



Board of Directors MEETING NOTICE

Mid-America Regional Council • 600 Broadway, Suite 200 • Kansas City, Missouri 64105 • 816/474-4240

February 27, 2024

Board Member Meeting: 12:00 p.m.

In-person attendees in MARC's Board Room with a remote option via Zoom

- **Members of the public who wish to participate in this meeting: please email McKenzie Neds at mnedes@marc.org by 9:00 a.m. on Tuesday, February 27, 2024, for instructions to join the teleconference.**

AGENDA

1. Brief Self-Introductions
 - a. REPORT: Recognition of Frank Lenk, Director of Research Services, for forty-five years of service
2. SAFE AND SECURE COMMUNITIES
 - a. REPORT: Regional support of Liberty Hospital cyber security incident
3. HEALTHY ENVIRONMENT
 - a. REPORT/VOTE: Request for approval to submit a Priority Climate Action Plan to the EPA.
4. BRIEF REPORTS
 - a. REPORT: Overview of process to update the 2024 Hazard Mitigation Plan
 - b. VOTE: Authorize a Service Agreement with Johnson County, Kansas Mental Health to join the Regional 911 system for use of VESTA call-taking equipment.
 - c. REPORT: KCI Airport Public Transit Action Plan
 - d. VOTE: Authorize 2024 Call for Transportation Projects & Funding Allocations
 - e. REPORT: EPA Revision to the National Ambient Air Quality Standard for particulate matter
 - f. REPORT: RecycleSpot Website Redesign
5. Executive Director's Report

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

6. VOTE: Approve Consent Agenda
 - a. VOTE: Approve Minutes of the January 23, 2024, Board Meeting
 - b. VOTE: Authorize purchase of Explosive Ordnance Disposal Portable X-Ray Systems from SharpLogixx, LLC.
 - c. VOTE: Authorize acceptance of an American Rescue Plan Act State and Local Fiscal Recovery Funds for \$1.74 million to support upgrading to the Next Generation 911 Router version 2
 - d. VOTE: Authorize an agreement for consultant services for Phase 1 of the Bi-State Sustainable Reinvestment Corridor Project.
 - e. VOTE: Authorization to enter into an agreement for the Operation Green Light field network communications support contract for field network support services.
 - f. VOTE: Authorization to enter a contract with Capital Electric for the Operation Green Light Traffic Signal Enhancement project.
 - g. VOTE: Adopt guiding document for Sustainable Places Policy Committee



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- h. VOTE: Accept Mid-America Regional Council's Complete Streets Policy Update
- i. VOTE: Approve 2024 Special Amendment #1 to the 2024-28 Transportation Improvement Program
- j. VOTE: Approve 2024 Unified Planning Work Program - Amendment #2
- k. VOTE: Approve actions taken at the January 9th, 2024, Head Start Advisory Committee Meeting.
- l. VOTE: Authorization to submit the State Fiscal Year 2025 Aging Area Plan.
- m. VOTE: Authorize approval to purchase property at 1218 Swift Street (building) and 1209 Clay Street (lot), North Kansas City, MO 64116 for a meal repack facility.
- n. VOTE: Authorize amendment increase with the KC Shepherd's Center to support hot home delivered meals and assessments.
- o. VOTE: Approve amendment increase with Town & Country Super Market, Inc for Double Up Food Bucks incentives at their participating stores.
- p. VOTE: Authorize grant application to the Hall Family Foundation for \$300,000 to support the Double Up Food Bucks Program.
- q. VOTE: Authorize award recommendation for public infrastructure network firewall
- r. VOTE: Clarification of contract terms with Area Resources for Individualized Services, Inc DBA: ARIS Solutions to provide financial management services for the Veteran-Directed Care Program.
- s. VOTE: Authorize a grant application to the Elevance Health Foundation for Double Up Food Bucks program extension and assessment of clinical outcomes.
- t. VOTE: Authorize a grant application to the US Economic Development Administration for the Planning Partnership Program.

