KCATA

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, Mindy Rocha, Johnathan Duncan
Wednesday, June 24, 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. Special Report

a. KL2 Update

IV. 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

V. Reconvene to Regular Session:

VI. Report of Executive Session:

a. Consideration of any Proposed Agreement (s)

VII. 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 boc@kcata.org."

VIII. Items from the Chair

a. Standing Committee Updates- Governance & Audit, Finance, POps

b. Board Secretary

c. Standing Committee Assignments

d. ATU President Introduction

IX. Report of the Interim President/CEO

a. Employee of the Month- May 2026, Michael Berry/ June 2026 Natasha Cooper

b. WC26 Update

X. Consent Items:

a. Consideration of the Minutes- May 14, 2026 Special Meeting/ May 27, 2026 Regular Meeting

b. Taliaferro & Browne's work order- Linda Clark

c. Community Contract, U.G.- Bryce Shields

d. Community Contract, Independence- Bryce Shields

e. KCPD MOU- Don Bowlin

XI. Action Items:

a. April 2026 Monthly Financial Overview- Rick Maner

XII. Information/Update Items

a. Website Update- Cindy Baker

XIII. Old Business:

a. Policy Review (2nd Read)- Keith Smith
   Board Secured Line of Credit Use (Finance)
   Capitalization Policy (Finance)
   Board Policy for Approval of Board Contracts and Resolutions (Finance)
   Records Retention Policy (Planning and Operations)

XIV. New Business:

XV. Next Meeting Date: July 22, 2026

XVI. Items from the Commissioners:

XVII. Adjournment of Regular Session:

Executive Recruitment Briefing
KCATA Chief Executive Officer

Presented to:

Kansas City Area Transit Authority
Board of Commissioners

KL2 Connects
TRANSIT EXECUTIVE RECRUITERS

June 24, 2026

Your Project Team



Christian T. Kent
Managing Principal



Dr. Robert Babbitt
Principal

KL2 Connects
TRANSIT EXECUTIVE RECRUITERS

STATUS REPORT

- 14 Stakeholder Interviews
- – incorporated into leadership profile
- – ads with brochure placed on 11 May 2026
- – advertised nationally in five trade publications
- **28** Total Candidates Applied
- Screening Yielded Short-List of **6** Candidates
- Full Briefing Book to be submitted by **29 June 2026**



KL2 Connects
TRANSIT EXECUTIVE RECRUITERS

KCATA

Governance & Audit Standing Committee Meeting

Dr. Tyjaun Lee, Chair
Tom Burroughs, Mike Stieben, Deb Hermann
Monday, May 11, 2026 | 4:00 PM
KCATA Breen Building | 1200 E 18th St. | Conference Room | KCMO 64108

I. Call to Order and Determination of Quorum

4:10pm Commissioner Lee who Chairs this committee stated there was a quorum on this day with herself and Commissioner Hermann present as assigned and Commissioner Rocha filling in to represent Kansas. Board Attorney, Greg Goheen with MVP was also present. Commissioners Burroughs and Stieben were unavailable on this day.

II. Approval of Agenda

Commissioner Hermann made the motion 'I move to approve the agenda as published.' Commissioner Rocha seconded the motion and it passed unanimously.

III. Approval of Meeting Minutes

a. Commissioner Hermann made the motion 'I move to approve the Minutes from the March 9, 2026, Meeting, as presented.' Commissioner Rocha seconded the motion and it passed unanimously.

IV. Discussion Items

Commissioner Lee asked about the KCATA Annual audit and when it would begin. Staff advised it has begun and she then asked for an update at the June 2026 committee meeting.

V. Old Business

VI. New Business

a. Policy Review-

Staff presented the information regarding the Board Secured Line of Credit Use referred from the Finance Committee.

The committee members discussed:

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?

Staff presented the information regarding the Reserve Fund Policy referred from the Finance Committee.

The committee members discussed:

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?

Staff presented the information regarding the Capitalization Policy referred from the Finance Committee.

The committee members discussed:

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)?

Staff presented the information regarding the Board Policy for Approval of CEO Compensation, Benefits and Expense referred from the Finance Committee.

The committee members discussed:

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)?

Staff presented the information regarding the Board Policy for Approval of Board Contracts and Resolutions referred from the Finance Committee.

The committee members discussed:

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?

Staff presented the information regarding the Board and Staff Member Conflicts of Interest, Ethics, and Financial Disclosures referred from the Finance Committee.

The committee members discussed:

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 themself." 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?

Staff presented the information regarding the Rescinding KCATA and RIDEKC Dev Corp Code of Ethics referred from the Finance Committee.

The committee members discussed:

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?

Staff presented the information regarding the Records Retention Policy referred from the Planning and Operations Committee.

The committee members discussed:

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?

Commissioner Hermann made the motion 'I move to forward the CEO Compensation Policy back to the Finance Committee for review and modifications and the remainder of the policies go forward and recommend approval the policy changes, with corrections discussed, to the full KCATA Board of Commissioners.' Commissioner Rocha seconded the motion and it passed unanimously.

VII. Adjourn to Executive Session:

N/A

VIII. Reconvene to Regular Session:

N/A

IX. Report of Executive Session:

N/A

X. Next Meeting Date: June 8, 2026

XI. Adjournment

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

Meeting ended at 4:37pm.

KCATA

Finance Standing Committee Meeting

Julie Lorenz, Chair
Mike Stieben, Eric Bunch
Charles Letcher, Michael Peterson, Brenton Siverly
Monday, May 18, 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. Community partner, Mick Letcher was present and Board Attorney, Greg Goheen with MVP Law, was also present.

II. Approval of Agenda

Commissioner Stieben made the motion 'I move to approve the May 18, 2026, Finance Committee agenda as published.' Commissioner Lorenz seconded the motion, motion passed unanimously.

III. Approval of Meeting Minutes

a. Consideration of the Minutes - April 13, 2026 Meeting

Commissioner Stieben made the motion 'I move to approve the Minutes for the April 13, 2026, Finance Committee Meeting as published.' Commissioner Lorenz seconded the motion, motion passed, unanimously.

IV. Monthly Financial Overviews

a. Staff presented the information regarding March 2026 Financial Overview- Andrew Morse

Commissioner Lorenz made the motion 'I move to accept for forwarding to the full board the March 2026 Financial Overview as presented.' Commissioner Bunch seconded the motion, motion passed, unanimously.

V. Contracts/Board Items

a. Staff presented the information regarding Microsoft Office 365 User Licenses Agreement.

Commissioner Lorenz made the motion 'I move to approve for forwarding to the full board the 3-year Software Licensing Agreement with Microsoft, as presented, in an amount not to exceed $559,000.' Commissioner Bunch seconded the motion, motion passed, unanimously.

b. Staff presented the information regarding Operator/ Supervisor Uniforms & Accessories.

Commissioner Lorenz made the motion 'I move to approve for forwarding to the full board the Contract to Galls, LLC for uniforms and accessories in an amount that will be presented to the full board of Commissioners in the May 2026 meeting.' Commissioner Bunch seconded the motion, motion passed, unanimously.

c. Staff presented the information regarding KCATA/UG World Cup Service Contract Amendment.

Commissioner Lorenz made the motion 'I move to approve for forwarding to the full board the KCATA-UG World Cup Service Contract Amendment, as presented.' Commissioner Bunch seconded the motion, motion passed, unanimously.

VI. Old Business:

a. Staff presented the information regarding Policy Review.
Board Policy for Approval of CEO Compensation, Benefits and Expense

After much discussion, Commissioner Lorenz stated that she would like to have more discussion and clarification on various parts of this policy and no action would be taken on this item at this time.

VII. New Business:

VIII. Information/Update

a. Staff presented the information regarding World Cup 2026 Update.
b. Staff presented the information regarding InFOCUS Strategic Plan Update.
c. Staff presented the information regarding Grant Tracker.
d. Staff presented the information regarding Awards over 25K.

IX. Next Meeting Date: June 15, 2026

X. Adjournment:

Commissioner Lorenz made the motion 'I move to adjourn.' Commissioner Stieben seconded the motion, motion passed, unanimously.
Meeting ended at 2:15pm.

KC ATA | RideKC

Fare Update



AJ Farris, 6/17/2026

Finance Strategy

Strategy F2: Expand KCATA's Ability to Generate Revenue

- Sub-Strategy F2D : Consider update to free fare policy, including fare capping or partial fares.



Previous Work

2023

- Zero Fare Operations Analysis Completed
  - Identified pain points and issues related to Zero Fare. Recommended return to Fares.

2024

- Return To Fare Analysis Completed
  - Identified what would be required to return to collecting fares and potential impact

December 2025

- Signed Contract with Fare Technology Vendor

June 1st 2026

- Began Fare collection

Overall Sales (6/9/2026)

Total Product Sales - $162,474

- Physical Passes (LUCC) - $88.7K **(55%)**
- Mobile Application - $56.6K **(35%)**
- Open Payment (Tap to Pay) - $17.1K (**11%)**

Most Popular Products (By # of Products Sold)

- Day Pass Regular LUCC
- Day Pass Reduced LUCC
- Day Pas Regular Mobile
- 30 Day Pass Reduced LUCC
- 30 Day Pass Regular Mobile

We want to influence passengers to transition from Physical Passes (LUCC) to Mobile or Tap to Pay (Credit Card).

On Going Improvements

- IT is working to ensure every validator that is installed is up and running. We receive daily reports showing progress
- More materials are being created to guide our customer care team on resolving issues
- Evaluating strategies to help people transition to Mobile app to allow for better customer service
- Continuing Coordination with United Way and other external agencies on pass programs

<in>FOCUS

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 iniative 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	Mar-25	Tyler Means/Michael Riley	$100,000 per year	Apr 2026 YTD $0 to Income Statement, Apr 2026 YTD Budget $57,974	Mar 2026 YTD $0 to Income Statement, Mar 2026 YTD Budget $43,481	
Cost per Revenue Hour – Fixed Route	Annual	Mar-25	Chris Mattix/AJ Farris	Annual cost per hour less than or equal to hourly cost assumption in budget	Budget = $168.93, Apr YTD = $171.72, Var = ($2.79)	Budget = $168.28, Mar YTD = $169.29, Var = ($1.01)	
Increase Direct Revenue Generated	Annual	Mar-25	Chris Mattix/AJ Farris	20% of operating costs	Apr 2026 YTD is 5.7%	Mar 2026 YTD is 5.7%	
Fixed Route% of Expenditures Compared to Budget	Monthly	Mar-25	Andrew Morse/Chris Mattix	Less than or equal to 100% of budget	Mar YTD 100.0%	Mar YTD 99.6%	

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.	These materials are crafted and are utilized regularly as part of various contracts and partnerships.	KCATA will continue to discover new business opportunities and avenues to develop multi-structured partnerships that utilize this information.
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)	Jun–26	Donald Bowlin/Johnny Moore	1.2 (20% over the required number of operators) daily	Full–time 284, Part–Time 18	Full–time 278, Part–Time 18	
Turnover Rate	Annual	Jan–26	June Berry	Less than 10% annual turnover	17.20%	16.92%	
Workforce Recruitment	Quarterly	Jun–26	June Berry	Less than 60 days	On June 8th HR on–boarded a class of 6 credentialed operators to work during the summer. This class was fille in 11 business days.	From the Job Fair 12.4.25 to the Student Operator Class 1.12.26, candidates were interviewed, screened, tested, permited, 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 bieng updated multiple times	Reporting schedule can make aquiring some KPI's difficult before dealine	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	Jun-26	Cindy Baker/Jolene Taylor	Less than 1 minute average hold time	The Fixed Route call center average handle time for May 2026 was 1:13. The average handle time in May for Freedom Paratransit was 2:25.	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.	
Customer Complaints per 100k miles	Monthly	Jun-26	Cindy Baker/Jolene Taylor	Less than 15 complaints per 100k miles	During the month of May, 2026 we received a total of 36 complaints, averaging 1.50 complaints per 100K miles.	During the month of April, 2026 we received a total of 92 complaints, averaging 3.86 complaints per 100K miles.	
On-Time Performance (Fixed Route)	Monthly	Jun-26	Donald Bowlin, AJ Farris/Patrick Blankenship, Malik Shakour	Greater than 90%	May: 84.4%	April: 83.2%	
On-Time Performance (Paratransit)	Monthly	Jun-26	Richard Cowart, Pete Comer	Greater than 90%	May: 87%	April: 89%	
Customer Complaint Response Time	Monthly	Jun-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 grafitti 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	Jun–26	Michael Riley/Brien Starner	≥ 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	Jun–26	Cindy Baker, Tyler Means/Cindy Baker, Tyler Means	Progressive Annual increase	May: 5.9%	April: 6.4%	
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 comittee.	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 launched June 1st.	Addressing small challenges and ensuring access to passes.	Continue to explore communication opportunities to better explain how to access passes, as well as working with partnering agencies to ensure improved access to pass purchases.
U1D: Develop a network of agency advocates that involves private employers						We have launched our partnership with United Way and have begun developing a structured process for engaging private and public instituions to be involved with the pass program.	Finalizing the business plan for private/public engagement.	Meetings are scheduled with partnering agency support to help develop and launch our approach.
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	Jun-26	AJ Farris/Mira Felzien	Increase in 12-month average	May: 2026: 899,593 4.24% decrease from May 2025 excluding Main MAX	April 2026: 897,258 (2.14% increase from April 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 implementening 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 occuring 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 accessiblity 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 completetion 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.

KC ATA | RideKC



April 2026 Procurement Awards Over $25,000

Finance Committee

Rick Maner, Acting Chief Financial Officer

Monday, June 15, 2026

PROCUREMENT AWARDS OVER $25,000
Month Ended April 30, 2026

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	18th & 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

KCATA

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

May 2026

Reported June 9, 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.

KCATA | RideKC

Set Filters

Mode: All

Day: All

Community: All

Previous Months

1/1/2019 – 5/1/2026

Completed Trips	Fixed Route OTP	Paratransit OTP
99.5%	**84.4%**	**87.0%**
Goal: 97.0%	Goal: 80.0%, 90.0%	Goal: 95.0%
May 2026	**May 2026**	**May 2026**

Fixed + Flex + Iris Ridership
899,593
May 2026

Fixed Route Ridership	Flex + Iris Ridership
894,156	**5,437**
May 2026	**May 2026**

Revenue Hours	Platform Hours
28,509	**39,950**
May 2026	**May 2026**

Passengers per Revenue Hour
30
May 2026

Paratransit Trips	Paratransit Passengers
18,287	**19,769**
May 2026	**May 2026**

Road Calls
82
May 2026

Vehicle Incidents
14
May 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.

KCATA | RideKC

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.

Mode: All | Day: All | Community: All

Previous Months

1/1/2019 — 5/1/2026

Ridership

894,606

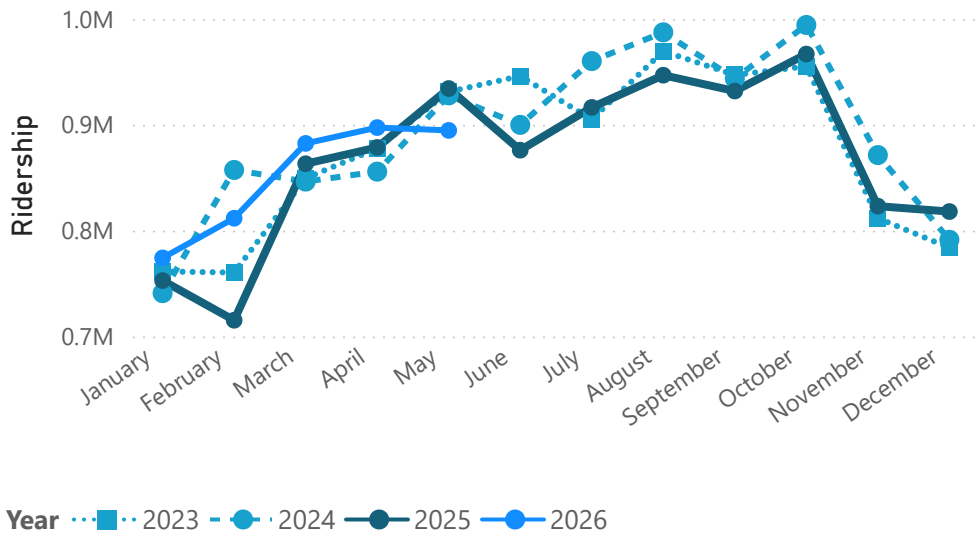
May 2026

Year-over-Year Change

-4.24%

May 2026

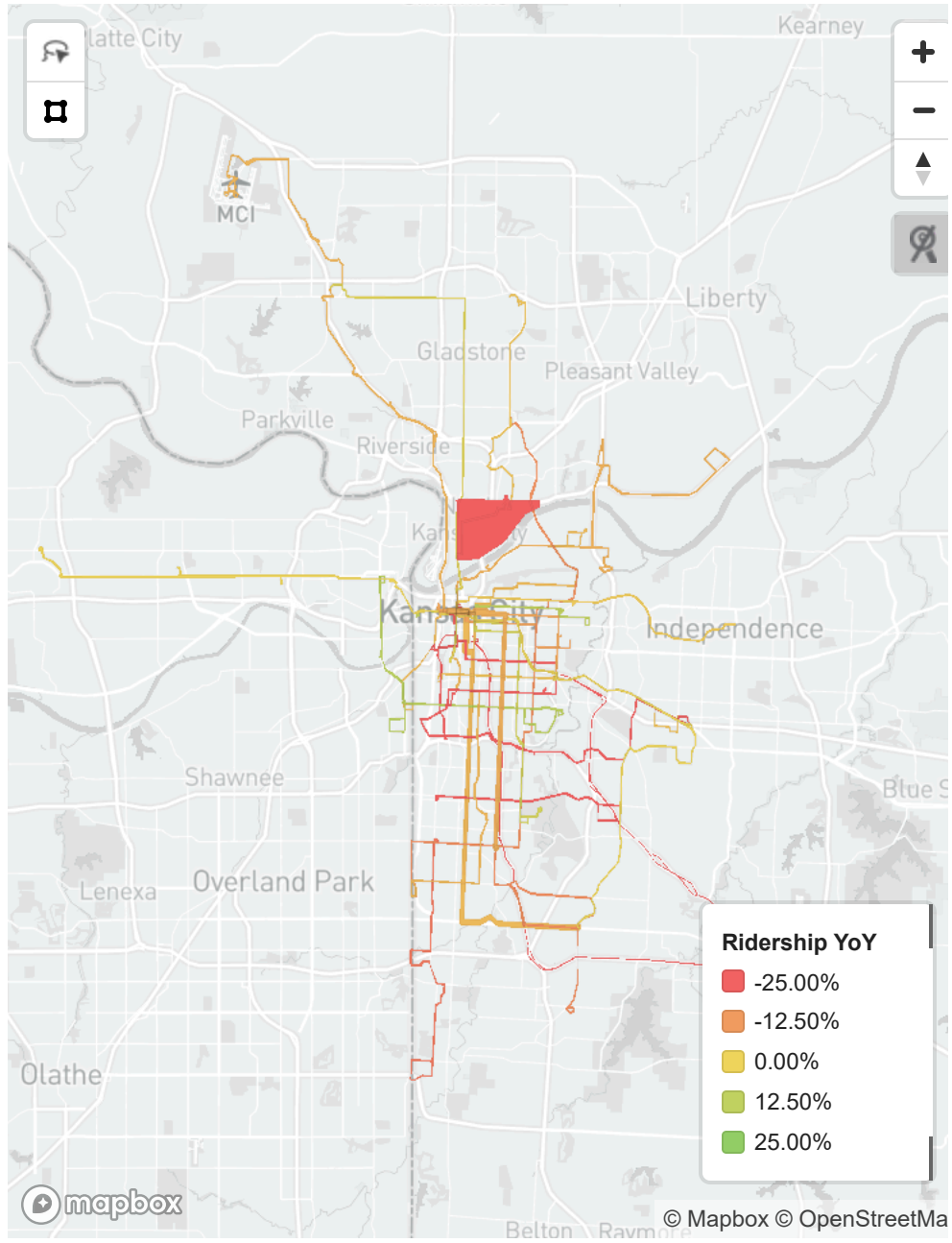
Monthly Ridership



Details by Route

#	Route Name	Month Total	Daily Average	% Change (YoY)
2	Troost MAX	100,602	3,245	-5.82%
3	Prospect MAX	139,916	4,513	-7.93%
9	9th Street	10,056	324	12.12%
11	Northeast-Westside	30,214	975	-5.36%
12	12th Street	23,134	746	-9.60%
18	Indiana	31,197	1,006	6.42%
21	Cleveland-Antioch	11,836	455	-14.55%
23	23rd Street	7,184	232	-10.85%
24	Independence	76,892	2,480	-2.23%
25	Troost	36,156	1,166	-6.22%
27	27th Street	9,430	304	-26.59%
28	Blue Ridge	13,205	508	0.59%
31	31st Street	74,537	2,404	-3.84%
35	35th Street	16,175	522	-29.64%
39	39th Street	49,565	1,599	13.24%
47	Broadway	25,717	830	-31.69%
50	Wornall-Brookside	22,124	714	
57	Wornall	10,332	333	-19.84%
63	63rd Street	8,719	281	-50.53%
71	Prospect	16,934	546	4.61%
75	75th Street	11,767	380	-15.44%
85	Paseo	24,572	793	-6.08%
101	State Ave	59,297	1,913	0.26%
107	7th Street/Parallel	8,804	339	14.26%
201	North Oak	30,883	996	3.66%
210	Front Street	11,883	383	-7.37%
229	Boardwalk/KCI	18,132	585	-6.82%
238	Meadowbrook	13,905	449	-3.48%
298	North Kansas City Flex	450	21	-52.28%
550	Lee's Summit Express	988	47	-35.34%

Ridership Change - Year over Year



KCATA | RideKC

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.

Mode: All | Day: All | Community: All

Previous Months

1/1/2019 — 5/1/2026

Revenue Hours

28,509

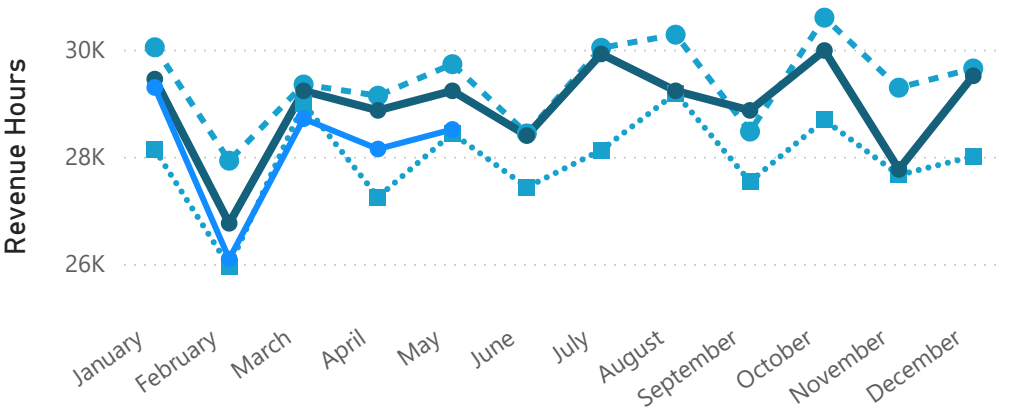
May 2026

Year-over-Year Change

1.2%

May 2026

Revenue Hours



Revenue Hours Change - Year over Year



Details by Route

#	Route Name	Month Total	% Change (YoY)
2	Troost MAX	2,453	0.0%
3	Prospect MAX	2,958	1.6%
9	9th Street	514	35.9%
11	Northeast-Westside	1,406	-9.0%
12	12th Street	617	-9.3%
18	Indiana	1,173	-3.6%
21	Cleveland-Antioch	576	-3.1%
23	23rd Street	381	-6.5%
24	Independence	1,580	0.9%
25	Troost	860	-8.1%
27	27th Street	506	-8.9%
28	Blue Ridge	568	-2.8%
31	31st Street	2,286	0.0%
35	35th Street	655	-7.9%
39	39th Street	1,193	-0.4%
47	Broadway	1,054	-27.1%
50	Wornall-Brookside		
57	Wornall	638	-9.6%
63	63rd Street	295	-3.4%
71	Prospect	528	-2.6%
75	75th Street	674	-11.2%
85	Paseo	1,176	22.1%
101	State Ave	1,619	0.0%
107	7th Street/Parallel	420	85.2%
201	North Oak	1,609	-0.0%
210	Front Street	808	-6.2%
229	Boardwalk/KCI	1,040	-10.3%
238	Meadowbrook	816	-10.0%
298	North Kansas City Flex		
550	Lee's Summit Express	103	3.2%

KCATA | RideKC

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.

Mode: All | Day: All | Community: All

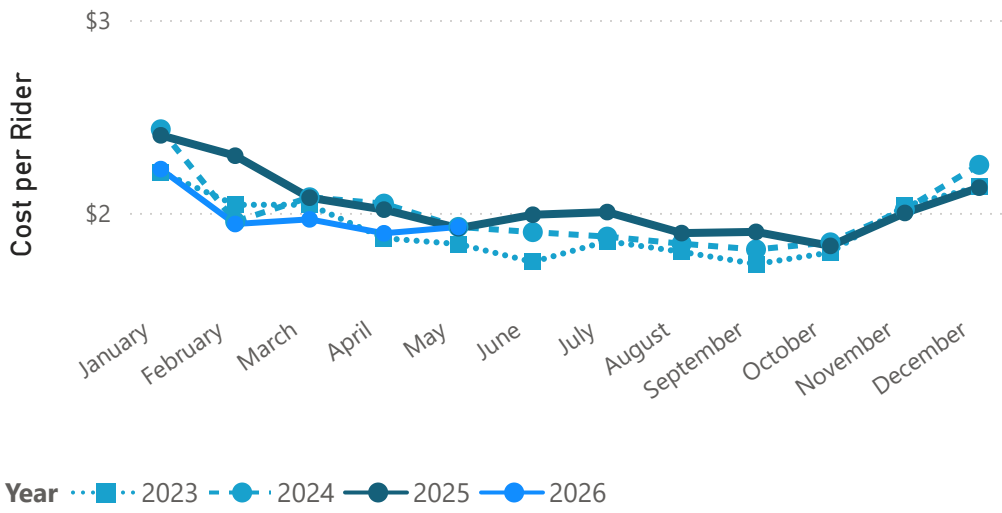
Previous Months

1/1/2019 — 5/1/2026

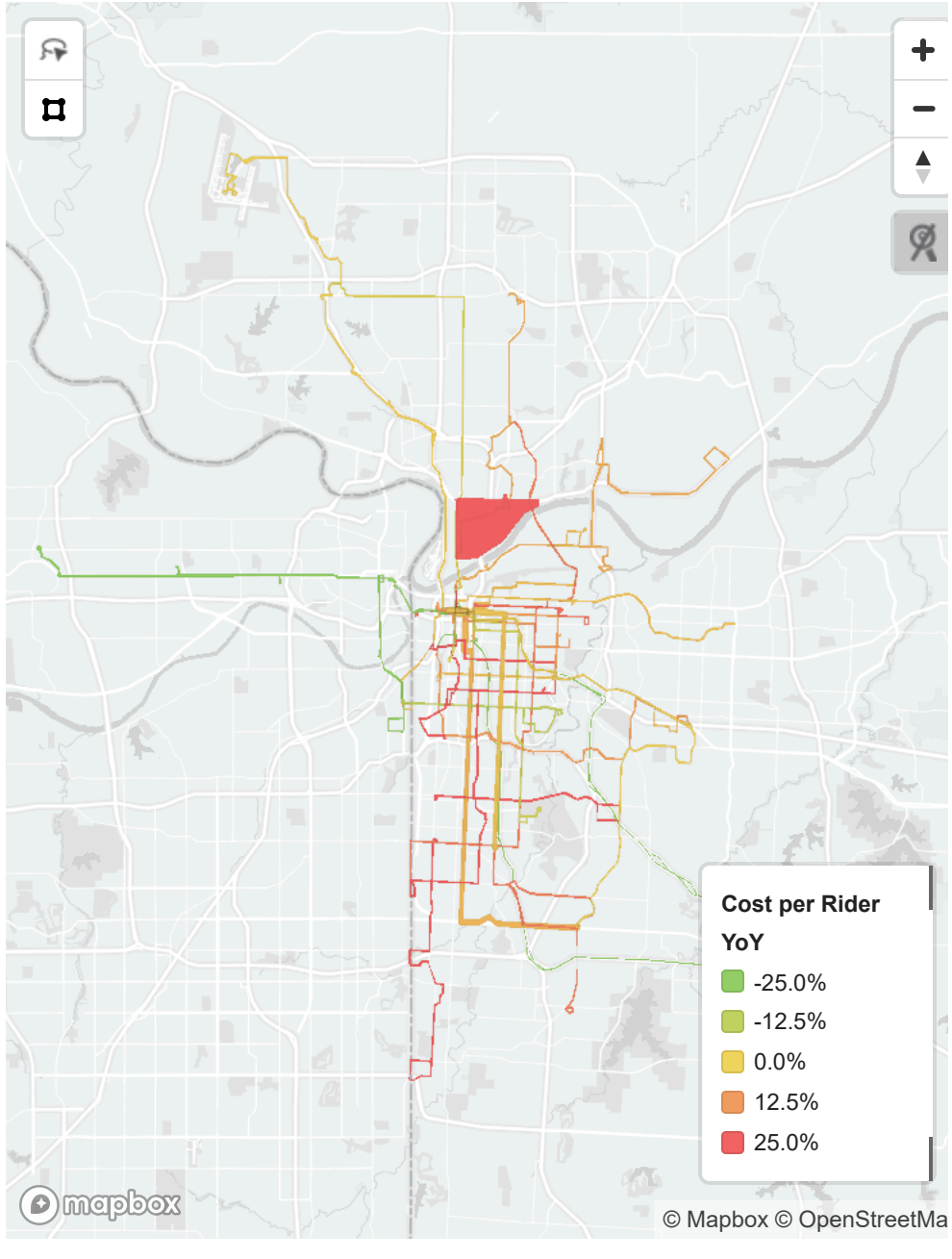
Details by Route

#	Route Name	Cost per Rider	% Change (YoY)
2	Troost MAX	$1.46	6.1%
3	Prospect MAX	$1.27	3.1%
9	9th Street	$3.07	21.2%
11	Northeast-Westside	$3.07	4.5%
12	12th Street	$1.77	10.6%
18	Indiana	$2.34	-6.6%
21	Cleveland-Antioch	$3.02	17.0%
23	23rd Street	$3.41	12.2%
24	Independence	$1.23	3.2%
25	Troost	$1.55	6.6%
27	27th Street	$3.53	36.9%
28	Blue Ridge	$2.66	0.7%
31	31st Street	$1.84	4.0%
35	35th Street	$2.64	47.7%
39	39th Street	$1.45	-11.7%
47	Broadway	$2.61	11.0%
50	Wornall-Brookside	$2.98	
57	Wornall	$4.10	25.3%
63	63rd Street	$2.03	98.6%
71	Prospect	$1.92	-4.4%
75	75th Street	$4.00	18.0%
85	Paseo	$2.86	29.1%
101	State Ave		-100.0%
107	7th Street/Parallel		-100.0%
201	North Oak	$3.07	-3.5%
210	Front Street	$4.35	8.2%
229	Boardwalk/KCI	$3.63	1.5%
238	Meadowbrook	$4.08	8.1%
298	North Kansas City Flex	$40.15	42.0%
550	Lee's Summit Express		-100.0%

Cost per Rider



Cost per Rider Change - Year over Year



KCATA | RideKC

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.

