

PATH OF REVIEW WORKSHEET

Typically at least two originals of the contract document are executed.

*Please mark all signature areas where executive director is to sign; complete any sections such as title, name, etc.

Grant Applications, Grant Agreements and Revenue Contracts (Funds coming to MARC)

Application or Grant Agreement is with: City of Kansas City, Missouri
(Name of Grantor Agency)

Grant Purpose Local match: PSP program – Transportation Element of the KC Spirit Playbook. Grant Number, if known _____

Amount \$20,000.00. Period Covered December 1, 2020 to February 28, 2022.

Is FFATA (Federal Funding Accountability and Transparency Act) Reporting Required?

Yes No - Is Grantor Agency a “Direct” federal department or agency?

(Examples of “Direct” federal agencies are US Department of Health and Human Services, US Department of Labor, US Environmental Protection Agency, Economic Development Administration, etc. Federal grant funds that are passed through other organizations before the grant comes to MARC are not “Direct” federal grants but are considered “Pass-Through” federal grants. “Pass-Through” federal grants are not subject to FFATA reporting.)

If “yes,” then FFATA reporting is required. Provide the following information to Joy Edwards, Grant Compliance Manager so they can complete the required information on www.fsr.gov within the 30-day (+) timeline:

1. Copy of signed/approved grant agreement. Joy Edwards will update the website or note problems with the update.
Date reported on FFATA website is _____.
2. Budget information and list of any planned purchases over \$25,000 for professional services and/or federal subrecipient pass-through agreements so that we are aware of any purchases that will require FFATA reporting.

Approval Level to Expend Funds: (Mark the appropriate box)

<input type="checkbox"/> \$1001 to \$5,000 – Department Director	<input type="checkbox"/> \$25,001 to \$50,000 - B&P
<input checked="" type="checkbox"/> \$5,001 to \$25,000 – Executive Director	<input type="checkbox"/> More than \$50,000 - MARC Board

Date _____ By _____

Form Completed By _____ Patrick Trouba Date _____ 12/14/2020

Program Manager Approval _____ Date _____ 12/18/2020

Dept. Director Approval _____ Date _____ 12/18/2020

Dir. Finance & Admin. Approval _____ Date _____ 12/18/2020

Joy Edwards _____ Date _____ 12/18/2020

Executive Dir. Approval* _____ Date _____ 12/18/2020

Special Instructions or Comments _____

Distribution within MARC: Original sent to Finance on _____
Copy sent to department on _____

Other Documents Requiring Executive Director’s Signature

(i.e. mutual agreements, progress reports, letter of support, contracts with no funds involved, etc.)

Description/Purpose _____

Board Approval Date: _____ (Insert Date or “Not Required”)

Please consult with Carol Gonzales or David Warm about whether Board approval is desired and/or required. Often the document involves a commitment of MARC or the Board or may raise policy issues.

Form Completed By _____ Date _____

Program Manager Approval _____ Date _____

Dept. Director Approval _____ Date _____

Dir. Finance & Admin. Approval _____ Date _____

Executive Dir. Approval* _____ Date _____

Special Instructions or Comments _____

MID-AMERICA REGIONAL COUNCIL'S
PLANNING SUSTAINABLE PLACES PROGRAM

AGREEMENT

PARTIES: City of Kansas City, Missouri, hereinafter referred to as the "Sponsor"
Mid-America Regional Council, hereinafter referred to as "MARC"

PURPOSE: The Planning Sustainable Places (here in after known as "PSP") program provides local governments with financial support to advance detailed planning and project development activities in support of *Connected KC 2050*'s activity centers and corridors framework. Funds received will be used to advance detailed local planning in support of the Transportation Element of the KC Spirit Playbook as detailed in Exhibit A.

The program looks to facilitate the following objectives:

- Support the development and implementation of local activity center plans consistent with the Creating Sustainable Places principles, identified regional activity centers, and the land use policy direction outlined in *Connected KC 2050*.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of transportation projects, land use strategies, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative, *Connected KC 2050*, and the MARC Board's adopted policy statement on regional land use direction.

EFFECTIVE The parties mutually agree to Articles I, II, III and IV in accordance with this Agreement from the first day of December, 2020 until the 28th day of February, 2022.