7. Other Business

8. Adjournment

MARC Board of Directors - Members and Alternates

Name	Jurisdiction	Title
Anderson, Jalen	Jackson County	County Legislator - Designee for County Executive Frank White Jr.
Bacon, John	Olathe, KS	Mayor
Baird, Bill	Lee's Summit, MO	Mayor
Boley, Damien	Smithville, MO	Mayor
Bunch, Eric	Kansas City, MO	Councilmember
Burroughs, Tom	Unified Government of WyCo/KCK	Commissioner
Caiharr, Carolyn	Edwardsville, KS	Mayor
Culbertson, Jeff	Leavenworth County	Commissioner
Duncan, Johnathan	Kansas City, MO	Councilmember
Fast, Becky	Johnson County	Commissioner - Designee for Commission Chair Mike Kelly
Fields, Vernon	Basehor, KS	Councilmember
Fricke, Scott	Platte County	Presiding Commissioner
Gaines, Billy	Ray County	Presiding Commissioner
Garner, Tyrone	Unified Government of WyCo/KCK	Mayor/CEO
Grummert, Holly	Overland Park, KS	Councilmember
Hanzlick, Janee	Johnson County	Commissioner
Hardy, Jeff*	MoDOT	Asst. District Engineer
Heley, Logan	Overland Park, KS	Councilmember - Designee for Mayor Curt Skoog
Hill, Dr. Evelyn	Unified Government of WyCo/KCK	Commissioner
Hobart, Dan	Independence, MO	Mayor Pro Tem
Hurlbert, Victor	Clay County	Auditor
Huston, Bob	Cass County	Commissioner
Jarrold, Dick**	KCATA	Vice President
Johnson, Ryan	Cass County	Commissioner - Designee for Commission Chair Bob Huston
Kane, Mike	Unified Government of WyCo/KCK	Commissioner - Designee for Mayor/CEO Tyrone Garner
Kelly, Mike	Johnson County	Commission Chairman
Koehn, Leroy**	KDOT	District Engineer
Lopez, Beto	Lee's Summit, MO	Mayor Pro Tem – Designee for Mayor Bill Baird
Lucas, Quinton	Kansas City, MO	Mayor
Marshall, Megan	Jackson County	Legislator
McCandless, Bridget	Independence, MO	Councilmember – Designee for Mayor Rory Rowland
McDonough, Mike	Raytown, MO	Mayor
McGee, DaRon	Jackson County	Legislator
Mikkelson, Eric	Prairie Village, KS	Mayor
Moriarty, Michael**	KDOT	Chief of Transportation Planning
Nolte, Jerry	Clay County	Presiding Commissioner
Pogue, Randy	Kearney, MO	Mayor
Poppa, Michael	Johnson County municipalities	Mayor
Ramirez, Christian	Unified Government of WyCo/KCK	Commissioner
Redline, Chris**	MoDOT	District Engineer
Roberts, Rob	Miami County	Commissioner
Ross, Carson	Blue Springs, MO	Mayor
Rowland, Rory	Independence, MO	Mayor
Sandifur, Mickey	Shawnee, KS	Mayor
Skoog, Curt	Overland Park, KS	Mayor
Smith, Doug	Leavenworth County	Commission Chairman
Stephens, Tom	Unified Government of WyCo/KCK municipalities	Mayor
Turnbow, Kristofer	Raymore, MO	Mayor
Vaughan, Tyler	Miami County	Commissioner
Vogt, Marge	Olathe, KS	Councilmember - Designee for Mayor John Bacon
Walker, Rick	De Soto, KS	Mayor
White III, Frank**	KCATA	President/CEO
White Jr., Frank	Jackson County	County Executive
Willett, Nathan	Kansas City, MO	Councilmember
Wood, Dagmar	Platte County	Commissioner

*Public Transit Representatives (Voting) **Public Transit Advisory Representatives (Non-Voting)

AGENDA REPORT

MARC Board of Directors

February 2024
Item No. 1

ISSUE:

Introductions and Board Sharing Time

BACKGROUND:

Time has been reserved on the agenda for introductions and items of interest to Board members. The Board Chair encourages board members to raise matters for discussion at future meetings or other issues of general concern or interest.

AGENDA REPORT

MARC Board of Directors

February 2024
Item No. 1b
Core Capacities

ISSUE:

REPORT: Recognition of Frank Lenk, Director of Research Services, for forty-five years of service

BACKGROUND:

Frank Lenk joined the Mid-America Regional Council (MARC) staff in January 1974. He began his service at MARC as an Economist II and was soon advanced to other positions. In 1995 Frank became Director of Research Services, a position he has held since. Mr. Lenk oversees the data collection and prepares the 30-year forecasts of future growth and development upon which MARC's plans are based. He has authored numerous economic impact studies estimating the benefit to the region of major community investments. Mr. Lenk has also overseen the preparation of an annual economic forecast for the Greater Kansas City Chamber of Commerce that shows the how the region's economy is expected to perform over the next six to eight quarters.