Mode: All | Day: All | Community: All

Previous Months

1/1/2019 — 5/1/2026

On-Time Performance

84.38%

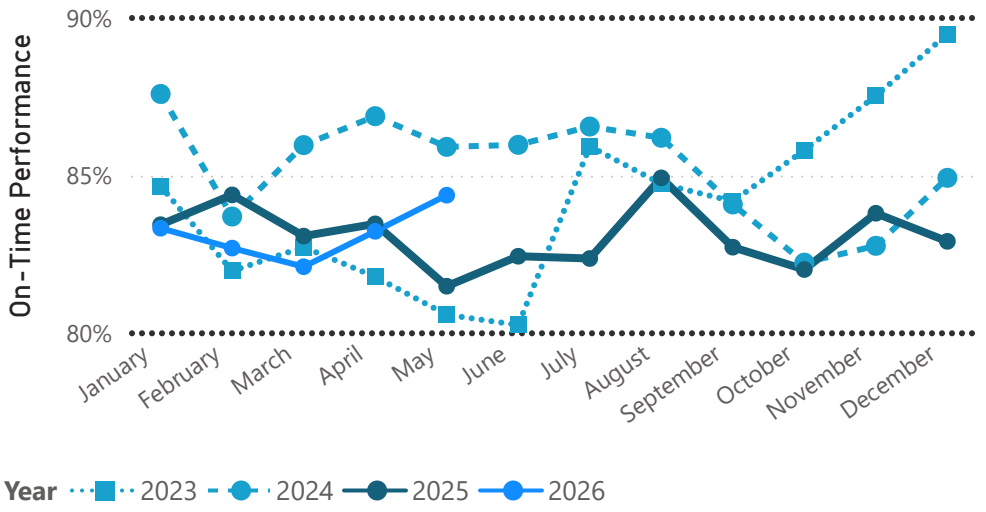
May 2026

Year-over-Year Change

3.54%

May 2026

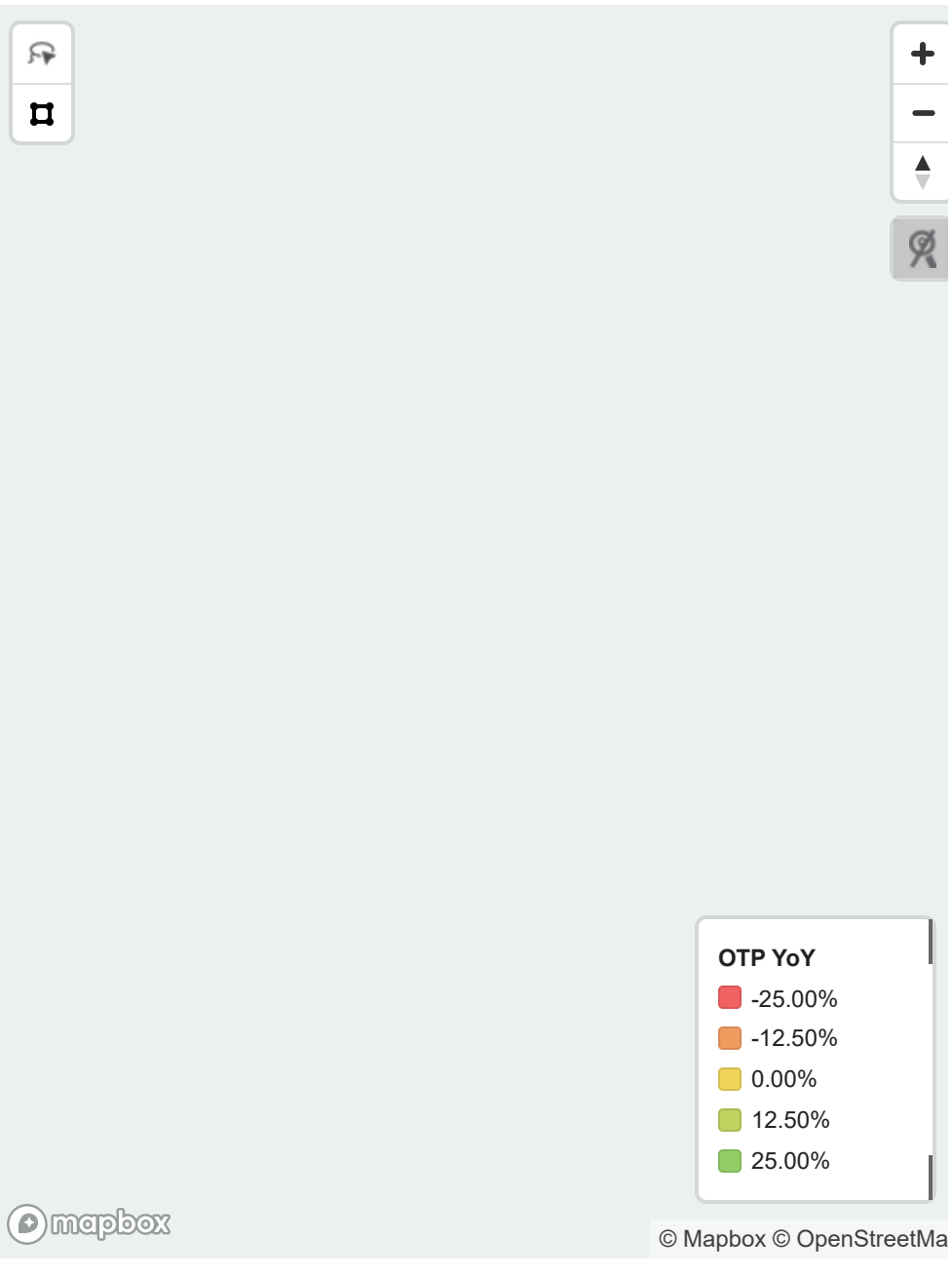
On-Time Performance



Details by Route

#	Route Name	Weekday A.M. Peak Frequency	Current OTP	% Change (YoY)	Completed Trips
2	Troost MAX	20	81.94%	-2.00%	99.3%
3	Prospect MAX	15	84.98%	3.47%	99.2%
9	9th Street	60	85.67%	0.26%	99.9%
11	Northeast-Westside	30	80.87%	6.66%	99.3%
12	12th Street	45	81.77%	2.44%	98.1%
18	Indiana	30	88.38%	-0.27%	99.6%
21	Cleveland-Antioch	60	87.57%	12.32%	99.4%
23	23rd Street	60	88.41%	8.55%	99.8%
24	Independence	20	84.54%	-2.17%	99.5%
25	Troost	30	91.60%	0.47%	99.2%
27	27th Street	60	89.28%	0.22%	99.0%
28	Blue Ridge	60	85.72%	11.30%	100.0%
31	31st Street	15	88.81%	-0.54%	99.5%
35	35th Street	45	72.38%	3.68%	100.0%
39	39th Street	30	86.75%	3.65%	99.6%
47	Broadway	45	69.66%	-2.74%	99.3%
50	Wornall-Brookside	20	86.76%		99.9%
57	Wornall	45	89.38%	4.21%	98.9%
63	63rd Street	60	87.78%	6.83%	100.0%
71	Prospect	60	88.48%	7.72%	100.0%
75	75th Street	45	77.61%	-1.09%	100.0%
85	Paseo	60	64.09%	-8.55%	99.2%
101	State Ave	30	73.42%	-8.05%	-Infinity
107	7th Street/Parallel	60	82.64%	4.53%	100.0%
201	North Oak	30	80.67%	-6.29%	99.8%
210	Front Street	60	84.09%	13.32%	99.6%
229	Boardwalk/KCI	60	79.43%	4.58%	99.7%
238	Meadowbrook	60	66.34%	15.17%	99.8%
550	Lee's Summit Express		77.53%	17.46%	100.0%

On-Time Performance Change - Year over Year



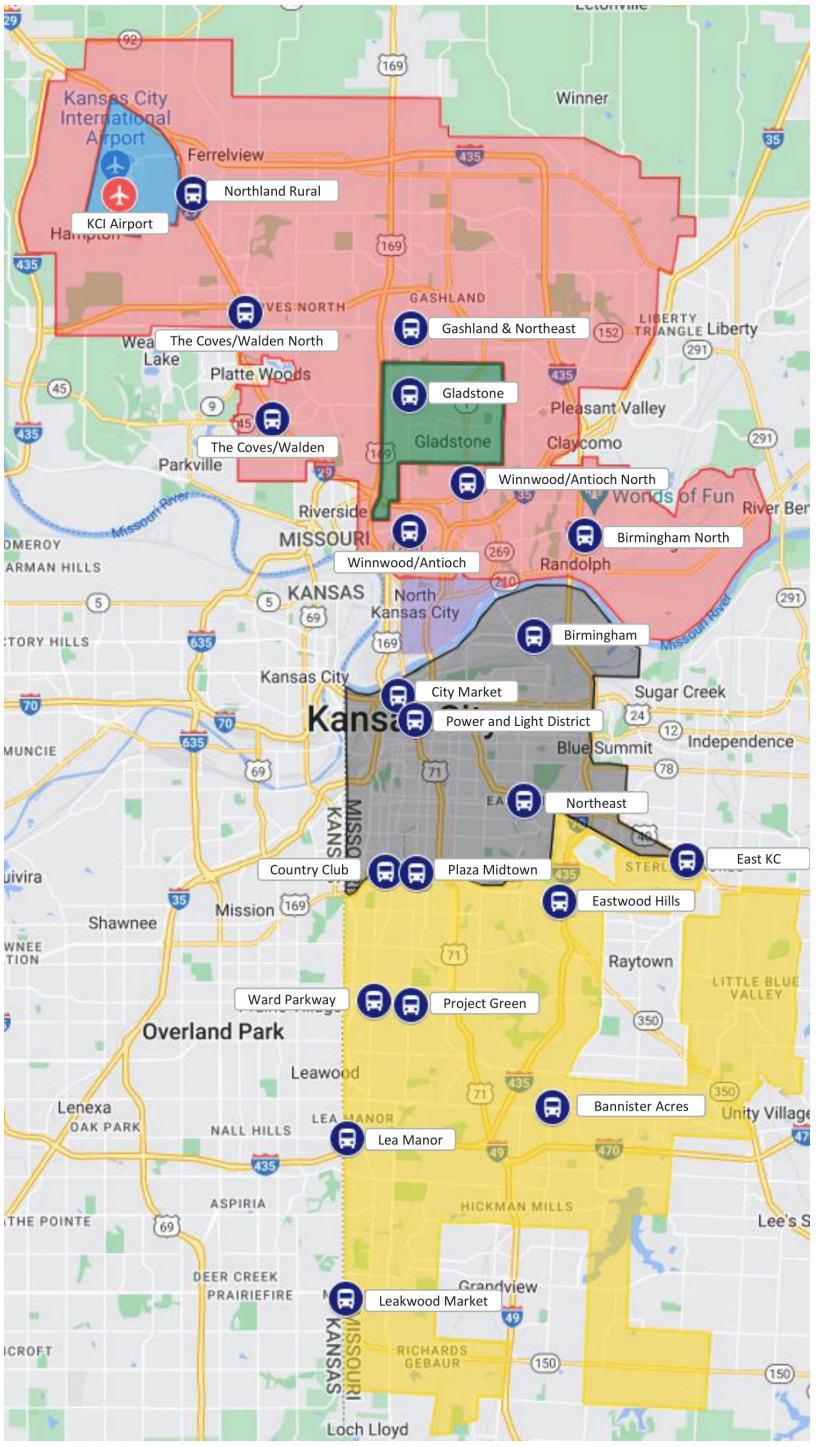
KCATA | RideKC

IRIS

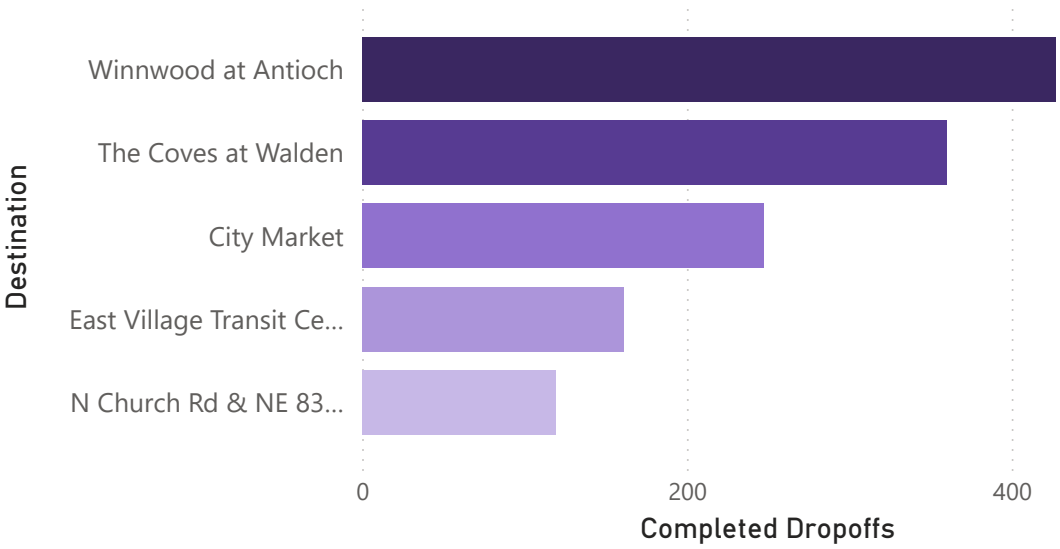
IRIS is an app-based, on-demand service provided by Kansas City, MO, in partnership with the Kansas City Area Transportation Authority, zTrip, and RideCo.

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



Average Wait Time (Minutes)

9

May 2026

Average Trip Time (Minutes)

19

May 2026

Average Daily Ridership

161

May 2026

Monthly Trips

4,625

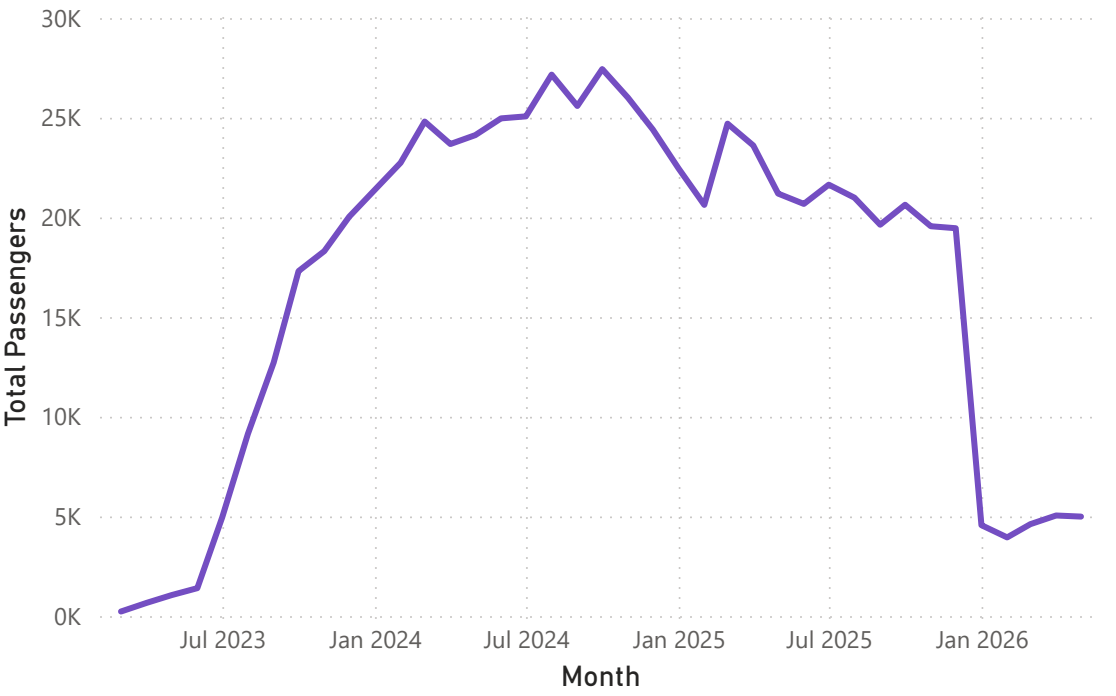
May 2026

Monthly Ridership

4,987

May 2026

Ridership



RideKC Transit Key Performance Indicators

May 2026

Reported June 9, 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.

KCATA | RideKC

Set Filters

Mode: All

Day: All

Community: Kansas City, MO

Previous Months

1/1/2019 – 5/1/2026

Completed Trips	Fixed Route OTP	Paratransit OTP
99.4%	**84.3%**	**87.0%**
Goal: 97.0%	Goal: 80.0%, 90.0%	Goal: 95.0%
May 2026	**May 2026**	**May 2026**

Fixed + Flex + Iris Ridership
868,215
May 2026

Fixed Route Ridership	Flex + Iris Ridership
863,228	**4,987**
May 2026	**May 2026**

Revenue Hours	Platform Hours
24,976	**34,879**
May 2026	**May 2026**

Passengers per Revenue Hour
31
May 2026

Paratransit Trips	Paratransit Passengers
18,287	**19,769**
May 2026	**May 2026**

Road Calls
82
May 2026

Vehicle Incidents
14
May 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.

KCATA | RideKC

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.

Mode: All | Day: All | Community: Kansas City, MO

Previous Months

1/1/2019 — 5/1/2026

Ridership

863,228

May 2026

Year-over-Year Change

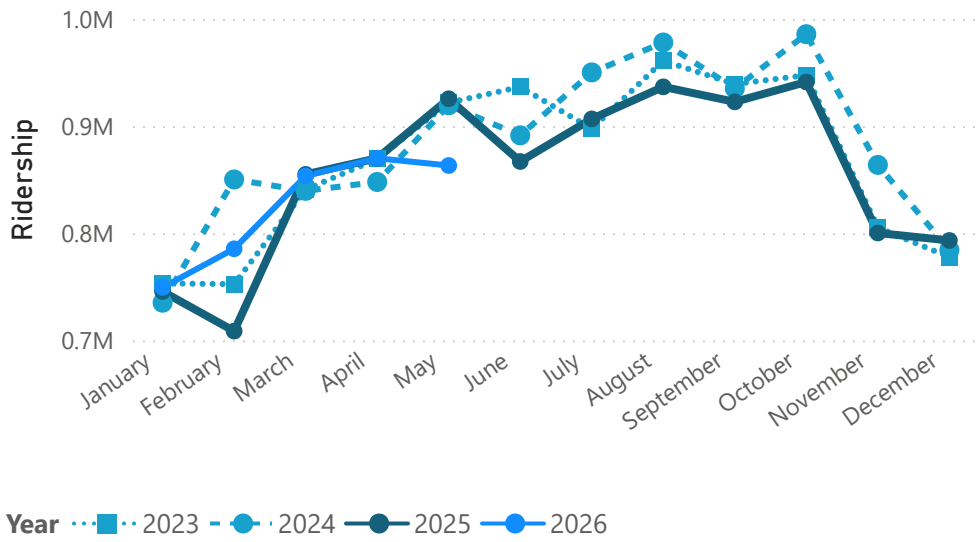
-6.73%

May 2026

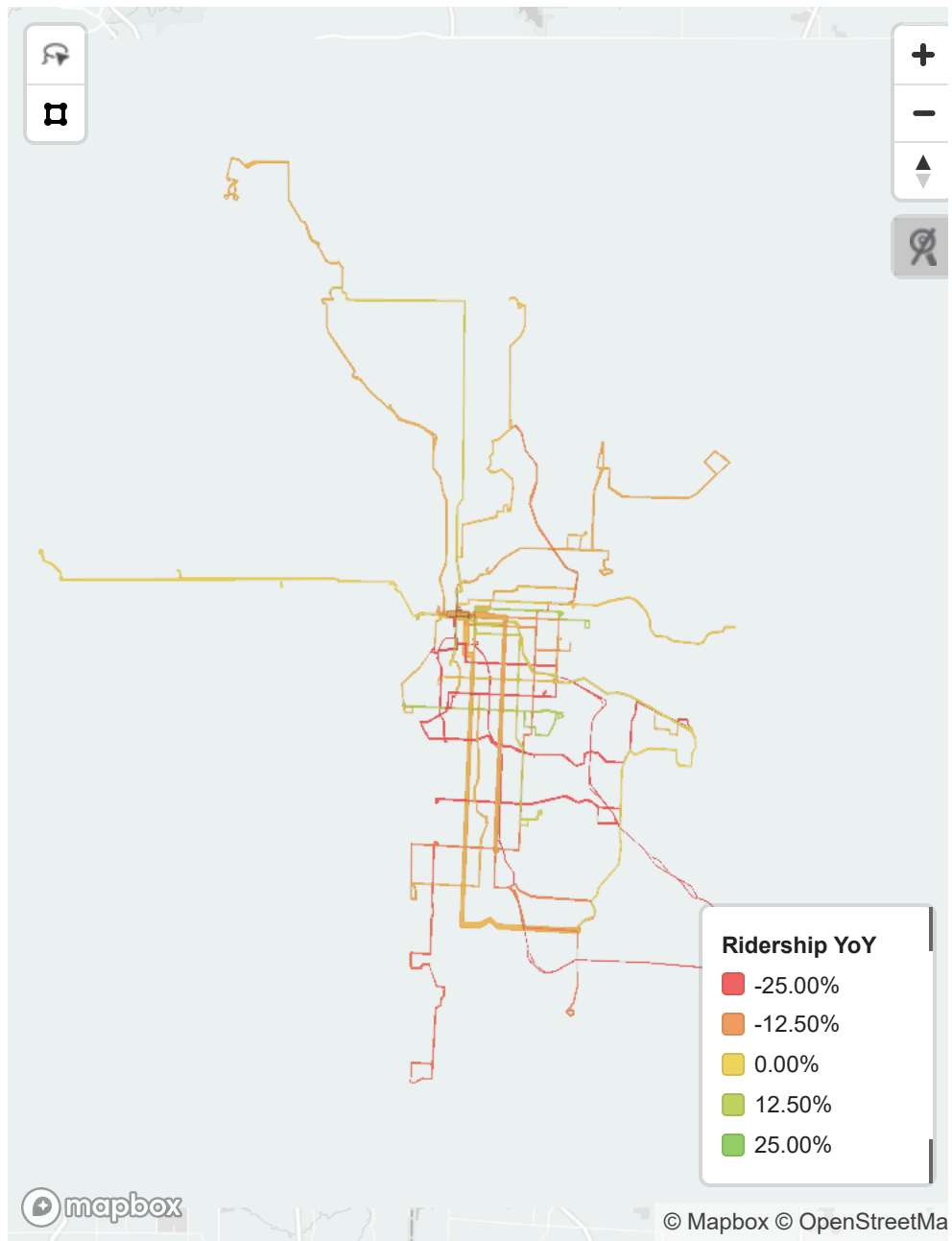
Details by Route

#	Route Name	Month Total	Daily Average	% Change (YoY)
2	Troost MAX	100,602	3,245	-5.82%
3	Prospect MAX	139,916	4,513	-7.93%
9	9th Street	10,056	324	12.12%
11	Northeast-Westside	30,214	975	-5.36%
12	12th Street	23,134	746	-9.60%
18	Indiana	31,197	1,006	6.42%
21	Cleveland-Antioch	11,836	455	-14.55%
23	23rd Street	7,184	232	-10.85%
24	Independence	76,892	2,480	-2.23%
25	Troost	36,156	1,166	-6.22%
27	27th Street	9,430	304	-26.59%
28	Blue Ridge	13,205	508	0.59%
31	31st Street	74,537	2,404	-3.84%
35	35th Street	16,175	522	-29.64%
39	39th Street	49,565	1,599	13.24%
47	Broadway	25,717	830	-31.69%
57	Wornall	10,332	333	-19.84%
63	63rd Street	8,719	281	-50.53%
71	Prospect	16,934	546	4.61%
75	75th Street	11,767	380	-15.44%
85	Paseo	24,572	793	-6.08%
101	State Ave	59,297	1,913	0.26%
201	North Oak	30,883	996	3.66%
210	Front Street	11,883	383	-7.37%
229	Boardwalk/KCI	18,132	585	-6.82%
238	Meadowbrook	13,905	449	-3.48%
550	Lee's Summit Express	988	47	-35.34%

Monthly Ridership



Ridership Change - Year over Year



KCATA | RideKC

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.

Mode: All | Day: All | Community: Kansas City, MO

Previous Months

1/1/2019 — 5/1/2026

Revenue Hours

24,976

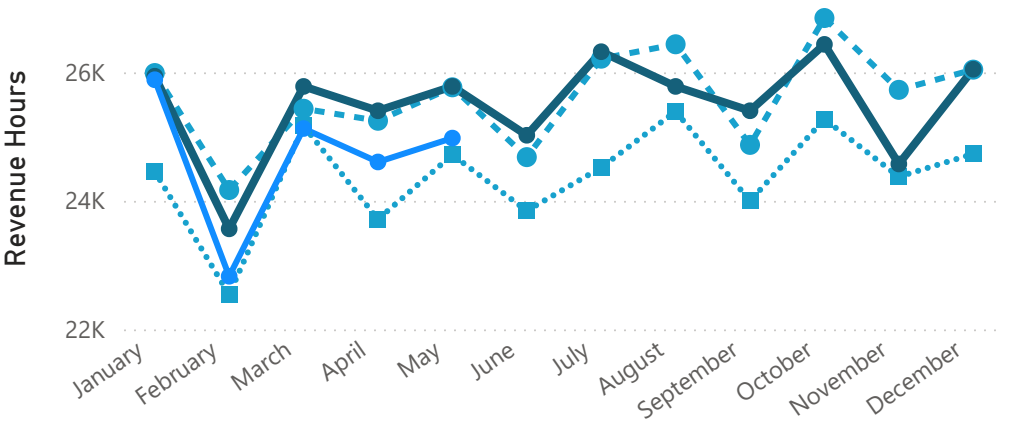
May 2026

Year-over-Year Change

-3.2%

May 2026

Revenue Hours



Revenue Hours Change - Year over Year



Details by Route

#	Route Name	Month Total	% Change (YoY)
2	Troost MAX	2,453	0.0%
3	Prospect MAX	2,958	1.6%
9	9th Street	514	35.9%
11	Northeast-Westside	1,249	-9.0%
12	12th Street	617	-9.3%
18	Indiana	1,173	-3.6%
21	Cleveland-Antioch	572	-3.1%
23	23rd Street	381	-6.5%
24	Independence	1,296	0.9%
25	Troost	860	-8.1%
27	27th Street	506	-8.9%
28	Blue Ridge	451	-2.8%
31	31st Street	1,971	0.0%
35	35th Street	655	-7.9%
39	39th Street	1,138	-0.4%
47	Broadway	863	-27.1%
57	Wornall	638	-9.6%
63	63rd Street	281	-3.4%
71	Prospect	528	-2.6%
75	75th Street	674	-11.2%
85	Paseo	1,176	22.1%
101	State Ave	172	0.0%
201	North Oak	1,314	-0.0%
210	Front Street	808	-6.2%
229	Boardwalk/KCI	1,040	-10.3%
238	Meadowbrook	609	-10.0%
550	Lee's Summit Express	75	3.2%

KCATA | RideKC

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.

Mode: All | Day: All | Community: Kansas City, MO

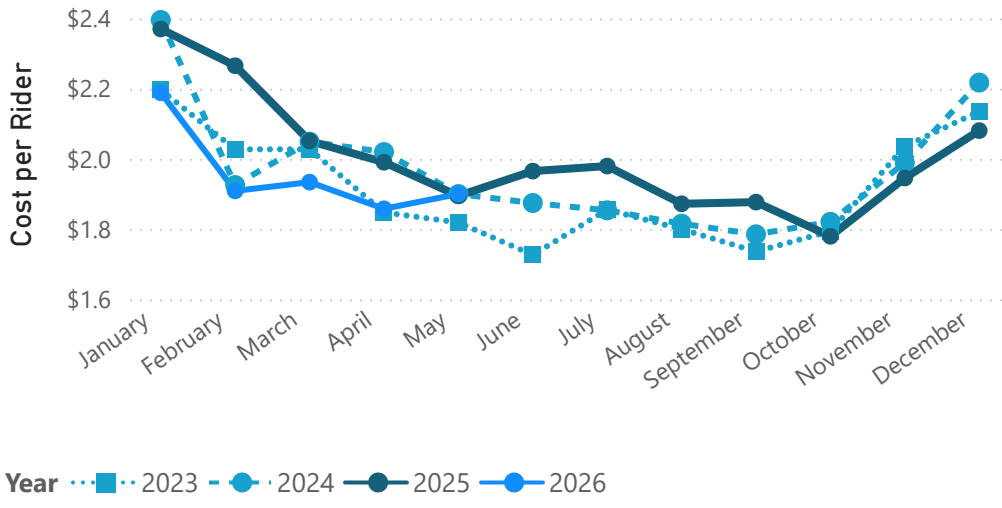
Previous Months

1/1/2019 — 5/1/2026

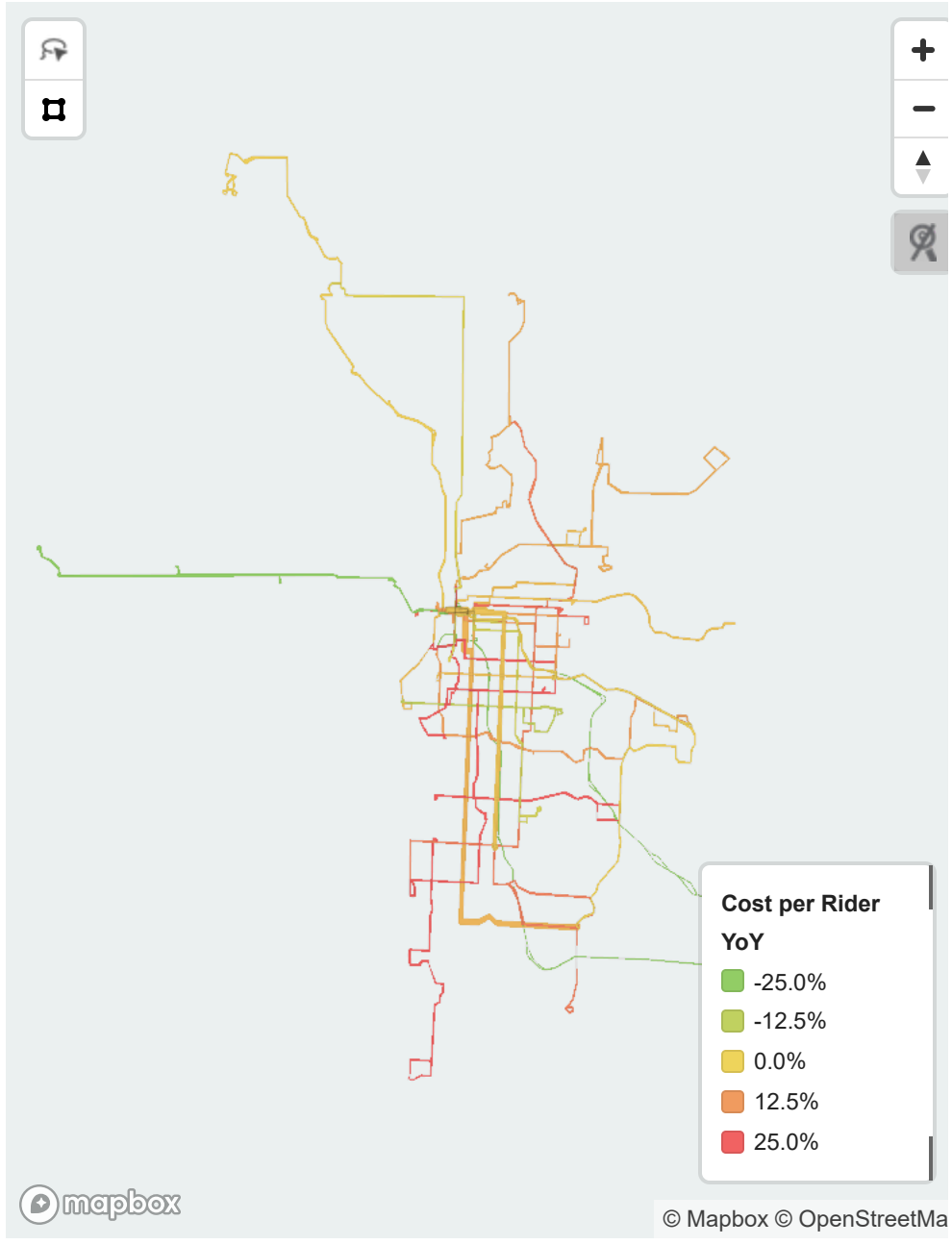
Details by Route

#	Route Name	Cost per Rider	% Change (YoY)
2	Troost MAX	$1.46	6.1%
3	Prospect MAX	$1.27	3.1%
9	9th Street	$3.07	21.2%
11	Northeast-Westside	$3.07	4.5%
12	12th Street	$1.77	10.6%
18	Indiana	$2.34	-6.6%
21	Cleveland-Antioch	$3.02	17.0%
23	23rd Street	$3.41	12.2%
24	Independence	$1.23	3.2%
25	Troost	$1.55	6.6%
27	27th Street	$3.53	36.9%
28	Blue Ridge	$2.66	0.7%
31	31st Street	$1.84	4.0%
35	35th Street	$2.64	47.7%
39	39th Street	$1.45	-11.7%
47	Broadway	$2.61	11.0%
57	Wornall	$4.10	25.3%
63	63rd Street	$2.03	98.6%
71	Prospect	$1.92	-4.4%
75	75th Street	$4.00	18.0%
85	Paseo	$2.86	29.1%
101	State Ave		-100.0%
201	North Oak	$3.07	-3.5%
210	Front Street	$4.35	8.2%
229	Boardwalk/KCI	$3.63	1.5%
238	Meadowbrook	$4.08	8.1%
550	Lee's Summit Express		-100.0%

Cost per Rider



Cost per Rider Change - Year over Year



KCATA | RideKC

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.

