

## COOPERATIVE AGREEMENT

THIS AGREEMENT, made this \_\_\_\_\_ day of \_\_\_\_\_, 2012, between Jackson County, Missouri (hereinafter "County") and the Mid-America Regional Council (hereinafter "MARC").

WHEREAS, the mission of MARC is to build a stronger regional community through planning, project coordination and support to local governments;

WHEREAS, MARC will lead an effort with the assistance of a consultant to develop a regional bikeway transportation plan for the MARC MPO area, including all of Cass, Clay, Jackson, and Platte Counties in Missouri and Leavenworth, Johnson, Miami and Wyandotte Counties in Kansas.

WHEREAS, the County is interested in participating in the Regional Bikeway Plan;

WHEREAS, the counties within the MARC MPO area have also committed to supporting the regional bikeway planning effort.

NOW THEREFORE, in consideration of the above recitals, the mutual covenants and agreements herein contained, and for other good and valuable consideration, the parties hereto agree as follows:

1. **PURPOSE OF AGREEMENT.** The parties hereto enter into this agreement for the purpose of conducting planning services for the development of a regional bikeway transportation plan.
2. **FINANCING.** The County shall pay three thousand six hundred dollars (\$3,600.00) for the planning services, which may be used to pay a portion of the required match for a federal grant.
3. **SCOPE OF SERVICES.** MARC will work with the County and other participating local governments to complete the scope of planning as described in Attachment A to this Agreement.
4. **INDEMNIFICATION.** MARC will include indemnification of the County in the contract with the Contractor chosen to do the work defined in this Agreement and will require that MARC be indemnified to the same extent as the County.
5. **DURATION AND TERMINATION OF AGREEMENT.** The parties hereto agree that this agreement shall exist until the consultant completes all deliverables under its contract, a copy of which will be provided to the County.
6. **OTHER TERMS.** No terms not specifically set out herein, shall affect, modify or add to the terms or obligations contained in this Contract.

IN WITNESS WHEREOF, the parties hereto have executed this Contract with duplicate originals on the day and year first above written.

***MID-AMERICA REGIONAL COUNCIL***

By: \_\_\_\_\_  
Executive Director

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

***JACKSON COUNTY, MISSOURI***

By: \_\_\_\_\_  
Michael D. Sanders, County Executive

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

Approved as to form: \_\_\_\_\_  
W. Stephen Nixon, County Counselor

ATTEST: \_\_\_\_\_  
Mary Jo Spino, Clerk of the Legislature

**REVENUE CERTIFICATE**

I hereby certify that there is a balance otherwise unencumbered to the credit of the appropriation to which this contract is chargeable, and a cash balance otherwise unencumbered in the treasury from which payment is to be made, each sufficient to meet the obligation of \$3,600.00 which is hereby authorized.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Director of Finance and Purchasing  
Account No. \_\_\_\_\_

# ATTACHMENT A

## Plan Purpose: Building a Stronger Regional Bikeway Vision

- **Review bikeway planning and programs across the region** (*Information and data gathering will be an important first step in developing a regional vision. MARC has grown to take in new counties within the MPO planning area. The level of local planning effort will vary depending on the unique needs of each community. We will seek opportunities through this process to assist those counties that currently do not have adopted bikeway plan, and those who want to update a locally adopted plan.*)
- **Review bicycle crash data and other relevant sources** (*Bicycle safety both on-road and off-road can be improved by understanding where and how crashes occur. Recommendations will focus on design countermeasures, education and enforcement strategies to improve bicycle safety.*)
- **Integrate local bikeway plans between and among communities that border each other** (*Despite good intentions, there may be gaps between planned bike networks of neighboring communities. We want to identify these gaps and find viable solutions to develop connected systems.*)
- **Meet the needs of utilitarian and recreational trip purposes** (*The MARC MPO planning area includes a variety of rural, suburban and urban communities. People of all ages and walks of life enjoy bicycling, and many depend on the bicycle as means of transportation for everyday destinations. Today communities are at different stages of network planning and development. Moreover, they have a variety of approaches to bikeway planning that has led to incomplete and sometimes disjointed on-road and off-road bikeways. Work is needed at the local level to coordinate connections across the region through the planning of on-road bikeways and off-road trail systems. The plan will seek to develop a regional plan that meets the needs of all users.*)
- **Provide solutions to address regional physical barriers** (*Rivers, roads, and even bridges are often barriers to non-motorized travelers throughout the region. By identifying, categorizing, analyzing and prioritizing barriers based a systematic approach the regional plan can guide MARC and state and local government towards a longer-term vision for investments. Solutions that address regional barriers will address both pedestrians and bicyclists.*)
- **Develop a regional vision of connected networks across the region** (*Building on local plans a regional bikeway plan will be developed, guided by selection criteria that will help distinguish regionally significant investments for both on-road and off-road bikeways.*)
- **Effective use of developing and redeveloping regional bikeway corridors through enhanced active transportation planning** (*The region has a number of underutilized transportation corridors. Changing land use and demographic patterns and economic changes have made some corridors with our communities ripe for the rebalancing of transportation options through road diets. Other corridors continue to develop as land use shifts from rural to suburban and urban use. Once regional bikeway corridors are identified strategies can be developed for state and local governments to work together to address bikeway development.*)
- **The sharing of best practices and successful planning efforts across one region** (*Success has a way of creating its own momentum. We can use examples of best practices from around the region as a catalyst to proliferate bikeway investments. Solutions to difficult problems often come by working through a process. We can learn a lot from each other and what communities are doing in other parts of our Nation.*)
- **Provide supportive tools and resources for communities** (*We will work with local government to determine the types of tools and resources that would be especially beneficial to them in their work. For example, the plan could include information about funding strategies, planning tools and models, planning and design best practices, facility construction and operation cost tools, maintenance polices effective promotion and marketing, etc.*)