We look forward to sharing Frank's important milestone at the upcoming board meeting.

RECOMMENDATION:

Report Only. No Action Needed (Other than a BIG thank you to Frank).

STAFF CONTACT:

David Warm, Executive Director

AGENDA REPORT

MARC Board of Directors

February 2024
Item No. 2a
Safe and Secure Communities

ISSUE:

REPORT: Regional support of Liberty Hospital cyber security incident

BACKGROUND:

Cyber security incidents are a reality that today's organizations must be prepared for. Carolyn Wells MSN, CEN, CHEP is the Trauma/Emergency Preparedness Manager with Liberty Hospital and the Regional Homeland Security Coordinating Committee (RHSCC) Hospital Committee Co-chair. She will share about the recent cyber incident at Liberty Hospital including: what occurred, the impact to operations and patient care, the Hospital response, and lessons learned. She will underscore the value of the pre-planning and relationships built through the RHSCC and the regional Health Care Coalition.

BUDGET CONSIDERATIONS:

None

COMMITTEE ACTION:

None

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

None

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Erin Lynch, Emergency Services Director

AGENDA REPORT

MARC Board of Directors

February 2024
Item No. 3a
Healthy Environment

ISSUE:

VOTE: Request for approval to submit a Priority Climate Action Plan to EPA.

BACKGROUND:

A previously awarded climate planning grant requires submission of a [Priority Climate Action Plan](#) (PCAP) to EPA on March 1, 2024. This PCAP will frame all elements included in MARC's \$190 million CPRG [implementation grant](#), due to EPA on April 1, 2024. This presentation will provide an overview of the PCAP and CPRG implementation grant strategies and a summary of next steps.

MARC's PCAP describes high-priority, near term, implementation-ready measures that will reduce climate pollution in the metro area. Measures reflect ideas and projects contributed by members of the community, local governments, nonprofits and others through community engagement processes. A database of community-identified projects is included in the plan.

The plan includes 24 measures organized into four main sectors:

- Building energy efficiency and renewable energy investments
- Transportation alternatives and technologies
- Urban greening, and
- Food and agriculture system innovations.

A fifth set of “cross-cutting” measures applies to each sector, including policy and workforce development, education and outreach, performance evaluation and regional coordination.

Proposed measures are shown in the table below.

The plan also includes a set of EPA-required elements, including the regional greenhouse gas inventory, a summary of the community and stakeholder engagement process, a low-income disadvantaged communities benefits assessment, a review of authority to implement, and an assessment of how EPA resources may leverage other available funding opportunities.

Next steps

The Climate and Environment Council (CEC) has guided each phase of PCAP development. It will review final draft plan elements on February 23. Staff will share CEC recommendations with the MARC Board for its consideration. Staff will then pivot to finalize the development of the CPRG Implementation Grant by April 1, 2024.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

[Priority Climate Action Plan](#)

RECOMMENDATION:

Authorize MARC to submit the Priority Climate Action Plan to EPA by March 1, 2024.

STAFF CONTACT:

Tom Jacobs, Chief Resilience Officer and Environmental Programs Director

AGENDA REPORT

MARC Board of Directors

Summary of climate action measures from MARC Priority Climate Action Plan, February 2024.

(kcmetroclimateplan.org)

Leverage Public leadership

Neighborhood Resilience

Critical infrastructure resilience

Buildings and Renewables

CS-1: Policy and partnerships

BE-3: Public building improvements

BE-1: Resilience hubs

BE-2: Quality Housing

BE-2: Weatherization

BE-4: District scale energy generation

Transportation

CS-1: Policy and partnerships

T-2: Trails and bikeway linkages

T-4: Electric Vehicle Charging

T-5: Fleet transition

T-3: Shared/subsidized e-bikes

T-1: Green corridors

Urban Greening

CS-1: Policy and partnerships

UG-3: Adopt stormwater standards

UG-1: Heat island reduction

UG-2: Green stormwater infras.