Mode: All | Day: All | Community: Kansas City, MO

Previous Months

1/1/2019 — 5/1/2026

On-Time Performance

84.28%

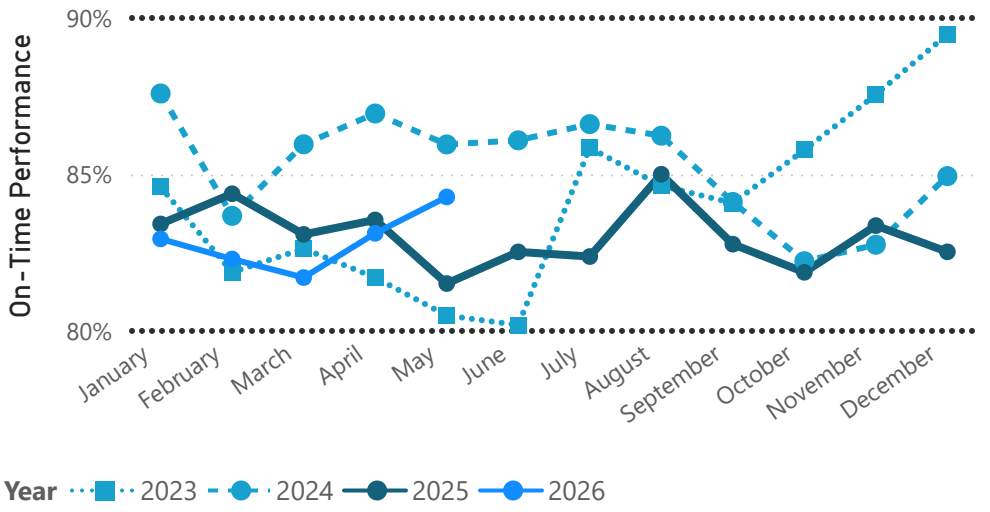
May 2026

Year-over-Year Change

3.39%

May 2026

On-Time Performance



Details by Route

#	Route Name	Weekday A.M. Peak Frequency	Current OTP	% Change (YoY)	Completed Trips
2	Troost MAX	20	81.94%	-2.00%	99.3%
3	Prospect MAX	15	84.98%	3.47%	99.2%
9	9th Street	60	85.67%	0.26%	99.9%
11	Northeast-Westside	30	80.87%	6.66%	99.3%
12	12th Street	45	81.77%	2.44%	98.1%
18	Indiana	30	88.38%	-0.27%	99.6%
21	Cleveland-Antioch	60	87.57%	12.32%	99.4%
23	23rd Street	60	88.41%	8.55%	99.8%
24	Independence	20	84.54%	-2.17%	99.5%
25	Troost	30	91.60%	0.47%	99.2%
27	27th Street	60	89.28%	0.22%	99.0%
28	Blue Ridge	60	85.72%	11.30%	100.0%
31	31st Street	15	88.81%	-0.54%	99.5%
35	35th Street	45	72.38%	3.68%	100.0%
39	39th Street	30	86.75%	3.65%	99.6%
47	Broadway	45	69.66%	-2.74%	99.3%
57	Wornall	45	89.38%	4.21%	98.9%
63	63rd Street	60	87.78%	6.83%	100.0%
71	Prospect	60	88.48%	7.72%	100.0%
75	75th Street	45	77.61%	-1.09%	100.0%
85	Paseo	60	64.09%	-8.55%	99.2%
101	State Ave	30	73.42%	-8.05%	-Infinity
201	North Oak	30	80.67%	-6.29%	99.8%
210	Front Street	60	84.09%	13.32%	99.6%
229	Boardwalk/KCI	60	79.43%	4.58%	99.7%
238	Meadowbrook	60	66.34%	15.17%	99.8%
550	Lee's Summit Express		77.53%	17.46%	100.0%

On-Time Performance Change - Year over Year

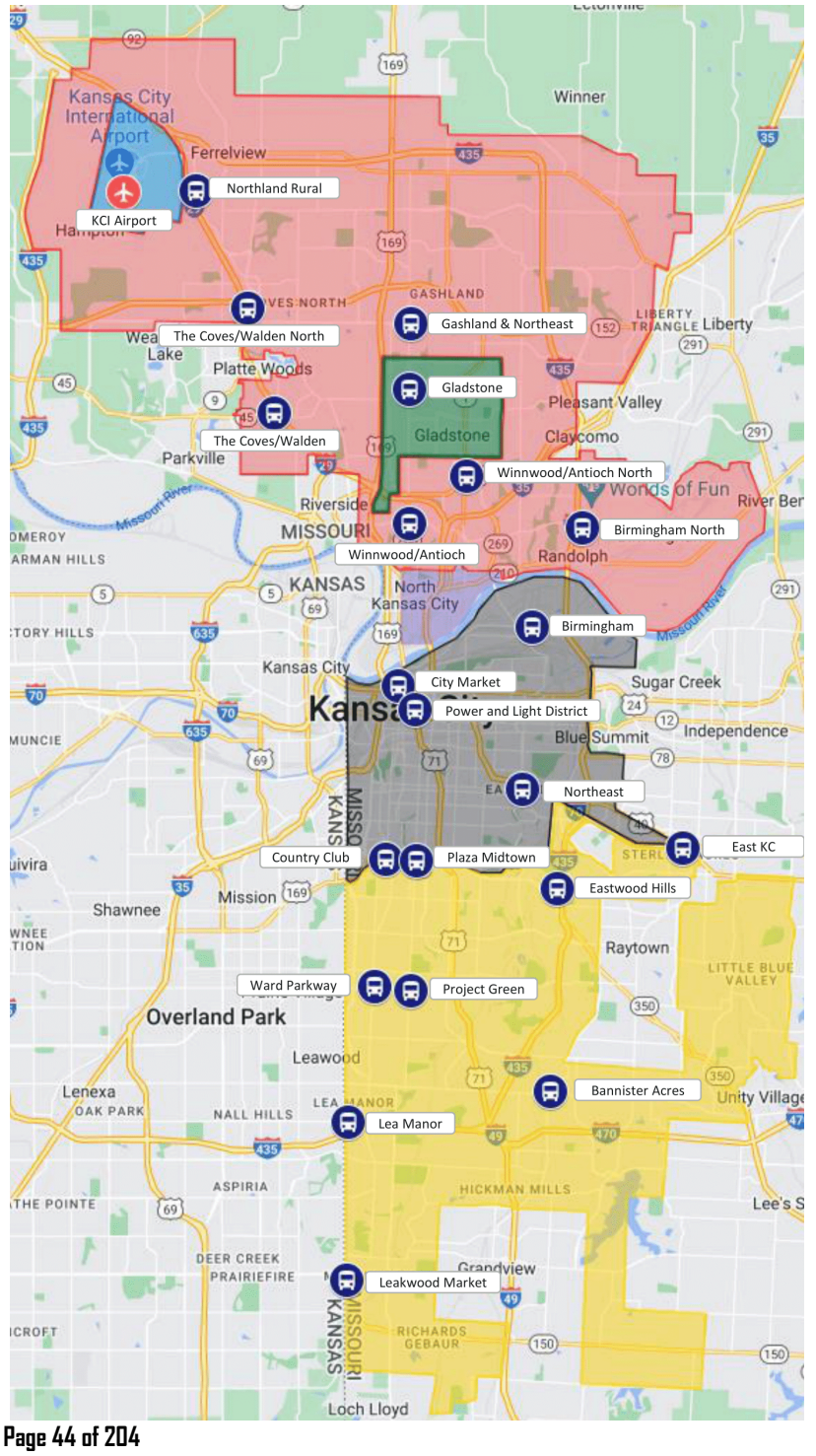
KCATA | RideKC

IRIS

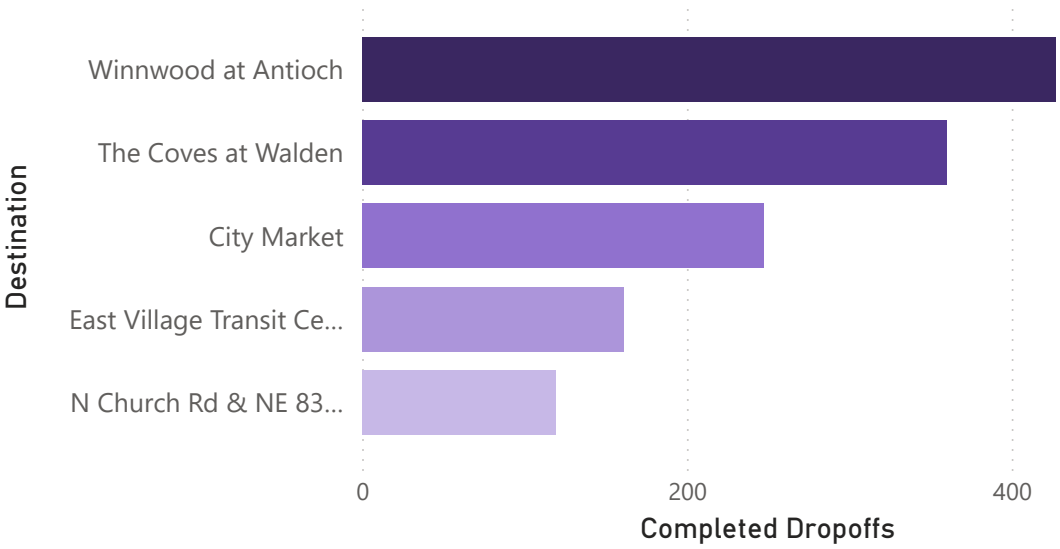
IRIS is an app-based, on-demand service provided by Kansas City, MO, in partnership with the Kansas City Area Transportation Authority, zTrip, and RideCo.

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



Average Wait Time (Minutes)

9

May 2026

Average Trip Time (Minutes)

19

May 2026

Average Daily Ridership

161

May 2026

Monthly Trips

4,625

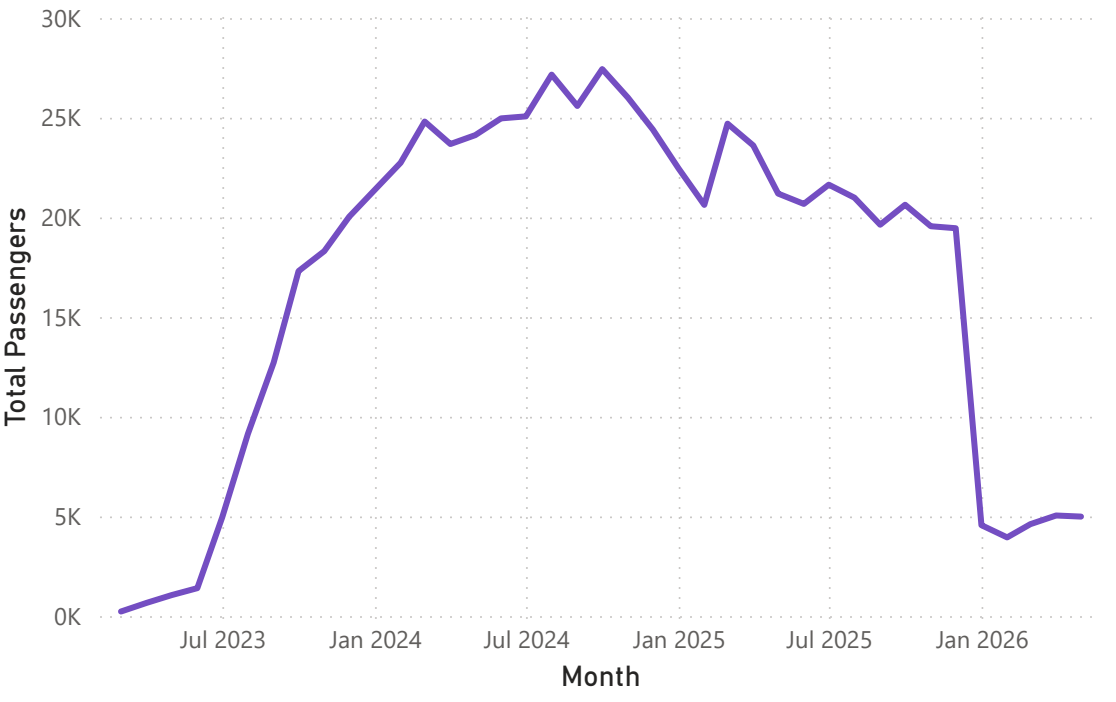
May 2026

Monthly Ridership

4,987

May 2026

Ridership



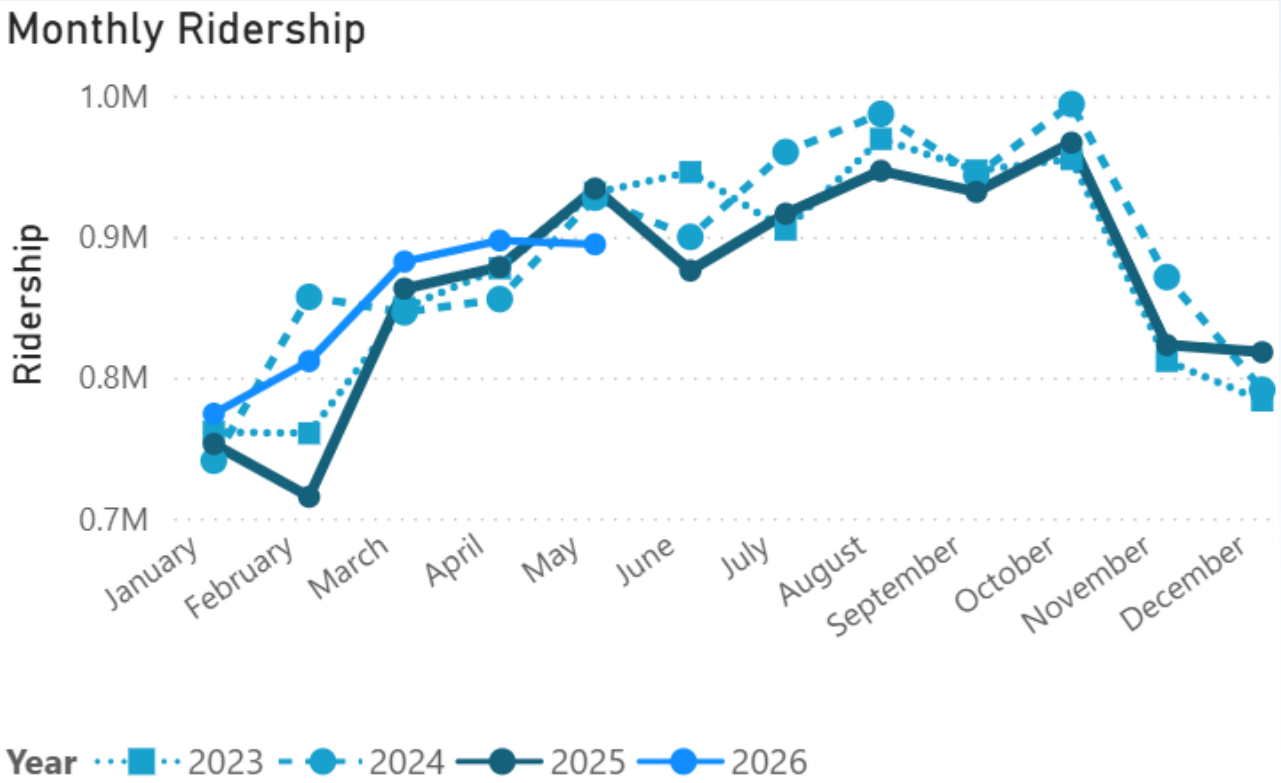
KC ATA | RideKC

May 2026 System Update



Planning and Scheduling – AJ Farris

Ridership



May 2026:

- 899,593 Total Riders
- 894,156 Fixed Route Riders
- 4,987 IRIS Riders
- 450 Flex Riders

On Time Performance

Month	OTP
January 2026	83.5%
February 2026	82.8%
March 2026	82.1%
April 2026	83.2%
May 2026	84.4%

May 2026 OTP: 84.4%

Completed Trips

Month	Completed Trips
January 2026	98.4%
February 2026	98.9%
March 2026	99.3%
April 2026	99.6%
May 2026	99.5%

May 2026 Trip Completion: 99.5%

KC ATA | RideKC

Paratransit metrics

Planning and Operations Committee

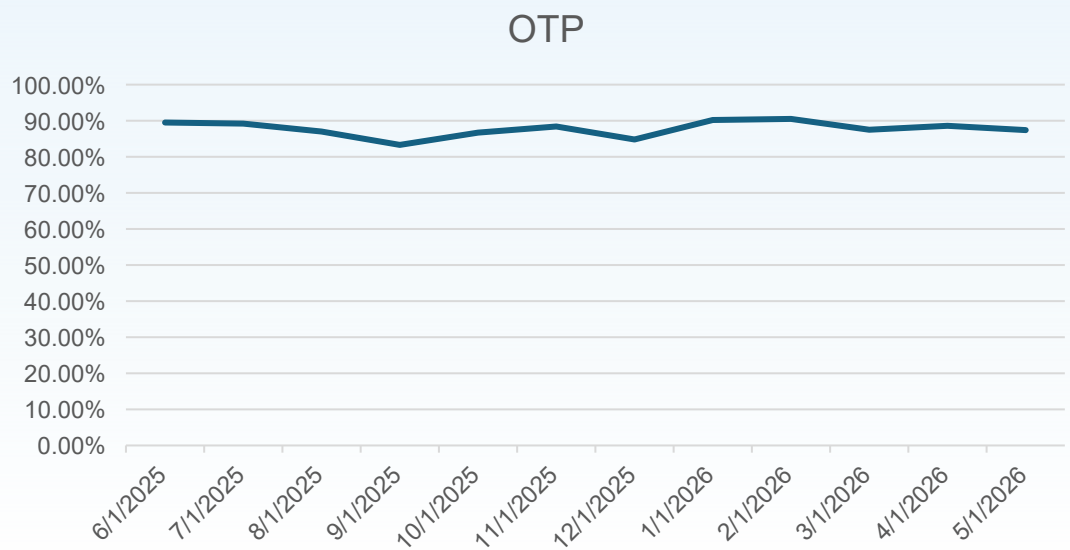
June 16 , 2026



Overall KPIs

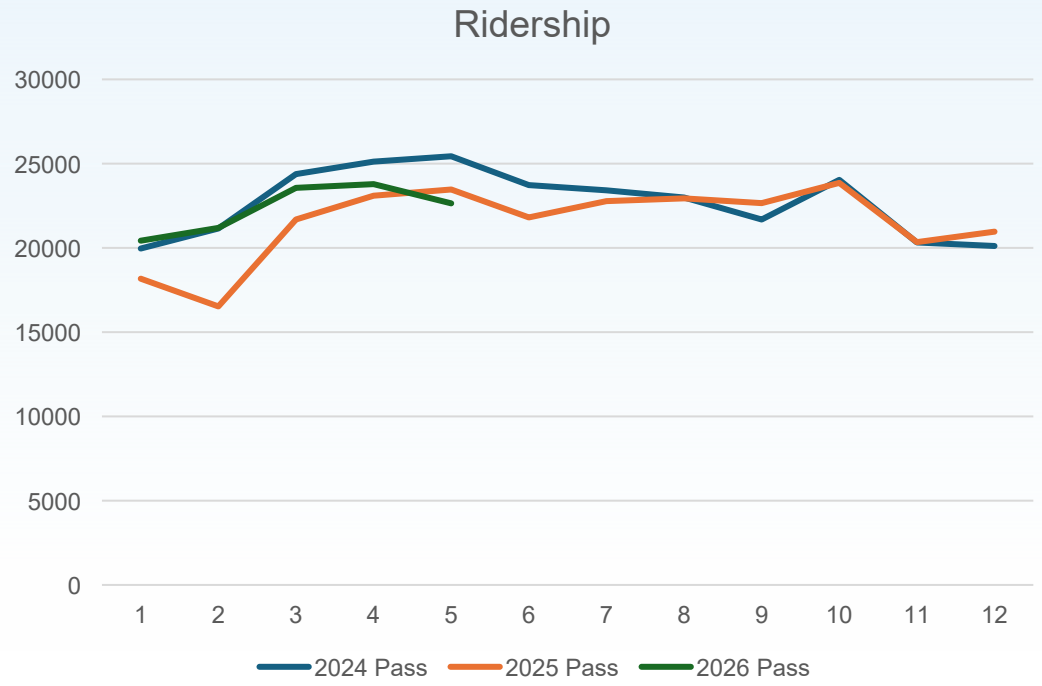
- OTP 87.4%
- Trips 22,962
- Passenger 22643
- Avg. Ride Rating 4.8
- Avg. Trip Distance 7.1 miles
- Average Trip Duration 25.7 min.
- Shared Ride % 58.4

Revenue Hours: May 2026-15527, May 2025-16465, Apr. 2026-17,487



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	20962	25437	23465	22643
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	



KC ATA | RideKC

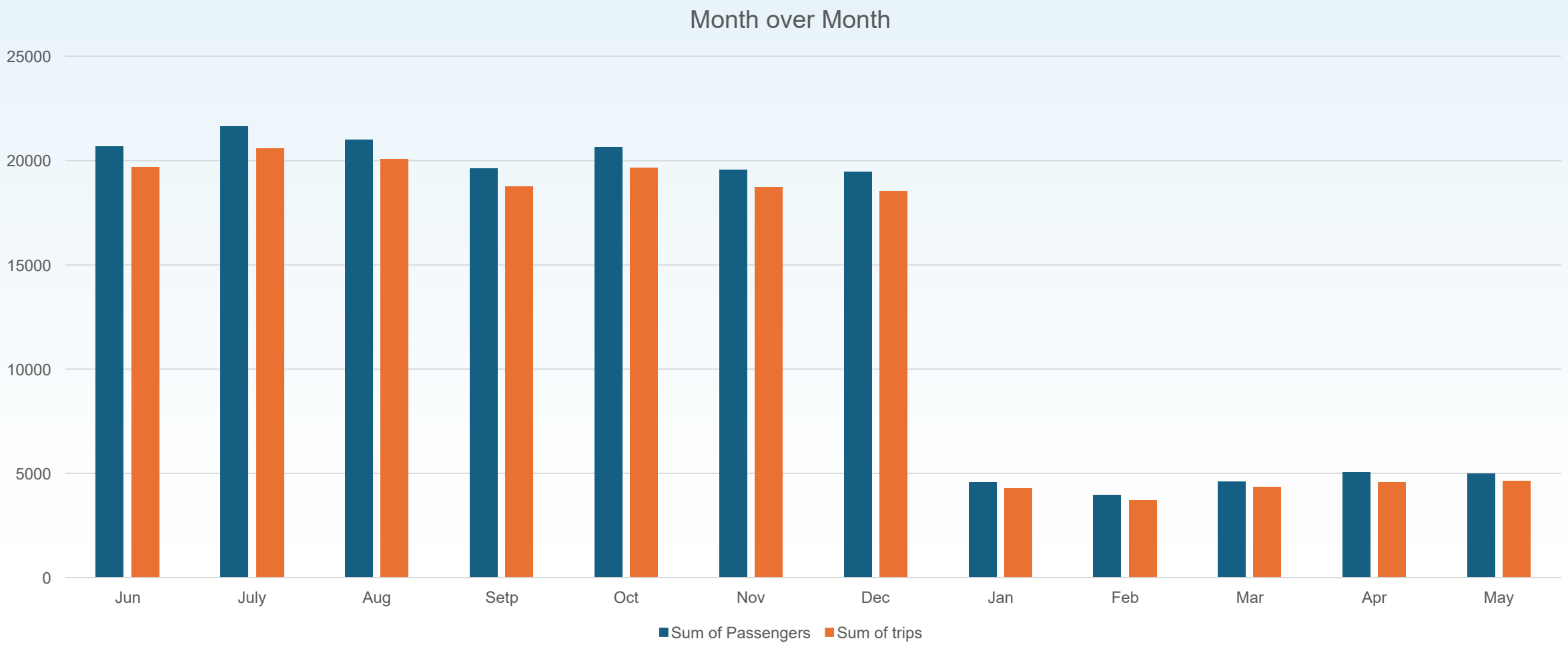


IRIS On-Demand Service

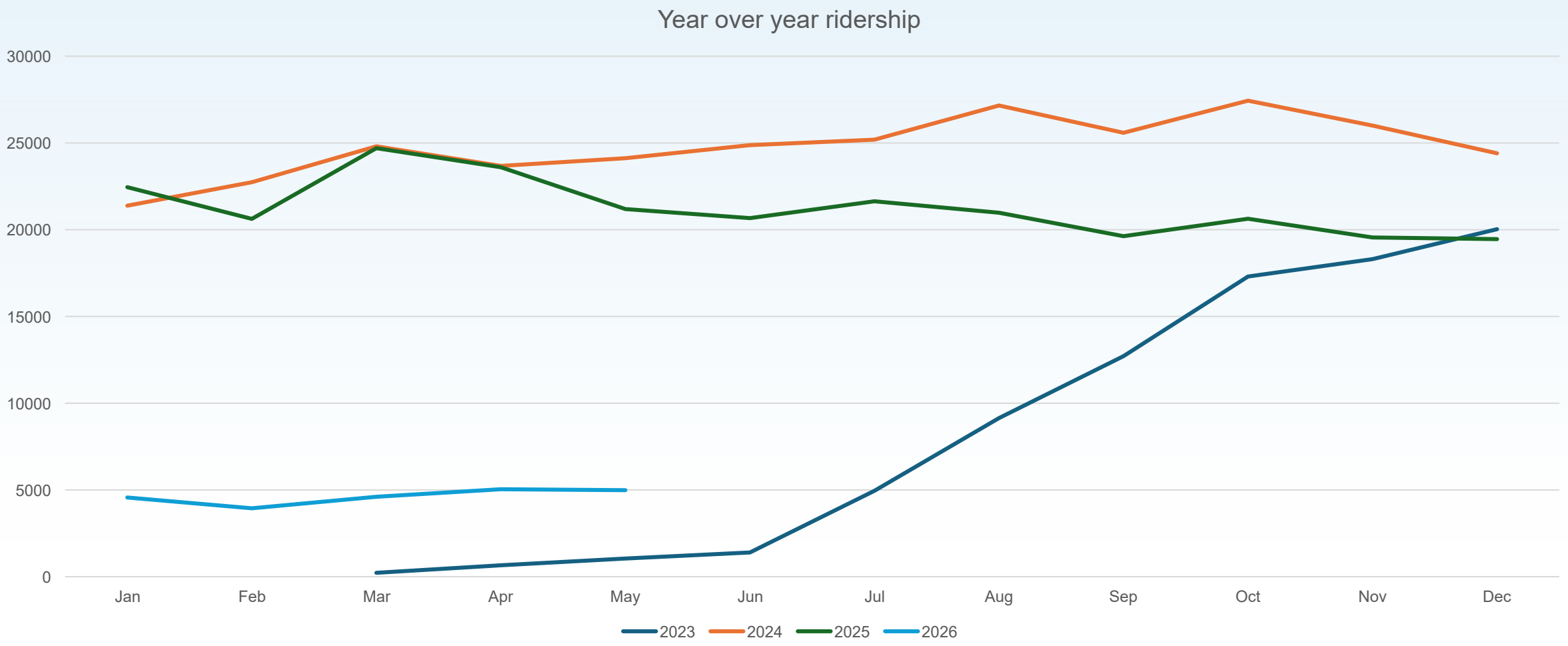
Planning and Operations Committee

June 16 , 2026

Month Over Month



Year over year ridership



Thank You

Questions and Comment

Pete Comer
Mobility Services Manager
pcome@kcata.org

Richard Cowart
Director Mobility Services
rcowart@kcata.org

KC ATA | RideKC



June 2026
Planning & Operations Report

Human Resources, Communications & Customer Service,
Transportation, Fleet, Facilities, Safety & Security

People Metrics Report

Month	All Hires	Operators
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	-	-
May-26	3.00	-
Total New Hires over 12 Months	69.00	60.00

KCATA Hiring Activity by Month

People Metrics Report

Month	All Terms	Operators
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	-
May-26	5.00	3.00
Total Terminations over 12 Months	**87.00**	**61.00**

KCATA Terminations by Month

People Metrics Report

Reason	Count	Avg. Seniority (yrs)
Involuntary (Attendance)	8	.59
Involuntary (Failed Training)	7	0.07
Involuntary (Reduction in Force)	0	-
Involuntary (Violation of Policy)	11	3.68
Voluntary (Retirement)	18	20.49
Voluntary (Resignation)	43	3.59
Total Terminations over 12 Months	**87**	**4.74**

KCATA Termination Reasons (Rolling 12 Months)

People Metrics Report

Work Group	Count	Avg. Seniority (yrs)
Operators (Full Time)	278	10.58
Operator (Part Time)	20	21.46
Student Operators	-	-
Maintenance	144	13.81
Union Clerical	24	15.28
Non-Union Administration	96	12.36
Total Active Employee Headcount	562	12.25

KCATA Total Headcount
May 31, 2026

Regional Call Center – Fixed Route

	May 2026	April 2026	March 2026
Calls Offered	9,440	8,669	8,358
Calls Handled	9,233	8,493	8,283
Avg Handle Time	1:13	1:20	1:27
Abandoned Rate	2.2	2.0	.9
Avg Hold Time	:30	:25	:20

Freedom Call Center – Paratransit

	May 2026	April 2026	March
Calls Offered	8,452	9,190	8,662
Calls Handled	8,236	8,930	8,495
Avg Handle Time	2:25	2:39	2:38
Abandoned Rate	2.6	2.8	1.9
Avg Hold Time	1:41	1:42	1:48

Social Media Metrics

	May 2026	April 2026	March 2026
Engagement	6,129	4,548	8,528
X/Twitter	231	181	253
Facebook	5,675	4,080	7,926
LinkedIn	223	287	349
Impressions	139,708	64,976	103,806
X/Twitter	3,347	3,334	4,367
Facebook	133,860	58,119	93,862
LinkedIn	2,501	3,523	5,577

Top Performing Posts in May 2026

RideKC
Fri 6/5/2026 5:11 pm CDT

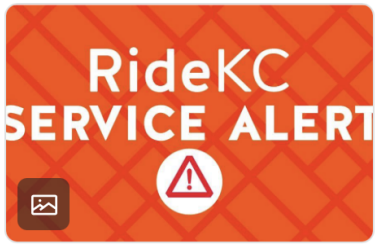
As the Kansas City Area Transportation Authority began collecting fares this week for the fir...



Engagements	**2,098**
Reactions	111
Comments	118
Shares	48
Post Link Clicks	80
Other Post Clicks	1,741

RideKC
Mon 5/4/2026 12:35 pm CDT

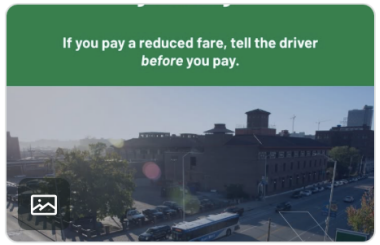
Johnson County Transit Rider Alert: 510 K-10 Connector Suspension Effective May 15 – August 23, 2026...



Engagements	**483**
Reactions	25
Comments	23
Shares	11
Post Link Clicks	19
Other Post Clicks	405

RideKC
Thu 5/21/2026 10:07 am CDT

RideKC buses will resume fare collection, with multiple easy ways to pay. Tip #2: Say Before You Pay....



Engagements	**455**
Reactions	21
Comments	45
Shares	15
Post Link Clicks	39
Other Post Clicks	335

RideKC
Sun 6/7/2026 9:00 am CDT

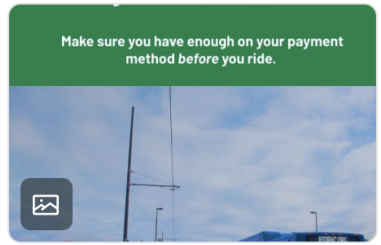
ICYMI - As the Kansas City Area Transportation Authority began collecting fares this week for the fir...



Engagements	**425**
Reactions	21
Comments	25
Shares	4
Post Link Clicks	19
Other Post Clicks	356

RideKC
Mon 5/25/2026 10:54 am CD

RideKC will offer several convenient ways to pay for your ride.
...