ARTICLE I

SPONSOR AGREES:

1. To fund their portion of the PSP program's required local match of \$40,000.00 with a one-time payment upon receipt of invoice for \$20,000 and the utilization of \$20,000.00 remainder from a previous transportation project that was previously paid to MARC;
2. That any change order or request for additional services must be submitted through MARC to the contracted consultant. If the resulting change order or request for additional services requires additional funding, payment shall be the responsibility of the Sponsor;
3. To provide a project manager and coordinate the consultant team;
4. To participate in the PSP program management and provide MARC all required technical assistance, data and any other necessary information needed to successfully manage and

comply with federal requirements regarding the PSP project;

5. Agree to include designated MARC project liaison in study advisory committee; and
6. To provide a selection committee to review consultant vendor proposals, interview prospective consultant vendors, and make final selection of vendor.
7. To provide final approval of project deliverables.

ARTICLE II

MARC AGREES:

1. To provide project liaison and project management;
2. To administer awarded Planning Sustainable Places federal funding of \$94,500.00, unless state or federal funding sources withdraw funding.
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 governs the use of federal funds in connection with the PSP program; and
5. To administer consultant invoicing and reimbursement process per state and federal guidelines.
6. To accept consultant deliverables only with Sponsor approval.

ARTICLE III

BOTH PARTIES MUTUALLY AGREE:

1. That this Agreement and all contracts entered into under provisions of this Agreement shall be binding upon **the City of Kansas City, Missouri** 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.

ARTICLE IV

1. **EMPLOYEE ELIGIBILITY VERIFICATION.** MARC shall execute and submit an affidavit, in a form prescribed by the CITY, affirming that MARC 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). MARC shall attach to the affidavit documentation sufficient to establish MARC's enrollment and participation in an electronic verification of work program operated by the United States Department of Homeland Security to verify information of newly hired employees, under the Immigration and Reform and Control Act of 1986. MARC may obtain additional information about E-Verify and enroll at <https://e-verify.uscis.gov/enroll/StartPage.aspx?JS=YES>. If MARC is enrolled in E-Verify, the first and last pages of the E-Verify Memorandum of Understanding that MARC will obtain upon successfully enrolling in the program shall constitute sufficient documentation for purposes of complying with this section. MARC shall submit the affidavit and attachments to the CITY prior to execution of the contract, or at any point during the term of the contract if requested by the CITY.
2. **AUDITS.**

- (a) For purposes of this Section:
 - 1. "CITY" shall mean the City Auditor, the City's Internal Auditor, the City's Director of Human Relations, the City Manager, the City department administering this Contract and their delegates and agents.
 - 2. "Record" shall mean any document, book, paper, photograph, map, sound recordings or other material, regardless of physical form or characteristics, made or received in connection with this Contract and all Contract amendments and renewals.
- (b) MARC shall maintain and retain all Records for a term of five (5) years that shall begin after the expiration or termination of this Contract and all Contract amendments. CITY shall have a right to examine or audit all Records, and MARC shall provide access to CITY of all Records upon ten (10) days written notice from the CITY.
- (c) The books, documents and records of MARC in connection with this Contract shall be made available to the City Auditor, the City's Internal Auditor, the City's Director of Human Relations and the City department administering this Contract within ten (10) days after the written request is made.

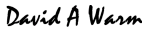
IN WITNESS WHEREOF: the parties hereto have caused this Agreement to be signed by their authorized officers on the day and year first above written.

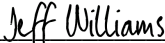
Mid-America Regional Council

City of Kansas City, Mo.

David Warm
Executive Director

Jeffrey Williams, AICP
Director, City Planning and Development

DocuSigned by:

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DocuSigned by:

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Date: 12/18/2020

Date: 1/28/2021

Attest: _____

I hereby certify that there is a balance, otherwise unencumbered, to the credit of the appropriation to which the foregoing expenditure is to be charged, and a cash balance, otherwise unencumbered, in the treasury, to the credit of the fund from which payment is to be made, each sufficient to meet the obligation hereby incurred.