UG-2: Riparian restoration

Food, Agriculture, Waste

CS-1: Policy and partnerships

FA-1: Food system capacity building

FA-2: Regenerative agriculture

FA-4: Food waste reduction

FA-3: Composting infrastructure

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 4a

Safe and Secure Communities

ISSUE:

REPORT: Overview of process to update the 2024 Hazard Mitigation Plan

BACKGROUND:

Local governments, school districts and other public organizations are encouraged to develop and adopt a hazard mitigation plan every five years to understand their risks from natural hazards and develop strategies to reduce risks. This plan is required to be eligible to apply for certain hazard mitigation FEMA funds. For the last 20 years, the Mid-America Regional Council (MARC) has assisted local communities in the five county Missouri area to prepare a plan every five years. The process involves extensive data collection from participating agencies.

MARC Emergency Services staff has been working with Research Services to update the data gathering tools and has worked with MARC's Transportation & Environment Department staff to coordinate with upcoming climate action activities to help inform the updated hazard mitigation plan. Staff will provide a brief update on the inclusive process for CY 2024.

Timeline/Key Milestones:

Phase 1: Preparation (December 2023 - March 2024)

- Review 2023 FEMA regulations and identify required updates.
- Develop planning framework, team, and outreach strategy.
- Secure funding and partnerships.
- Update data gathering tool (community or school profile).
- Begin initial research on hazards, risks, and what has changed in the last 5 years.

Phase 2: Stakeholder Engagement & Community Input (April 2024 - October 2024)

- Host a regional kickoff meeting.
- Conduct county level meetings to provide an overview, a timeline and explain the data gathering process and set a deadline for completion.
- Participating jurisdictions complete community profiles and update mitigation actions.
- Seek community engagement and input for mitigation strategies.
- Compile community profiles and the information from the data gathering tool and community.
- Analyze information received and follow up where gaps exist.
- Update the regional plan with the 5-year changes from community profiles.

Phase 3: Review & Approval (November 2024 - May 2025)

- Finalize draft plan with public and team review and comments.
- Submit plan to state agency for approval.
- Address any state feedback and finalize plan.
- Local jurisdictions formally adopt the plan. (By July 2025)

Steering Committee:

The Steering Committee is currently being formed. It includes confirmed key emergency management personnel from each county and KCMO and will expand to include additional expertise from local community planners, public works, and representatives from climate action committees.

AGENDA REPORT

MARC Board of Directors

Information Needed from Jurisdictions:

The 2025 update will focus on five priority natural hazards as most relevant to our region: Tornadoes, Severe Thunderstorms, Floods (Flash, Riverine, Levee and Dam Failure), Severe Winter Weather, and Heat (Drought and Heat Waves).

- **Past Hazard Events:** Provide details of any hazard events (e.g., tornadoes, floods, heat waves) that affected their community in the past five years. This helps us understand past vulnerabilities and inform future mitigation strategies.
- **Administrative Resources:** Identify available resources within communities to support mitigation efforts, such as planning and zoning commissions, maintenance programs, mutual aid agreements, etc. Knowing what tools exist helps leverage existing capacity.
- **Staffing Resources:** List dedicated staff with expertise in areas like building codes, floodplain management, community planning, IT support, GIS, and public health. This allows us to connect communities with needed expertise.
- **Technical Resources:** Describe available technical resources to support mitigation planning, such as warning services, land use maps, critical facilities maps, and grant writers.
- **Financial Capabilities:** Outline their community's financial resources dedicated to mitigation efforts, such as capital improvement project funding, taxing authority, utility fees, grant programs, etc. Understanding available funding helps prioritize and tailor mitigation projects.
- **Education and Outreach:** Share details of their community's existing education and outreach capabilities, such as storm sirens, mass notification systems, community partnerships (CERT, medical reserve corps), school programs, and StormReady certifications.
- **Local Capabilities Assessment:** Provide details of any existing emergency plans and procedures, including Local Emergency Operations Plans (LEOPs), Continuity of Operations Plans (COOPs), Public Health Emergency Operations Plans (EOPs), and stormwater management plans.
- **National Flood Insurance Plan:** Share their community's current participation status in the National Flood Insurance Program (NFIP), any challenges faced, and questions related to critical facilities and levees. Understanding local participation helps advocate for necessary improvements.
- **Focus Areas:** Share thoughts and priorities related to climate change, vulnerable/underserved populations, and those with access and functional needs.