Engagements	**341**
Reactions	31
Comments	20
Shares	6
Post Link Clicks	25
Other Post Clicks	259

Transportation

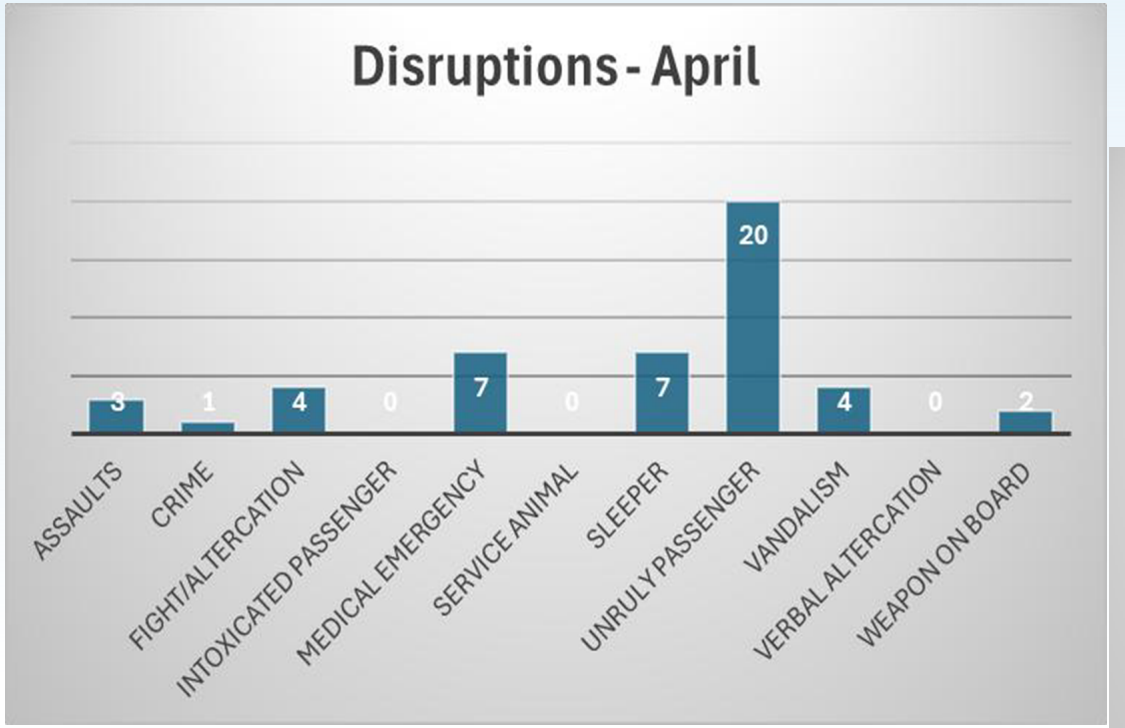
- The Emergency Markup started on June 7, 2026.
- The new fare collection procedures training began on April 14, 2026. 98% of operators have been trained as of June 5th.
- Battery Electric Bus safety training has been completed at 100%.
- Transportation and Security Departments are preparing for the World Cup Bridge service with Streetcar.
- Community Event: Chartered Age of Celebration.
- Onboarding 7 operators the first week of June in support of service.

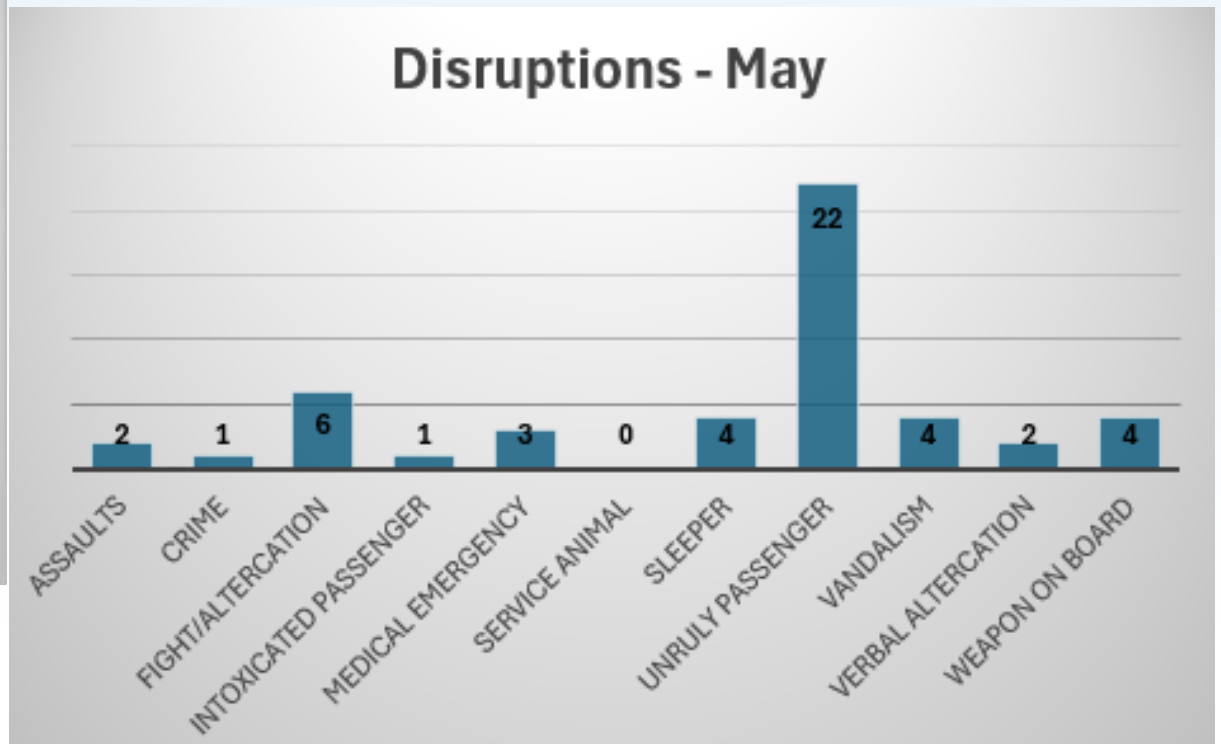
Fleet

- **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





Safety & Security

Assaults on Operators in May

Assault #	Date	Victim	Suspect	Race	Sex	Category	Arrest	Bus #	On/Off Bus	Route	Location
1	2/4/2026	[redacted]			M	Shove	Yes	4004	On	101	EV
2	2/23/2026				F	Strike	Yes	4511	On	18	31st & Indiana
3	3/13/2026				F	Kick	No	4005	On	63	63rd & Manchester
4	3/25/2026				M	Strike	Yes	3053	On	3	12th & Main
5	4/15/2026				M	Strike	Yes	188	On	28	31st & Bellaire
6	4/25/2026				M	Spit	Yes	4810	On	47	Swope & Chestnut
7	4/28/2026					Liquid	No	177	On	28	40 Highway
8	5/17/2026				M	Strike	Yes	191	Off	9	9th& Troost
9	5/20/2026				M	Strike	Yes	191	On	238	Antioch

Safety & Security

- Secured agreement with Titan to increase security presence during the World Cup with up to 20 additional Officers and 4 patrol vehicles.
- April Security Subcommittee reviewed and approved the KCPD two-year MOU, which is being presented at POPs.
- Began search for new Security Director, interview in June.
- Hiring Security Liaison, Tom Dailey, the first week of June.

Presented During June POPs

End of presentation for June

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	A meeting with project partners was held Monday June 15th to discuss and agree upon the cooperative agreement and project management structure.	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 emession solutions	AJ Farris/ Tyler Means	Phase 2 has come to a close and staff reccomends an update in partnership with MARC to discuss results and next steps.	90%	Jul-26	POPS Update
12	**Quarterly Mark-up and Service Changes**					
	Developing service changes based on planning and direction from community partners	AJ Farris	June Special Mark Up has been completed and service has begun. This includes increased service for the World Cup	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 Redeveopment			
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	Fare Collection began on June 1st.	75%	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

PROJECT MANAGEMENT TRACKER

Capital Budget Year	PROJECT NAME	PROJECT STATE	WORK TYPE	CURRENT PROJECT NOTES	PM	BALL IN-COURT
2027	Bi-State Project	Planning/Concept Design	Planning	Alignment approved; in Preliminary NEPA with no recent movement.	Barnes	Others, not KCATA
2026	Bus Stops & Shelters ROW Other (2024/2025)	Planning/Concept Design	Planning	Project kickoff meeting scheduled; initiating ADA improvement design coordination with Planning. Planning to respond on Estimate.	Barnes	Planning
2027	ADA STOP IMPROVEMENTS	Planning/Budget	Planning	Planning applied for $200,000.00 in the MARC call for projects	Barnes	MARC
2026	100 Ton Chiller	Procurement (HOLD)	Design	On hold until bids come in for 450T chiller. 100-ton chiller may be short on funding, may need Grants intervention.	Barnes	PM
2026	RTAS: State Avenue Transit Corridor Installation	Pre-Award Stage, Reject bids?	Construction	PMO not ready to bid yet.	Barnes	PM
2025	Bldg 1 450 Ton Chiller (Demo, Install Design; Constr Admin)	Construction	Construction	450T Chiller Demo & Install - Demo of old chiller and tower completed, heavy cranes in use during weekend days. Piping has been removed. Next step: repair roof. $30K change order, signed by Chuck. Hoping for 5-27 completion date. Drain issue resolved.	Barnes	Procurement
2025	Bldg 1 450 Ton Chiller (Equipment)	Construction/Fabrication/Design	Material Purchase	Tower is available. Chiller moved to June 23rd, 2026. Installation shortly afterwards. LD's activiated, will be 7 days into after delivery already. Lee will work with contractor on specifics.	Barnes	Vendor
2025	Local Shelters (90 shelters through 2027; including 12 shelters for State Ave.	Construction/Fabrication/Design	Construction	Infinity Signs scheduled for installation for week of 6-2-6	Barnes	Contractor
2026	RTAS: Signs and Posts	Prepping for Procurement	Equipment	IFB package for signs and posts to be used for State Avenue and Prospect MAX; May 1st is IFB close date. 2 bids have came in, big discrepancy on bids. We need to re-issue with cleaner language.	Barnes / Yord	Procurement
2026	18th St Streetcar Feasibility Study	Planning/Concept Design	Planning	Feasibility study in public comment period; moving through standard federal process. Linda to discuss with AJ and the City.	Clark	Others, not KCATA
2026	East Village Detention Maintenance	Planning/Concept Design	Maintenance	Need to excavate to trouble shoot sinkhole and coordinate with vendor (ADS); Reddi has quoted $5200 to fix sinkhole. It's getting worse.	Clark	KCATA
2026	East Village Transit Center Prospect Max Enhancements	PSE or PMO RFQ/P	Construction	Wayfinding and lighting analysis complete; implementation coordination underway (internal project). Ken Lewis to follow up with Don B.	Clark	PM
2025	Vehicle - Bucket Truck	In Procurement	Vehicle	Sent to Procurement with updated SOW from John C in early May.	Robichaud	KCATA
2025	Vehicle - Shelter Cleaning	PSE or PMO RFQ/P	Vehicle	Updated specification in review. John C and Andy reviewing old flat bed, PTO and modular design for new scope. 95% completed.	Robichaud	KCATA
2026	A/E IDIQs	Pre-Award, Bids in	Professional Services	Procurement authorization complete. Bid closed. Evaluation has begun, pushing to get done by end of May for everyone not named Bill.	Clark	Procurement
CONTRACT	RFE Designer (HDR)	Construction/Fabrication/Design	Design	Providing construction phase services, including response to RFIs, submittals, and safety certifications. HDR Amendment 8 executed; Amendment 9 executed. Get prop transfers and deeds accounted for and finalized. Change order to Radmacher is in process, HDR will review.	Clark	Consultant
COMPLETE	RFE Pkg 3 - TPSS	Construction/Fabrication/Design	Streetcar	Linda will begin close-out process. Ralph needs to see spare parts.	Clark	Consultant
CONTRACT	RFE Pkg 5 - Constr Admin (Benesch)	Construction/Fabrication/Design	Construction Administration	Waiting on Ralph Davis for dollar amount in order to proceed for contract ammendment. $190K left, need Kirk to finalize process, but left company. Per contract, AB did not meet DBE goal - (advertised at 25% - exceeded goal upon proposal). Contract says 30% goal. Need punch list items addressed.	Clark	Consultant
CONTRACT	RFE Pkg 6 - Construction Contractor (RBE)	Construction/Fabrication/Design	Construction	95% complete; evaluating partial retainage release; $800K change order pending. Not ready for contractor to send letter of substantial completion. Sub work underway, Linda working to get vendor paid up to retainage to make them whole. Subcontractor/FTA/etc stringing along project that should have been closed in 2025. All but 50K of retainage can be paid out.	Clark	Contractor
CONTRACT	RFE PMO (BMcD)	Construction/Fabrication/Design	Program Management	Amendment 3 executed; contract nearing upper limit; Amendment 5 in development which has come through to Procurement.	Clark	Consultant
2026; 2027	East Side Maintenance Bays/Lifts	Planning/Concept Design	Equipment; Installation	On hold pending IDIQ procurement to evaluate bays and lifts.	George	Tracking

CONTRACT	AOR Vending	**In Procurement**	Renovation	Part of larger rebid. Current vending contract ended in August; extended through February. HR holds contract. Soliciation close to posting.	**Collison/George**	Human Resources
2026	AOR Bldg 1 Remove and Replace Mechanical Patio Deck Roof	**In Procurement**	Design	Mini-RFQ in procurement for Patio Deck Roof design; turned in to Procurement 12/1.	**George**	Procurement
2026	Paint Booth Upgrade	**Pre-Procurement Documentation**	Design	City has approved ENG documents: permit could take 6 weeks into July 2026. Changes approved. Likely building permits. Then, the documents will go to Procurement for bidding, week IFB schedule, ICE is at $700,000 (plus board approval), 5-6 mths potential schedule.	**George**	Procurement
2026	Bldg 1 Boiler	**Construction/Fabrication/Design**	Design	Benesch is now working on Boiler, under review.	**George**	Procurement
CONTRACT	AOR Constr Admin (TIME2020, Wellner)	**CLOSING OUT**	Construction Administration	Lesa will close out with Wellner, Lesa will finish paperwork.	**George**	Consultant
CONTRACT	AOR Construction (TIME2020, VCC)	**Construction/Fabrication/Design**	Construction	List of action items on Vaz to be discussed when Lesa returns.	**George**	Contractor
CONTRACT	AOR Design for Bldg 1 (TIME2020, Slattery)	**Construction/ Fabrication/ Design**	Design	Contract expires 4-30-26, action items associated with Slattery, Lesa G may need to extend contract, additional work and potentially money. Caused-Add mount to contractor agreement in place (Vaz).	**George**	PM/Procurement
CONTRACT	AOR IT Procurement	**Closing Out**	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. Lesa will consider closing out.	**George/IT**	Contractor
2027	BUILDING 1 BUILDING CONDITION ASSESSMENT	**Planning/Concept Design**	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
2026-2027	East/West Corridor	**Planning/Concept Design**	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
2027	BARNEY ALLIS PLAZA	**Planning/Concept Design**	Construction	$1.3mm WIP account, bathroom will be installed. Mario V. has agreed. Linda needs to check proposed layout for driver bathrooms.	**Clark**	
2027	Route Restoration Project	**Planning/Concept Design**	Planning	Tracking this Planning Project related to shelter locations and ADA access. Report soon with data.	**Planning; Barnes**	Tracking
2026	Bldg 2 Hazardous Abatement	**Pre-Award Stage**	Construction	Abatement contract will follow Bldg 2 Hazardous Assessment. Denise working through contract red lines, contract pending. Contract is expected to be signed followed by a NTP.	**Yord**	Tracking
2026	Concrete Pavement Phase 3 2026	**PSE or PMO RFQ/P**	Design	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. Taking to Board in June.**	**Yord**	PM
2028	Concrete Pavement Phase 3 2028	**PSE or PMO RFQ/P**	Design	Minor revisions pending; project to be shelved after plan completion. **Extension discussions underway in order to finish 2026 and 2028 designs.** Will also go to Board.	**Yord**	PM
2026	Concrete Pavement Phase 3 Concrete	**PSE or PMO RFQ/P**	Construction	Construction side of above project.	**Yord**	PM
2026	RTAS: Prospect MAX Installation	**PSE or PMO RFQ/P**	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	**In Procurement**	Construction	Sites for World Cup and 39th & Troost, solicitation done. 2 bids, one non-compliant. Awarding to ETI.	**Yord**	Procurement
2025	Bldg 2 Bus and Bus Facilities (Design)	**Planning/Concept Design (on going)**	Design	Under contract. Shive-Hattery moved progress meeting to hammer out details with estimates. Very high estimate: Laura, Bill and Linda will discuss estimate with S-H.	**Yord**	Procurement
2025	Bldg 2 Hazardous Abatement Assessment & Abatement Oversight	**Signing Contract & NTP**	Professional Services	Scope finalized; awaiting procurement request for labor/overhead/fee breakout prior to execution. Proc working with Terra-Conn on issues.	**Yord**	Procurement
CONTRACT	Bay 44 Building 1 Work	**In Procurement**	Inspection	In Procurement, will be added to CA Contract (Olsson, under $10K)	**George**	Procurement
2026	PAYDAY LOAN CONDEMNATION	**Planning**	CONSTRUCTION	1414 Independence ave , Co-op agreement with Univ Health needed, then engineering work. Jerry R will file condemnation. Building could be repurposed for Titan or Ambassadors	**Starner/Barnes**	JERRY RIFFLE
2026	Building 1 PMC Agreement			Denise to check with Sam on updated document from PMO, execute the ammendment for Burns/McD. This aides Building 2 works.	**Lesa George**	
2026-2027	Conductive Concrete (PMax re-work)	**Planning/Concept Design**	Construction	Petticoat Lane and Main: along PMAX: Rust issue, not failing, steel shavings coming off past sealant. Linda looking to modify old plans to diamond seal and re-grind all rusted platforms. Proposed micro purchase for one of the 14 stops and ensure new methodology will work. Potentially EVTC first.	**Clark**	PMO/Design

2026-2027	Bay 44 Building 1 Work	**On Hold (temporarily)**	Construction	Close bay 44 permanently.	**George**	Procurement
2026	Vehicle - Shelter Cleaning	**Scope Review**	Vehicle	Separate out of SOW for VEH, AR working on with John C. Will accompany Shelter Cleaning SOW. Flatbed from old truck will be attached to new vehicle.	**Andy R/John C**	

KCATA | RideKC

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

KCATA | RideKC

EMPLOYEE OF THE MONTH

is awarded to

NATASHA COOPER

Thank you for your outstanding service and dedication.
Congratulations!

June Berry
Chief Human Resources Officer

Chuck Ferguson
Interim CEO

World Cup 2026



KCATA

Board of Commissioners Special 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
Thursday, May 14, 2026 | 11:00 AM
KCATA Breen Building | 1200 E 18th St. | Conference Room | KCMO 64108

I. Call to Order and Determination of Quorum

11:02am. Chair Williams stated there was a quorum on this day with all commissioners being present in person or online, except Commissioners Lorenz and Bunch who were unavailable on this day. Board attorney, Greg Goheen with MVP Law was also present.

II. Approval of Agenda

Chair Williams made the motion 'I move approve the agenda as presented.' Vice-Chair Whiting seconded the motion, motion 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 20 minutes.' Vice-Chair Whiting seconded the motion, the motion passed unanimously.

IV. Reconvene to Regular Session:

11:29am.

V. Report of Executive Session:

N/A

VI. Items from the Chair

None.

VII. Report of the President/CEO

None.

VIII. Action Items:

a. Staff presented the information regarding the KCMO Contract.

Chair Williams made the motion 'I move to approve the Transit Services Agreement between the City of Kansas City, Missouri and the KCATA for the period of May 1, 2026 – April 30, 2027, in the amount of $85,578,976.00, to be paid by the City in equal monthly amounts derived by dividing by 12.' Commissioner Hermann seconded the motion, the motion passed unanimously.

b. Staff presented the information regarding the United Way Fare Partnership MOU.

Chair Williams made the motion 'I move to approve the United Way Fare Partnership Agreement, as presented.' Commissioner Hermann seconded the motion, the motion passed unanimously.

IX. Information/Update Items

None.

X. Old Business:

Commissioner Lee asked about Sound Technologies and if we are moving forward with them? Staff advised we're waiting for funding. She then asked if we have followed up and staff advised we have.

XI. New Business:

None.

XII. Next Meeting Date: May 27, 2026

XIII. Items from the Commissioners:

None.

XIV. Adjournment of Regular Session:

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

Meeting ended at 11:54am.

KCATA

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

I. Call to Order and Determination of Quorum

12:05pm. Chair Williams stated there was a quorum on this day with all commissioners being present in person or online, except Commissioner Townsend who unavailable on this day and Commissioner Bunch who Chair Williams advised was resigning from his position on this Board. Board attorney, Greg Goheen with MVP Law was also present.

II. Approval of Agenda

Chair Williams made the 'I move to approve the agenda of the May 27, 2026, Board of Commissioners Regular Meeting, as published.' Commissioner Hermann seconded the motion, and it passed unanimously.

III. Adjourn to Executive Session:

Chair Williams made the '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 15 minutes.' Vice-Chair Whiting seconded the motion, and it passed with a roll call vote.

IV. Reconvene to Regular Session:

12:22pm.

V. Report of Executive Session:

None.

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

Mark Duvall spoke about his experience as a rider, stating he went to East Village yesterday with cash to purchase a pass but was turned away being told he could not use cash to purchase passes.

VII. Items from the Chair

a. Chair Williams asked committee Chairs to provide Standing Committee Updates. Commissioner Lee provided the update from the Governance & Audit Committee. Commissioner Lorenz provided an update from Finance and the CEO Search. Commissioner Stieben provided the Security Sub-Committee update. Vice-Chair Whiting provided the update from Eco Devo & Real Estate.

VIII. Report of the President/CEO

a. Mr. Ferguson stated that we would Employee of the Month- Michael Berry, next month when everyone I in person again.

b. Mr. Ferguson then provided the World Cup 2026 Update.

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

Chair Williams made the motion 'I move to approve the Consent Items as listed in this meeting's agenda.' Commissioner Lorenz seconded the motion, and it passed unanimously.

X. Action Items:

a. Staff presented the information regarding the March 2026 Financial Overview- Rick Maner

Chair Williams made the motion 'I move to approve the March 2026 Financial Overview, as presented.' Commissioner Stieben seconded the motion, and it passed unanimously.

b. Staff presented the information regarding the WC26 Titan Security Contract- Don Bowlin

Chair Williams made the motion 'I move the Titan Security Contract for additional temporary security services in support of FIFA World Cup 2026, in an amount not to exceed $337,000.' Commissioner Lorenz seconded the motion, and it passed unanimously.

XI. Information/Update Items

XII. Old Business:

a. Staff presented the information regarding the Approving Resolution, 300 Santa Fe St., Leavenworth, KS TOCD START consideration.

Chair Williams made the 'I move to 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 approval of a 30-year START Bond with a 75% property tax exemption for the facility, waiving the third-party analysis requirement due to the project's provision of affordable housing and its alignment with KCATA policy.' Commissioner Rocha seconded the motion, and it passed unanimously.

XIII. New Business:

a. Staff presented the information regarding the 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)

Chair Williams made the 'I move to approve the policies, as presented, for a second reading at the June 2026 Board of Commissioners Regular Meeting.' Commissioner Rocha seconded the motion, and it passed unanimously.

XIV. Next Meeting Date: June 24, 2026

XV. Items from the Commissioners:

Commissioner Rocha stated new Executive Orders from Washington D.C. coming into effect in July regarding MWBA programs and asked if staff has begun to think about how this will affect us?
Mr. Ferguson stated that yes, we have started to look into this.

XVI. Adjournment of Regular Session:

Chair Williams made the 'I move to adjourn.' Vice-Chair Whiting seconded the motion, and it passed unanimously.
Meeting ended at 1:00pm.

KCATA

Tracking No: 2026-282

Staff Request For Commission Action

Board Meeting Date: June 24, 2026

Taliaferro & Browne's work order- Linda Clark

Standing Committee:	Finance Committee

Date:	**Contact Name:**	**Contact Email:**	**Department/Division:**
06/16/2026	Linda Clark	lclark@kcata.org	Capital Projects

Strategic Plan:
Organization
Customer Experience (Employee)

Financial Impact:
Award To: Taliaferro & Browne, Inc.
Amount of Request/Contract: $159,001 for Amendment #2
Amount Budgeted: $290,000
Funding Source/Account#: 1000.5330000 / Grant Project #2022-FC-002

Approver:
Chuck Ferguson, COO

Attachments List:

1.	WO TB-CSL-21-01 Amend #2 5-27-2026 (Added Scope + Time)

Proposed Motion:
KCATA PMO recommends the Board of Commissioners authorize a contract amendment to increase Taliaferro & Browne's IDIQ Work Order total to $290,00.00. An Independent Cost Estimate (I.C.E.) was prepared by Project Management, and PMO finds the fee proposal to be fair and reasonable. There are sufficient funds in the grant to cover this increase in cost.

Synopsis:
The concrete pavement around the Breen Building (also referred to as Building 3) has experienced significant deterioration over the years. KCATA contracted with Taliferro & Brown (T&B) in 2022 to update existing plans and specifications and prepare bid documents to replace the pavement. This federally funded project will bring the pavement back to a "State of Good Repair". The project had been on hold until KC Water replaced a water main under the pavement on the east side of Building 3 in 2024-2025.
Taliaferro & Browne's original contract amount was $130,999.00. Over time and as the design progressed, Project Management working with Facilities, Fleet Maintenance and T&B determined the project required more areas for replacement than the original project proposed. The project also required more than in-kind replacement of the pavement. Some areas required re-grading and drainage improvements. A new project estimate was prepared, and the project was spilt into 2 projects (2026 and 2028) due to funding constraints. This also required more work for T&B to add additional scopes of work and produce 2 bid sets.

KANSAS CITY AREA TRANSPORTATION AUTHORITY

Contract No. 18-7058-59-C4

Indefinite Delivery/Indefinite Quantity (IDIQ)
On-Call Architectural/Engineering Services
Civil/Structural Engineering and Landscape Architecture (CSL) Services

WORK ORDER NUMBER:	TB-CSL-21-01 – AMENDMENT #2
PROJECT TITLE:	Concrete Pavement Replacement Design Services
TO:	Taliaferro & Browne, Inc.
CONTACT:	Hagos Andebrhan, Principal-in-Charge (816) 283-3456 hagos@tb-engr.com
KCATA PROJECT MANAGER:	Bill Yord, Senior Project Manager byord@kcata.org (816) 810-9020
DATE OF ISSUE:	May 27, 2026

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1. SCOPE OF SERVICES / SCHEDULE OF PERFORMANCE:

This Work Order is amended to include the additional services described in Exhibit A.

2. TASKS, ASSIGNMENT OF STAFF, MAN-HOURS, HOURLY RATE AND PRICE:

See Attached Exhibit B.

3. WORK ORDER COMPENSATION:

Original Work Order Sum.....$130,999.00

Additional funds with this Amendment #2.....$159,001.00

Amended Work Order Sum.....$290,000.00

It is expressly understood and agreed that compensation to the Contractor shall be based on the hourly rates provided in Exhibit B. Contractor shall maintain records showing actual time devoted and cost incurred during performance of the agreed scope of work (Exhibit A).

4. SCHEDULE OF CONTRACTOR PARTICIPATION / DISADVANTAGED BUSINESS ENTERPRISES (DBE) PARTICIPATION:

The amended Schedule of Contractor Participation is provided herein as Exhibit C.

5. REIMBURSABLE EXPENSE:

Anticipated expenses for this project are included in the Total Project Amount.

Allowable expenses incurred as part of this project shall be billed as Other Direct Costs and shall be listed separately from the other cost components (i.e., Director Labor, General & Administrative Overhead Expenses, Subcontractor's Costs, and Fixed Fees).

Contractor shall be reimbursed for travel expenses in accordance with KCATA's Travel Policy for Contractors, which is incorporated into the Contract as Appendix C.

Receipts, paid invoices, or other documentary evidence for expenditures must be submitted with requests for reimbursement. The request must clearly indicate the amount, date, place, and essential character of the expenditure. Legible photocopies will be accepted.

6. INCORPORATION OF WORK ORDER INTO AGREEMENT:

This Amendment #2 to Work Order TB-CSL-01 becomes part of the Contract Agreement by reference hereof and represents the entire Work Order between the parties and supersedes all prior Work Order negotiations, representations or agreements either written or verbal.

IN WITNESS WHEREOF, KCATA and Contractor have executed this WORK ORDER (WO) this day and year first above written.

TALIAFERRO & BROWNE, INC.
(CONTRACTOR)

By: _____
Hagos Andebrhan
Chief Executive Officer

KANSAS CITY AREA TRANSPORTATION AUTHORITY (KCATA)

By: _____
Bridgette Williams
Chair, Board of Commissioners

By: _____
Gregory Goheen
Board Legal Counsel

EXHIBIT A
SCOOPE OF WORK

This Amendment adds the following tasks to the project:

1. Split the project into two plan years (2026 & 2028) to better manage budget, schedule and disruption around the KCATA's campus.

2. Work with KCATA and KCMO Water Services to replace the water lines under the pavement area and draft Water Main Easements.

3. Add storm drainage inlets and pipes and sanitary clean out adjacent to the farebox and perform a conditional assessment of the existing storm drainage system, which requires additional survey yin the around the farebox land so drainage can be better accommodated.

4. Re-grade the drive on the east side of Building 3 to ensure 40-foot buses don't bottom out when entering the east-side bays.

5. Add additional areas of concrete reconstruction such as the front steps to the Building 3, sidewalk and inlet top replacements, retaining wall reconstruction on the east side of Building3, and additional joint patching on the areas on the west drive of Building 2.

6. Add additional areas of concrete reconstruction of the courtyard area on the east side of Building 3, which includes new walls, pavement, landscaping, sprinklers and other appurtenances.

EXHIBIT B
PRICE PROPOSAL

DESIGN CONSULTANT MANHOURS AND FEE ESTIMATE BREAKDOWN

PROJECT TITLE: Concrete Pavement Replacement Project, Procurement Assigned Contract Number
F26-5004-39A, Grants Manager Assigned Project No. 2022-FC-002

Overhead Rate 160.28%
Fixed Fee Multiplier 10%
2.95108

	Principal	Engineer VIII	Engineer VII	Engineering Technician VI	Landscape Architect VI	Landscape Architect II	Surveyor VI	Surveyor V	Survey Technician (2-person crew)	Travel	Other Direct Costs	Manhours	Labor (x 2.95 multiplier)	Total Fee
Direct Hourly Rates	$104.94	$88.02	$68.80	$53.71	$68.77	$30.00	$52.99	$43.68	$67.49			80	$ 16,049	$ 16,049
Task Series 000 – Project Management and Administration (Assume 12 months)	12	30	24		6	2					$ 750	136	$ 19,222	$ 19,972
Task Series 100 – Split the project into two plan years (2026 & 2028) to better manage budget, schedule and disruption around the KCATA's campus.	2	4	50	50										
Task Series 200 – Work with KCATA & KCMO Water Services to replace the water lines under the pavement area and draft Water Main Easements.		4	44	52			16	40	8	$ 50		224	$ 24,516	$ 24,966
Task Series 300 – Add storm drainage inlets and pipes and sanitary clean out adjacent to the line box and perform a conditional assessment of the existing storm drainage system, which required additional survey in the area around the line box so drainage could be accommodated.		4	24	32			4	16	40	$ 150	$ 307	128	$ 19,429	$ 19,886
Task Series 400 – Re-grade the drive on the east side of building 3 so 40' buses do not bottom out when making the bays on the east side of Building 3.	2	4	40	52								98	$ 14,283	$ 14,283
Task Series 500 – Added additional areas of concrete reconstruction such as the front steps to the Building 3, Sidewalk and infill trip replacements and retaining wall reconstruction on the east side of Building 3 and additional chip patching on the areas on the west drive of Building 2.	4		40	60								104	$ 15,044	$ 15,044
Task Series 600 – Added complete redesign and reconstruction of the courtyard area on the east side of Building 3, which includes new walk, pavement, landscaping and sprinkler systems and other appurtenances.	8	24	56	100	60	120						368	$ 49,200	$ 49,200
Total Manhours	28	76	276	396	66	122	20	56	56	$ 200	$ 1,057	1,138	157.744	159,901
Total Labor Costs	$6,671	$14,666	$48,240	$44,164	$11,330	$10,001	$3,136	$7,219	$9,499					

EXHIBIT C

AMENDED SCHEDULE OF CONTRACTOR PARTICIPATION/DBE PARTICIPATION

Contractor/Subcontractor	Status *	Original Value of Work	Changes with This Amendment	Revised Total Participation	% of Value
Taliaferro & Browne, Inc.	P/DBE	$121,999.00	$159,001.00	$281,000.00	96.9%
Tsi Geotechnical, Inc.	P/DBE	$ 5,000.00	$ 0.00	$5,000.00	1.7%
Ace Pipe Cleaning	S	$ 4,000.00	$ 0.00	$4,000.00	1.4%
TOTAL VALUE OF WORK ORDER		$130,999.00	$159,001.00	$290,000.00	100.0%
				TOTAL DBE PARTICIPATION	98.6%

* P – Prime S – Sub DBE – DBE

KCATA

Tracking No: 2026-307

Staff Request For Commission Action

Board Meeting Date: June 24, 2026

Community Contract, U.G.- Bryce Shields

Standing Committee:	Finance Committee

Date:	**Contact Name:**	**Contact Email:**	**Department/Division:**
06/16/2026	Bryce Shields	bshields@kcata.org	Administration

Strategic Plan:
Financial Sustainability
Unified Region
System Development

Financial Impact:

		Proposed Contract Term		
Jurisdiction	**Local Amount**	**Period**	**Start**	**Expiration**
Unified Government of Wyandotte County and Kansas City, Kansas	$2,555,216	6 Months	7/1/2026	12/31/2026

Approver:
Tyler Means, Chief Strategy and Mobility Officer

Attachments List:

1.	UG KCATA 2026 Q3_Q4 6 month contract

Proposed Motion:
Staff recommends approval of the following service contract with The Unified Government of Wyandotte County and Kansas City, Kansas in keeping with KCATA's operating budget. The contract terms are from July 1, 2026 through December 31, 2026 and the total contract amount paid to KCATA is $2,555,216.

