheduled Board of Commissioner meeting, if the agenda-setting meeting has not already been held.

4. CEO Expenditures Authorization.

The Board of Commissioners authorizes the CEO to approve all expenditures under \$250,000 ~~per contract transaction~~, without Board approval, except for lawsuit settlements ~~which are address in a separate policy. The CEO's lawsuit settlement authority is set at \$49,999.00 and below.~~ The CEO may execute expenditures of specific Board-approved budgeted items.

5. ENFORCEMENT

This policy shall be enforced by the Board Chairperson or as delegated by the Board Chairperson.

The Board, Chairperson or designee may request additional information from the CEO or KCATA department heads s that is reasonably related to any proposed contract or resolution.

The departments are responsible for timely presenting and requesting ~~approval by the General Counsel legal reviews.~~ Each department requesting ~~approval from the General Counsel a legal review~~ is responsible for retaining all records demonstrating compliance with this policy.

Commented [KS4]: G&A Committee Comments and Questions: • The policy gives the CEO authority for expenditures under \$250,000 and lawsuit settlements up to \$49,999.00, but does not explicitly state whether those amounts are per contract, per vendor per year, or per Board action line item.

• The distinction between this policy (B07) and the CEO compensation policy (B06) for legal review is a bit blurred; both talk about legal review and Board oversight, but B07 is the only one that clearly requires General Counsel sign off before agenda placement.

Questions

- Should the \$250,000 and \$49,999.00 thresholds be defined as “per contract” or “per related set of transactions in a fiscal year”?
- Do you want to require that all Board bound CEO employment related amendments also follow the B07 legal review path, or is B06 sufficient?
- Should there be an explicit exception or fast track for time sensitive emergency contracts, with reporting back to the Board at the next meeting?

Commented [KS5R4]: See amended language

Policy B07: Board Policy for Approval of Board Contracts and Resolutions

Status: ADOPTED

Original Adopted Date: 06/10/2022 | **Last Revised Date:** 05/11/2202 | **Last Reviewed Date:** 05/11/2202

1. PURPOSE

The purpose of this policy is to ensure that contracts and resolutions requiring Board approval are reviewed by KCATA legal counsel before they are presented to the Board.

2. STATEMENT

Except as specified below, all contracts and resolutions that are presented to the Board of Commissioners for approval must have a legal review before being placed on any Board of Commissioners meeting agenda. . Board Counsel will sign all documents “approved as to form” prior to the Chair signing.

For routine contracts where the Board can approve the essential business terms of a contract but it is not possible or practical to wait for a subsequent Board meeting to approve the written contract itself, the Board may vote to approve a contract with those essential business terms, and authorize the Board Chair or the CEO to execute the contract once it has had a legal review. The business terms approved by the Board, and the authorization for execution of the written contract upon its receiving a legal review.

KCATA Administration is responsible for carrying out this policy and developing procedures needed to apply it.

3. PROCEDURE

Subject to the exception set forth above, any contracts and resolutions that are to be presented and approved by the Board of Commissioners must first receive a legal review, evidenced by the attorney’s signature on the contract or resolution approving it as to form. The legal review and subsequent approval of a contract means only that the attorney has approved the form of the contract, but that does not mean he or she is offering any opinion on its substantive business terms. If the contract or resolution requires edits or modification, the attorney will notify the department head sponsoring the contract or resolution, and they will then work together to edit the document. If those edits are not completed in time for the contract or resolution to be considered at the next scheduled Board of Commissioners agenda-setting meeting, then the matter will be placed on the agenda at a future Board of Commissioners meeting. The department head is expected to build in sufficient time for the legal review for any contract or resolution that will require Board approval. Once the legal review and subsequent approval has occurred, the contract or resolution may be placed on the agenda for the next regularly scheduled Board of Commissioner meeting, if the agenda-setting meeting has not already been held.

4. CEO Expenditures Authorization.

The Board of Commissioners authorizes the CEO to approve all expenditures under \$250,000 per contract transaction, without Board approval, except for lawsuit settlements which are address in a separate policy. The CEO may execute expenditures of specific Board-approved budgeted items.

5. ENFORCEMENT

This policy shall be enforced by the Board Chairperson or as delegated by the Board Chairperson.

The Board, Chairperson or designee may request additional information from the CEO or KCATA department heads that is reasonably related to any proposed contract or resolution.

The departments are responsible for timely presenting and requesting legal reviews. Each department requesting a legal review is responsible for retaining all records demonstrating compliance with this policy.