Wyandotte, Johnson, Miami, and Leavenworth County in Kansas are going through a similar, state led update process and emergency managers are collaborating across state lines in both processes.

AGENDA REPORT

MARC Board of Directors

COMMITTEE ACTION:

The agreement between MARC and State Emergency Management Agency (SEMA) was approved at the MARC B&P meeting in December 2023.

RELATED JURISDICTIONS:

This item impacts Platte, Jackson, Ray, Clay, and Cass counties in Missouri. A list of participating jurisdictions from the 2020 plan can be found [at this link](#).

EXHIBITS:

None

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Melinda Cheney, Senior Planner

Erin Lynch, Emergency Services Director

AGENDA REPORT

MARC Board of Directors

February 2024
Item No. 4b
Safe and Secure Communities

ISSUE:

VOTE: Authorize a Service Agreement with Johnson County, Kansas Mental Health to join the Regional 911 system for use of VESTA call-taking equipment.

BACKGROUND:

During the October 26, 2022, Public Safety Communications Board (PSCB) meeting, Johnson County Mental Health requested the use of 911 call-taking equipment for calls to the 988 Suicide and Crisis hotline. The request was based on the co-location of the 988 call-taking staff with the Johnson County 911 Public Safety Answering Point (PSAP). At the direction of the PSCB, the Mid-America Regional Council (MARC) Public Safety staff researched the cost of the call-taking equipment, cost for service needs and drafted an agreement for services and access. The service agreement outlines services and costs to use 911 equipment to respond to 988 calls. Operational expenses for 988 calls will be supported by Johnson County Mental Health, and 911 funds will not be used.

BUDGET CONSIDERATIONS:

The estimated first-year cost to install six positions for Johnson County Mental Health (988 calls) is \$150,000, with recurring supports fees estimated at \$2,000 annually

REVENUES	
Amount	\$150,000.00
Source	Johnson County Mental Health
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$2,837.68
Contractual	\$147,162.32
Pass-Through	
Other (supplies, printing, etc.)	

COMMITTEE ACTION:

The Public Safety Communications Board reviewed and approved the service agreement at the January 24, 2024, meeting and recommends approval by the MARC Board.

RELATED JURISDICTIONS:

This request supports the Johnson County Mental Health 988 Suicide and Crisis hotline footprint.

EXHIBITS:

None

RECOMMENDATION:

Approve the Johnson County, Kansas Mental Health and MARC service agreement, for use of 911 call-taking equipment for operational use for 988 calls.

STAFF CONTACT:

Eric Winebrenner, Public Safety Program Director

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 4c

Efficient Transportation and Quality Places

ISSUE:

REPORT: KCI Airport Public Transit Action Plan

BACKGROUND:

The Mid-America Regional Council (MARC) collaborated with the Kansas City Area Transportation Authority (KCATA), the City of Kansas City, Missouri, KC Aviation Dept and a number of other regional partners on the Kansas City International (KCI) Airport Public Transit Services Action Plan. This effort evaluated public transit options to serve transportation needs to/from the airport. The goal of this planning process was to identify flexible and scalable enhanced services for a variety of potential users including workforce, residents and travelers for business, recreation, and large public events.

During this month's TTPC meeting, staff leading this work will provide a final report on this initiative, including the following:

- Service alternatives and recommendations.
- Implementation strategies (future services and costs/funding)
- Next steps

POLICY CONSIDERATIONS:

This action plan developed an implementation strategy for key services as outlined in the KC Smart Moves plan.

COMMITTEE ACTION:

This work was included in the MARC Board approved Transportation Unified Planning Work Program (UPWP). The UPWP was approved on November 22, 2022.

RELATED JURISDICTIONS:

7-county service area for transit agencies in region, including Jackson, Platte, Clay and Cass counties in Missouri and Wyandotte, Johnson and Leavenworth Counties in Kansas.

EXHIBITS:

An executive summary is attached. In addition, a full report documenting this effort can be found here: [KCI Airport Public Transit Service Action Plan](#)

RECOMMENDATION:

None. Information Only.

