

**MID-AMERICA REGIONAL COUNCIL'S  
KANSAS CITY REGIONAL  
ELECTRIC VEHICLE READINESS PLANNING**

**AGREEMENT**

**PARTIES:**               **Jackson County, Missouri** hereinafter referred to as the “JCMO”  
  
                                  **Mid-America Regional Council**, hereinafter referred to as “MARC”

Collectively referred to as “Partners”

**PURPOSE:**           The Kansas City Regional EV Readiness Plan (EV Plan) supports vehicle electrification strategies outline in Connected KC 2050, the Clean Air Action Plan, and the Kansas City Regional Climate Action Plan. Funds received will be used to advance this regional planning effort which is detailed in Exhibit A.

The planning effort will facilitate the following objectives:

- Engage regional stakeholder and the public in the planning of the transition to vehicle electrification.
- Identify current interests, needs and barriers among various stakeholders in electric vehicle (EV) and electric vehicle supply equipment (EVSE) expansion.
- Identify parcel-level charging station site suitability, expansion strategies and costs,
- Develop an online mapping resource for local governments and other stakeholders to use in identifying charging station priority locations and other factors that may impact expansion.
- Develop policy and best practices guidance that may include sample EV-ready ordinance, uniform permitting standards and inspection processes.
- Develop a plan that will guide EV charging network expansion.

**EFFECTIVE**           The Partners mutually agree to Articles I, II, and III in accordance with this Agreement effective the date signed by MARC’s Executive Director or his/her designee until July 31, 2024.

**ARTICLE I**

**JCMO AGREES:**

1. To contribute to the EV Plan’s required local federal match, by provide local matching funds of \$10,000 with a one-time payment upon receipt of invoice for the local match;
2. To participate in the consultant procurement process, including short-listing and interviewing

- consultant teams; and
3. To participate in the Kansas City Regional EV Readiness Plan Steering Committee and provide direction and feedback to project consultants via MARC staff.

## **ARTICLE II**

### **MARC AGREES:**

1. To provide project management;
2. To administer federal funding of \$160,000 and supporting local match to complete the project.
3. To coordinate and conduct consultant selection process to meet state and federal procurement requirements in the use of federal funds that includes but is not limited to debarment and Disadvantaged Business Enterprise (DBE) requirements;
4. To provide oversight of federal requirements that govern the use of federal funds; and
5. To administer consultant invoicing and reimbursement process per state and federal guidelines.
6. To accept consultant deliverables only with approval of the Steering Committee.

## **ARTICLE III**

### **PARTNERS MUTUALLY AGREE:**

1. That this Agreement and all contracts entered into under provisions of this Agreement shall be binding upon the Partner and MARC; and
2. That no third-party beneficiaries are intended to be created by this Agreement, nor do the Parties herein authorize anyone not a party to this Agreement to maintain a suit for damages pursuant to the terms or provisions of this Agreement.

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**IN WITNESS WHEREOF:** the Partners hereto have caused this Agreement to be signed by their authorized officers effective the date signed by MARC's Executive Director or his/her designee.

**Mid-America Regional Council**

**Jackson County, Missouri**

David Warm  
Executive Director

Frank White Jr.  
Jackson County Executive

\_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Attest: \_\_\_\_\_

*Approved to Form  
White Smith*

## **EXHIBIT A: Scope of Services**

### **Kansas City Regional EV Readiness Plan Development**

#### **1.0 Stakeholder & Community Engagement**

##### **1.1 Steering Committee Engagement**

Consult with steering committee (coordinated by MARC) throughout the planning process to ensure planning and engagement deliverables meet the needs of future city and regional planning and funding activities.

##### **1.2 Public & Stakeholder Engagement**

Identify interest, needs, and current implementation practices and barriers related to EV adoption and EV infrastructure through broad public and stakeholder engagement in urban, suburban, and rural areas of the MARC region. Public engagement must include underserved and disadvantaged communities. Underserved and disadvantaged communities are defined as occupants of public and affordable housing, occupants of multi-unit dwellings, persons with disabilities, zero-car households, low-income and minority communities most impacted by pollution and poor air quality, and other communities identified as “DACs” (disadvantaged communities) in the joint Justice40 Interim Guidance and [Electric Vehicle Charging Justice40 Map](#).

Engagement of municipal stakeholders should identify planning, barriers, and current practices related to codes, ordinances, and parking requirements. If possible, public and stakeholder engagement efforts shall be coordinated with ongoing engagement occurring as part of the Connected KC 2050 MTP Update as well as other parallel MARC planning efforts. Proposers should follow guidance in MARC’s Public Participation Plan and are encouraged to include creative public engagement tactics in their strategy.

Note: MARC is planning to conduct a statistically valid survey as part of the ConnectedKC 2050 Update. Two questions in the survey will focus on the intention to purchase electric vehicles and barriers to EV adoption.

#### **2.0 Assessment of Existing Conditions**

##### **2.1 Existing Plans & Programs**

Review existing local and regional EV planning and assess which plans (or elements of) need to be folded into or considered in the readiness plan. Identify local utility plans, including current and future programs and initiatives. Highlight regional EV-ready goals and targets.

##### **2.2 Current EV Infrastructure Network & EV Market Saturation**

Assess existing conditions including EV registrations and charging infrastructure (totals, locations, charge levels, % of useful life, usage data, hardware and software systems inventory).

##### **2.3 Identification of Barriers**

Identify current barriers to expanding deployment of electric vehicle charging infrastructure in various charging environments (residential, workplace, etc.) in urban, suburban, and rural areas in the Kansas City region. Identify barriers that are

experienced by public and private sector, homeowners, renters, residents of detached and attached multi-family residential units, etc.

