

MEMORANDUM OF UNDERSTANDING

Jackson County/Kansas City Regional Alternatives Analysis Study

Jackson County, Missouri
Kansas City, Missouri
Kansas City Area Transportation Authority
Mid-America Regional Council

This Memorandum of Understanding (MOU), entered into and effective this 28th day of January, 2011, by and among Jackson County, Missouri, the City of Kansas City, Missouri, the Kansas City Area Transportation Authority, and the Mid-America Regional Council, documents the roles and responsibilities of each party in the collaborative effort to implement the Jackson County/Kansas City Regional Alternatives Analysis (AA) Award as announced by the Federal Transit Administration on December 21st, 2010. The partners agree to work together to implement the AA grant through a collaborative process, fulfilling the roles and responsibilities outlined below, and agree to abide by the Federal Transit Administration's (FTA) and USDOT's requirements in implementing the AA studies. The partners also agree on the following primary objectives related to the Jackson County/Kansas City AA study process:

- Conduct the process in an open and transparent manner consistent with FTA New Starts AA requirements, while maintaining a focused approach and striving for timely completion.
• Conduct the due diligence necessary to understand the related corridors and confidently establish and adopt locally preferred alternatives.
• Develop an integrated implementation strategy that is reflective of study findings, and the region's adopted long range transit vision.
• Formalize application(s) for FTA New Starts ratings, if necessary.

This MOU is not intended to create any substantive rights or requirements for anyone, whether a party to this agreement or not, over and above those created and conferred by Federal and state law.

I. Study Partners

Jackson County, Missouri (Jackson County) is a unit of general purpose local government.

The City of Kansas City, Missouri (KCMO) is a unit of general purpose local government.

The Kansas City Area Transportation Authority (KCATA), the creation of a bi-state compact between the states of Kansas and Missouri, is responsible for providing general purpose and special public transportation services throughout the 7-county (Cass, Clay, Jackson, and Platte in MO; Johnson, Leavenworth, and Wyandotte in KS) Kansas City area.

The Mid-America Regional Council (MARC) is an association of city and county governments throughout the 9-county (Cass, Clay, Jackson, Platte and Ray in MO; Johnson, Leavenworth,

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Miami and Wyandotte in KS) Kansas City area. MARC is the designated Metropolitan Planning Organization (MPO) for the Kansas City, MO-KS and Lee's Summit, MO urbanized areas.

II. Jackson County/Kansas City Regional Alternatives Analysis Overview

\$25.7 million in federal funds were set aside in 2010 for competitive grants under the FTA's 5339 Alternatives Analysis (AA) Program and MARC coordinated a regional grant application for the regional AA study in partnership with the aforementioned study partners. On December 21st, 2010 the Federal Transit Administration announced that the region had been awarded \$1.8 million of the original \$2 million requested. The public award notification stated the following:

Kansas City/Jackson County

Project: Three corridors: I-70 between downtown Kansas City and Odessa;

SR 350/Rock Island RR between downtown Kansas City and Pleasant Hill;

Central Kansas City between the Rivermarket neighborhood and Union Station

Grant Amount: \$1,800,000

The proposed study builds on findings from the regional systems planning efforts that have identified the corridors with greatest need for major mobility improvements. The study targets a key portion of the metro area primarily focused in Jackson County, but also crossing into neighboring Lafayette and Cass counties in Missouri. The study has strong local support, is consistent with livability-oriented planning efforts in the region, and is positioned to advance transportation solutions critical to the community's regional vision.

The awarded AA grant will be administered by the Federal Transit Administration (FTA), through agreement with the Mid-America Regional Council. MARC will coordinate study oversight and related commuter and downtown corridor procurements with the project partners through the Partnership Team. The composition of Partnership Team and their related responsibilities are outlined in detail under Section III Study Management Approach and Structure below.

III. Study Management Approach and Structure

The grant proposal was the result of a local partnership between MARC, KCATA, Jackson County, and Kansas City, Missouri. This partnership structure will be retained in the form of the Partnership Team to assist in reinforcing the objectives conveyed in the grant application, to manage and coordinate the resulting study efforts and related procurements, and to facilitate compliance with the federal planning requirements and coordination with federal agency staff. The Partnership Team will oversee and coordinate all elements of the regional AA grant, and will be supplemented with staff support and local jurisdiction coordination as outlined below.

- A. Partnership Team – The overall AA grant and its corridor elements (Downtown Corridor and Commuter Corridors) will be collectively managed and coordinated by an oversight and management group referred to as the Partnership Team. The Partnership Team will be composed of representatives appointed by KCMO, Jackson County, KCATA, and MARC.

Project Partnership Team: Jackson County, Kansas City Missouri, MARC, KCATA
Partnership Team Staff: MARC

- B. Downtown Corridor Element – The AA study will support the detailed assessment of transit alternatives in downtown Kansas City focused around a downtown circulator (street car) system that will link with alternatives from the Commuter Corridor AA detailed below. This study element will be jointly led by KCMO with technical staff support provided by the KCATA.