Randall J. Landes
Director of Finance

Date: _____

Approved as to form:

Assistant City Attorney

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Exhibit A

Summary of Transportation Element of the KC Spirit Playbook

Kansas City, MO

Contact Information

Organization: Kansas City, MO
 Contact person: Gerald Williams
 Title: Lead Planner
 Phone: 8168689314
 E-mail: gerald.williams@kcmo.org
 Organization address: 414 east 12th street
 Kansas City, MO 64106

General Information

Project name: Transportation Element of the KC Spirit Playbook

Project description: The City of Kansas City, Missouri is currently updating its comprehensive plan. The updated plan is scheduled for completion by fall 2022. The City seeks assistance with developing a more robust set of transportation policies and recommendations to be incorporated into the new comprehensive plan, the KC Spirit Playbook. Funding currently committed to the update - approximately \$300,000 – will largely be directed to public engagement. The City's intent with this PSP funding is to accomplish these goals: 1. Develop a more robust transportation element in the updated comprehensive plan 2. Free up existing project funding to be directed toward other plan elements and create strong links between transportation and other plan elements 3. Examine existing transportation related plans and synthesize them under a single transportation strategy This funding will allow for more in-depth data collection, analysis, research, public engagement, and coalition building ultimately producing a long-term strategy positioning Kansas City as a model for multi-modal transportation for the entire region. The increased resources devoted to transportation will have positive ripple effects for the rest of the KC Spirit Playbook. It would free up the existing funding to be devoted to the remaining elements, thus increasing the overall share of resources available to each element. It would also help ensure that the project team can factor in how transportation relates to the other elements in the plan. Lastly, the transportation element would become an umbrella transportation vision and strategy, tying together elements of all other transportation related plans. The City and our regional transportation partner agencies - MoDOT, RideKC, Streetcar Authority and MARC – currently have several plans that address transportation systems and mobility for the city and region including the following: • Smart Moves 3.0 • Transportation Outlook 2040/Connected KC 2050 • Trails KC Plan • Bike KC Plan • Walkability Plan • NextRail Plan • Major Street Plan • Transit Oriented Development Policy • numerous area, corridor and PSP plans • Complete Streets Ordinance. Many recommendations from the FOCUS plan, align perfectly with the goals of the PSP program - such as establishing multi-modal networks, linking land-use and transportation considerations to advance compact development patterns, and taking a regional lead in environmental stewardship - and will be carried forward into the KC Spirit Playbook. And new strategies will be added as needed to address the issues facing Kansas City today and in the coming decades. This funding will allow the City to develop a single vision for transportation, tying together various elements under a common vision for the City. It will also guide future updates to these existing documents and identify additional planning and implementation work where necessary. The plan will provide direction and prioritization on transportation investments and policy initiatives using an environmental, safety, and equity lens. The KC Spirit Playbook will belong to all of Kansas City's residents, businesses, workers and visitors and it will be used by the community to understand City policy, priorities and overall direction, and to

Project Type: Sustainable Places Plan

Project Contact: Gerald Williams

Project Location: Kansas City, Missouri (Citywide)

Project Scope: DATA COLLECTION & ISSUE INVENTORY • Collect transportation related data. Identify key issues considering all modes. o Analyses will cover environmental, equity, relationship to housing affordability, job access, and land use. • Review existing City programs, codes, plans, standards, and policies related to mobility. o Identify potential needs, gaps, issues, opportunities, and recommended changes. o Compile database and summary of transportation recommendations. o Develop a Citywide Multi-Modal Transportation System Map depicting ? existing system ? gaps ? projects underway ? recommended future system o Identify an approach to incorporate relevant citywide plans and area plans into the comprehensive plan and how the comprehensive plan will guide future updates to these documents. • Review of peer city plans and best practices related to integrated transportation systems o Analysis will include approaches to public engagement, project prioritization, funding mechanisms, and methods for measuring success • Review and analysis of Federal and State programs, funding sources, policies and statutes as they relate to transportation systems and mobility. • Compile a summary report of draft findings and issues that will be presented to relevant staff, committees, and public meetings. • Devise and implement appropriate public engagement tactics. • Products - Data Collection, Policy Review and Issues Report, and Public Engagement Summary GOALS, POLICIES, STRATEGIES, & RECOMMENDATIONS • Research best practices to address issues identified in previous tasks. • Identify a range of potential recommendations to address the issues identified in previous tasks. o Work with staff, elected officials, the general public, and any committees to identify preferred strategies and recommendations. o Identify related strategies from other plan elements. o Present a range of draft alternatives to comprehensive plan committees, work groups or public meetings o Review draft policies, strategies and recommendations against comprehensive plan values and lenses. • Perform additional analysis and refinement of recommendations as needed. • Identify Final Initiatives and Strategies to incorporate into the comprehensive plan o Identify relationships of each initiative and strategy to other comprehensive plan elements, and other plans. o Work with staff, elected officials, the general public and any relevant committees to review recommendations. • Identify implementation actions o including general costs, funding sources, responsible entities, potential champions, critical path issues, general time required, phasing and prioritization. • Product – Final Goals, Policies, and Recommendations Report PUBLIC ENGAGEMENT • Contractor will lead a Transportation Working Group to develop overarching transportation goals, strategies and recommendations. • Contractor will lead meetings with applicable staff, committees or work groups related to the comprehensive plan update or the public, as needed. • Contractor will identify opportunities for creating coalitions with community groups and industry leaders in an attempt to educate and advocate for transportation concepts • Products – Public Engagement Summary Report