STAFF CONTACT:

Martin Rivarola, Assistant Director of Transportation and Land Use Planning
Tyler Means & AJ Farris (KCATA)



KANSAS CITY INTERNATIONAL (KCI) AIRPORT Public Transit Services Action Plan

JANUARY 2024

KCATA

MARC
MID-AMERICA REGIONAL COUNCIL

Kimley»Horn



Executive Summary

The Kansas City Area Transportation Authority (KCATA) and the Mid-America Regional Council (MARC) collaborated on this Kansas City International (KCI) Airport Public Transit Services Action Plan to evaluate public transit options to serve growing transportation demands to and from the airport in light of the opening of the new KCI single terminal in 2023. This Plan evaluates demand for transit access to KCI across the entire Kansas City region, including both KCI employees and travelers. This Plan is specifically focused on transit service that could be implemented in a short timeframe, although it is envisioned that service options could ultimately be replaced by more premium service such as rail.

DEMAND FOR PUBLIC TRANSIT TO KCI

Currently, the only fixed-route public transit service to KCI is a RideKC bus route that operates once per hour and takes an hour to travel between the airport and downtown Kansas City, Missouri (KCMO). This service is supplemented by a recently launched app-based, on-demand microtransit service, IRIS, that operates the entire limits of KCMO as well as within the Cities of North Kansas City, Gladstone, Riverside, and Liberty in the Northland.

A robust Needs Assessment was conducted including a data-driven analysis of travel demand, extensive conversations with targeted stakeholder focus groups, outreach to the general public, and a review of airport transit service for peer cities. The table to the right summarizes these needs across (1) KCI employees and (2) KCI travelers.

User Group	Identified Transit Service Needs	Potential Targeted Geographic Locations
KCI Employees	<ul style="list-style-type: none"> Improved service frequency (i.e., 30- or 15-minute headways). Better alignment with employee shift times Free or affordable fares (i.e., \$10 one-way IRIS fare does not accommodate a daily commuter) and parking. Wider geographic coverage to access existing employees, especially across the Northland beyond the I-29 corridor. Better access to potential employee pools in other jurisdictions. Improved safety or perception of safety. Competitive travel times with driving + parking. 	<ul style="list-style-type: none"> Existing employee home locations in Northland east of I-29, especially along the Barry Road and Oak Trafficway corridors. Potential employee pools, such as Kansas City, Kansas (KCK), eastern Jackson County, Platte City, Leavenworth, or St. Joseph.
KCI Travelers (Residents, Business Travelers, Visitors)	<ul style="list-style-type: none"> Express (i.e., point-to-point) service. Frequent service (30-minute headways or better). Consistent/reliable service. Cost-effective (not necessarily free, but more affordable than private for-hire transportation or TNCs) Baggage-accessible buses. Convenient drop-off/pick-up at both ends of trip. Connections to regional high-capacity transit (e.g., streetcar). Clean / safe buses. Well-advertised / branded service. 	<ul style="list-style-type: none"> Downtown KCMO - most notably the Convention Center area and Union Station / Crown Center area. Johnson County – most notably, the Overland Park Convention Center area or the Lenexa City Center area Other potential locations such as Village West in KCK, Independence Center in Independence, Missouri, etc..