Downtown Circulator Technical Lead: KCATA and KCMO

Local Downtown Circulator Coordinating Committee: Downtown Parking/Transportation Commission

- C. Commuter Corridor Element – The Commuter Corridor element will support the assessment of both the I-70 and Rock Island commuter (commuter rail) corridors that will link with alternatives from the Downtown Corridor AA detailed above. This study element will be supported by the formation of multi-jurisdictional advisory team representing communities along both corridors, and lead by Jackson County with MARC serving as technical staff support.

Commuter Corridor Technical Lead: MARC and Jackson County

Commuter Corridor Coordinating Committee: Study Advisory Committee, to be formed and convened by the Partnership Team

IV. Program Coordination and Communication

The successful completion of the Kansas City Regional Alternatives Analysis grant will require coordination between multiple study elements, project partners, and stakeholders, and require that collaborative decision-making processes occur in an efficient, effective, and transparent manner. The study will also benefit from clear, coordinated, and consistent communication strategies with the broader community regarding the status of the grant, the corridor elements, technical study findings, and related implementation information.

MARC, as grant recipient, will serve as the primary lead related to the program coordination and communication activities, and will develop coordination and communication strategies and materials with guidance from the Partnership Team, and work through study partners to coordinate consistent messaging. The corridor specific messaging and public involvement will be the responsibility of each corridor planning lead as described in Section 3B (Downtown Corridor) and Section 3C (Commuter Corridor).

V. Grant Budget and Local Match Commitments

- A. Grant Budget and Local Match- The federal grant award announced on December 21st included \$1.8M in federal funds to support both the downtown corridor and commuter corridor elements of the original \$2M request, representing 90% of the original request.

Figure 1 below is the final grant budget based on the exact award and adjusted local match commitments.

- B. Administrative Support – MARC, as grant recipient, will provide primary administrative support of all elements of the regional award at a rate outlined in Figure 1 below, and will have the option of administering additional related study elements if necessary, at the request of the Partnership Team.

- C. Local Match Commitments- Jackson County, Missouri and the City of Kansas City, Missouri agree to provide a 20% local matching share on all federal funds as required by Federal Transit Administration and in a manner and allocation consistent with the agreed-to distribution as outlined in Figure I below. Project partners have the ability and may choose to provide a financial share or amount higher than the minimum commitment if necessary to complete the study in a manner desired, and in a manner subject to local authorizations.

Kansas City Regional Alternatives Analysis Grant Budget					
Figure 1					
Element	Federal	Local Match	Total	MARC Admin (2.5%)	Diff
Downtown Circulator	\$540,000	\$ 135,000*	\$675,000	\$16,875	\$658,125
Commuter Corridor	\$1,260,000	\$ 315,000**	\$1,575,000	\$39,375	\$1,535,625
Total	\$1,800,000	\$ 450,000	\$2,250,000	\$56,250	\$2,193,750

*Kansas City, Missouri local match commitment

** Jackson County, Missouri local match commitment

Expected Roles and Responsibilities of FTA


While FTA is not a direct party to this agreement, it is the expectation of the parties that the Region VII Office of the Federal Transit Administration will participate actively in the process related to the Kansas City Regional Alternatives Analysis. FTA is expected to participate in the process as a technical resource and in the capacity of providing the federal oversight of the expenditure of funds. FTA is expected to provide timely information that could support grant implementation activities, including but not limited to determinations of compliance with federal regulations and requirements, in addition to guidance related to process and technical assessment determinations.

Final: January 24, 2011

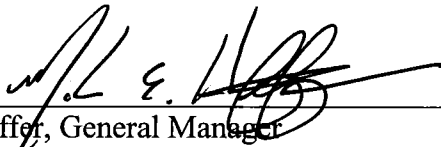
IN WITNESS WHEREOF the parties hereto have caused this Memorandum of Understanding to be executed by their proper officers and representatives having authority to do so.


Mike Sanders, Chief Executive
Jackson County, Missouri

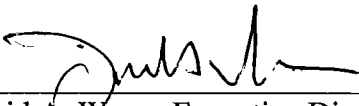
Date: 2/16/2011


Troy Schulte, City Manager
Kansas City, Missouri

Date: 2-22-11

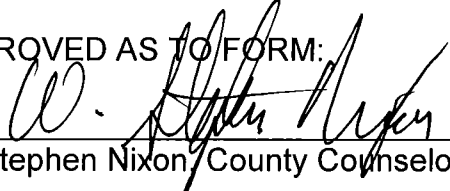

Mark Huffer, General Manager
Kansas City Area Transportation Authority

Date: 02/04/11

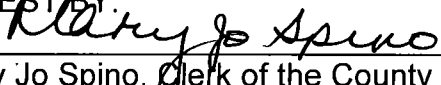

David A. Warm, Executive Director
Mid-America Regional Council

Date: 1/31/11

APPROVED AS TO FORM:

By 
W. Stephen Nixon, County Counselor

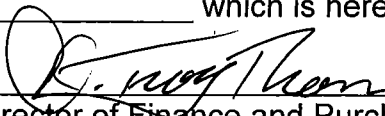
ATTEST BY:


Mary Jo Spino, Clerk of the County 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 \$ 315,000 which is hereby authorized.

February 14, 2011
Date


Director of Finance and Purchasing
Acct. # 004-5104-56080

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