Consistent with relevant local plan(s)? Yes
This project will become an element of the City's updated comprehensive plan, the Kansas City Spirit Playbook, which is currently being developed. The project funded by this award will be fully integrated into that planning process and public engagement activities. It will also use our existing comprehensive plan, the FOCUS Kansas City Plan, as a foundational starting point, and will be carefully aligned with all other citywide plans, area plans, and regional plans for transportation, mobility and environment – including numerous completed Planning Sustainable Places projects within Kansas City. The KC Playbook transportation element will tie together these various plans, policies, and studies under a common vision and strategy for the City. It will also guide future updates to these existing documents and identify additional planning and implementation work that needs to be done.

Core elements included in previous plans? No
Not a Project Development or Implementation Activity

Rrelationship to transportation issues: As the transportation element of Kansas City's new comprehensive plan, this project will create the transportation and mobility policies, recommendations, and strategies that will guide our City for the next 20 years. The primary focus will be on transportation issues, although it will incorporate inter-related issues such as environmental resiliency, equity, housing, economic development and land use policy. The result will be a framework of citywide goals, policies, and initiatives for all transportation modes and all users. The transportation element will guide and prioritize future transportation capital investments, changes to codes, policies and standards, and provide a proactive implementation strategy. The project will closely examine, analyze, summarize, and synthesize all transportation planning in Kansas City, Missouri since 1997 (including several PSP projects), and will incorporate the foundational transportation policies of the FOCUS Kansas City Plan. Tying together the numerous plans related to transportation produced since 1997 in Kansas City will ensure that they work together and provide a common vision to guide all future transportation planning. Summarizing the previous plans will provide an umbrella to coordinate future transportation system improvements, new codes, and policies and future transportation planning initiatives across all modes.

Robust citizen engagement component description: The City's comprehensive plan update is centered on robust public outreach, engagement, and collaboration. Although the transportation element will have its own public engagement component, it will be integrated seamlessly with the other comprehensive plan activities. Furthermore, a public engagement contractor and City staff team are available to supplement engagement work on the transportation element.

The City has also purchased a license for the Bang The Table online engagement platform to serve as both a communication and dialogue as well as project information and updates. With the future of public meetings uncertain due to COVID-19 social protocols, the engagement website's features will be fully utilized by the entire comprehensive plan team to the highest level of engagement possible. To demonstrate our commitment to robust public engagement during this process, our initial action was to organize and meet with a Public Engagement Committee to discuss our early approach to public outreach and engagement for the comprehensive plan. Pulling together stakeholders from across the city and coordinating closely with the City's communications staff, this committee met twice before the public kickoff of the project to discuss the approach for initial outreach and engagement, to discuss how to reach out to underrepresented persons and to review project branding elements. We plan to continue to work with this committee as the project progresses. As previously mentioned, the City is preparing an RFP to hire a contractor to manage public engagement. This contractor (or team of contractors) will develop and execute the overall public engagement strategy to include the following elements: • Employing a broad array of tools, platforms and techniques. • Overall emphasis on creative and non-traditional outreach and engagement efforts. • Including strategies to engage "hard to reach" persons in the community. • Including specific strategies and tactics to meet people where they are, to reach people who typically do not participate in public engagement opportunities, and to overcome language barriers and other barriers to participation. • Including partnerships with local school districts to target student participation, ideally as part of school curriculum and as part of a program to create future community leaders. • Integrating art and artists and other creative elements into the overall public engagement approach. • Including separate approaches for periods during the Covid-19 pandemic and for periods post pandemic, as well as contingency plans should similar crisis situations arise during the planning process. • Specific tasks to be performed by the contractor include (but are not limited to) the following: o To develop and implement a public outreach and engagement plan for the City's Comprehensive Plan update process. o To staff and arrange public meetings, events, committee meetings o To manage public outreach o To document, measure and synthesize community input o To track engagement metrics o To administer polls/surveys, both online and in-person and by phone/mail if needed. o To conduct social media targeting (ad driven outreach) o To manage and maintain public contact lists o To produce videos and written report summaries of public outreach and engagement