Policy G10: Records Retention Policy

Status: ADOPTED

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1. INTRODUCTION

The Kansas City Area Transportation Authority (Authority) is a body politic and corporate created by a bi-state Compact of the State of Kansas, K.S.A. §12-2514 (1957), and the State of Missouri, R.S. MO. §238.010 (1965) and approved by the United States Congress, Pub.L No. 89-599, 60 Stat. 825 (1966) and Pub. L. No. 90-395, 80 Stat. 826 (1968). The KCATA shall use the Kansas and Missouri records law for guidance on retaining company documents. KCATA will use Missouri records law as a default and Kansas when deemed appropriate by the KCATA.

2. PURPOSE

Missouri Statute Chapter 109, Sections 109.200 to 109.310 is known as "The State and Local Records Law" and contains the state's policy on the nature and inspection of public records. Basically, a public record is any information created or received pursuant to law or ordinance or in connection with the transaction of official business, regardless of physical form. In addition to paper, Public Records include letters, maps, books, tapes, photographs, film and sound recordings. Chapter 109 describes provisions pertaining to public inspection of records and cites any records exempt from inspection. No public record may be disposed of without the consent of the Legal Department.

3. SCOPE

The introduction to this retention schedule provides employees with basic information on records and the application of retention schedules. This policy applies to all employees.

4. OBJECTIVE

The objective of this policy is to manage KCATA records as follows:

- Establish and maintain an active, continuing program for the economical and efficient management of the KCATA.
- Make and maintain records containing adequate and proper documentation of the organization, functions, policies, decisions, procedures, and essential transactions of the KCATA designed to furnish information to protect the legal and financial rights of the KCATA and of persons directly affected by the KCATA's activities.
- Submit schedules proposing the length of time each KCATA records series warrants retention for administrative, legal, historical or fiscal purposes after it has been received or created by the KCATA.
- Comply with the rules, regulations, standards and procedures established by the policy.
- Each department shall promote sound records management practices by adhering to the following guidelines:
 - Establishment of realistic records retention and disposal schedules for all its records. Notify the Legal Department whenever changes are warranted to existing disposition schedules.
 - Development of a vital records protection program for all permanent and essential records in the department.
 - Developing and maintaining filing systems that will assure efficient usage and prompt retrieval of records.

Using this Records Retention Schedule

What is a Record?

A "record" is defined as any "document, book, paper, photograph, map, sound recording or other material, regardless of physical form or characteristics, made or received pursuant to law or in connection with the transaction of official business" (109.210(5) RSMo). This definition includes those records created, used and maintained in electronic form.

Non-Records

Even though records include a broad spectrum of recorded information, not all recorded information is a record. According to Section 109.210(5) RSMo, the following are not records: "...Library and museum material made or acquired and preserved solely for reference or exhibition purposes, extra copies of documents preserved for convenience of reference, and stocks of publications and of processed documents are not included within the definition of records..."

- Examples of non-records include the following materials:
 - Identical copies of documents maintained in the same file.
 - Extra copies of printed or processed materials (official copies of which are retained by the office of record).
 - Superseded manuals and other directives (maintained outside the office of record).
 - Materials documenting employee fringe activities (blood donors, charitable funds, social and professional meetings, etc.)
 - Work papers and drafts of reports or correspondence. Transcribed stenographic materials.
 - Blank forms.
 - Materials received from other activities that require no action (official copies of which are retained by the office of record).
 - Catalogs, trade journals and other publications or papers received from government agencies, commercial firms or private institutions that require no action and are not part of an action case record.
 - Survey forms.

Non-records do not require retention scheduling or destruction authorization or reporting. To control excessive accumulation, it is necessary to keep only current, useful materials and to destroy non-records immediately after needs have been satisfied. Avoid filing non-record material with records.

Some records, because of their enduring administrative, fiscal, legal or historical value, should be permanently retained. These records require that special care and consideration be given to their storage conditions and the feasibility of preservation. Examples of permanent records include year-end reports; minutes; property records such as deeds. Most records do not have values that warrant their permanent preservation. Those records with short-term value should, upon reaching the end of the retention period, be destroyed.