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 (UG) is currently under contract for a six-month period from January 1, 2026, to June 30, 2026 to provide two fixed routes and accompanying paratransit services within Wyandotte County. These include the 101 State Ave. and 107 7th Street-KU Med. UG is requesting a 6-month contract at the current service levels. KCATA staff have prepared a contract for current service levels, with a contract term of July 1, 2026 to December 31, 2026

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.

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2. Duration of the Agreement This Agreement will commence on the 1st day of July**,** 2026, and will remain in effect until the 31st day of December**,** 2026, unless terminated earlier as provided in this Agreement.

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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 by5307 Federal Funding; the Community agrees to pay the unfunded portion of service costs. The total cost for the service is estimated at $**2,789,082** for 7/1/2026-12/31/2026 period. The unfunded portion the Community will be responsible for paying isas 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 **$2,175,568.** This agreement on the Community's Local Share is based on the following components:

ii.

Fixed Route Service Cost	$ 2,409,434.00
Total Service Cost	$ 2,409,434.00
Federal PM	$ (265,038.00)
CMAQ Funds	$ (7,212.00)
Local Operating Contribution	$ 2,137,185.00
Capital Contribution	$ 38,384.00
Total Local Share	$ 2,175,568.00

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 **$2,175,568.** 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 $68.00 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 **$359,788**, based on an estimated 5,291paratransit trips provided; should paratransit trips exceed this estimate, the Community agrees to reimburse KCATA at the same rate mentioned in the previous section--$68.00 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 **$12,360**, based on an estimated 618 RideKC Freedom On-Demand trips provided.

C. Marketing Services:

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.

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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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6. Federal Transit Administration (FTA) Compliance

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.

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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.

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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.

E. Any provisions which by nature extend beyond termination shall survive.

F. Any required consents shall not be unreasonably withheld or delayed.

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9. Governing Law

This Agreement shall be deemed to have been made in, and be construed in accordance with, the laws of the State of Kansas.

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10. Notices

All notices under this Agreement shall be delivered to the following:

If to KCATA:

Kansas City Area Transportation Authority

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: _____
Name: _____
Title: _____
Date: _____

Tracking No: 2026-308

Staff Request For Commission Action

Board Meeting Date: June 24, 2026

Community Contract, Independence- Bryce Shields

Standing Committee:	Finance Committee

Date:	**Contact Name:**	**Contact Email:**	**Department/Division:**
06/16/2026	Bryce Shields	bshields@kcata.org	Administration

Strategic Plan:
Financial Sustainability
Unified Region
System Development

Financial Impact:

		Proposed Contract Term		
Jurisdiction	**Local Amount**	**Period**	**Start**	**Expiration**
Independence, Missouri	$2,159,767	12 Months	7/1/2026	6/30/2027

Approver:
Tyler Means, Chief Strategy and Mobility Officer

Attachments List:

1.	Independence KCATA 2026-2027 12 month contract

Proposed Motion:
Staff recommends approval of the following service contract with The City of Independence, Missouri in keeping with KCATA's operating budget. The contract terms are from July 1, 2026 through June 30, 2027 and the total contract amount paid to KCATA is $2,159,767.

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 is operating 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.

Independence, Missouri currently funds the Independence portion of the 24 Independence that enters their city limits, as well as an IRIS service and paratransit services. The KCATA operates the fixed route service and manages the remaining service. Independence has requested to keep service at the current levels, and a 12-month contract has been drafted, with a contract term of July 1, 2026, through June 30, 2027

Kansas City Area Transportation Authority and the City of Independence, Missouri
A contract for Fixed Route, Paratransit (Inter-jurisdictional and Intra-jurisdictional) and Transit Management Services

THIS CONTRACT entered into this ____ day of _____, 2026 between the **KANSAS CITY AREA TRANSPORTATION AUTHORITY** (hereinafter referred to as the "KCATA"), a body corporate and politic and a political subdivision of both the States of Missouri and Kansas and **THE CITY OF INDEPENDENCE, MISSOURI** (hereinafter referred to as the "Community").

WITNESSETH:

WHEREAS, a sound, efficient and viable public transportation system is essential to the socio-economic well-being of the Kansas City Area Transportation District (hereinafter referred to as the "District"), including the Counties of Cass, Clay, Jackson, and Platte in Missouri, and the Counties of Johnson, Leavenworth, and Wyandotte in Kansas; and

WHEREAS, the KCATA is a public agency authorized by law to plan, own, operate, manage and generally deal with public transportation systems and facilities in the District; and

WHEREAS, the Community desires to promote the convenience, comfort, prosperity, general interests, and welfare of its citizens; and

WHEREAS KCATA directly operates inter-jurisdictional fixed-route transit services on Route 24, Independence Ave and portions of the route operate within the Community and the Community is desirous of having the KCATA continue to provide this service on Routes 24 within the City of Independence; and.

WHEREAS KCATA provides paratransit services via contract providers; and

WHEREAS, the Community desires for KCATA to provide inter-jurisdictional and intra-jurisdictional paratransit services; and,

WHEREAS, the Community desires for KCATA to provide transit management services that include managing WHC Worldwide's micro transit service within the Community;

NOW, THEREFORE, for and in consideration of the promises and the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Services To be Provided By KCATA

KCATA will provide the following services to the Community:

A. Fixed-Route Inter-jurisdictional Transit Service

1. The Community requests inter-jurisdictional fixed route public transportation services (hereinafter referred to as "Fixed Route Service"), as set forth in Attachment "B," be operated by the KCATA for the period July 1, 2026, through June 30, 2027 ("Initial Term"), unless sooner terminated per the provisions of this contract.

2. The level of service as generally set forth in Attachment "A" shall not be changed or modified without the consent of the Community.

3. The KCATA and the Community estimate the Community's total payment for the Fixed Route Service directly provided by KCATA (hereinafter referred to as "Local Share") to be **$677,478.00** for the term. This estimate is based on the following components of cost and revenue to be applied to the Fixed Route Services:

Estimated Fixed Route Service Cost	$ 748,956.00
Estimated Total Deficit	748,956.00
Indep. Designated Federal Funds	(82,385.00)
Local Operating Contribution – Fixed Route	666,571.00
Local Capital Contribution	10,907.00
Local Share	**$ 677,478.00**

5. The Community's estimated passenger revenue for Fixed Route Service is $0 for the Initial Term. If the estimated passenger revenue is less than the estimation of $0, the Community shall be responsible to provide additional local contributions to cover any difference. It is the understanding of the parties that, with the exception of passenger revenue falling below $0 the maximum obligation of the Community for these inter-jurisdictional fixed route transit services under this contract shall be the sum of **$677,478.00**.

6. The method of payment of the Local Share provided for in Paragraph A4 is as follows:

a. The Community's monthly Local Share will be one-twelfth of the estimated Community portion of the total deficit amount.

b. The KCATA will invoice the Community for 100% of Community monthly estimated Local Share by the l5th of the month preceding the month service will be provided. The Community is required to remit 100% of the monthly Local Share by the first of the month service will be provided.

c. By the 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 Fixed Route Services. The report will also provide a reconciliation of subsidy amounts with the advance payment provided to in Sub-paragraph "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 required by the reconciliation will be invoiced at this time, to be paid within twenty calendar days.

d. For the month of December, the monthly report and reconciliation provided for in Sub-paragraph "C" will not be prepared until the completion of the KCATA's annual audit.

e. The KCATA will provide the Community with a final reconciliation of fixed-route service and any outstanding amount due at the end of the Initial Term. The Community shall pay the amount due within twenty days of receipt of the final invoice.

7. When the estimated total deficit of $748,956 is reached, KCATA's obligation to furnish services shall terminate. The Community and KCATA may mutually agree to amend this contract to provide additional Local Share or to adjust the level of service so that the cost of Fixed Route Service will not exceed the contractual Local Share.

8. If for any reason, the KCATA is unable to obtain the federal or state assistance, as provided for in Paragraph A4 of this Contract, the Community will be immediately notified, and this contract will be amended to provide additional Local Share or to adjust the level of service. If a satisfactory amendment providing additional funding is not agreed to by both parties within 30 days of the KCATA's notification to the Community of the loss of federal or state funding, KCATA's obligation to furnish Fixed Route Service will terminate.

B. IRIS Micro Transit Services

1. The Community requests IRIS transportation services (hereinafter referred to as "Contract Service"), set forth in Attachment "B," be operated by the KCATA for the period July 1, 2026, through June 30, 2027.

2. The level of service, as generally set forth in Attachment "B," shall not be reduced and changed or modified without the consent of the Community or cost will be adjusted. If the Community seeks an increase in IRIS transportation services then the parties will negotiate a new rate and increased contract amounts based on market rates.

3. The KCATA and the Community estimate the Community's total payment for the service (hereinafter referred to as "Local Share") to be **$548,130.**

IRIS Service	$ 840,000
CMAQ MicroTransit Funds	(291,870)
Total Local Share	$ 548,130

4. It is the understanding of the parties that, notwithstanding any provision of this Agreement, the maximum obligation of the Community under this Contract for Contract Service shall be the sum of **$548,130.**

5. The method of payment of the Local Share provided for in Paragraph "3" is as follows:

   a. KCATA shall invoice the Community by the 30th day of the month following the month in which service was provided. The Community shall reimburse KCATA no later than 30 days after receipt of the invoice.

C. ADA Inter-Jurisdictional Paratransit Services

1. The Community contracts with KCATA to take ADA inter-jurisdictional trip reservations and to provide ADA complementary paratransit services for inter-jurisdictional trips federally required as a result of fixed-route service operated by KCATA.

2. The reservation telephone line for trips for inter-jurisdictional paratransit service is 816-842-9070.

3. Cost for the operation of ADA inter-jurisdictional paratransit service provided by KCATA is based on cost per trip at the cost of $60.34 during the contract period.

4. KCATA shall invoice the Community by the 30th day of the month following the month in which service was provided. The Community shall reimburse KCATA no later than 30 days after receipt of the invoice.

5. The Community and KCATA agree that in the event the Community fails to remit funds when due to KCATA, the Community shall have breached the agreement, and a notice of Breach of Contract may be issued by the KCATA per this agreement.

6. Invoices shall be based on billable passenger trips, which will be 50% of actual inter-jurisdictional passenger trips provided that have either the pickup or drop off in the City of Independence. Billable passenger trips will be multiplied by the sum of the cost per trip, as stated in paragraph C3.a above.

   The total cost for ADA Inter-jurisdictional Paratransit Service shall not exceed $259,200. The KCATA and the Community estimate the Community's total payment for the service (hereinafter referred to as "Local Share") to be $**155,520**. This estimate is based on the following components of cost and review to be applied to the contract:

ADA Inter-jurisdictional Paratransit Service Cost	
Estimated Net Service Cost	259,200
Source of Funds	
Indep. Designated Federal Funds	($25,920)
Local Share - ADA Inter-jurisdictional	**$ 233,280**

,

7. When the total estimated service cost of $259,200 for ADA inter-jurisdictional services stated in paragraph C6 is met, KCATA's obligation to provide service shall cease unless the contract is amended for additional monies sufficient to cover the federally required services.

8. If for any reason, the KCATA is unable to obtain the federal or state assistance, as provided for in paragraph C6 of this Contract, the Community will be immediately notified, and this contract will be amended to provide additional Local Share. If a satisfactory amendment is not agreed to within thirty (30) days of KCATA's notice of the need for additional Local Share, KCATA's obligation to furnish ADA Inter-Jurisdictional Paratransit Services pursuant to this contract shall terminate.

D. Intra-Jurisdictional Paratransit Services

1. The Community contracts with KCATA to provide intra-jurisdictional paratransit services – both Intra-jurisdictional ADA complementary paratransit and Intra-jurisdictional Non-ADA paratransit services.

2. These services will be branded as Ride KC Freedom, and vehicles will be marked as such, and the service marketed as such.

3. The reservation telephone line for trips for intra-jurisdictional paratransit service is 816-842-9070.

4. The ADA complementary paratransit services will be operated in compliance with FTA and ADA complementary paratransit requirements. The non-ADA paratransit service will be operated per the requirements of the City of Independence.

5. Cost for the operation of intra-jurisdictional paratransit service provided by KCATA is based on two components:

- Cost per revenue hour rate, exclusive of fuel, at the cost of $85.54 during the contract period.

- Fuel Cost per trip will be invoiced based on a per-trip basis and will change monthly, based on the actual price of fuel and the amount of fuel used. For Contract cost estimation purposes only, fuel is estimated at $2.25 per trip. For invoicing purposes, the fuel cost will be adjusted monthly based on the actual average cost of fuel/trip paid by KCATA for paratransit services during the month of service.

6. KCATA shall invoice the Community by the 30th day of the month following the month in which service was provided. The Community shall reimburse KCATA no later than 30 days after receipt of the invoice.

7. Invoices shall be based on billable passenger trips. Billable passenger trips will be multiplied by the sum of the cost per trip, as stated in paragraph D.7 above. ADA certifications will be billed based on the actual number of certification requests reviewed each month. For the Fixed Costs, one-twelfth of the stated cost will be billed each month.

A. **ADA Complementary Service within the Community (Intra-jurisdictional ADA).** The total cost (direct, fuel, fixed, and certification) for intra-jurisdictional ADA complementary services shall not exceed $142,800 during the contract period. The KCATA and the Community estimate the Community's total payment for the service (hereinafter referred to as "Local Share") to be **$146,070**. This estimate is based on the following components of cost and review to be applied to the contract:

ADA Intra-jurisdictional Paratransit Service Cost	
Estimated ATA Intra-jurisdictional Service Cost	$ 142,800
Certifications	19,500
Estimated Net Operating Cost	162,300
Source of Funds	
Indep. Designated Federal Funds	(16,230)
Local Share	**$ 146,070**

When the total estimated service cost of $162,300 for ADA intra-jurisdictional services is met, KCATA's obligation to provide service shall cease unless the contract is amended for additional monies sufficient to cover the federally required services within 30 days.

B. **Non-ADA Paratransit Service within the Community (Intra-jurisdictional Non-ADA paratransit**). The total cost for intra-jurisdictional Non-ADA services shall not exceed $887,137during the contract period. The KCATA and the Community estimate the Community's total payment for the service (hereinafter referred to as "Local Share") to be **$443,569**. This estimate is based on the following components of cost and review to be applied to the contract:

Non-ADA Intra-jurisdictional Paratransit Service Cost	
Estimated Intra-jurisdictional Non-ADA Paratransit Service Cost	$887,137
Estimated Net Operating Cost	$887,137

Source of Funds	
5310 Funds	($443,568)
Local Share	**$**443,569

When the total estimated service cost of $887,137 for Intra-jurisdictional Non-ADA services is met, KCATA's obligation to provide service shall cease unless the contract is amended for additional monies sufficient to cover the federally required services

E. **Non-ADA On-Demand Paratransit Service (RideKC Freedom On-Demand**).

a. For the same Contract Period, the Community agrees to employ KCATA to provide non-ADA on-demand paratransit service. On-demand paratransit service will be provided by the KCATA under its RideKC Freedom On-Demand program

b. The total cost for **non-ADA on-demand paratransit service** shall not exceed $48,240 during the contract period. The KCATA and the Community estimate the Community's total payment for the service (hereinafter referred to as "Local Share") to be **$48,240**. This estimate is based on the following components of cost and review to be applied to the contract:

Non-ADA On-Demand Paratransit (Freedom On-Demand) Service Cost	
Estimated Non-ADA Paratransit Service Cost	$48,240

Source of Funds	
Local Share	**$48,240**

When the total estimated service cost of $29,040 for Non-ADA on-demand services is met, KCATA's obligation to provide service shall cease unless the contract is amended for additional monies sufficient to cover the federally required services

F. Transit Management Services

1. KCATA will manage WHC Worldwide's intra-jurisdictional on-demand micro transit and related services within the Community for the Initial Term.

2. KCATA will access federal grant funds for the ADA Complementary paratransit services identified in this contract.

3. KCATA will monitor WHC Worldwide's compliance with the requirements of the contract, and that service is provided in compliance with the Community's contract. The contract will remain between the Community and WHC, and this Contract with KCATA will not alter this arrangement. KCATA will be responsible for notifying the Community of any contract violations, contract issues, or the need for new procurements or renewals. The Community will cooperate with the KCATA on an as-needed basis to enforce the contract with WHC Worldwide.

4. KCATA will provide customer service functions. KCATA will coordinate with WHC Worldwide to record, investigate, and respond to customer complaints and inquiries from the public and the Community about Intra-jurisdictional transit on-demand micro transit and related services.

5. The Community will take the following actions regarding the service management portions of this contract:

   a. Designate a transit liaison that will serve as the initial point of Community contact for KCATA regarding the transit management services.

   b. Respond to issues raised by KCATA within 24-hours and provide necessary guidance as requested by KCATA regarding Community transit services and transit management

   c. Remit payment to the KCATA for services rendered under this contract within twenty (20) days of receipt of invoices submitted

6. **KCATA COMPENSATION**. KCATA will provide the transit management services of this section for $63,000 - during the agreement term.

G. Summary of Community Share of Costs

1.	Inter-jurisdictional Fixed Route Services	$ 677,478
2.	Intra-Jurisdictional Micro transit Service	548,130
2.	Inter-jurisdictional ADA Paratransit	233,280
3.	Intra-jurisdictional ADA Paratransit	146,070
4.	Intra-jurisdictional Non-ADA Paratransit	443,569
5	Non-ADA On-Demand Paratransit Service Cost	48,240
6.	Transit Management Services	63,000
Total Community Share of Costs		**$ 2,159,767.**

Section 2. General Provisions of this Contract

A. Either party may terminate this contract without cause by giving a sixty (60) day written notice to the other party, specifying such cancellation, and the effective date of the cancellations will be the first Sunday of the calendar quarter following the quarter of notification.

B. The Community recognizes that the KCATA, as the regional transit authority and principal public transportation operator in the region, is obligated to conform to various regulations and requirements of the Federal Transit Administration -to maintain its eligibility for financial assistance. In this regard, the Community agrees to cooperate with the KCATA in the meeting said regulations and requirements and will not require the KCATA to violate said regulations and requirements.

C. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS.

As a condition of receiving FTA Section 5307 funds , the KCATA and Community must comply with 49 U.S.C. § 5307. The Community will provide any information or certification the KCATA deems necessary to comply with any FTA request, state or federal law, rule or regulation, including but not limited to 49 CFR § 673.11(d), 49 U.S.C. § 5329(d)(1) and 49 CFR § 673.13. The Community shall provide a copy and certify that it has drafted a public transportation agency safety plan, and that safety plan that has been approved by the provider's Accountable Executive and Board of Directors or Equivalent Authority (as those terms are defined at 49 CFR § 673.5).

The Community shall timely allow the KCATA to monitor its activities to ensure compliance with Federal statutes, regulations, and the terms and conditions of this Contract. The Community will:

(1) Allow the KCATA to timely review financial and performance reports;
(2) Take timely and appropriate action to close findings pertaining to this Contract detected through audits, on-site reviews, etc. Provide the status of actions planned or taken to address Single Audit findings related to this Contract.

(3) Participate in (monthly) meetings for hazard mitigation updates and review.

(4) Send to the KCATA regular documentation validating timely mitigations and general performance regarding ASP compliance detected through audits, on-site reviews, and written confirmation from the Community, highlighting the status of actions planned or taken to address Single Audit findings related to this Contract.
(5) Allow the KCATA to perform scheduled and unscheduled site visits.
(6) Allow the KCATA to participate and approve actions addressing applicable audit findings pertaining only to this Contract.
(7) Timely send to the KCATA any other related or information, inspection, or audits its deems appropriate, including but not limited to safety and financial information it deems necessary to comply with auditing and safety measures.

D. The Community at its expense shall have the right to cause an audit to be made of the books and records of the KCATA relative to this contract, and the KCATA agrees to make all such records available to the Community for the auditors upon reasonable request of the Community.

E. The Community and KCATA hereby agree that if the Community determines it cannot appropriate funds needed to make payments, the Community shall provide sixty (60) days written notice from the date of determination to terminate this Contract.

F. The KCATA will provide the Community a fixed route ridership report for January through June. The report will include a summary of ridership activity with comparison to the same time period of the previous year. The report will be provided to the Community no later than forty-five (45) days after the end of the Initial Term.

G. The Community and KCATA hereby agree that in the event the Community fails to remit funds due to KCATA, the Community shall be in breach of this contract. Notice of Breach of Contract will be issued per paragraphs below.

H. In the event the Community fails, refuses or neglects to comply with the terms of this contract, the Community shall be in breach of this contract, and the KCATA shall be entitled to legal recourse against the Community, including the recovery of its costs and other damages and reasonable attorney fees, regardless if suit is commenced.

I. In the event of a breach of the contract by the Community, the KCATA shall notify the Community of said breach under this contract, and the Community shall have thirty (30) days in which to cure the breach. In such a case, the written Notice of Breach of Contract will state the time period in which a cure is permitted and other appropriate conditions. If the Community fails to remedy to the KCATA's satisfaction the breach or default of any of the terms, covenants, or conditions of this contract within the 30 days, the KCATA shall have the right to terminate the contract without any further obligation to the Community. The KCATA shall also have all other remedies at law and in equity.

J. 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.

K. 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: Chuck Ferguson , COO/Interim CEO
Kansas City Area Transportation Authority
1200 E. 18th St.
Kansas City, Missouri 64108

With copies to Chuck Ferguson and Richard Jarrold at the same above address

If to Community: Troy Anderson, City Manager
City of Independence, Missouri
P.O. Box 1019
111 East Maple
Independence, Missouri 64051-0519

With a copy to Tom Scannell, Community Development Director at the same above address

L. The parties are entering into this contract with an expectation that KCATA shall manage these services for the foreseeable future. As stated above, the term shall commence on July 1, 2025, and shall expire on June 30, 2026; provided; however, this contract shall automatically renew for successive 1-year terms, beginning July 1, 2025, unless either the Community or the KCATA provides written notice of termination on or before sixty (60) days prior to the end of the Initial Term.

M. Missouri law shall apply to the interpretation and enforcement of this contract.

N. The parties agree to obtain and keep in force during the term of this contract the policies of insurance with the coverage set forth in Attachment B.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed as of the day and year first above written.

KANSAS CITY AREA TRANSPORTATION AUTHORITY

By:_____
Bridgette Williams
Board of Commissioners Chair

ATTEST:

By:_____
Witness

CITY OF INDEPENDENCE, MISSOURI

By:_____
Troy Anderson
City Manager

ATTEST:

By:_____
Susanne Holland
City Clerk

ATTACHMENT A –

CITY OF INDEPENDENCE, MISSOURI CONTRACT SERVICES

(Effective July 1, 2026, through June 30, 2027)

Service to Independence will be provided by one route –the 24 Independence Avenue Route via Winner Road.

For the purposes of this contract, rush hour shall be defined generally as that period of the morning and evening when demand for transportation is at its peak from persons commuting to and from their places of business. These times are generally between 6:00 a.m. and 8:30 a.m. during the morning rush hour and between 4:00 p.m. and 6:30 p.m. in the evening.

The one inter-community route will operate as described below:

#24 INDEPENDENCE ROUTE – MONDAY THROUGH SATURDAY

The route will operate between downtown Kansas City, Missouri, and the Independence Metro Center via Independence Avenue/U.S. 24 Highway, Winner Road, Spring Street, White Oak Avenue, Noland Road, and Truman Road. In addition to the Independence Metro Center, this route would provide service to Van Horn High School, the Englewood Shopping District, and the RLDS Auditorium. On weekdays there will be 15 one-way trips each way on this line, providing service approximately every sixty minutes from 4:19 a.m. to 7:43 p.m. Saturday service provides 14 one-way trips each way approximately every sixty-minutes from 5:40 a.m. to 7:02 p.m.

MICRO TRANSIT SERVICE

IRIS provides a daily demand response service from 6 AM to 6 PM within the boundaries of the City of Independence. Trips within the boundaries of the City of Independence will have a fare of $5.

ATTACHMENT B

The Community and KCATA shall carry and maintain in force for the duration of the Contract insurance coverage, underwritten by the insurer(s) lawfully authorized to write insurance in the state of Missouri, of the minimum types and limits as set forth below. Self-Insurance and/or high Retentions, as determined by each party and disclosed to the other party may be substituted for insurance:

A. Commercial General Liability:
$1,000,000 will be the Combined Single Limit for bodily injury, personal injury, and property damage liability per occurrence, and $2,000,000 annual aggregate. Coverage must include Premises and Operations and Products and Completed Operations Liability coverage.

B. Workers' Compensation and Employer's Liability:
1. Statutory

2. Employer's Liability: $100,000 / $500,000 / $100,000 Limits.

C. Commercial Automobile Liability:
$1,000,000 Combined Single Limit for bodily injury and property damage per accident, covering all owned, non-owned, and hired vehicles.

The Community, its Mayor, Council Members, employees, and volunteers shall be named as Additional Insured under the KCATA Commercial General Liability policy, including any Self-Insurance and/or Retentions.

The Kansas City Area Transportation Authority, its Commissioners, officers, employees, and volunteers shall be named as Additional Insured under the Community General Liability policy, including any Self-Insurance and/or Retentions.

Prior to contract execution, each party shall furnish the other party Certificate(s) of Insurance verifying the required insurance is in full force and effect in accordance with this contract. Self-Insurance, deductibles, and retentions must be stated on the Certificate(s) of Insurance. Within five (5) business days of the expiration of any insurance coverage, each party shall provide to the other party renewal Certificate(s) of Insurance as required by this contract. The Certificate Holders shall be as follows:

Troy Anderson, City Manager
City of Independence, Missouri
P.O. Box 1019
111 East Maple
Independence, Missouri 64051-0519

Chuck Ferguson, CEO/President
Kansas City Area Transportation Authority
1200 East 18th Street
Kansas City, Missouri 64108

ATTACHMENT C

FEDERAL TRANSIT ADMINISTRATION – REQUIRED CLAUSES

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 4702.1, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," to the extent consistent with applicable federal laws, regulations, requirements, and guidance. 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; 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.

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.

DISADVANTAGED BUSINESS ENTERPRISE REQUIREMENTS

A. It is the policy of KCATA that Disadvantaged (DBE) and Small (SBE) Business Enterprises, shall have an equal opportunity to participate in federally assisted contracts. It is also the policy 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 DBE/SBE programs are based on the requirements of Title 49, Code of Federal Regulations, Part 26, 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.

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)).

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.

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.

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.

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.

SUBCONTRACTORS

A. **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 DBE and non-DBE 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.

B. **Prompt Return of Retainage.** If retainage is withheld from subcontractors, the Contractor is required to return any retainage payment to its DBE and non-DBE 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.

C. **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:

   Changes in Federal Requirements
   Civil Rights
   Conflicts of Interest
   Debarment and Suspension
   Disadvantaged Business Enterprise Requirements (DBE)
   Disclaimer of Federal Government Obligations or Liability
   Dispute Resolution

Drug and Alcohol Testing
Employee Protections
Environmental Regulations
Federal Tax Liability and Convictions
Fraud and False or Fraudulent Statements or Related Acts
Incorporation of FTA Terms
Lobbying
Notice of Legal Matters
Prohibited Interests
Prohibition on Restricted Telecommunications and Surveillance Equipment
Record Retention and Access
Seat Belt Use Policy
Subcontractors
Termination
Texting While Driving and Distracted Driving
Trafficking in Persons
Transit Operation Restrictions

D. 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.

E. 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.

F. KCATA may perform random audits and contact minority subcontractors to confirm the reported DBE participation.

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.

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.

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

A. 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 , 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).

B. 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.

C. 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.

D. 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

A. 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 C.F.R. 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 C.F.R. Part 40 and Part 655.

B. 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.

EMPLOYEE PROTECTIONS

A. **Public Transportation Employee Protective Arrangements (Standard).** To the extent that the FTA determines that transit operations are involved, the Contractor agrees to carry out the transit operations work on this Contract in compliance with terms and conditions determined by the U.S. Secretary of Labor to be fair and equitable to protect the interests of employees employed under this Contract and to meet guidelines established in 29 C.F.R. Part 215, and any amendments thereto. These terms and conditions are identified in the letter of certification from the U.S. Department of Labor to the FTA, the employee protective requirements of 49 U.S.C. § 5333(b), and the U.S. Department of Labor certification applicable to the grant from which Federal assistance is provided to support work on this Contract. The Contractor agrees to carry out that work in compliance with the conditions stated in that U.S. Department of Labor certification which is incorporated in and made part of

this Contract.

B. **Public Transportation Employee Protective Arrangements for Elderly and Disabled Transportation.** If the U.S. Secretary of Transportation has determined or determines in the future that the employee protective requirements are necessary or appropriate on work performed under this Contract, the Contractor agrees to comply with the terms and conditions determined by the U.S. Secretary of Labor to meet the requirements of 49 U.S.C § 5333(b), U.S. Department of Labor ("DOL") guidelines established in 29 C.F.R. Part 215, and any amendments thereto. These terms and conditions are identified in the U.S. DOL's letter of certification to the FTA, applicable to the grant from which Federal assistance is provided to support work on this Agreement. The Contractor agrees to perform transit operations in connection with the underlying Agreement in compliance with the conditions stated in that U.S. DOL letter. The Contractor agrees to comply with U.S. DOL's certification of public transportation employee protective arrangements for the Project, dated as displayed on the underlying Grant Agreement.

ENVIRONMENTAL REGULATIONS

A. **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.

B. **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

C. **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.

D. **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 C.F.R. 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

A. The Contractor affirmatively represents and certifies that:

1. 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

2. The Contractor was not convicted of the felony criminal violation under any Federal law within the preceding twenty-four (24) months.

B. Contractor is described as any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association.

C. 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 C.F.R. 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.

B. 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.

C. 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

A. 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 C.F.R. 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.

B. 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.

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.

TRANSIT OPERATIONS RESTRICTIONS

A. **Charter Service Operations.** The Contractor agrees to comply with 49 U.S.C. § 5323(d) and FTA regulations, "Charter Service," 49 C.F.R. Part 604, which provide that recipients and sub-recipients of FTA assistance are prohibited from providing charter service using federally funded equipment or facilities if there is at least one private charter operator willing and able to provide the service, except under one of the exceptions at 49 C.F.R. 604.9. Any charter service agreement required by these regulations is incorporated by reference and made part of this Agreement.

B. **Alcohol Misuse and Prohibited Drug Use.** See Article on "Drug and Alcohol Testing"

C. **School Bus Operations.** The Contractor will not use FTA assisted facilities or equipment to support exclusive school bus operations except as permitted by 49 U.S.C. § 5323(f) or (g) and FTA regulations "School Bus Operations." 49 C.F.R. Part 605, to the extent consistent with 49 U.S.C. § 5323 (f) or (g).

D. **Reporting Requirements.** The Contractor agrees to collect and maintain all data, using proper procedures, requested by KCATA for compliance with the "Uniform System of Accounts and Records and Reporting System," 49 C.F.R. Part 630, which includes various reports required to FTA's national transit database. The Contractor shall submit the requested.

E. **Use of $1 Coins.** To comply with Section 104 of the Presidential $1 Coin Act of 2005, 31 U.S.C. 5112(p), FTA assisted property that requires the use of coins or currency in public transportation service or supporting service must be fully capable of accepting and dispensing $1 coins and it will display signs and notices of the $1 coin capability of its equipment and facilities use on its premises, including vending machines, where coins or currency are used.

F. **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.

REQUIRED BY MISSOURI STATUTE (CONTRACTS OVER $5,000

EMPLOYEE ELIGIBILITY VERIFICATION (FOR CONTRACTS OVER $5,000)

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.

Tracking No: 2026-310

Staff Request For Commission Action

Board Meeting Date: June 24, 2026

KCPD MOU- Don Bowlin

Standing Committee:	Finance Committee

Date:	**Contact Name:**	**Contact Email:**	**Department/Division:**
06/16/2026	Don Bowlin	dbowlin@kcata.org	Security

Strategic Plan:
Organization
Customer Experience
Unified Region

Financial Impact:
Award To: KCPD Board of Commissioners
Amount of Request/Contract: Not to exceed $764,800
Amount Budgeted: 2026 $384,200, 2027 - TBD
Funding Source/Account#: 5370200

Approver:
Chuck Ferguson, COO

Attachments List:

1.	26-7016-51C KCATA MOU with KCPD 2026-2028 Final
2.	MOU_KCATA_KCPD_PO_Committee (1)

Proposed Motion:
Staff recommends approval of the 2026–2028 MOU with the Board of Police Commissioners of Kansas City, Missouri, for transit policing services, with a total estimated cost not to exceed $764,800 over the two-year term.