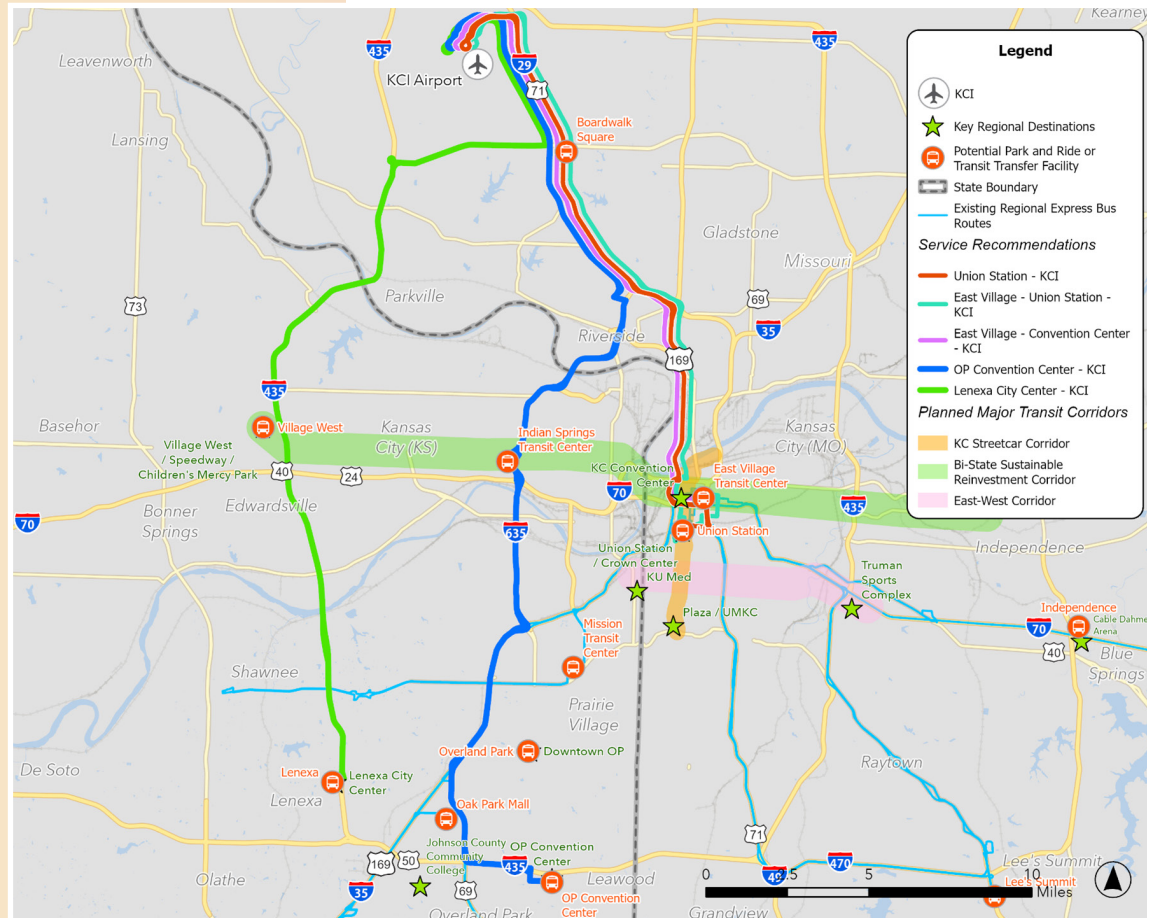
SERVICE ALTERNATIVES AND CONSIDERATIONS

Based on the identified service needs and stakeholder input, the project team developed and evaluated a series of alternative service options for (1) employee-focused service and (2) traveler-focused service (i.e., residents and visitors), with the consideration given to scaling for special events. The project team considered a variety of transit modes, including local bus service, express bus service, and microtransit. Special consideration was given to providing connections with existing and planned major regional transit investments, including the KC Streetcar and its planned extensions; express bus routes to downtown KCMO from Johnson County and eastern Jackson County; and two planned high-capacity transit corridors focused on east-west travel in the region (the Bi-State Sustainable Reinvestment Corridor between KCK, KCMO, and Independence, and the East-West Corridor between the University of Kansas Health System and Truman Sports Complex).

The project team conducted an evaluation of all local and express bus service alternatives based on the following factors:

- ✔ **Travel time competitiveness** versus driving, using assumptions for travel speeds provided by KCATA staff and assumed dwell times at any interim stops; this would account for terminal times (time to park / pick up a rental car / hail a TNC/cab).
- ✔ **Planning-level costs** for capital (fleet) and operations using KCATA-provided planning worksheets.
- ✔ **Assessment of potential ridership demand**, considering adjacency to metro area population, jobs, hotel rooms, and KCI employee home locations.

Following the evaluation of service alternatives and discussions with the Project Advisory Team (PAT), the project team identified **express bus service to downtown KCMO and Johnson County (with potential interim stops in KCK)** as recommended initial service options for implementation. These alternatives were among the highest-scoring in the evaluation and were supported by the Project Advisory Team.