Application of the Records Retention Schedule

This schedule establishes minimum retention periods and authorizes dispositions for many of the administrative, fiscal and legal records. Retention periods are based upon federal and state mandates, record surveys, business needs, and general knowledge as to how long records should be kept. Using the schedule as a guide and without seeking further approval from the Legal Department, any employee may regularly dispose of any records that appear on this schedule. The schedule is subject to the following exceptions and limitations:

- Employees may retain any of their records beyond the retention periods set by the schedule, as they deem necessary. The schedule establishes only a minimum period of retention. Before retaining a record longer than the minimum time required, however, the office should be certain that it has good reason to do so. Unnecessary retention of records can be expensive in space and filing equipment and may expose the office to costly litigation and discovery requirements.
- This schedule does not relieve employees of retention requirements mandated by other state and federal statutes and regulations. When such an obligation does exist, then the longer retention period takes precedence.
- This schedule generally reflects audit requirements in its prescribed retention periods, but audits are not always completed in a timely fashion. Therefore, any record required for an audit must be retained until completion of that audit, regardless of its stated retention period in the schedule.
- This schedule does not authorize destruction of records that could be deemed relevant to current or pending litigation.
- Departments should create record retention schedules when they have unique records.

Destruction of Records

The records classification and retention periods in this manual constitute policy authority for retention and disposal of official records. No records can be destroyed until they meet the minimum retention period listed in this manual. In cases where there is no schedule for a particular record series, the Legal Department must grant permission for the destruction.

The disposition of records should be recorded in a document such as the minutes of the Board or other legally constituted authority that has permanent record status. The record should include the description and quantity of each record series disposed of, manner of destruction, inclusive dates covered and the date on which destruction was accomplished. The retention schedule does not prescribe the method of destruction (shredding, burning, landfills, etc.). However, record series with a disposition of *destroy securely* contain confidential data. These records should be destroyed under the supervision of a competent person(s) designated (or appointed) to ensure that no records fall into unauthorized hands and that the data cannot be reconstructed.

When records, open or confidential, have been destroyed by decay, vermin, fire, water or other means making their remains illegible, the custodian of records may dispose of the remains after verification and documentation by the KCATA Records Custodian.

Preservation of Permanent Records

Records that have been identified as permanent require special handling and storage if they are to be preserved. The continuous interaction between a record's medium, such as paper, magnetic tape, film, etc. and the quality of the environment in which it is kept (temperature, humidity, light, and air) determines the severity and rate of its deterioration.

A Note about Electronic Records

Permanent records existing solely in electronic form are in danger of becoming inaccessible through media decay and hardware/software obsolescence. Periodic migration and transfer of permanent records to stable preservation media, such as Digital, should be considered as a best practice for KCATA to maintain permanent records.

Vital Records

Certain records are so important to the essential operations of the KCATA that the records are considered vital. Vital records require special safeguards to ensure that the information and evidence in the records will survive a disaster. The best method to safeguard vital records is to store a duplicate copy in another location (i.e., bank vault, or off-site private storage). In many

instances, duplicate copies are created as part of the regular operating routine of the office—security copies on computer tapes, digital, or paper copies distributed to other offices or agencies. If these copies and the originals are stored in separate buildings, these vital records are adequately protected.

A Note about Retention Periods

This schedule provides minimum retentions. Departments may choose to keep a particular series or record for a longer period of time. It should be kept in mind, however, that a record kept beyond its listed retention must be made available for inspection upon request.

Retention Definitions:

COA – Completion of Audit. Note that COA is coupled with a lot of 5-year entries to help encourage regular audits. Audits for some Departments are governed by the level of federal financing for bonds and public improvements, and thus are governed by federal retentions.

DCA - Destroy in Current Area/Reference. Series with these retentions are considered "reference" records and may be destroyed when they are no longer of use.

Modifications and Additions

Because records reflect activities that are constantly changing, the retention requirements for them sometimes require revision as well. Consequently, record retention and disposition schedules often need modification or additions in order to be realistic and effective. There may be some retention periods and disposition requirements within this schedule that fail to account for all relevant factors and there may be some important record series not addressed here which need to be added.

Each KCATA employee is responsible for keeping the records relevant to their job duties consistent with this schedule. Each Department shall designate one person to be responsible for department records retention management and compliance with this schedule. Each department and employee shall apply this record retention schedule throughout each calendar year, year after year.

Records Retention Schedules

Federal Records Management: <https://www.archives.gov/records-mgmt/grs.html>

Kansas Records Management: <https://www.kansashistory.gov/p/state-records-retention-schedules/11366>

Missouri Records

Management: <https://www.sos.mo.gov/CMSImages/RecordsManagement/schedules/GRS/Admin/Admin.pdf>