Synopsis:

Since January 2016, the KCATA and the Board of Police Commissioners of Kansas City, Missouri, have maintained a Memorandum of Understanding (MOU) that provides two dedicated, full-time transit police officers. These officers preserve the peace, prevent crime, arrest offenders, and protect the safety and welfare of KCATA staff and riders on and around KCATA buses, bus stops, and transit properties.

The previous 2024–2026 MOU authorized a two-year program valued at $740,000. KCATA staff and the KCPD have collaborated to develop an updated two-year MOU to continue this proven program under contract number 26-7016-51C, effective from the date of the last signature through 2028.

Under this agreement, the KCPD will assign two full-time sworn members of the Central Patrol Division to the Transit Police Program. Officers will enforce Missouri law and local ordinances, maintain required KCPD reports and daily activity logs, and assist KCPD members working off-duty for the KCATA. Officers remain under KCPD's chain of command at all times and are not subject to KCATA supervision. The KCPD will also provide Crisis Intervention Team (CIT) training to assigned officers, strengthening the program's ability to respond to behavioral health incidents throughout the transit system.

The 2026–2028 MOU reflects updated compensation rates for the new term. Salary and fringe benefits, including Medicare, retirement, clothing allowance, benefit subsidy, and college incentive, are estimated at $380,000 per officer per year, totaling $760,000 annually for both officers. Uniforms and equipment for both officers are budgeted at $2,400 for the full MOU period. Overtime, when necessary for incident handling, transporting arrests, court time, or required report preparation, will be reimbursed at the established KCPD rate. The total two-year program cost is not expected to exceed $764,800, or 3.95% increase over the previous contract, including estimated overtime. The current annual budget reflects expected expenditures of $384,300.

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") is entered into, by and between the **Kansas City Area Transportation Authority**, a body corporate and politic (the "KCATA") and the **Board of Police Commissioners of Kansas City, Missouri** (the "KCPD"). This MOU sets forth the parties' entire agreement and understanding regarding a "Program" more fully described below.

I. Overview

A. The KCATA provides public transit service in the greater Kansas City area to include routes in Missouri and Kansas. KCATA bus stops and passenger amenities including shelters, benches and receptacles are located along bus routes in support of this transit service.

B. The KCATA desires to provide enhanced safety in and around its buses and bus terminals. The KCPD desires to deter crime, preserve peace, arrest offenders, and protect the safety and welfare of citizens, including the citizens utilizing the public transportation system and the ATA staff. KCATA and the KCPD have agreed that it would be in their mutual best interest to work in common service to provide safety to citizens in and around the public transit system.

C. The KCPD and the KCATA, enter into this MOU to provide greater security for the Kansas City, Missouri citizens and public bus operations of the KCATA pursuant to Sections 70.210 to 70.325 of the Revised Statutes of Missouri ("RSMo") which authorize a political subdivision to enter into cooperative agreements with duly authorized agencies and corporations of the State of Missouri or other states, for various purposes.

D. The KCPD agrees to participate with the KCATA in a program that will cause two full-time sworn members assigned to the KCPD's Central Patrol Division ("Sworn Members") to assist the KCATA in preserving the peace, preventing crime, arresting offenders, and protecting the safety **and** welfare of ATA staff and citizens on and about ATA property and bus stop areas ("Program"). The Sworn Members working in the Program will also assist KCPD members who are working off-duty for the ATA.

II. Compensation, Uniforms and Equipment Required for KCPD sworn members assigned to the Program

A. The KCATA will reimburse the KCPD for the total cost associated with the Sworn Member's assignment to the Program. The total cost includes the following:

1. Salary and Benefits: Each assigned Sworn Member's regular rate of pay, including salary and benefits. Benefits include Medicare, retirement, clothing allowance, benefit subsidy, and college incentive. The total estimated amount to be reimbursed by the KCATA to KCPD's Financial Services Unit (FSU) for the assigned Sworn Members' compensation is $380,000 per year. This amount may increase or decrease due to salary and benefit costs. KCPD will notify KCATA in advance of any scheduled increase in salaries and/or benefit costs.

2. Overtime: Each Sworn Member's overtime associated with the Program. The KCATA agrees to pay each Sworn Member's overtime in accordance with the established KCPD overtime rate of pay. Sworn Members assigned to the Program will be compensated for overtime work necessary for the completion of handling incidents, transporting arrests, court time and/or of preparing required reports as part of the Program. However, the KCATA may in its discretion limit the number of overtime hours it will reimburse the KCPD per month upon providing at least thirty days written notice to KCPD Coordinator.

3. Equipment and Uniforms: The expense of equipping and providing uniforms for each assigned Sworn Member. The uniform will be the standard KCPD uniform worn by patrol officers. The equipment will include a portable radio of the same type commonly used by patrol officers, as well as other equipment commonly provided by KCPD to patrol officers, such as is worn on patrol officers' duty belts. At all times, during and upon completion or termination of this MOU, the equipment and uniform will remain the property of the KCPD. The total estimated amount to be reimbursed to the KCPD for the Sworn Members' uniforms and equipment is $2,400.00 during the period of this MOU renewal.

B. The KCPD's Financial Services Unit ("FSU") will prepare and submit invoices to the KCATA for reimbursement of the following:

1. Each Sworn Member's salary, benefits and overtime will be provided in a monthly invoice to the KCATA. The invoices will include details as to the salary and benefits.

2. Invoices shall be submitted 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 full descriptive information of materials or services furnished per Agreement by and between the KCPD and KCATA. The invoices, including all subsequent documents and receipts, are to be submitted as one document in .pdf format.

3. KCPD shall reference KCATA's contract number and FSM number (provided by KCATA to KCPD), the billing period applicable. Reimbursement for equipment and other expenses, pre-approved prior to issuance of this Agreement by the Authority, shall be included on the invoice. Receipts for each line item claimed reimbursable shall be included.

C. The KCATA will reimburse KCPD within thirty (30) days of receipt of receiving each invoice. KCATA will transfer funds as provided by the KCPD's FSU. KCATA states that funds transferred to KCPD for reimbursement are not grant funds or funds that are subject to other terms or conditions.

D. Disputes: If the KCATA disputes any portion of KCPD's invoice, the KCATA will provide written notice that identifies the portion disputed with documentation. While the dispute is being negotiated in good faith, the KCATA will continue to pay the undisputed portion within the required time frame above in subsection C.

E. Contractor agrees the KCATA shall have no contract 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.

III. Notices

A. Any invoices or notices required or permitted to be given under Section II shall be in writing and shall be deemed given when delivered personally or deposited in the United States Mail, either certified or registered mail, postage prepaid, or by electronic mail, addressed as follows:

KCPD: Financial Services Unit
Board of Police Commissioners Kansas City, Missouri
1125 Locust Street
Kansas City, Missouri 64106

KCATA: Procurement Department
Kansas City Area Transportation Authority
1200 E. 18th Street
Kansas City, Missouri 64108

IV. KCPD Assigned Sworn Members

A. The KCPD will assign two (2) Sworn Members to the Program. Sworn Members will attend required KCPD training.

B. The KCPD will make an effort to provide the assigned Sworn Members with training as a Crisis Intervention Team ("CIT") officer.

C. The Sworn Members will adhere to the following:

1. Sworn Members' supervisors will be their chain of command.

2. Sworn Members enforce Missouri law and local ordinances within the scope of work, policies and procedures of KCPD.

3. Sworn Members will perform their duties in accordance with their training, experience and KCPD protocols, and KCATA shall not control how the Sworn Members perform their duties. Sworn Members will not enforce KCATA rules and procedures.

4. Sworn Members will continue to complete all required KCPD reports.

V. <u>The KCPD Coordinator Responsibilities</u>:

The KCPD will select a supervisory-level member to serve as the KCPD's Coordinator for the Program. The Coordinator will be responsible for:

1. Selecting and supervising the two sworn members assigned to the Program.

2. Collecting Daily Log Sheets with any documenting efforts made by officers funded through the Program. This Log Sheet shall include officer name and serial number, date, vehicle #, bus #, Route #, time on, time off, notes and description of activity that does not contain Criminal Justice Information and Criminal History Record Information as provided in KCPD policy.

3. Ensuring appropriate activity levels are sustained by the members assigned to the Program.

4. Coordinating meetings, as needed, with the two assigned Sworn Members and KCATA Coordinator.

5. Disseminating information, as necessary, provided by the KCATA Coordinator regarding the Program to the assigned Sworn Members.

6. Reviewing and approving all overtime requests by Sworn Members. Copies of each overtime and court time documentation shall be forwarded to the KCPD FSU at kcpdgrants@kcpd.org.

7. Ensure that Sworn Members continue to complete all necessary KCPD reports.

8. Complete a monthly report of all Daily Log Sheets (with appropriate redactions, i.e., juveniles, criminal history, etc.), arrest numbers and overtime used and forwarding this information to the KCATA Coordinator and the Patrol Bureau Commander.

9. Monitor overtime funding to ensure the Program remains within budget.

VI. <u>KCATA Chief Transit Experience Officer or Designee Responsibilities</u>

The KCATA's Chief Transit Experience Officer shall designate a KCATA employee as its coordinator for the Program ("KCATA Coordinator") and with responsibility for:

1. Supervising the entire KCATA system security and emergency preparedness plan.

2. Reviewing the Sworn Members' Log Sheets for system security trends and sustained activity levels.

3. Participating in meetings, as needed, with the Sworn Members and KCPD Coordinator.

4. Providing KCPD Coordinator advisory input on scope of work for the Sworn Members based off of system security analysis.

5. Reviewing information and monthly reports provided by KCPD Coordinator.

6. Reviewing invoices submitted by KCPD FSU for adequate documentation and consultation with KCPD FSU on disputed items.

7. If the KCATA seeks a copy of any KCPD report(s), the request should be submitted to the Criminal Records Unit, Attn: Custodian of Records, 1125 Locust Street, Kansas City, Missouri 64106 or by email at recordsrequest@kcpd.org.

VII. Workers' Compensation

The two Sworn Members assigned to the Program work exclusively for the KCPD. The KCPD will provide the assigned Sworn Members the benefits normally afforded an employee injured in the scope and course of employment.

VIII. Liability

A. Both Parties represent that they do not carry commercial general liability insurance. The KCATA represents to the KCPD that it is self-insured and agrees to provide any applicable insurance policies it has, if any, to KCPD upon request. The KCPD represents that it either pays claims directly from the Department's budget or submits claims to the Office of the Attorney General pursuant to Section 105.726 of the Revised Statues of Missouri.

IX. Terms of this MOU

A. No amendment to this MOU shall be effective unless it is in writing and signed by an authorized representative of the KCATA and the KCPD.

B. The term of this MOU is two (2) years beginning the date of last signature.

C. Either party may terminate this MOU and the Program for any reason by giving sixty (60) days' advance written notice to the other.

D. If the MOU or the Program is terminated by the KCATA, the KCATA shall pay to the KCPD all outstanding balances owed to KCPD (salary, overtime, equipment, benefits, etc.) that are documented as required herein, within thirty days of demand by the KCPD FSU. In such event, KCATA shall have no further liability to KCPD.

E. The Sworn Members assigned to the Program are members of the KCPD and shall be subject to KCPD control, supervision, policies and procedures. The officers shall not be under the supervision of any KCATA employee.

F. This MOU is not intended to be, and shall not constitute, create, give rise to or otherwise recognize, a joint venture, partnership or formal business association or organization of any kind between the two parties and the rights and obligations of the parties shall be only those expressly set forth in this MOU. Further, this MOU creates no third-party beneficiary rights in any other person or entity.

G. This MOU shall be construed in accordance with the laws of Missouri, without respect to Missouri's choice of law provisions.

H. The parties shall amicably work together to resolve any disputes arising under this MOU. To the extent amicable resolution is unsuccessful and litigation ensues, jurisdiction shall be in the Circuit Court of Jackson County at Kansas City, Missouri.

I. Nothing in this MOU is intended to or does negate or waive official immunity, sovereign immunity or application of the public duty doctrine if officers, employees, elected or appointed officials, or other representative of either party are subject to civil litigation arising out of their actions as set forth in this MOU.

J. The KCPD and the KCATA each represent one to the other that each agency is self-insured and agrees to provide its insurance policies and procedures to the other party upon its request.

X. MOU Execution.

This MOU may be executed in one or more counterparts, each of which will be deemed an original copy of this MOU and all of which, when taken together, will be deemed to constitute one and the same MOU. This MOU shall be effective upon the execution of counterparts by all parties, notwithstanding that all parties may not sign the same counterpart. The parties' signatures transmitted by facsimile or by other electronic means shall be proof of the execution of this MOU and shall be acceptable in a court of law.

_____
Stacey Graves, Chief of Police

Board of Police Commissioners
of Kansas City, Missouri

Date: _____

_____
Bridgette Williams, Chair

Board of Commissioners
Kansas City Area Transportation Authority

Date: _____

_____
Gregory Goheen
Legal Counsel, Board of Commissioners

Date: _____

[END OF DOCUMENT: Page 5 of Page 5]

KC ATA | RideKC



KCATA & KCPD Memorandum of Understanding

2026–2028 Transit Safety Partnership

Planning & Operations Committee | Informational Item | May 19, 2026

MOU Overview: KCATA & KCPD Transit Safety Partnership

PURPOSE

•Provide enhanced safety and security in and around KCATA buses, bus stops, and passenger amenities throughout the Kansas City area
•KCPD will deter crime, preserve peace, arrest offenders, and protect the safety and welfare of citizens and KCATA staff
•Authorized under RSMo Sections 70.210–70.325 governing cooperative agreements between political subdivisions
•Total annual cost (salary and benefits) $764,800.

OFFICER ASSIGNMENT

•Two (2) full-time sworn officers, Central Patrol Division
•Remain under KCPD supervision and chain of command
•Crisis Intervention Team (CIT) training provided
•Monthly activity reporting to KCATA

AGREEMENT TERMS

•Two (2) year term from the date of the last signature
•2024/'25 Contract cost $737,894 per year
•2026/'27 Contract increase of 3.95% = $764,800 per year
•60-day written notice required to terminate
•Governed by Missouri law; both parties self-insured

KC ATA | RideKC



April 2026 Financial Results

Finance Committee

Rick Maner, Acting Chief Financial Officer

Monday, June 15, 2026

EXECUTIVE SUMMARY
Month Ended April 30, 2026

1) KCMO Sales Tax Reserve is $17 million. $3.8 million was transferred to the Operating Account in May 2026.
2) Operating income in Apr 2026 was ($423K) compared to 2026 budget of ($184K). Apr 2026 YTD actual was ($66K) compared to budget of $19K.
3) Local contract revenue was $7.9 million in Apr 2026 compared to 2026 budget of $7.9 Million. Apr 2026 YTD is $31.6 million compared to budget of $31.8 million.

April 2026 BALANCE SHEET

	Apr 2026	Mar 2026
Assets		
Cash & Investments	6,053,554	11,907,587
Reserve - KC Sales Tax (a)	17,118,756	17,078,418
Reserve - Local Capital Match	6,270,443	4,629,959
Reserve - Self Insurance	10,035,967	9,828,850
Reserve - Operating Liabilities	5,760,472	5,599,128
Receivables	4,537,563	388,893
Long Term Assets	151,290,262	148,220,575
Total Assets	**201,067,017**	**197,653,410**
(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*

April 2026 BALANCE SHEET

	Apr 2026	Mar 2026
Liabilities and Net Position		
Liabilities		
Current Liabilities	11,950,736	10,473,858
Line of Credit	-	-
Non Current Liabilities	55,703,048	55,633,386
Total Liabilities	**67,653,784**	**66,107,244**
Net Position	**130,413,233**	**131,546,166**
Total Liabilities and Net Position	**198,067,017**	**197,653,410**

FINANCIAL OPERATIONS FOR THE MONTH OF APRIL 2026

	Apr 2026 Budget	Apr 2026 Actual	Apr 2025 Actual
Sources of Operating Funds	10,063,184	9,939,786	8,757,574
Operating Expenses	(10,246,740)	(10,362,994)	(10,205,953)
Operating Income	**(183,556)**	**(423,208)**	**(1,448,379)**

FINANCIAL OPERATIONS APRIL 2026 YEAR-TO-DATE

	Apr 2026 YTD Budget	Apr 2026 YTD Actual	Apr 2025 YTD Actual
Sources of Operating Funds	40,252,746	40,165,387	38,553,990
Operating Expenses	(40,233,987)	(40,231,735)	(40,109,388)
Operating Income	**18,759**	**(66,348)**	**(1,555,398)**

KCATA 2026 OPERATIONAL FUNDING FOR APRIL 2026

		April	MO %	YTD	YTD %
KCMO Funding		7,410,861	75%	30,677,038	76%
Other Community Funding		493,143	5%	898,547	2%
State of Missouri Funding		183,323	2%	581,680	1%
Federal Funding		1,226,843	12%	5,586,841	14%
Other Government Funding		35,713	0%	144,754	0%
Investment Income		115,467	1%	390,416	1%
Operating Revenue		98,625	1%	393,862	1%
Other Funding		375,812	4%	1,492,249	4%
Total Operating Funding		**9,939,786**	**100%**	**40,165,387**	**100%**

OPERATING EXPENSES BY TYPE FOR THE MONTH OF APRIL 2026

	Apr 2026 Month Budget	Apr 2026 Month Actual	Apr 2025 Month Actual
Wages and Benefits	6,562,736	6,364,282	6,444,012
Fuel & Lubricants	210,731	298,925	258,912
Other Supplies	371,692	601,062	427,309
Professional Fees & Contract Maintenance	1,136,580	1,037,257	720,055
Utilities	141,967	110,652	137,407
Casualty and Liability Costs	238,207	222,199	201,494
Purchased Transportation Services (IRIS & Paratransit)	1,460,516	1,732,769	1,969,219
Other Expenses (Training, Meeting, Dues, etc)	124,311	(4,153)	47,545
Total Operating Expenses	**10,246,740**	**10,362,994**	**10,205,953**
Wages & Benefits % of Operating Expenses	**64.05%**	**61.41%**	**63.14%**

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

	Apr 2026 YTD Budget	Apr 2026 YTD Actual	Apr 2025 YTD Actual
Wages and Benefits	26,130,964	26,081,579	25,855,596
Fuel & Lubricants	839,939	917,931	963,758
Other Supplies	1,517,111	1,829,409	1,397,604
Professional Fees & Contract Maintenance	3,936,543	3,296,875	2,617,353
Utilities	562,452	581,899	613,889
Casualty and Liability Costs	952,828	872,333	807,941
Purchased Transportation Services (IRIS & Paratransit)	5,842,067	6,453,852	7,639,910
Other Expenses (Training, Meeting, Dues, etc)	452,083	197,857	213,336
Total Operating Expenses	**40,233,987**	**40,231,735**	**40,109,388**
Wages & Benefits % of Operating Expenses	**64.95%**	**64.83%**	**64.46%**

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

	Apr 2026 Budget	Apr 2026 Actual	Apr 2025 Actual
April 2026 Indirect Percentage of Total Expenses	11.47%	11.42%	9.37%
April 2026 Year-To-Date Indirect Percentage of Total Expenses	11.57%	10.68%	9.21%
April 2026 Indirect Costs	1,175,452	1,183,427	956,692
April 2026 YTD Indirect Costs	4,654,405	4,294,835	3,695,163

FINANCIAL STATEMENTS

April 2026



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

	4/30/2026 *Current Month*	*3/31/2026* *Prior Month*
ASSETS and DEFERRED OUTFLOWS		
Current Assets:		
Cash and cash equivalents	$ 6,053,554	$ 11,907,587
Accounts receivable	4,537,563	388,893
Due from governments:		
Local governments	623	140,938
State government	1,300,914	1,117,478
Federal government	3,084,408	3,755,688
Material and supplies	2,510,579	2,485,182
Prepaid expenses and other current assets	2,226,734	1,825,336
Total current assets	19,714,374	21,621,102
Restricted / Designated Assets & Investments:		
Local capital funds	6,270,443	4,629,959
Self insurance fund	10,035,967	9,828,850
KCMO Tax Reserve	17,118,756	17,078,418
Operating liabilities fund	5,760,472	5,599,128
Other Investments	198,421	198,421
Total restricted / designated assets	39,384,058	37,334,775
Capital Assets:		
Land and rights-of-way	15,666,648	15,666,648
Capital projects in progress	20,865,155	19,510,616
Buildings and improvements	98,340,701	98,340,701
Revenue buses, vehicles and equipment	112,155,471	113,452,151
Other equipment and structures	63,277,263	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	316,172,358	316,297,019
Accumulated depreciation/amortization	(185,768,850)	(186,164,562)
Total capital assets, Net	130,403,509	130,132,457
Lease receivable	174,356	174,356
Deferred outflows - Pension & OPEB related	8,390,720	8,390,720
Total Assets & Deferred Outflows	$ 198,067,017	$ 197,653,410
	-	-

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

	4/30/2026 *Current Month*	*3/31/2026* *Prior Month*
LIABILITIES, DEFERRED INFLOWS and FUND EQUITY		
Current Liabilities:		
Accounts payable	$ 5,744,497	$ 4,667,121
Payroll and benefits liabilities	5,733,148	5,450,381
Other short term liabilities	6,355	6,303
Line of credit	-	-
Rock Island bond accrual	466,736	350,053
Unearned revenue	-	-
Total current liabilities	11,950,736	10,473,858
Noncurrent Liabilities:		
Liabilities Payable From Designated Assets:		
Public liability and property damage claims	3,473,166	3,437,697
Workers' compensation claims	4,281,827	4,114,084
Total payable from designated assets	7,754,992	7,551,781
Compensated absences	5,282,934	5,324,561
Net pension obligation	13,965,369	13,965,369
Net OPEB obligation	16,480,853	16,335,616
Lease liability	68,889	68,889
Subscription liability	68,545	68,545
Deferred credits	1,984,566	2,221,726
Total noncurrent liabilities	45,606,148	45,536,486
Total Liabilities	57,556,884	56,010,344
Deferred Inflows - Pension, OPEB & Lease Related	10,096,900	10,096,900
Contributed Capital:		
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	(393,784,765)	(393,784,765)
Net contributed capital	93,522,718	93,522,718
Retained Earnings:		
Designated retained earnings	28,837,250	28,837,250
Undesignated retained earnings	8,053,266	9,186,198
Net retained earnings	36,890,516	38,023,449
Total fund equity	130,413,233	131,546,166
Total Liabilities, Deferred Inflows and Fund Equity	$ 198,067,017	$ 197,653,410
	-	

KANSAS CITY AREA TRANSPORTATION AUTHORITY

CONSOLIDATED STATEMENT OF OPERATIONS

FOR THE ONE MONTH ENDED APRIL 30, 2026

	2026 ANNUAL BUDGET	MONTH 2026 BUDGET	MONTH 2026 ACTUAL	MONTH Over/(Under) Budget	MONTH %	YEAR-TO-DATE 2026 BUDGET	YEAR-TO-DATE 2026 ACTUAL	YEAR-TO-DATE Over/(Under) Budget	YEAR-TO-DATE %
KCATA CONSOLIDATED									
SOURCES OF FUNDS									
OPERATING REVENUE	$ 7,114,176	$ 171,576	$ 98,625	$ (72,951)	-42.52%	$ 686,307	$ 393,862	$ (292,445)	-42.61%
GOVERNMENT FUNDING	125,564,345	11,227,584	9,515,166	(1,712,418)	-15.25%	44,910,342	38,920,362	(5,989,980)	-13.34%
RENTAL INCOME	84,000	7,000	14,000	7,000	100.00%	28,000	37,491	9,491	33.90%
INVESTMENT INCOME	1,006,200	83,850	115,467	31,617	37.71%	335,400	390,416	55,016	16.40%
OTHER NON-TRANSP REVENUE	3,872,197	322,683	361,812	39,129	12.13%	1,290,733	1,454,759	164,026	12.71%
RESERVES - SOURCE (USE)	(20,994,104)	(1,749,509)	(165,284)	1,584,225	-90.55%	(6,998,036)	(1,031,502)	5,966,534	-85.26%
TOTAL SOURCES OF FUNDS	**$ 116,646,814**	**$ 10,063,184**	**$ 9,939,786**	**$ (123,398)**	**-1.23%**	**$ 40,252,746**	**$ 40,165,387**	**$ (87,359)**	**-0.22%**
OPERATING EXPENSES	(112,907,037)	(10,246,740)	(10,362,994)	(116,254)	-1.13%	(40,233,987)	(40,231,735)	2,252	-0.01%
OPERATING INCOME	**$ 3,739,777**	**$ (183,556)**	**$ (423,208)**	**$ (239,652)**	**130.56%**	**$ 18,759**	**$ (66,348)**	**$ (85,107)**	**453.69%**
DEPRECIATION	(12,522,830)	(1,063,672)	(1,083,488)	(19,816)	-1.86%	(4,336,525)	(4,415,730)	(79,205)	-1.83%
NON-OPER ROCK ISLAND BOND	(1,400,198)	(116,683)	(116,683)	-	0.00%	(466,732)	(466,732)	-	0.00%
CAPITAL CONTRIBUTIONS	6,033,750	502,812	467,179	(35,633)	-7.09%	2,011,248	1,886,949	(124,299)	-6.18%
CAPITAL RESERVES - SOURCE (USE)	-	-	10,714	10,714	N/A	-	4,914	4,914	N/A
OTHER INCOME (EXPENSE)	-	-	11,886	11,886	N/A	-	23,404	23,404	N/A
NET INCOME/(LOSS)	**$ (4,149,501)**	**$ (861,099)**	**$ (1,133,600)**	**$ (272,501)**	**-31.65%**	**$ (2,773,250)**	**$ (3,033,543)**	**$ (260,293)**	**-9.39%**
	-								
FIXED ROUTE									
SOURCES OF FUNDS									
OPERATING REVENUE	$ 6,198,922	$ 104,076	$ 72,324	$ (31,752)	-30.51%	$ 416,307	$ 299,520	$ (116,787)	-28.05%
GOVERNMENT FUNDING	101,404,532	9,213,933	7,950,137	(1,263,796)	-13.72%	36,856,732	32,878,517	(3,978,215)	-10.79%
RENTAL INCOME	84,000	7,000	14,000	7,000	100.00%	28,000	37,491	9,491	33.90%
INVESTMENT INCOME	1,006,200	83,850	115,467	31,617	37.71%	335,400	390,416	55,016	16.40%
OTHER NON-TRANSP REVENUE	3,872,197	322,683	361,812	39,129	12.13%	1,290,733	1,454,759	164,026	12.71%
RESERVES - SOURCE (USE)	(14,517,382)	(1,209,781)	(299,933)	909,848	-75.21%	(4,839,126)	(1,435,453)	3,403,673	70.34%
TOTAL SOURCES OF FUNDS	**$ 98,048,469**	**$ 8,521,761**	**$ 8,213,807**	**$ (307,954)**	**-3.61%**	**$ 34,088,046**	**$ 33,625,249**	**$ (462,797)**	**-1.36%**
OPERATING EXPENSES	(94,257,015)	(8,736,251)	(8,569,575)	166,676	1.91%	(34,208,355)	(33,663,048)	545,307	1.59%
OPERATING INCOME	**$ 3,791,454**	**$ (214,490)**	**$ (355,769)**	**$ (141,279)**	**65.87%**	**$ (120,309)**	**$ (37,799)**	**$ 82,510**	**68.58%**
DEPRECIATION	(12,522,830)	(1,063,672)	(1,083,488)	(19,816)	1.86%	(4,336,525)	(4,415,730)	(79,205)	-1.83%
NON-OPER ROCK ISLAND BOND	(1,400,198)	(116,683)	(116,683)	-	0.00%	(466,732)	(466,732)	-	0.00%
CAPITAL CONTRIBUTIONS	6,033,750	502,812	467,179	(35,633)	-7.09%	2,011,248	1,886,949	(124,299)	-6.18%
CAPITAL RESERVES - SOURCE (USE)	-	-	10,714	10,714	N/A	-	4,914	4,914	N/A
OTHER INCOME/(EXPENSE)	-	-	11,886	11,886	N/A	-	23,404	23,404	N/A
NET INCOME/(LOSS)	**$ (4,097,824)**	**$ (892,034)**	**$ (1,066,160)**	**$ (174,127)**	**-19.52%**	**$ (2,912,318)**	**$ (3,004,994)**	**$ (92,676)**	**-3.18%**
	-								

KANSAS CITY AREA TRANSPORTATION AUTHORITY

CONSOLIDATED STATEMENT OF OPERATIONS

FOR THE ONE MONTH ENDED APRIL 30, 2026

	2026 ANNUAL BUDGET	MONTH 2026 BUDGET	MONTH 2026 ACTUAL	MONTH Over/(Under) Budget	MONTH %	YEAR-TO-DATE 2026 BUDGET	YEAR-TO-DATE 2026 ACTUAL	YEAR-TO-DATE Over/(Under) Budget	YEAR-TO-DATE %
IRIS									
SOURCES OF FUNDS									
OPERATING REVENUE	$ 237,000	$ 59,250	$ 12,090	$ (47,160)	-79.59%	$ 237,000	$ 43,904	$ (193,096)	-81.48%
KCMO FARE CREDIT	-	-	-	-	N/A	-	-	-	N/A
GOVERNMENT FUNDING	806,205	67,183	-	(67,183)	-100.00%	268,738	182,298	(86,440)	-32.17%
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	134,649	125,869	1433.58%	35,120	403,951	368,831	1050.20%
TOTAL SOURCES OF FUNDS	**$ 1,148,573**	**$ 135,213**	**$ 146,739**	**$ 11,526**	**8.52%**	**$ 540,858**	**$ 630,153**	**$ 89,295**	**16.51%**
OPERATING EXPENSES	(1,148,567)	(95,714)	(209,594)	(113,880)	-118.98%	(382,859)	(654,118)	(271,259)	-70.85%
OPERATING INCOME	**$ 6**	**$ 39,500**	**$ (62,856)**	**$ (102,355)**	**N/A**	**$ 157,999**	**$ (23,965)**	**$ (181,964)**	**-115.17%**
OTHER INCOME/(EXPENSE)	-	-	-	-	N/A	-	-	-	N/A
NET INCOME/(LOSS)	**$ 6**	**$ 39,500**	**$ (62,856)**	**$ (102,355)**	**N/A**	**$ 157,999**	**$ (23,965)**	**$ (181,964)**	**-115.17%**
RIDEKC FREEDOM									
SOURCES OF FUNDS									
OPERATING REVENUE	$ 678,254	$ 8,250	$ 14,211	$ 5,961	72.25%	$ 33,000	$ 50,438	$ 17,438	52.84%
GOVERNMENT FUNDING	23,353,608	1,946,468	1,565,030	(381,438)	-19.60%	7,784,872	5,859,547	(1,925,325)	-24.73%
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**	**$ 1,954,718**	**$ 1,579,241**	**$ (375,477)**	**-19.21%**	**$ 7,817,872**	**$ 5,909,985**	**$ (1,907,887)**	**-24.40%**
OPERATING EXPENSES	(17,501,455)	(1,414,775)	(1,583,825)	(169,050)	-11.95%	(5,642,773)	(5,914,569)	(271,796)	-4.82%
OPERATING INCOME	**$ 6,530,407**	**$ 539,943**	**$ (4,584)**	**$ (544,527)**	**100.85%**	**$ 2,175,099**	**$ (4,584)**	**$ (2,179,683)**	**-100.21%**
OTHER INCOME/(EXPENSE)	-	-	-	-	N/A	-	-	-	N/A
NET INCOME/(LOSS)	**$ (51,683)**	**$ 539,943**	**$ (4,584)**	**$ (544,527)**	**100.85%**	**$ 2,175,099**	**$ (4,584)**	**$ (2,179,683)**	**-100.21%**
	-	-	(0)			-	-		