Future vibrancy description:

Reinvestment – The plan will highlight new investments and public improvements to help strengthen existing neighborhoods, corridors and activity centers throughout the city, but particularly as a tool to help revitalize distressed neighborhoods and districts. Strategies will help to create walkable centers and public spaces and promote transit supportive development. Transportation Choice – The KC Spirit Playbook will look at all modes of transportation in Kansas City comprehensively and as a system (and the PSP funding would help us to do that more thoroughly). As with the FOCUS Kansas City Plan, which championed a future Kansas City served by a multimodal transportation system and increased choices for "moving about the city", our new comprehensive plan will carry these ideas forward and provide updated strategies and recommendations for transportation choice in Kansas City that address the issues, challenges and opportunities that we face now and that we will face in the coming decades. Housing – The transportation strategies will be interwoven with affordable housing and land use strategies to ensure that a future transportation system will improve mobility options and ensure adequate access to jobs and housing for all users. Corridors and Activity Centers – The transportation strategies will focus on reinforcing connections between the City's numerous activity centers along corridors and maximizing mobility options. The work will be coordinated with the land use and economic development strategies to help ensure that corridors and activity centers have the right densities, activity levels, mixes of land uses, supporting infrastructure and parking strategies to ensure the viability and use of all modes of transportation and to maximize mobility options. Design for Healthier Lifestyles – The transportation strategies will help to create more walkable and bikeable communities in Kansas City and help to encourage more active lifestyle choices. And the strategies will explore how to incorporate green infrastructure and landscaping in transportation improvements and to avoid or minimize damage to environmental systems as new improvements are made. Unique Community Characteristics – Kansas City is made up of a diverse range of unique communities with unique transportation needs and solutions. And our transportation strategies will be sensitive to the context of each community. Resource Conservation & Energy Efficiency - The transportation element will identify strategies to increase biking, walking and transit ridership, which will help to reduce fossil fuel usage in the city and improve air quality.

Implementation timeline:

Not a Project Development or Implementation Activity

Actionable budget documentation:

Not a Implementation Activity

Improved travel choices promotion :

As the transportation element of the KC Spirit Playbook, this project will create the policies, recommendations, and strategies to improve transportation choices and mobility in Kansas City for the next 20 years. The transportation element will guide and prioritize future transportation investments, project priorities, changes to codes, policies and standards, and provide a implementation strategy. The plan will also provide metrics for existing transportation conditions and goals for future transportation choice metrics. The project will closely examine and synthesize all transportation planning completed in Kansas City, Missouri since 1997 to ensure that they work together and provide a common vision to guide all future transportation planning and will incorporate the multi-modal transportation policies of the FOCUS Kansas City Plan. The project will find approaches to bolster implementation of these previous plans This project will promote improved travel choices in several ways. First, creating a single planning umbrella will allow leaders and policy makers to view the various, independent modes as a system creating a more holistic and creative minded transportation culture that will focus attention on improvement over a battle for resources. Secondly,

DocuSign Envelope ID: 4D9BDC37-5345-47B4-9F07-E04D22352700 the review and analysis of existing City programs, codes, plans, standards and policies related to to prioritize the most impactful improvements. Bolstering those initiatives with the data collection effort will hone the scale and scope of the travel choice improvement interventions. This award would allow for increased public engagement on transportation which will direct policy and future resources toward areas of the highest impact and need. Achieving a granular understanding of the transportation system will allow for a wider variety of solutions to come to light such as smaller scale, easily implemented solutions. This grant will allow for improved data on travel behavior and preference. Lastly, this grant will ensure that transportation considerations are made when formulating other policies in the document. This is especially important for land use and environmental sections. In addition to the work re-examining the existing system and crafting transportation policies and strategies, using the other elements to set the stage for improved travel choices will be a key aspect of their success.