## **2.4 Utility / Grid Analysis**

Work with the electric utilities to identify capacity limitations and needs in regard to the electric utility grid's ability to support electric charging based on regional EV infrastructure needs projections. Evergy, BPU, Independence Power and Light, Ameren and several small cooperatives provide electric service to the 9-county region. Note: Evergy had conducted an analysis to identify areas where existing capacity constraints may limit EVSE expansion.

## **3.0 Identification of Needs**

### **3.1 Propensity to Purchase Analysis**

Using socioeconomic data and other factors, spatially analyze the 9-county MARC region to assess ranges of propensity to purchase electric vehicles. Such analysis would help uncover disparities that might be addressed by programmatic or policy interventions, especially related to equity and Justice 40.

### **3.2 Needs & Projection**

Collect population, employment, and land use projections from MARC to project future demand for EVs and infrastructure needs.

## **4.0 Site Suitability Assessment**

### **4.1 Scoring System**

Develop a scoring rubric for parcels that includes factors that the steering committee considers priority factors for site suitability. These could include accessibility, high-capacity locations, convenience, transit, pollution and health burden, employment, etc.

### **4.2 Suitability Mapping**

Pull together appropriate datasets to implement scoring of parcels and spatial mapping of scoring for site suitability, using ARCGIS. The assessment should consider existing charging stations only if they are publicly accessible and are a DCFC station. While it may be helpful to use existing charging stations to identify coverage gaps, determining site suitability for new charging stations should consider many other factors including equity and accessibility, integration with other infrastructure, growth and emerging markets, among other criteria for a more comprehensive approach. Note: The site suitability mapping will be integrated in the 6.1 EV Readiness Atlas that MARC develops; consultants should provide a Site Suitability ARCGIS map package.

## **5.0 Strategy**

### **5.1 Prioritization of New Charging Station Locations (short, mid, long-term)**

Using the Site Suitability Assessment, identify priority charging station locations, necessary charging levels and capital, operating and maintenance costs for near-, mid-, and long-term phasing of charging network expansion.

### **5.2 Solutions for EV/EVSE in Underserved Communities**

Provide strategies for installation of EVSE in underserved communities that address the barriers identified.

### **5.3 High-level EV car-share feasibility, Strategy, and Pilot Area Recommendations**

Provide guidance on piloting an EV car-share program including feasibility, target users, high-level feasibility, pilot area recommendations, potential partnerships, estimated capital and operating costs, possible funding scenarios and next steps. Note: MARC has included an EV carshare program serving low-income communities in the regional transportation plan, ConnectedKC 2050.

### **5.4 Emerging Technologies**

Provide a high-level overview of emerging technologies related to EVSE and potential implications for planning.

### **5.5 Land-Use Considerations**

Provide insight into land-use related issues that will need to be considered/addressed by local governments with the transition to electric vehicles.

### **5.6 Funding Strategy & EVSE Management**

Identify local, state, and federal funding opportunities including grants, rebates, and direct incentives. Identify opportunities for public-private partnerships and guidance on maintenance and operation strategies for local governments.

## **6.0 Implementation Resources**

### **6.1 Develop Map Resource (EV Readiness Atlas)**

MARC will develop a new mapping resource to help public and private property owners interested in expanding EV infrastructure. Coordinate with MARC to include the propensity analyses and the Site Suitability Assessment data created by consultant. All other data layers will be provided/generated by MARC. The new mapping resource may include the following datasets:

- Site Suitability data
- Potential EV Demand at Multifamily Properties
- Propensity to purchase (regional)
- Employees (heatmap and employer point data)
- Disadvantaged communities
  - Pollution burdened communities
  - EJ communities
- Charging Stations (all levels)
- EV registrations
- Land Use
  - Major regional destinations
  - MARC activity centers and corridors
  - Parking facilities (public pay, public free, park and ride)
  - Multi-unit residential
- Mobility hubs (planned and existing) (KCSmartMoves.org)

## **6.2 Policy and Best Practice Recommendations**

Develop standardized language for zoning, ordinances, and building codes that could be used by public entities, including but not limited to:

- Sample EV-ready ordinance for new construction of homes and commercial development.
- Uniform permitting standards, guidance on streamlined and expedited permitting processes for local government and inspection processes.

## **6.3 Draft RFP scope for a single-source procurement process**

Develop a draft scope that could be used in a request for proposals for a single-source EVSE vendor/installer. The scope should be developed after discussion with the Steering Committee and a draft strategy is in place.

# **7.0 Kansas City Regional EV Readiness Plan**

## **7.1 Preliminary Draft and Final Plan**

The consultant will prepare a preliminary draft of the report for review and comment by the Steering Committee. This draft is to be provided as an electronic PDF. Comments received from the Steering Committee will be incorporated into the final report. Upon final review and consent by the Steering Committee, the consultant will develop a final report that is visually appealing, easy for policymakers and stakeholders to understand, and communicates EV strategies and recommendations. The report should be able to be used both digitally and in hard copy format. This may take the form of separate print and web formats. Specifically, the consultant should develop a final report that communicates a clear message both graphically and with accompanying text, is easy to read and understand; and explains key implications as they relate to infrastructure, services, policies, programs, partnerships, funding and recommendations. The consultant shall provide MARC with appropriate presentation materials for final review and approval of the Electric Vehicle Readiness Study by MARC's Total Transportation Policy Committee and the MARC Board of Directors.