KANSAS CITY AREA TRANSPORTATION AUTHORITY

CONSOLIDATED STATEMENT OF OPERATIONS

FOR THE ONE MONTH ENDED APRIL 30, 2026

	2026 ANNUAL BUDGET	MONTH 2026 BUDGET	MONTH 2026 ACTUAL	MONTH Over/(Under) Budget	MONTH %	YEAR-TO-DATE 2026 BUDGET	YEAR-TO-DATE 2026 ACTUAL	YEAR-TO-DATE Over/(Under) Budget	YEAR-TO-DATE %
KCATA CONSOLIDATED (FIXED + IRIS + RIDEKC FREEDOM)									
SOURCES OF FUNDS									
OPERATING REVENUE	$ 7,114,176	$ 171,576	$ 98,625	$ (72,951)	-42.52%	$ 686,307	$ 393,862	$ (292,445)	-42.61%
GOVERNMENT FUNDING	125,564,345	11,227,584	9,515,166	(1,712,418)	-15.25%	44,910,342	38,920,362	(5,989,980)	-13.34%
RENTAL INCOME	84,000	7,000	14,000	7,000	100.00%	28,000	37,491	9,491	33.90%
INVESTMENT INCOME	1,006,200	83,850	115,467	31,617	37.71%	335,400	390,416	55,016	16.40%
OTHER NON-TRANSPORATION REVENUE	3,872,197	322,683	361,812	39,129	12.13%	1,290,733	1,454,759	164,026	12.71%
RESERVES - SOURCE (USE)	(20,994,104)	(1,749,509)	(165,284)	1,584,225	-90.55%	(6,998,036)	(1,031,502)	5,966,534	85.26%
TOTAL SOURCES OF FUNDS	**116,646,814**	**10,063,184**	**9,939,786**	**(123,398)**	**-1.23%**	**40,252,746**	**40,165,387**	**(87,359)**	**-0.22%**
OPERATING COSTS									
DIRECT EXPENSES									
TRANSPORTATION	(36,031,158)	(3,696,391)	(3,613,938)	82,453	2.23%	(14,739,932)	(14,599,692)	140,240	0.95%
IRIS	(1,148,567)	(95,714)	(209,594)	(113,880)	-118.98%	(382,859)	(654,118)	(271,259)	-70.85%
PARATRANSIT (RIDEKC FREEDOM)	(17,501,455)	(1,414,775)	(1,583,825)	(169,050)	-11.95%	(5,642,773)	(5,914,569)	(271,796)	-4.82%
VEHICLE MAINTENANCE	(18,043,117)	(1,476,358)	(1,747,405)	(271,047)	-18.36%	(5,907,828)	(6,739,615)	(831,787)	-14.08%
FACILITIES MAINTENANCE	(10,537,702)	(863,850)	(773,480)	90,370	10.46%	(3,460,599)	(3,036,801)	423,798	12.25%
REGIONAL VAN POOL	(894,120)	(74,510)	(61,373)	13,137	-17.63%	(298,040)	(245,233)	52,807	17.72%
SECURITY	(2,535,971)	(212,200)	(204,744)	7,456	3.51%	(835,239)	(824,226)	11,013	1.32%
CUSTOMER SERVICE	(1,762,421)	(278,362)	(66,344)	212,018	76.17%	(713,449)	(262,242)	451,207	63.24%
PROCUREMENT	(654,544)	(56,238)	(46,274)	9,964	17.72%	(196,360)	(189,705)	6,655	3.39%
INFORMATION TECHNOLOGY (50%)	(2,787,436)	(271,519)	(270,141)	1,377	0.51%	(920,497)	(922,540)	(2,043)	-0.22%
RISK MANAGEMENT (80%)	(2,400,418)	(196,299)	(180,515)	15,784	8.04%	(785,197)	(718,386)	66,811	8.51%
SERVICE PLANNING (50%)	(667,025)	(55,225)	(40,677)	14,548	26.34%	(221,053)	(221,599)	(546)	-0.25%
SAFETY	(172,113)	(13,137)	(13,705)	(568)	-4.32%	(58,803)	(52,461)	6,342	10.79%
HUMAN RESOURCES	(1,456,867)	(119,655)	(89,191)	30,464	25.46%	(457,907)	(325,054)	132,853	29.01%
TRAINING	(581,984)	(54,188)	(61,078)	(6,890)	-12.71%	(195,773)	(195,386)	387	0.20%
EMPLOYEE BENFITS (UNION COUNT)	(2,299,697)	(192,868)	(217,282)	(24,414)	-12.66%	(763,274)	(1,035,276)	(272,002)	-35.64%
TOTAL DIRECT EXPENSES	**(99,474,595)**	**(9,071,288)**	**(9,179,567)**	**(108,279)**	**-1.19%**	**(35,579,582)**	**(35,936,901)**	**(357,318)**	**-1.00%**

KANSAS CITY AREA TRANSPORTATION AUTHORITY

CONSOLIDATED STATEMENT OF OPERATIONS

FOR THE ONE MONTH ENDED APRIL 30, 2026

	2026 ANNUAL BUDGET	MONTH 2026 BUDGET	MONTH 2026 ACTUAL	MONTH Over/(Under) Budget	MONTH %	YEAR-TO-DATE 2026 BUDGET	YEAR-TO-DATE 2026 ACTUAL	YEAR-TO-DATE Over/(Under) Budget	YEAR-TO-DATE %
INDIRECT EXPENSES									
FINANCE	(2,778,294)	(208,254)	(229,697)	(21,443)	-10.30%	(951,821)	(827,325)	124,496	13.08%
LEGAL SERVICES	(592,404)	(49,425)	(45,163)	4,262	8.62%	(203,698)	(138,453)	65,245	32.03%
RIDEKC PROJECTS	(981,391)	(79,756)	(134,562)	(54,806)	-68.72%	(333,255)	(367,428)	(34,173)	-10.25%
ECONOMIC DEVLOPMENT	(730,758)	(60,280)	(41,413)	18,867	31.30%	(242,122)	(247,740)	(5,618)	-2.32%
COMMISSIONERS	(110,640)	(6,750)	(18,393)	(11,643)	-172.49%	(41,140)	(28,431)	12,709	30.89%
EXECUTIVE OFFICES	(1,083,287)	(86,643)	(92,353)	(5,710)	-6.59%	(433,745)	(309,630)	124,115	28.61%
EMPLOYEE BENEFITS (SALARIED COUNT	(639,817)	(53,659)	(45,165)	8,494	15.83%	(212,356)	(215,198)	(2,841)	-1.34%
SERVICE PLANNING (50%)	(667,025)	(55,225)	(40,677)	14,548	26.34%	(221,053)	(221,599)	(546)	-0.25%
INFORMATION TECHNOLOGY (50%)	(2,787,436)	(271,519)	(270,141)	1,377	0.51%	(920,497)	(922,540)	(2,043)	-0.22%
RISK MANAGEMENT (20%)	(600,104)	(49,075)	(45,129)	3,946	8.04%	(196,299)	(179,596)	16,703	8.51%
MARKETING	(1,481,515)	(175,311)	(145,934)	29,377	16.76%	(570,788)	(428,567)	142,221	24.92%
GOVERNMENT RELATIONS	(832,206)	(67,826)	(62,729)	5,097	7.52%	(276,663)	(361,130)	(84,467)	-30.53%
EQUITY & INCLUSION	(147,565)	(11,730)	(12,070)	(340)	-2.90%	(50,967)	(47,198)	3,769	7.39%
TOTAL INDIRECT OPERATING EXPENSES	**(13,432,442)**	**(1,175,452)**	**(1,183,427)**	**(7,975)**	**-0.68%**	**(4,654,405)**	**(4,294,835)**	**359,570**	**7.73%**
TOTAL OPERATING EXPENSES	**(112,907,037)**	**(10,246,740)**	**(10,362,994)**	**(116,254)**	**-1.13%**	**(40,233,987)**	**(40,231,735)**	**2,252**	**0.01%**
DIRECT COST % OF OPERATING EXPENSES	***88.10%***	***88.53%***	***88.58%***	***-0.05%***		***88.43%***	***89.32%***	***-0.89%***	
INDIRECT COST % OF OPERATING EXPENSES	***11.90%***	***11.47%***	***11.42%***	***0.05%***		***11.57%***	***10.68%***	***0.89%***	
OPERATING INCOME	**3,739,777**	**(183,556)**	**(423,208)**	**(239,652)**	**130.56%**	**18,759**	**(66,348)**	**(85,107)**	**453.69%**
DEPRECIATION	(12,522,830)	(1,063,672)	(1,083,488)	(19,816)	-1.86%	(4,336,525)	(4,415,730)	(79,205)	-1.83%
NON-OPERATING ROCK ISLAND BOND	(1,400,198)	(116,683)	(116,683)	-	0.00%	(466,732)	(466,732)	-	0.00%
CAPITAL CONTRIBUTIONS	6,033,750	502,812	467,179	(35,633)	-7.09%	2,011,248	1,886,949	(124,299)	-6.18%
CAPITAL RESERVES - SOURCE (USE)	-	-	10,714	10,714	N/A	-	4,914	4,914	N/A
OTHER INCOME/(EXPENSE)	-	-	11,886	11,886	N/A	-	23,404	23,404	N/A
NET INCOME/(LOSS)	**$ (4,149,501)**	**$ (861,099)**	**$ (1,133,600)**	**$ (272,501)**	**31.65%**	**$ (2,773,250)**	**$ (3,033,543)**	**$ (260,293)**	**-9.39%**
	-								

KANSAS CITY AREA TRANSPORTATION AUTHORITY

OPERATOR AND FUEL COMPARISONS

FOR THE ONE MONTH ENDED APRIL 30, 2026

	2026 ANNUAL BUDGET	MONTH 2026 BUDGET	MONTH 2026 ACTUAL	MONTH Over/(Under) Budget	MONTH %	YEAR-TO-DATE 2026 BUDGET	YEAR-TO-DATE 2026 ACTUAL	YEAR-TO-DATE Over/(Under) Budget	YEAR-TO-DATE %
Total Miles:									
Large Buses	4,203,961	350,641	355,334	(4,694)	-1.34%	1,393,583	1,400,285	(6,702)	-0.48%
Small Buses	1,964,794	162,568	162,500	68	0.04%	650,503	658,174	(7,671)	-1.18%
Minibus	328,544	28,133	1,399	26,735	95.03%	109,369	5,999	103,371	94.52%
Total Scheduled Miles	**6,497,299**	**541,342**	**519,233**	**22,108**	**4.08%**	**2,153,456**	**2,064,458**	**88,998**	**4.13%**
Fuel & Lubricant Costs	$ 2,951,741	$ 210,731	$ 298,925	$ (88,194)	-41.85%	$ 839,939	$ 917,931	$ (77,992)	-9.29%
Fuel & Lubricant Cost Per Mile	**$ 0.45**	**$ 0.39**	**0.58**	**$ (0.19)**	**-47.89%**	**$ 0.39**	**$ 0.44**	**$ (0.05)**	**-14.00%**
Fuel & Lubricant Variance Based on Miles Driven Difference				**$ 8,606**				**$ 34,713**	
Fuel & Lubricant Variance Based on Cost Per Mile Driven Difference				**$ (96,801)**				**$ (112,705)**	
Total Revenue Hours:									
Large Buses	438,672	36,571	33,812	2,759	7.54%	145,404	135,560	9,844	6.77%
Small Buses	171,213	14,159	13,837	322	2.27%	56,680	56,245	436	0.77%
Minibus	18,567	1,590	167	1,423	89.51%	6,181	675	5,506	89.08%
Total Revenue Hours	**628,452**	**52,320**	**47,816**	**4,504**	**8.61%**	**208,266**	**192,480**	**15,785**	**7.58%**

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

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 BUDGET	**2026 ACTUAL**	**2025 ACTUAL**	**2026 BUDGET**	**2026 ACTUAL**	**2025 ACTUAL**
FIXED TRANSIT:						
Depreciation Expense	$ (1,063,672)	$ (1,083,488)	$ (1,113,752)	$ (4,336,525)	$ (4,415,730)	$ (4,462,149)
Capital Contributions	502,812	467,179	662,120	2,011,248	1,886,949	8,734,384
Operating Expenses Recovered From Capital Funds	(73,251)	(25,476)	(110,009)	(293,004)	(201,052)	(214,650)
Gain (Loss) on Property Sales	-	11,886	2,806	-	23,404	17,814
Local Capital Reserves - Source (Use)	-	10,714	20,818	-	4,914	161,472
Operating Reserves 3/8 Tax - Source (Use)	(1,128,090)	(287,925)	(1,700,752)	(4,512,358)	(9,005,718)	(2,681,690)
Operating Reserves Other - Source (Use)	(81,692)	(12,008)	-	(326,768)	7,570,265	-
Net Appreciation - FMV Investments	-	(1,807)	111,026	-	(132,520)	311,551
Net Pension Obligation	-	-	-	-	-	-
Other Post Employment Benefits (OPEB)	(145,237)	(145,237)	(145,237)	(595,470)	(595,470)	(595,470)
TOD Bond & START Revenue	14,493	-	-	57,974	-	-
Other (Budget Only)	1,082,603	-	-	5,082,585	-	-
SUB TOTAL - FIXED TRANSIT	**(892,034)**	**(1,066,161)**	**(2,272,980)**	**(2,912,318)**	**(4,864,958)**	**1,271,262**
IRIS ON DEMAND:						
Passenger Revenue - KCMO Only	-	8,451	70,079	-	33,427	272,157
Passenger Rev 2024-25 Return to KCMO	-	-	-	-	-	-
Unapplied (Applied) 1/2 Cent KCMO Revenue	8,780	134,649	209,866	35,120	403,951	886,112
Net (Loss) KCMO IRIS (May 2026 Forward)	-	(62,856)	-	-	-	-
Net Inc/(Loss) IRIS Other Communities	(50,851)	-	-	(203,404)	-	-
Other (Budget Only)	(56,657)	-	-	577,451	-	-
SUB TOTAL - IRIS FLEX SERVICE	**(98,728)**	**80,244**	**279,945**	**409,167**	**437,378**	**1,158,269**
RIDEKC FREEDOM	**539,943**	**(4,584)**	**-**	**2,175,099**	**(4,584)**	**-**
NET INCOME (LOSS)	(450,819)	(990,500)	(1,993,035)	(328,052)	(4,432,164)	2,429,531

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

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 BUDGET	**2026 ACTUAL**	**2025 ACTUAL**	**2026 BUDGET**	**2026 ACTUAL**	**2025 ACTUAL**
OPERATING REVENUE						
Passenger Revenue :						
Regular Route	$ 43,750	$ 47,297	$ 41,822	$ 175,000	$ 189,048	$ 162,752
Special Events	-	-	-	-	300	-
Charter	-	-	-	-	-	-
Bus Advertising	45,833	25,026	29,712	183,333	110,172	137,653
TOD Bond & START Revenue	14,493	-	-	57,974	-	-
Total Operating Revenue	104,076	72,324	71,534	416,307	299,520	300,406
OPERATING EXPENSES						
Transportation	3,696,391	3,613,938	3,668,854	14,739,932	14,599,692	14,737,904
Vehicle Maintenance	1,476,358	1,747,405	1,527,078	5,907,828	6,739,615	6,063,451
Facilities	737,337	646,046	629,897	2,954,389	2,534,240	2,638,449
Storeroom	126,513	127,434	143,256	506,210	502,560	548,498
Regional VanPool/Innovations	74,510	61,373	54,107	298,040	245,233	212,656
Security	212,200	204,744	232,288	835,239	824,226	950,538
Service Planning	110,449	81,354	192,725	442,106	443,198	464,232
Marketing	175,311	145,934	77,711	570,788	428,567	274,146
Customer Service	278,362	66,344	62,227	713,449	262,242	261,358
Finance	208,254	229,697	192,794	951,821	827,325	822,039
Procurement	56,238	46,274	47,311	196,360	189,705	182,815
Information Technology	543,037	540,282	391,720	1,840,994	1,845,081	1,601,554
Risk Management	245,374	225,644	220,660	981,496	897,982	862,980
Safety	13,137	13,705	16,967	58,803	52,461	61,056
Human Resources	119,655	89,191	88,320	457,907	325,054	327,396
Training	54,188	61,078	45,663	195,773	195,386	174,123
Equity & Inclusion	11,730	12,070	21,415	50,967	47,198	82,524
Legal Services	49,425	45,163	29,182	203,698	138,453	85,273
RideKC Projects	79,756	134,562	68,830	333,255	367,428	228,639
Government Relations	67,826	62,729	58,819	276,663	361,130	238,672
Economic Development	60,280	41,413	47,810	242,122	247,740	191,047
Commissioners	6,750	18,393	646	41,140	28,431	11,042
Executive Offices	86,643	92,353	68,546	433,745	309,630	399,933
Employee Benefits	246,527	262,447	317,193	975,630	1,250,473	910,925
Total Operating Expense	8,736,251	8,569,575	8,204,016	34,208,355	33,663,048	32,331,251
OPERATING LOSS	(8,632,175)	(8,497,252)	(8,132,482)	(33,792,048)	(33,363,528)	(32,030,845)

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

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 BUDGET	**2026 ACTUAL**	**2025 ACTUAL**	**2026 BUDGET**	**2026 ACTUAL**	**2025 ACTUAL**
Non-Operating Income	413,533	491,279	550,334	1,654,133	1,882,665	2,070,290
LOSS BEFORE GOV. FUNDING	(8,218,642)	(8,005,973)	(7,582,148)	(32,137,915)	(31,480,863)	(29,960,555)
GOVERNMENT FUNDING						
Local Contract Service Revenue	7,860,203	6,673,660	5,935,609	31,440,813	27,095,212	20,694,847
State Government	250,000	183,323	-	999,999	792,136	-
Federal Funding:						
Preventive Maintenance	912,796	896,116	858,504	3,652,183	4,148,704	3,406,386
CMAQ/OZONE	-	1,202	74,895	-	49,351	300,695
Cares Act (Pandemic)	13,537	-	-	54,148	-	118,464
CRRSAA	57,609	6,367	126,771	230,436	29,268	3,775,342
ARP	-	162,137	515,953	-	648,548	1,507,409
Other	119,788	27,332	42,843	479,153	115,298	125,434
Subrecipient Funding Received	-	953,263	39,056	-	1,962,032	1,868,058
Subrecipient Funding Passed Thru	-	(953,263)	(39,056)	-	(1,962,032)	(1,868,058)
Total Government Funding	9,213,933	7,950,137	7,554,575	36,856,732	32,878,517	29,928,577
OTHER NON-OPERATING ITEMS						
Gain (Loss) on Property Sales	-	11,886	2,806	-	23,404	17,814
Other Non-operating Expense	(116,683)	(116,683)	(116,648)	(466,732)	(466,732)	(466,592)
Depreciation Expense	(1,063,672)	(1,083,488)	(1,113,752)	(4,336,525)	(4,415,730)	(4,462,149)
Capital Contributions	502,812	467,179	662,120	2,011,248	1,886,949	8,734,384
Capital Reserves - Source (Use)	-	10,714	20,818	-	4,914	161,472
Oper Reserves - Source (Use)	(1,209,782)	(299,933)	(1,700,752)	(4,839,126)	(1,435,453)	(2,681,690)
NET INCOME (LOSS)	$ (892,034)	$ (1,066,160)	$ (2,272,981)	$ (2,912,318)	$ (3,004,994)	$ 1,271,261

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

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
TRANSPORTATION:						
Payroll	$ 2,383,343	$ 2,206,771	$ 2,264,298	$ 9,546,401	$ 9,271,402	$ 9,172,092
Fringe Benefits	1,119,340	1,148,755	1,178,152	4,456,655	4,524,533	4,719,957
Services & Fees	18,997	148	417	40,018	1,383	1,350
Supplies:						
Diesel Fuel	89,634	151,744	118,576	358,539	409,996	446,192
Gasoline	15,537	10,856	8,477	55,846	29,603	35,520
CNG Fuel	67,348	80,675	97,439	272,706	344,635	356,153
Other	2,192	14,989	1,495	9,767	18,139	6,641
Total	**3,696,391**	**3,613,938**	**3,668,854**	**14,739,932**	**14,599,692**	**14,737,904**
	-	-	-	-	-	-
VEHICLE MAINTENANCE:						
Payroll	768,174	846,177	776,964	3,074,359	3,408,470	3,205,336
Fringe Benefits	387,094	418,894	413,183	1,548,377	1,662,527	1,675,314
Services & Fees	18,705	(42,057)	(7,989)	74,820	40,756	11,186
Supplies:						
Fuel - Diesel, Gasoline, etc	-	-	-	-	61	-
Tires	14,134	27,841	20,500	57,268	87,506	89,720
Lubricants	14,167	2,684	4,444	56,668	29,287	25,918
Other (Bus Parts)	274,084	493,866	319,976	1,096,336	1,511,008	1,055,977
Total	**1,476,358**	**1,747,405**	**1,527,078**	**5,907,828**	**6,739,615**	**6,063,451**
	-	-	-	-	-	-
FACILITIES:						
Payroll	307,433	253,433	249,325	1,206,455	1,031,572	1,123,983
Fringe Benefits	143,099	140,493	139,818	559,930	560,819	578,955
Services & Fees	101,099	110,658	57,863	423,884	276,939	239,508
Utilities	117,792	93,928	114,184	465,752	498,292	517,182
Material & Supplies	67,914	47,534	68,707	298,368	166,618	178,821
Total	**737,337**	**646,046**	**629,897**	**2,954,389**	**2,534,240**	**2,638,449**
	-	-	-	-	-	-

DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
STOREROOM:						
Payroll	85,441	85,146	86,917	341,923	336,936	334,307
Fringe Benefits	39,723	41,652	41,701	158,891	164,866	160,282
Services & Fees	150	-	-	600	-	-
Materials & Supplies	1,199	635	14,638	4,796	759	53,909
Total	**126,513**	**127,434**	**143,256**	**506,210**	**502,560**	**548,498**
	-	-	-	-	-	-
REGIONAL VANPOOL & INNOVATION:						
Payroll	-	-	-	-	-	-
Fringe Benefits	-	-	-	-	-	-
Services & Fees	74,510	61,373	54,107	298,040	245,233	212,656
Material & Supplies	-	-	-	-	-	-
Total	**74,510**	**61,373**	**54,107**	**298,040**	**245,233**	**212,656**
	-	-	-	-	-	-
SECURITY:						
Payroll	13,477	11,666	16,742	42,811	40,168	67,588
Fringe Benefits	4,593	4,469	8,485	15,908	16,162	33,821
Services & Fees	193,713	188,609	206,829	774,852	766,860	848,706
Materials & Supplies	417	-	232	1,668	1,036	423
Total	**212,200**	**204,744**	**232,288**	**835,239**	**824,226**	**950,538**
	-	-	-	-	-	-
SERVICE PLANNING:						
Payroll	28,874	36,585	38,083	115,497	148,675	145,490
Fringe Benefits	20,558	20,816	25,172	82,236	82,629	98,588
Services & Fees	60,767	21,480	129,284	243,373	206,200	219,966
Materials & Supplies	250	2,473	187	1,000	5,694	187
Total	**110,449**	**81,354**	**192,725**	**442,106**	**443,198**	**464,232**
	-	-	-	-	-	-
MARKETING:						
Payroll	31,710	29,795	22,849	126,838	122,596	86,583
Fringe Benefits	14,845	16,325	12,466	59,379	65,406	48,071
Advertising/Promotion	52,727	-	-	80,455	-	225
Services & Fees	74,129	97,276	42,040	296,516	225,668	136,915
Materials & Supplies	1,900	2,538	356	7,600	14,897	2,352
Total	**175,311**	**145,934**	**77,711**	**570,788**	**428,567**	**274,146**
	-	-	-	-	-	-

DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
CUSTOMER SERVICE:						
Payroll	50,238	40,615	36,931	200,952	163,755	157,466
Fringe Benefits	27,499	25,681	25,139	109,997	98,355	103,644
Services & Fees	200,567	48	157	402,268	132	247
Material & Supplies	58	-	-	232	-	-
Total	**278,362**	**66,344**	**62,227**	**713,449**	**262,242**	**261,358**
	-	-	-	-	-	-
FINANCE:						
Payroll	134,757	116,727	126,509	527,754	491,516	499,012
Fringe Benefits	68,296	66,815	61,262	265,638	264,010	246,396
Services & Fees	4,701	38,195	4,735	155,229	61,660	75,094
Materials & Supplies	500	7,959	288	3,200	10,139	1,536
Total	**208,254**	**229,697**	**192,794**	**951,821**	**827,325**	**822,039**
	-	-	-	-	-	-
PROCUREMENT:						
Payroll	34,742	25,136	29,125	121,708	117,002	110,202
Fringe Benefits	20,388	17,836	17,988	70,220	68,585	72,027
Services & Fees	908	3,302	-	3,632	3,737	299
Materials & Supplies	200	-	198	800	381	286
Total	**56,238**	**46,274**	**47,311**	**196,360**	**189,705**	**182,815**
	-	-	-	-	-	-
INFORMATION TECHNOLOGY:						
Payroll	93,529	80,144	89,884	350,889	328,678	357,366
Fringe Benefits	49,099	45,870	53,153	183,878	184,128	213,145
Services & Fees	370,234	396,929	225,109	1,185,527	1,243,364	932,148
Utilities	24,175	16,724	23,223	96,700	83,607	96,708
Materials & Supplies	6,000	616	351	24,000	5,303	2,187
Total	**543,037**	**540,282**	**391,720**	**1,840,994**	**1,845,081**	**1,601,554**
	-	-	-	-	-	-
RISK MANAGEMENT:						
Payroll	-	-	503	-	-	2,012
Fringe Benefits	-	-	-	-	-	-
Services & Fees	167	35	1,526	668	35	8,681
Insurance	245,207	225,609	218,631	980,828	897,947	852,287
Materials & Supplies	-	-	-	-	-	-
Total	**245,374**	**225,644**	**220,660**	**981,496**	**897,982**	**862,980**
	-	-	-	-	-	-

DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 Budget	**2026 Actual**	**2025 Actual**	**2026 Budget**	**2026 Actual**	**2025 Actual**
SAFETY:						
Payroll	6,095	7,402	5,812	24,382	24,573	27,946
Fringe Benefits	6,092	6,146	5,934	24,371	24,464	24,980
Services & Fees	417	-	5,220	7,918	1,350	7,280
Materials & Supplies	533	158	-	2,132	2,074	850
Total	**13,137**	**13,705**	**16,967**	**58,803**	**52,461**	**61,056**
	-	-	-	-	-	-
HUMAN RESOURCES:						
Payroll	57,074	52,518	48,766	204,872	195,711	192,014
Fringe Benefits	33,010	29,526	27,858	124,045	104,005	105,209
Services & Fees	28,904	6,223	11,497	126,322	23,374	29,492
Materials & Supplies	667	924	199	2,668	1,964	681
Total	**119,655**	**89,191**	**88,320**	**457,907**	**325,054**	**327,396**
	-	-	-	-	-	-
TRAINING:						
Payroll	27,134	26,826	27,881	108,833	106,037	103,516
Fringe Benefits	17,971	18,399	17,782	71,908	72,844	70,552
Services & Fees	9,000	15,853	-	14,700	16,226	31
Materials & Supplies	83	-	-	332	279	24
Total	**54,188**	**61,078**	**45,663**	**195,773**	**195,386**	**174,123**
	-	-	-	-	-	-
EQUITY & INCLUSION:						
Payroll	7,419	8,620	13,985	29,676	33,528	53,591
Fringe Benefits	4,311	3,451	7,430	17,241	13,670	28,703
Services & Fees	-	-	-	3,550	-	-
Materials & Supplies	-	-	-	500	-	230
Total	**11,730**	**12,070**	**21,415**	**50,967**	**47,198**	**82,524**
	-	-	-	-	-	-
LEGAL SERVICES:						
Payroll	20,965	21,991	7,571	83,859	81,747	29,302
Fringe Benefits	7,480	7,944	5,948	29,919	31,536	23,712
Services & Fees	20,813	15,082	15,663	89,252	25,024	31,667
Materials & Supplies	167	146	-	668	146	592
Total	**49,425**	**45,163**	**29,182**	**203,698**	**138,453**	**85,273**
	-	-	-	-	-	-

DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
RIDEKC PROJECTS:						
Payroll	55,302	44,930	49,764	231,954	171,130	162,165
Fringe Benefits	18,154	19,353	18,994	76,101	78,270	66,028
Services & Fees	6,200	70,216	71	24,800	117,964	281
Materials & Supplies	100	63	-	400	63	165
Total	**79,756**	**134,562**	**68,830**	**333,255**	**367,428**	**228,639**
	-	-	-	-	-	-
GOVERNMENT RELATIONS:						
Payroll	24,170	17,890	17,873	96,678	71,065	72,305
Fringe Benefits	11,561	9,051	7,580	46,246	36,813	32,367
Services & Fees	32,095	35,788	33,365	133,739	253,252	133,924
Materials & Supplies	-	-	-	-	-	76
Total	**67,826**	**62,729**	**58,819**	**276,663**	**361,130**	**238,672**
	-	-	-	-	-	-
ECONOMIC DEVELOPMENT:						
Payroll	26,813	24,422	24,116	107,253	105,831	103,772
Fringe Benefits	15,090	15,991	15,998	60,361	64,678	63,620
Services & Fees	18,335	1,000	7,696	74,340	77,230	23,655
Materials & Supplies	42	-	-	168	-	-
Total	**60,280**	**41,413**	**47,810**	**242,122**	**247,740**	**191,047**
	-	-	-	-	-	-
COMMISSIONERS:						
Payroll	1,000	500	600	4,000	2,200	2,700
Fringe Benefits	-	38	46	-	168	207
Services & Fees	5,650	17,487	-	36,740	25,405	7,700
Materials & Supplies	100	367	-	400	657	436
Total	**6,750**	**18,393**	**646**	**41,140**	**28,431**	**11,042**
	-	-	-	-	-	-
EXECUTIVE OFFICES:						
Payroll	37,970	17,354	33,501	196,881	84,865	174,448
Fringe Benefits	15,922	11,534	11,672	63,689	54,586	89,480
Services & Fees	32,251	63,100	23,344	170,975	169,127	134,471
Materials & Supplies	500	365	30	2,200	1,052	1,534
Total	**86,643**	**92,353**	**68,546**	**433,745**	**309,630**	**399,933**
	-	-	-	-	-	-

DETAIL OF OPERATING EXPENSE BY DEPARTMENT

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 Budget	**2026 Actual**	**2025 Actual**	**2026 Budget**	**2026 Actual**	**2025 Actual**
EMPLOYEE BENEFITS:						
Fringe Benefits - Union	79,219	103,405	157,147	291,876	601,508	260,045
Fringe Benefits - Salaried	22,071	13,805	14,809	88,284	53,495	55,410
Fringe Bfts - LT Non-Cash	145,237	145,237	145,237	595,470	595,470	595,470
Total	**246,527**	**262,447**	**317,193**	**975,630**	**1,250,473**	**910,925**
	-	-	-	-	-	-
TOTAL OPERATING EXPENSES	**$ 8,736,251**	**$ 8,569,575**	**$ 8,204,016**	**$ 34,208,355**	**$ 33,663,048**	**$ 32,331,251**

SUMMARY BY LINE ITEM:						
Payroll	$ 4,195,660	$ 3,954,648	$ 3,967,998	$ 16,743,975	$ 16,337,458	$ 16,183,197
Fringe Benefits	2,270,652	2,331,487	2,412,954	9,000,620	9,423,527	9,365,983
Services & Fees	1,627,436	1,361,639	1,099,863	5,866,390	4,944,648	4,249,089
Fuel & Lubricants	186,686	245,959	228,936	743,759	813,582	863,782
Materials & Supplies	371,040	600,475	427,157	1,514,503	1,827,715	1,396,627
Purchased Transportation	84,777	75,367	67,107	339,108	316,118	272,572
Total	**$ 8,736,251**	**$ 8,569,575**	**$ 8,204,015**	**$ 34,208,355**	**$ 33,663,048**	**$ 32,331,250**
	-	-	(1)	-	-	(1)

YEAR-TO-DATE EXPENSE TO BUDGET COMPARISON:

	2026 Annual Budget	**YTD Expenses**	**Remaining Budget**	**% Remaining**
Payroll	$ 45,424,956	$ 16,337,458	$ 29,087,499	64.03%
Fringe Benefits	$ 23,525,056	9,423,527	14,101,529	59.94%
Services & Fees	17,129,109	4,944,648	12,184,461	71.13%
Fuel & Lubricants	2,562,016	813,582	1,748,434	68.24%
Materials & Supplies	4,598,554	1,827,715	2,770,839	60.25%
Purchased Transportation	1,017,324	316,118	701,206	68.93%
Total	**$ 94,257,015**	**$ 33,663,048**	**$ 60,593,967**	**64.29%**
	-	-	-	
			66.67%	< % needed to be on track to Budget