Sustainable land-use patterns promotion:

The project will create comprehensive recommendations for all modes and users to guide future transportation capital investments, changes to codes, policies and standards, and provide a implementation strategy. The successful reconfiguration of our established auto-focused roadways into a more multimodal system will rely on changes to established land use patterns. The plan will highlight new investments and public improvements to help strengthen existing neighborhoods, corridors and activity centers throughout the city. Strategies will help to create walkable centers, public spaces and transit supportive development. The transportation strategies will be interwoven with affordable housing and land use strategies to ensure that a future transportation system will improve mobility options and ensure adequate access to jobs and housing for all users. The transportation strategies will focus on reinforcing connections between activity centers along corridors and maximizing mobility options. The work will be coordinated with the land use and economic development strategies to help ensure that corridors and activity centers have the right densities, activity levels, mix of land uses, supporting infrastructure and parking strategies to ensure the viability and use of all modes of transportation and to maximize mobility options. The project will establish new recommendations and build on previous initiatives:

- Supporting compact and mixed-use development that reduces long commutes, retains open spaces, and minimize costs for public services and facilities, particularly along transit corridors
- Reinforcing and embracing Mixed-Use Neighborhoods by identifying infill housing opportunities along Great Streets and multimodal corridors
- Creating walkable mixed-Use centers that adhere to Transit-Oriented Development Policy principles.
- Creating an urban form that enhances the urban core as the Heart of the City
- Encouraging the preservation and re-use of historic buildings
- Strengthening neighborhoods with quality infill development
- Ensuring Kansas City is a city where walking is safe and inviting
- Ensuring appropriate transition from the neighborhoods to corridors
- Targeting incentives and use light rail as a development catalyst
- Targeting investments and incentives along Great Streets

Environmental stewardship:

According to the EPA, transportation is responsible for around 28% of all greenhouse gas emissions - the largest share of any sector. How this and other environmental impacts from transportation play out locally, what solutions work in our context, and how best to orchestrate them require resources to explore. This award will allow for further exploration into these linkages, identification of existing and potential resources, and a thoughtful proposal for next steps. In particular, this award will allow the transportation element to explore strategies to minimize the environmental impacts of new transportation infrastructure, guide the location of new transportation infrastructure with an environmental lens to minimize negative impacts and loss of sensitive environmental resources. It will also consider direct, indirect, and cumulative impacts of transportation improvements and operations. It will provide guidance on the design of new infrastructure to include considerations of preservation of environmental resources, inclusion of green stormwater infrastructure, and will encourage increased biking walking and transit ridership to help improve air quality. Transportation strategies will be closely integrated with strategies for phased development and future growth of the city. This award will also positively affect existing plans that address environmental stewardship and other elements of the comprehensive plan which address these issues

Housing choice:

This project will address housing through the lens of transportation. This award would allow the comprehensive plan team to address this relationship in more depth, especially with regards to affordability. Factoring the cost of transportation in with the cost of housing as a baseline measure of affordability is an increasingly common practice. This award would allow for a more granular analysis of this measure throughout the city followed by engagement around this topic and a set of policies aimed at addressing whatever concerns arise from those two efforts. Conversely, the amount of transportation data and analysis produced if this award is given would have a positive impact on the housing element of the comprehensive plan as well. Examining transportation through the lens of housing will allow for the examination of many aspects of the housing development process. Engagement and coalition building among housing developers, community development corporations, and others to explore how transportation affects housing will yield results both for the comprehensive plan and its implementation. In short, this award would allow for in-depth data analysis, deeper engagement and coalition building, and tailored policy proposals regarding the relationship between transportation and housing. As housing choice and affordability has become a top concern for the people of Kansas City, this topic now - more than ever - deserves the increase in resources that this grant would provide.

Public Health improvement:

Links between transportation and public health are deeply impactful to the entire community. Understanding the scope and nature of that relationship requires significant resources. This award will allow the comprehensive plan team to collect primary resource data on how past investments in transportation have affected the health of the community and what solutions will work best in the diverse landscapes that make up Kansas City. Using the resources provided by this award, the comprehensive plan team can more closely work in partnership with the office of public health and community based public health organizations

throughout the city. These partnerships will allow the KC Spirit Playbook to go beyond national best practice and provide more granular detail in policy recommendations that will inspire action. In particular, using this award to partner with the KCMO Health Department will benefit both the great work being done on the Community Health Improvement Program and the KC Spirit Playbook.

Support for investment in areas with existing infrastructure:

A significant function of any comprehensive plan is to identify needed improvements in areas that are already established. The KC Spirit Playbook will be no different, and the Transportation Element will focus on system improvements that will reinforce developed areas directly and balance these needs with plans for future growth in currently undeveloped areas. The FOCUS Kansas City Plan addresses this issue by identifying "Development Priority Zones" and supporting policies that promote contiguous growth. FOCUS also strongly supports focusing investments in Kansas City's existing neighborhoods, and in our Urban Core neighborhoods in particular. These policies will be part of the public dialogue to incorporate into the new comprehensive plan, and into the transportation strategies specifically. Transportation strategies will be closely integrated with strategies for phased development and future growth of the city.

Economic growth:

The work that would come about as a result of this award would support an increasingly multi-modal transportation network in Kansas City, Missouri. The project team is hopeful that this would set an example for the entire region. Nationwide, cities and regions are showing that strong multi-modal networks are drivers for economic growth. Amazon, for example, listed transit access as a major factor when deciding where to locate their second Headquarters. The initial round of public engagement is showing a strong interest in public transit, biking and walking. Adding resources toward planning for this already popular idea will help ensure a sound strategy going forward and increase momentum for quick implementation. Increasing Kansas City's profile as a multi-modal city where residents can, and do, commute effectively using transit, biking, and walking will help improve our position for economic growth in terms of attracting and retaining industry. Further, the work associated with planning, designing, and constructing new or improved multi-modal infrastructure will also have a noticeable economic ripple effect.

Use of planning resource(s):

We would like to utilize as many of the planning resources as are available and applicable to our project. We will emphasize the use of these tools and resources in the consultant RFP and selection process. It is expected that the planning team will require limited, if any, support from MARC with these resources. We see value in some form of scenario planning for the transportation element planning process. In creating an overarching transportation strategy for the City it is essential to take an abstract idea and make them more relatable. A scenario planning tool could be used to create a shared vision for the interplay between the various modes and the trade-off between access and mobility. Further, scenario planning can aid in creating the buy-in necessary to quickly move toward the creation of a transportation action plan. This plan will run on data. Indicators like commute mode share, travel time, transit headway times, and the myriad safety statistics will constitute the framework of the plan. The design, engineering, planning, and engagement will all hinge on the data that is observed, measured, and tracked. Visualization will be an essential tool in this process. Due to the size of the project area and the scope of the project generating the number of visualizations that will be required will be a challenge. With this award, the project team will be able to create planning scenario visualizations for a greater share of the concepts ensuring stakeholder buy-in and help achieve the goal of transitioning to a transportation action plan. Market research information will be utilized at every stage in this plan. From the beginning, determining what data to collect and where to collect it, market data will factor in figuring out what areas of the city need transportation investments in order to thrive. On the other end, market information is also crucial in creating a clear picture of how public sector transportation investments can lead to displacement and gentrification - indicating where more caution is needed. Lastly, market segmentation is a key factor in transportation mode choice surveys. Understanding who is being served will complement the volume-capacity level of data usually associated with transportation decision making. Knowing what the various sub-markets throughout the city can support will be instrumental in crafting this plan.

Resiliency Promotion:

Using this award, the comprehensive plan transportation element and resulting transportation action plan will, undoubtedly, focus on a multi-modal transportation network. Such a network would be more resilient than existing conditions in several ways. A transportation network featuring multiple useful and popular modes, each of which allow for people to get where they want to go and when they want to get there, can withstand a variety of external forces that would disrupt the existing system. Environmental catastrophes, natural disasters, economic shocks can all be more easily worked around with a truly multi-modal network. Such a system would also be inherently redundant, to a certain extent, providing multiple types of coverage to closely located areas. Recovery from shocks can also more easily be managed with an existing set of robust transportation options. Scenarios where transit and pedestrian mobility is thrust into primacy would be more easily abstracted in a reality where those modes are more highly prioritized and, thus, utilized by a greater share of people.

Innovation use:

The role of public engagement in the KC Spirit Playbook cannot be overstated. As a core aspect of this process the comprehensive plan leadership team have included a robust digital engagement tool purchased from Bang the Table. This platform is designed to drive meaningful engagement for planning related projects and comprehensive plans, in particular. At the time of writing, the engagement is in the early stages but the planning team is very happy with the results, at this point. Particularly, in reacting to the COVID-19 crisis, the KC Spirit Playbook public engagement efforts have pivoted toward almost 100% digital engagement. With this award, the transportation element would receive its own engagement strategy and resources in addition to the existing engagement efforts. In-person engagement events, like charrettes and workshops will be paired with similarly structured digital opportunities that will increase the outreach for this element. Depending on many factors related to the COVID-19 crisis, that engagement could take many forms and will likely result in a hybrid digital strategy that will likely skew in a more digital-heavy direction. In terms of

content, gaps in the existing set of available data would be prioritized for engagement. For example, node choice surveys are often difficult, time consuming, and expensive data sets to obtain, yet they provide planners, engineers, and other decision makers with a deep understanding of public sentiment regarding transportation. Additionally, efforts toward building coalitions within the community - among real estate developers, community groups, and advocates, for example - to establish a readymade consensus around transportation issues will be explored. These coalitions have proven useful in peer cities to help ensure timely implementation after the planning process is complete and would be a useful option to explore in Kansas City, Missouri.