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

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 BUDGET	**2026 ACTUAL**	**2025 ACTUAL**	**2026 BUDGET**	**2026 ACTUAL**	**2025 ACTUAL**
IRIS ON DEMAND FLEX SERVICE						
PASSENGER REVENUE	$ 59,250	$ 12,090	$ 74,964	$ 237,000	$ 43,904	$ 289,377
OPERATING EXPENSES						
Payroll and Benefits	-	-	-	-	-	-
Services & Fees	-	-	-	-	-	-
Fuel & Lubricants	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Purchased Transportation	95,714	209,594	652,592	382,859	654,118	2,551,635
Total Operating Expenses	95,714	209,594	652,592	382,859	654,118	2,551,635
OPERATING LOSS	(36,464)	(197,504)	(577,628)	(145,859)	(610,214)	(2,262,258)
NON-OPERATING INCOME	-	-	-	-	-	-
OPER LOSS BEFORE GOV. FUNDING	(36,464)	(197,504)	(577,628)	(145,859)	(610,214)	(2,262,258)
GOVERNMENT FUNDING						
Local Funding - City of KCMO 3/8 Cent Tax	-	-	-	-	-	-
Local Funding - City of KCMO 1/2 Cent Tax	-	-	548,467	-	-	2,147,220
Local Contract - Liberty,Gladstone,etc	41,309	-	50,248	165,243	109,329	338,203
Federal Funding Grants:						
Preventive Maintenance	-	-	-	-	-	-
CMAQ/OZONE	25,874	-	48,992	103,495	72,969	48,992
Medicaid (Pass through State)	-	-	-	-	-	-
Total Government Funding	67,183	-	647,707	268,738	182,298	2,534,415

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

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 BUDGET	2026 ACTUAL	2025 ACTUAL	2026 BUDGET	2026 ACTUAL	2025 ACTUAL
OTHER NON-OPERATING ITEMS						
Reserves - Source (Use)	8,780	134,649	209,866	35,120	403,951	886,112
NET INCOME (LOSS)	$ 39,499	$ (62,856)	$ 279,945	$ 157,999	$ (23,965)	$ 1,158,269

IRIS ON DEMAND FLEX SERVICE - STATISTICS

	Passenger Trips	Ridership	Avg Ridership per Trip	Avg Daily Ridership	Avg Wait Time
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	4,329	4,607	1.06	148.61	11.2m
Apr-26	4,568	5,054	1.11	168.47	11.7m

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RIDEKC FREEDOM
STATEMENT OF OPERATIONS

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 BUDGET	2026 ACTUAL	2025 ACTUAL	2026 BUDGET	2026 ACTUAL	2025 ACTUAL
CONSOLIDATED RIDEKC FREEDOM OPERATIONS						
PASSENGER REVENUE	$ 8,250	$ 14,211	$ 9,090	$ 33,000	$ 50,438	$ 26,013
OPERATING EXPENSES						
Payroll and Benefits	96,424	78,147	63,060	386,369	320,594	306,417
Services & Fees	13,629	4,316	6,637	37,516	4,316	3,430
Fuel & Lubricants	24,045	52,966	29,976	96,180	104,349	99,976
Materials & Supplies	652	587	152	2,608	1,694	978
Purchased Transportation	1,280,025	1,447,808	1,249,520	5,120,100	5,483,616	4,815,704
Total Operating Expenses	1,414,775	1,583,825	1,349,346	5,642,773	5,914,569	5,226,504
OPERATING LOSS	(1,406,525)	(1,569,614)	(1,340,256)	(5,609,773)	(5,864,131)	(5,200,491)
NON-OPERATING INCOME	-	-	-	-	-	-
OPER LOSS BEFORE GOV. FUNDING	(1,406,525)	(1,569,614)	(1,340,256)	(5,609,773)	(5,864,131)	(5,200,491)
GOVERNMENT FUNDING						
Local Funding - City of KCMO 3/8 Cent Tax	1,464,329	1,063,478	859,184	5,857,316	4,099,193	3,073,547
Local Funding - City of KCMO 1/2 Cent Tax	168,500	169,000	169,000	674,000	676,000	676,000
Local Contract - Svc Rev Indep, Other	153,973	163,149	147,243	615,892	627,353	555,115
State Funding - MEHTAP	-	-	-	-	(210,456)	259,033
Federal Funding Grants:						
ADA Paratransit Service (PM)	159,666	161,021	151,884	637,664	638,001	590,037
Cares Act (Pandemic)	-	-	-	-	-	-
CRRSAA	-	-	9,518	-	-	20,695
ARP	-	-	-	-	-	-
Federal 5310 Enhanced Mobility	-	8,268	2,721	-	27,954	34,223
Job Access / New Freedom	-	-	-	-	-	-
Job Access - Kansas	-	-	-	-	-	-
Medicaid (Pass through State)	-	113	706	-	1,502	(8,160)
Total Government Funding	1,946,468	1,565,030	1,340,256	7,784,872	5,859,547	5,200,491
NET INCOME (LOSS)	$ 539,943	$ (4,584)	$ -	$ 2,175,099	$ (4,584)	$ -

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RIDEKC FREEDOM
STATEMENT OF OPERATIONS

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 BUDGET	**2026 ACTUAL**	**2025 ACTUAL**	**2026 BUDGET**	**2026 ACTUAL**	**2025 ACTUAL**
TRADITIONAL RIDEKC FREEDOM PROGRAMS						
PASSENGER REVENUE	$ 8,250	$ 2,363	$ (3,220)	$ 33,000	$ 9,044	$ (18,923)
OPERATING EXPENSES						
Payroll and Benefits	96,424	77,450	62,524	386,369	317,760	303,693
Services & Fees	13,629	4,316	6,637	37,516	4,316	3,430
Fuel & Lubricants	24,045	52,966	29,976	96,180	104,349	99,976
Materials & Supplies	652	587	152	2,608	1,694	978
Purchased Transportation	1,261,979	1,418,786	1,240,520	5,047,915	5,373,804	4,777,389
Total Operating Expenses	1,396,729	1,554,105	1,339,810	5,570,588	5,801,923	5,185,464
OPERATING LOSS	(1,388,479)	(1,551,742)	(1,343,029)	(5,537,588)	(5,792,879)	(5,204,387)
OPER LOSS BEFORE GOV. FUNDING	(1,388,479)	(1,551,742)	(1,343,029)	(5,537,588)	(5,792,879)	(5,204,387)
GOVERNMENT FUNDING						
Local Funding - City of KCMO 3/8 Cent Tax	1,442,192	1,057,961	857,549	5,768,768	4,072,240	3,048,186
Local Funding - City of KCMO 1/2 Cent Tax	168,500	168,500	168,500	674,000	674,000	674,000
Local Contract - Svc Rev Indep, Other	77,586	159,562	146,076	310,344	613,007	548,115
State Funding - MEHTAP	-	-	-	-	(210,456)	259,033
Federal Funding Grants:						
ADA Paratransit Service (PM)	159,666	161,021	151,884	637,664	638,001	590,037
Cares Act (Pandemic)	-	-	-	-	-	-
CRRSAA	-	-	9,518	-	-	20,695
ARP	-	-	-	-	-	-
Federal 5310 Enhanced Mobility	-	-	(9,901)	-	-	9,401
Job Access / New Freedom	-	-	-	-	-	-
Job Access - Kansas	-	-	-	-	-	-
Medicaid (Pass through State)	-	113	706	-	1,502	(8,160)
Total Government Funding	1,847,944	1,547,158	1,324,333	7,390,776	5,788,295	5,141,308
NET INCOME (LOSS)	$ 459,465	$ (4,584)	$ (18,697)	$ 1,853,188	$ (4,584)	$ (63,080)

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RIDEKC FREEDOM
STATEMENT OF OPERATIONS

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 BUDGET	**2026 ACTUAL**	**2025 ACTUAL**	**2026 BUDGET**	**2026 ACTUAL**	**2025 ACTUAL**
FREEDOM ON DEMAND PROGRAM						
PASSENGER REVENUE	$ -	$ 11,848	$ 12,310	$ -	$ 41,394	$ 44,936
OPERATING EXPENSES						
Payroll and Benefits	-	697	536	-	2,835	2,724
Services & Fees	-	-	-	-	-	-
Fuel & Lubricants	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Purchased Transportation	18,046	29,023	9,000	72,185	109,812	38,315
Total Operating Expenses	18,046	29,720	9,536	72,185	112,647	41,039
OPERATING LOSS	(18,046)	(17,872)	2,774	(72,185)	(71,253)	3,897
NON-OPERATING INCOME						
OPER LOSS BEFORE GOV. FUNDING	(18,046)	(17,872)	2,774	(72,185)	(71,253)	3,897
GOVERNMENT FUNDING						
Local Funding - City of KCMO 3/8 Cent Tax	22,137	5,517	1,634	88,548	26,953	25,361
Local Funding - City of KCMO 1/2 Cent Tax	-	500	500	-	2,000	2,000
Local Contract - Svc Rev Indep, Other	76,387	3,587	1,167	305,548	14,346	7,000
Federal Funding Grants:						
Federal 5310 Enhanced Mobility	-	8,268	12,622	-	27,954	24,822
Cares Act (Pandemic)	-	-	-	-	-	-
CRRSAA	-	-	-	-	-	-
ARP	-	-	-	-	-	-
Medicaid (Pass through State)						
Total Government Funding	98,524	17,872	15,923	394,096	71,253	59,183
NET INCOME (LOSS)	$ 80,478	$ -	$ 18,697	$ 321,911	$ -	$ 63,080
	-	-		-	-	

KANSAS CITY AREA TRANSPORTATION AUTHORITY
RIDEKC FREEDOM
OPERATING DATA

	APRIL		*YEAR-TO-DATE APRIL*		
	2026 ACTUAL	**2025 ACTUAL**	**2026 ACTUAL**	**2025 ACTUAL**	**CHANGE**
TRADITIONAL RIDEKC FREEDOM PROGRAMS					
Ambulatory Trip	17,420	17,965	65,663	64,469	1.9%
Wheelchair Trip	3,135	3,414	11,592	11,367	2.0%
Total Trip	20,555	21,379	77,255	75,836	1.9%
Trips Per Hour	1.11	1.18	1.11	1.14	-2.0%
Passenger Revenue Per Trip	$ 0.11	$ -	$ 0.12	0.03	N/A
Local Funding Per Trip	$ 67.60	$ -	$ 66.83	16.07	315.9%
Federal Funding per Trip	$ 7.84	$ -	$ 8.28	2.20	276.3%
Total Revenue/Funding	$ 75.56	$ -	$ 75.23	$ 18.30	311.1%
Purchased Transportation Cost Per Trip	$ 69.02	$ -	$ 69.56	17.04	308.1%
Total Cost Per Trip	$ 75.61	$ -	$ 75.10	18.25	311.5%
FREEDOM ON DEMAND PROGRAM					
Total Trips	1,605	501	5,384	2,091	
Trips Per Hour	3.31	6.59	5.64	6.38	
Passenger Revenue Per Trip	$ 7.38	$ 7.82	$ 7.41	$ 7.72	
Local Funding Per Trip	$ 5.19	$ 7.55	$ 5.42	$ 5.76	
Federal Funding per Trip	$ 5.40	$ 2.27	$ 5.66	$ 4.53	
Purchased Transportation Cost Per Trip	$ 17.98	$ 17.64	$ 18.48	$ 18.01	

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

	APRIL			*YEAR-TO-DATE APRIL*		
	2026 Budget	2026 Actual	2025 Actual	2026 Budget	2026 Actual	2025 Actual
RideKC Freedom - Traditional						
Payroll & Benefits	$ 96,424	$ 77,450	$ 62,524	$ 386,369	$ 317,760	$ 303,693
Services & Fees	13,629	4,316	6,636	37,516	4,316	3,429
Fuel & Lubricants	24,045	52,966	28,095	96,180	104,349	93,397
Material & Supplies	652	587	152	2,608	1,694	978
Purchased Transportation	1,183,193	1,334,122	1,153,406	4,732,771	5,040,850	4,440,459
Total	**1,317,943**	**1,469,442**	**1,250,813**	**5,255,444**	**5,468,969**	**4,841,955**
	-	-	-	-	-	(0)
Independence Intra						
Payroll & Benefits	-	-	-	-	-	-
Services & Fees	-	-	1	-	-	1
Fuel & Lubricants	-	-	1,881	-	-	6,579
Material & Supplies	-	-	-	-	-	-
Purchased Transportation	78,786	84,663	87,114	315,144	332,954	336,929
Total	**78,786**	**84,663**	**88,996**	**315,144**	**332,954**	**343,509**
	-	-	-	-	-	-
Freedom on Demand Program						
Payroll & Benefits	-	697	536	-	2,835	2,724
Services & Fees	-	-	-	-	-	-
Material & Supplies	-	-	-	-	-	-
Purchased Transportation	18,046	29,023	9,000	72,185	109,812	38,315
Total	**18,046**	**29,720**	**9,536**	**72,185**	**112,647**	**41,039**
	-	-	-	-	-	-
TOTAL OPERATING EXPENSES	**$ 1,414,775**	**$ 1,583,825**	**$ 1,349,346**	**$ 5,642,773**	**$ 5,914,569**	**$ 5,226,504**
SUMMARY BY LINE ITEM:						
Payroll	$ 59,406	$ 45,746	$ 35,663	$ 237,622	$ 189,937	$ 187,495
Employee Benefits	37,018	32,400	27,398	148,747	130,657	118,921
Services & Fees	13,629	4,316	6,637	37,516	4,316	3,430
Fuel & Lubricants	24,045	52,966	29,976	96,180	104,349	99,976
Materials & Supplies	652	587	152	2,608	1,694	978
Purchased Transportation	1,280,025	1,447,808	1,249,520	5,120,100	5,483,616	4,815,704
Total	**$ 1,414,775**	**$ 1,583,825**	**$ 1,349,346**	**$ 5,642,773**	**$ 5,914,569**	**$ 5,226,504**
	-	-	-	-	-	-

YEAR-TO-DATE EXPENSE TO BUDGET COMPARISON:

	2026 Annual Budget	YTD Expenses	Remaining Budget	% Remaining	
Payroll	$ 724,748	$ 189,937	$ 534,811	73.79%	
Employee Benefits	447,952	130,657	317,295	70.83%	
Services & Fees	101,648	4,316	97,332	95.75%	
Fuel & Lubricants	389,725	104,349	285,376	73.22%	
Materials & Supplies	7,824	1,694	6,130	78.35%	
Purchased Transportation	15,829,558	5,483,616	10,345,942	65.36%	
Total	**$ 17,501,455**	**$ 5,914,569**	**$ 11,586,886**	**66.21%**	
	-	-	-	-	
				66.67%	< % needed to be on track to Budget

KCATA
Sources of Revenue

	Current Month thru 4/30/2026				YTD thru 4/30/2026			
	Fixed Route	IRIS	Paratransit Freedom	Consolidated	Fixed Route	IRIS	Paratransit Freedom	Consolidated
LOCAL Government Funding								
KCMO 3/8 cent sales tax applied	2,614,466		1,063,478	3,677,944	18,466,601		4,099,193	22,565,794
KCMO 1/2 cent sales tax applied	3,691,442	0	169,000	3,860,442	7,219,518	0	676,000	7,895,518
KCMO 1/2 cent Zero Fare applie	0			0	0			0
PM Local Funding - KCMO	204,108			204,108	933,586			933,586
Total KCMO Applied	6,510,016	0	1,232,478	7,742,494	26,619,705	0	4,775,193	31,394,898
Independence	39,090	0	95,518	134,608	156,477	109,329	372,476	638,281
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	56,036	0	0	56,036	177,506	0	(3,000)	174,505
Gladstone	0	0		0	0	0		0
Liberty	0	0		0	0	0		0
Unity Village	0			0	0			0
Lees Summit	11,395			11,395	44,869			44,869
Johnson County	729		0	729	12,784		1,089	13,873
Unified Government (KS)	236,310	0	67,631	303,941	945,850	0	256,789	1,202,639
KC Streetcar	24,192		0	24,192	71,607		0	71,607
Other	0			0	0			0
Total Local Government	**6,877,768**	**0**	**1,395,627**	**8,273,395**	**28,028,798**	**109,329**	**5,402,546**	**33,540,673**
State Government Funding								
State Oper Assistance	243,082			243,082	792,136			792,136
MEHTAP			0	0			(210,456)	(210,456)
Total State Government	**243,082**	**0**	**0**	**243,082**	**792,136**	**0**	**(210,456)**	**581,680**
Federal Government Funding								
Preventative Maintenance (PM)	896,116		161,021	1,057,137	4,148,704		638,001	4,786,705
CMAQ	1,202	0		1,202	49,351	72,969		122,320
CARES (COVID)	0			0	0			0
CARES LEES SUMMIT (COVID)	0			0	0			0
CRRSAA (COVID	6,367		0	6,367	29,268		0	29,268
ARP (COVID)	162,137		0	162,137	648,548		0	648,548
Fed 5307 LEES SUMMIT	16,079			16,079	70,350			70,350
Fed VanPool	11,253			11,253	44,948			44,948
Fed Ozone & Other	0			0	0			0
5310 Enhanced Mobility	0		8,268	8,268	0		27,954	27,954
Medicaid (comes fm State but fed)			113	113			1,502	1,502
Sub Total	1,093,154	0	169,402	1,262,556	4,991,169	72,969	667,457	5,731,595
Grant Rev rec for Subrecipients	908,124			908,124	1,878,961			1,878,961
Grant Rev rec on behalf of Other	45,138			45,138	83,072			83,072
Total Federal Government	**2,046,417**	**0**	**169,402**	**2,215,819**	**6,953,201**	**72,969**	**667,457**	**7,693,627**
Grant Rev rec for Subrecipients	(908,124)			(908,124)	(1,878,961)			(1,878,961)
Grant Rev rec on behalf of Other	(45,138)			(45,138)	(83,072)			(83,072)
Total Federal Pass-thru Contra	**(953,263)**	**0**	**0**	**(953,263)**	**(1,962,032)**	**0**	**0**	**(1,962,032)**
Other Revenue								
Rental Income	14,000			14,000	37,491			37,491
Investment Income (Loss)	115,467			115,467	390,416			390,416
Other Non-transportation Reven	157,704			157,704	521,173			521,173
Passenger Revenue	47,297	12,090	14,211	73,598	189,348	43,904	50,438	283,690
Bus Advertising	25,026			25,026	110,172			110,172
TOD Bond & START Revenue	0			0	0			0
Misc Income	0			0	0			0
Total Other Revenue	**359,495**	**12,090**	**14,211**	**385,796**	**1,248,599**	**43,904**	**50,438**	**1,342,941**
Grand Totals	**8,573,498**	**12,090**	**1,579,241**	**10,164,829**	**35,060,701**	**226,202**	**5,909,985**	**41,196,889**
	59,759	0	0	59,759	(0)	0	0	(0)
Unapplied/(Applied) Revenue	(299,933)	134,649		(165,284)	(1,435,453)	403,951		(1,031,502)
	8,273,566	**146,739**	**1,579,241**	**9,999,545**	**33,625,249**	**630,153**	**5,909,985**	**40,165,387**
				59,759				(0)

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

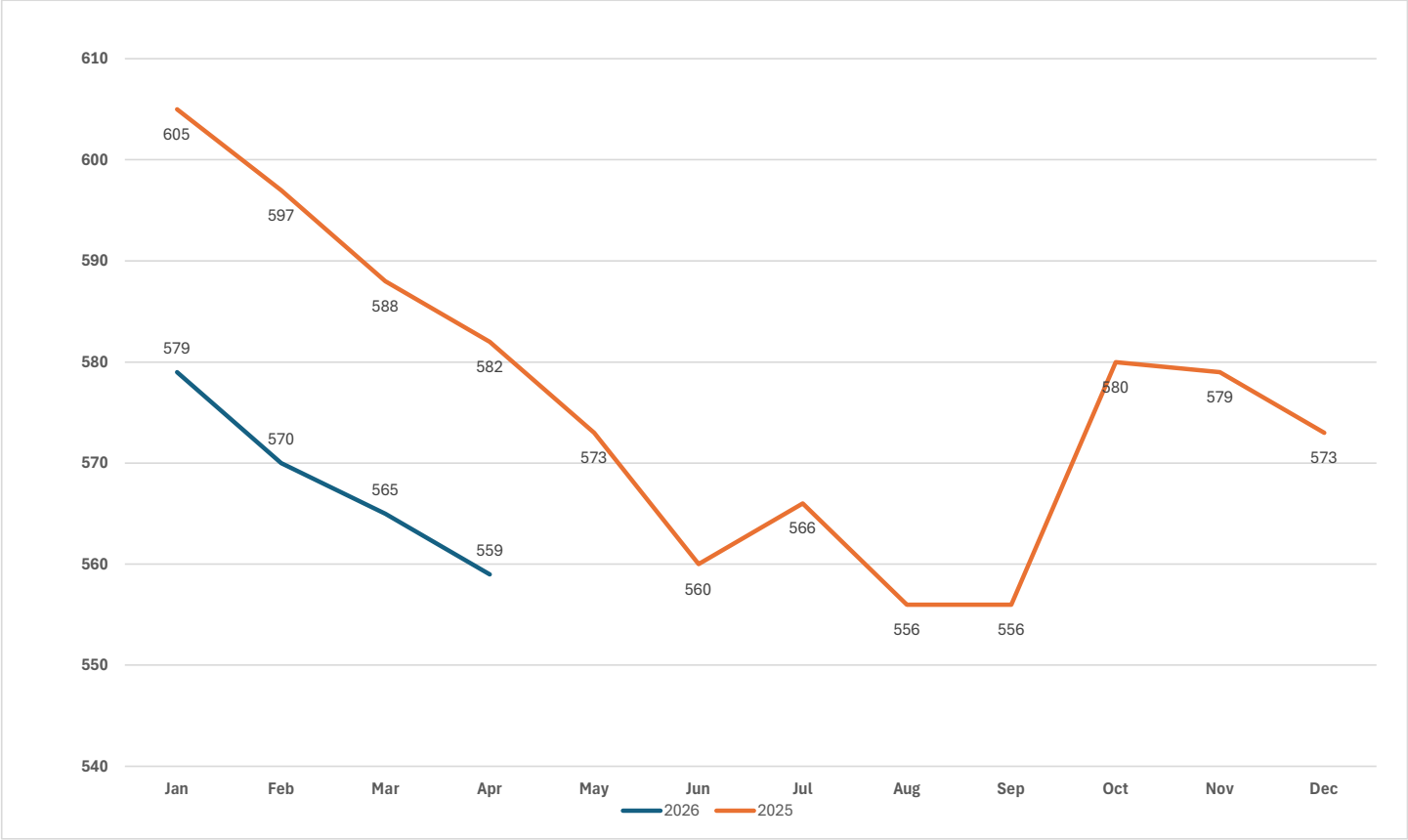
Kansas City Area Transportation Authority
Budget Versus Actual Headcount
For Month Ended April 30, 2026

	Budget	Actual Total	Actual Union	Actual Salaried
Direct Cost Centers				
Transportation	335	328	303	25
Fleet Maintenance	114	113	104	9
Facility Maintenance	42	38	37	1
Security	2	1	-	1
Information Tech. (50%)	6	4	-	4
Human Resources	7	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	**529**	**511**	**452**	**59**
IRIS	-	-	-	-
Paratransit (Freedom)	10	10	6	4
Indirect Cost Centers				
Finance/Grants	19	15	5	10
Information Tech (50%)	5	4	-	4
Executive Offices	3	2	-	2
Marketing	4	3	1	2
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**	**38**	**6**	**32**
Total Employee Headcount	**583**	**559**	**464**	**95**
Commissioners	***10***	***10***	***-***	***10***

Kansas City Area Transportation Authority

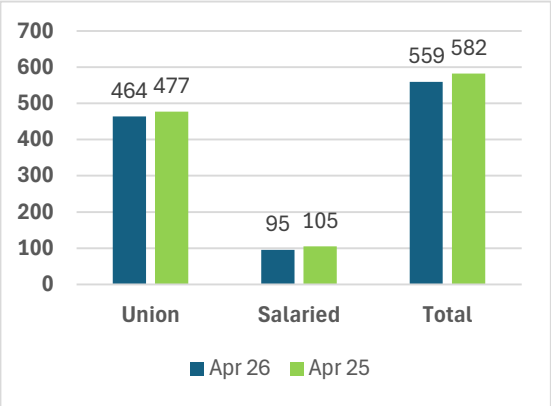
Headcount Reports - Total Headcount

Month Ended April 30, 2026

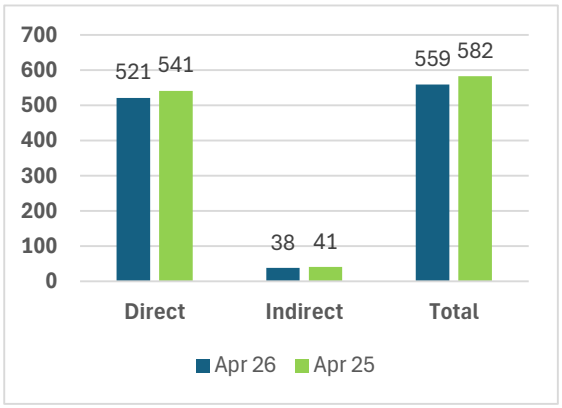


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg
2026	579	570	565	559									568
2025	605	597	588	582	573	560	566	556	556	580	579	573	576

Kansas City Area Transporation Authority
Distribution of Headcount
For Month Ended April 30, 2026



	Union	Salaried	Total
Apr 26	464	95	559
Apr 25	477	105	582



	Direct	Indirect	Total
Apr 26	521	38	559
Apr 25	541	41	582

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**	**$ 11,414,244**

2025/2026 Actual (Current KCMO Contract)

Source/(Uses) of Reserve 5/1/25 - 11/30/25	(9,712,792)
Reserve balance at 4/30**/2026**	**$ 1,701,452**

KANSAS CITY AREA TRANSPORTATION AUTHORITY
3/8 CENT SALES TAX FUNDS
ACTIVITY SUMMARY
FOR PERIOD JANUARY 1, 2026 THROUGH APRIL 30, 2026

BALANCE @ 12/31/2025	$	11,024,122
YEAR-TO-DATE BILLING		13,560,076
APPLIED TO SERVICE		(22,889,619)
SUB TOTAL	$	(9,329,543)
INVESTMENT INCOME		87,761
INCOME APPLIED TO OPERATIONS		(87,761)
FMV GAIN/(LOSS)		6,873
SUB TOTAL - YTD ACTIVITY		(9,322,670)
FUNDS AVAILABLE @ 4/30/2026	**$**	**1,701,452**
Cash Tfr Timing - Transfer From/(To) KCATA Oper Acct		(15,417,303)
Commerce Sales Tax Trust Stmt Balance @ End of Period	$	17,118,756

FOUR MONTH FORECAST
Operating Account - KCATA

	May-26	Jun-26	Jul-26	Aug-26
Beginning Balance	$ 6,254,696	$ 6,115,838	$ 9,242,559	$ 3,615,560
Cash Receipts				
KCMO	4,015,475	$ 13,922,002	$ 6,961,001	$ 6,961,001
Less - KCMO Performance Penalties	-			
KCMO IRIS	134,649	246,328	125,000	125,000
World Cup Grants				7,920,936
Community Bill	498,563	300,000	300,000	300,000
MO State Operating Assistance	549,054	171,391		
FTA Drawdowns	6,820,591	1,500,000	1,500,000	1,500,000
Internal Trust Transfer	5,508,367			
Interest Payment	30,000	30,000	30,000	30,000
Remote Deposits	297,594	40,000	40,000	40,000
Total Cash Available	$ 17,854,292	$ 16,209,721	$ 8,956,001	$ 16,876,937
Cash Disbursements				
Payroll - Salaried	(757,783)	$ (800,000)	$ (800,000)	$ (800,000)
Payroll - Union	(2,878,900)	(3,000,000)	(4,500,000)	(3,000,000)
AP ACH/Checks clearing	(10,227,188)	(5,500,000)	(5,500,000)	(5,500,000)
Self Insurance T.McGee	(788,122)	(400,000)	(400,000)	(400,000)
Other (Tri Star, Russell Trust, ICMA,Voya)	(419,194)	(400,000)	(400,000)	(400,000)
WEX (Fuel)	(40,000)	(53,330)	(53,330)	(53,330)
Corporate CC Payment	(28,960)	(26,670)	(26,670)	(26,670)
Account Analysis Fees - Commerce	(3,003)	(3,000)	(3,000)	(3,000)
Other Payments				
Additional Expense for World Cup	(2,600,000)	(2,600,000)	(2,600,000)	(2,600,000)
Due to Riverfront Streetcar Project	(250,000)	(300,000)	(300,000)	(300,000)
Total Cash Disbursement	$ (17,993,150)	$ (13,083,000)	$ (14,583,000)	$ (13,083,000)
Net Activity	$ (138,858)	$ 3,126,721	$ (5,626,999)	$ 3,793,937
Ending Balance	$ 6,115,838	$ 9,242,559	$ 3,615,560	$ 7,409,497

KANSAS CITY AREA TRANSPORTATION AUTHORITY
ACCOUNTS RECEIVABLE AGING SUMMARY
FOR THE MONTH ENDING APRIL 30, 2026

Customer Number	Customer Name	Current	1-30 Days	31+ Days	Customer Total
50209	CITY OF KANSAS CITY, MISSOURI	4,020,091	-	32,622	4,052,713
50211	CITY OF INDEPENDENCE, MISSOUI	15,281	-	-	15,281
50213	UG FLEET COMPLEX	306,305	-	-	306,305
50215	CITY OF LEE'S SUMMIT, MISSOURI	58,161	-	-	58,161
50245	CITY OF GLADSTONE, MISSOURI	-	-	12,000	12,000
50248	ATU, LOCAL 1287	8,817	-	1,692	10,509
50394	KANSAS CITY STREETCAR AUTHO	24,192	-	-	24,192
		4,435,997	**-**	**40,615**	**4,479,160**

Balance Sheet

1210000	A/R - Trade	4,479,160

Tracking No: 2026-315

Staff Request For Commission Action

Board Meeting Date: June 24, 2026

Website Update- Cindy Baker

Standing Committee:	Planning & Operations Committee

Date:	**Contact Name:**	**Contact Email:**	**Department/Division:**
06/17/2026	Cindy Baker	cbaker@kcata.org	Communication & Marketing

Strategic Plan:
Financial Sustainability
Organization
Customer Experience
Unified Region

Financial Impact:

Approver:
Chuck Ferguson, COO

Attachments List:
None

Proposed Motion:
For Information Only

Synopsis:
Over the last several months, staff and new digital partners at Station Four have been creating a single digital destination where riders, community members, job-seekers, vendors, board members and stakeholders can easily find the information they need. This effort goes beyond a website redesign. It brings KCATA and RideKC together into a more connected digital experience while establishing a foundation that continues to evolve over time.
The staging site is actually live, though the final cutover to the new site will be June 25. This staging environment gives us the opportunity to continue to edit and to receive feedback from staff and other stakeholders, including the board. Station Four will share the new site at the Planning & Operations meeting, focusing on some of the newest features and benefits, such as the RideKC Riders Hub, Points of Interest and Service Alerts.

KCATA

Tracking No: 2026-267

Staff Request For Commission Action

Board Meeting Date: June 24, 2026

Policy Review (2nd Read)- Keith Smith
- Board Secured Line of Credit Use (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

Date:	**Contact Name:**	**Contact Email:**	**Department/Division:**
05/27/2026	Keith Smith	ksmith@kcata.org	Legal

Strategic Plan:
Financial Sustainability
Organization
System Development

Financial Impact:
N/A

Approver:
Chuck Ferguson, COO

Attachments List:

1.	05.11.2026 Gov't and Audit Committee Comments on Policies
2.	B10_ Board Secured Line of Credit Use Policy - Redlined
3.	B10_ Board Secured Line of Credit Use Policy
4.	D03_ Capitalization Policy - Redlined
5.	D03_ Capitalization Policy_
6.	B07 Approval of Board Contracts and Resolutions Policy_w GandA Cmt edits - (redlined)
7.	B07 Approval of Board Contracts and Resolutions Policy_w GandA Cmt edits
8.	G10 Records Retention Policy
9.	2nd Read and Approval June 2026

Proposed Motion:
Move to approve the attached policies as presented.

Synopsis:
In accordance with KCATA's Policy on Adopting Policies, the attached policies are submitted to the Board of Commissioners for second read.

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 themself." 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?

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 underling 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.

Commented [RM1]: Seems redundant. Item 1 would be all encompassing

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.

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 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.

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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 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

Commented [KS1]: G&A Committee Comments and Questions: • The metadata shows "Last Revised Date: 05/11/2202," 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.

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~~recieving a legal review.

   Commented [KS3]: Litigation settlements are addressed in a separate policy.

   ~~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~~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 ~~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~~recieve a legal review, evidenced by the attorney's signature on the contract or resolution approving it as to~~s~~ 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~~

~~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 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 recieving 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 recieve 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

Original Adopted Date: 07/09/2019 **| Last Revised Date:** 05/11/2026 **| Last Reviewed Date:** 05/11/2026

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

KC ATA | RideKC



Policy Review

Full Board Second Read

Keith Smith, June 24, 2026

Policies for 2nd Read

- Board Secured Line of Credit Use
- 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

Capitalization Policy

- Capitalize assets with unit cost ≥ $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.