Serves MARC defined redevelopment area?	Yes Yes, this project would serve the redevelopment area as shown in the map resource. In fact, most of Kansas City, Missouri is within a redevelopment area with the exception of the far north, south and east portions of the city.
Serves a MARC listed activity center?	Yes As it is a citywide plan it will not be located inside of a specific activity center, but there are many located within Kansas City, Missouri. In fact, Kansas City, Missouri has some of the region's most significant and most developed/walkable activity centers including Downtown, the Country Club Plaza, and many others. In addition to major employment centers and numerous other commercial nodes, Kansas City is also home to a river port, two airports and inter-modal/railroad hub.
Serves a future transit corridor?	Yes As it is a citywide plan it will not be located inside of a specific transit corridor, but there are many within Kansas City, Missouri. In fact, much of the future transit network and most of the mobility hubs appear to be located within Kansas City, Missouri.
Serves environmental justice tract(s)?	No As it is a citywide plan it will not be located inside of a specific environmental justice tract, but there are many within Kansas City, Missouri. In fact, most of Kansas City south of the Missouri River is within an environmental justice tract. And a significant portion if the city north of the river is within an environmental justice tract.
Partnerships description:	The City of Kansas City, Missouri is the project proponent and sponsor entity and the sole provider of non-federal funds Although there are no other funding partners at this time, there is a growing list of engagement partners on this project, which grant funds will greatly assist in developing further. The project will require extensive collaboration and engagement with many different neighborhoods, businesses, institutions and other organizations at all levels and over a multi-year period. Engagement partners will assist the City with generating ideas, raising awareness, disseminating information, and hosting meetings (see public engagement approach in question). Collaborations will result in stronger community ownership. Many of the engagement partnerships we forge and reinforce during this planning process will evolve into project implementation and potential funding partnerships when the plan is complete and the City's implementation program begins
Partnerships financial commitment:	Not a Project Development project.
Equity and/or typically underrepresented stakeholders partnership:	The transportation strategies in this plan will address access to jobs, affordable housing, grocery stores, and other basic life amenities with an emphasis on serving disadvantaged populations. Moreover, because this is one element of a comprehensive plan, transportation solutions will be integrated with strategies to revitalize distressed areas. From the beginning, the KC Spirit Playbook team committed to using equity as a lens through which to view the elements of the plan. In terms of transportation this means not only emphasizing service to distressed areas but also taking special care to ensure the long term effects of these investments do not lead to displacement, gentrification, or other distressing trends. This award would allow for increased attention to both sides of this equation - serving the entire community with high quality, reliable, transportation investments without displacing or further stressing existing residents.
Local activities supporting the project:	The City of Kansas City, Missouri has completed numerous planning projects of this type. Kansas City's existing comprehensive plan, the FOCUS Kansas City Plan, was completed in 1997 and since then we have produced numerous citywide plans for topics including stormwater management, transportation, and economic development and produced numerous corridor, neighborhood and area plans. Kansas City has been the recipient of PSP funding for many successfully completed projects in the past including Midtown Complete Streets, Gillham Road Complete Streets, Linwood Boulevard Complete Streets, and others. Kansas City has the in-house staff with the experience and skill set needed to successfully manage a project of this type and scale through completion. Our professional staff is capable of augmenting the work of a consultant team and effectively managing large teams and public planning processes.
Commitment from developer(s) and/or land owner(s):	Not an Implementation Activity.

Project Financial Information

Total Cost:	\$200000
Federal amount	\$150000

Minimum Funding amount \$100000
DocuSign Envelope ID: 4D9BDC37-5345-47B4-9F07-E04D22352700
Non-federal Cash Match \$50000
amount:

Source of Local Match: City of Kansas City, Missouri

Supporting Documents

- File 1: [8_ProjID-CitywideBasemap.pdf](#)
 - File 2: [8_ProjID-CPD Grant app KC Spirit Playbook 6.3.20.pdf](#)
 - File 3:
 - File 4:
 - File 5:
-

No comments submitted.

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MARC programs that receive federal funding may not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964.

[Title VI policy](#) | [Americans with Disabilities Act resources](#)