Identified Express Bus Routes from Downtown KCMO and Johnson County



¹ <https://www.marc.org/news/transportation/federal-56m-grant-drives-bi-state-sustainable-reinvestment-corridor-planning>

² <https://ridekc.org/planning/eastwesttransit>



IMPLEMENTATION CONSIDERATIONS

Routes and Stops

- In order to be competitive with other modes, most notably driving, express bus service to KCI should be point-to-point service between a major regional pickup/drop-off point and KCI and follow the regional freeway network. At most, one interim stop should be provided in order for service to remain competitive. Note that any stop, including endpoints, will require several minutes of layover time to accommodate loading and unloading of baggage.
- At the KCI terminal, the preferred location for pick-up and drop-off is within the commercial lanes where RideKC and charter buses currently pick up (Signposts 2A through 2C). Note that if multiple transit routes are providing service to KCI resulting in multiple buses laying over at the same time in the commercial curb space, capacity for passenger pick-up/drop-off may become a constraint.
- Express bus service between downtown KCMO and KCI should pick up and drop off at either Union Station (preferred) or the Convention Center area. An additional connection to the East Village Transit Center, which connects or is planned to connect to major regional transit investments, should also be considered.
- Express bus service from Johnson County to KCI should pick up and drop off at either Overland Park Convention Center, which has nearby hotels, businesses and convention center space, or the Lenexa City Center area with denser mixed-use development. Each route could include an additional connection in KCK directly along the route, which would connect to the existing State Avenue bus service and the planned Bi-State Sustainable Reinvestment corridor.

- Direct connections from other regional destinations to KCI could be opportunities for future service implementation after evaluating the success of starter route service from downtown KCMO or Johnson County. Several regional destinations, such as Independence and Lee's Summit, are currently served by express bus routes that tie into the East Village Transit Center that could allow for transfers to a downtown KCMO-based service to KCI.

Ridership

- Based on an analysis of KCI employee home locations, jobs and population in close proximity to proposed stops, and hotel rooms in the vicinity of proposed stops, the downtown KCMO alternatives would have the highest ridership potential.

Service Span and Frequency

- Service to KCI should operate at a 30-minute frequency (essentially peak service all day) and operate 18 hours per day, from 5 a.m. to 11 p.m., seven days of the week. These service hours are focused on KCI travelers and should align better with some employee shift times; service hours could be expanded further to accommodate all employee shift times but would likely need to encompass near 24-hour service.
- Based on these assumptions, most proposed service options would require a 120-minute cycle (round trip including layovers) and 4 vehicles operating at a time; however, a route only between Union Station and KCI could likely operate with a 90-minute cycle and 3 vehicles.



Fleet

- Currently, nearly all buses operated by KCATA and Johnson County Transit are either diesel or compressed natural gas (CNG), although both have obtained or are in the process of obtaining a limited number of battery electric buses (BEBs). Given the route length and proposed service hours for service to KCI, BEBs would not be able to operate continuously through an entire day and would need to be replaced multiple times throughout the day.
- Stakeholders and the general public emphasized that express bus service to KCI should be a “premium” service that is comfortable, includes luggage storage, and minimizes delay with efficient boarding at pick-up and drop-off (i.e., large center-door boarding; app-based or off-vehicle fare payment).

Additional Capital Investments

- Additional amenities will be needed at pick-up and drop-off sites, including at the KCI terminal. This should include branded wayfinding signage, covered shelters, benches, lighting, on-site security, digital message signs, crosswalks within any parking areas, bicycle racks, and pedestrian connectivity around the facility including a wide pedestrian space adjacent to the pick-up and drop-off point.
- As new express bus service to KCI will likely require additional vehicles to be acquired; these vehicles will also generate a need for additional space at maintenance facilities to store, fuel/charge, and maintain these vehicles.

Advertising / Branding

- Stakeholders emphasized that ridership for a new premium transit service to KCI will be driven in part by marketing and awareness of service. Service will need to be well-advertised in order to raise awareness of its existence.
- Recommended branding elements include operating under the RideKC brand (e.g., “RideKC Airport MAX” or “RideKC Airport Express”); advertising within the airport terminal; and targeted outreach to potential riders (including KCI employees) through a variety of media (e.g., online ads, TV, social media).



Cost Estimate

- The proposed express bus service options are estimated to have an initial capital cost (fleet, signage and amenities at pick-up and drop-off points, and advertising campaign) of approximately \$6 million to \$8 million, with an additional \$3 million to \$6 million in annual operating costs. This assumes the use of diesel or CNG buses.
- For 10 years of service, a total investment estimate ranges from just over \$50 million (for service between Union Station and KCI that requires fewer buses) to more than \$80 million (service originating in Johnson County and including interim stops in KCK). If a more premium service option is desired such as BRT or rail, the capital and operations costs would be significantly more expensive than express bus service. For example, based on a high-level review of comparable systems, the 10-year investment for BRT would be more than \$400 million and for LRT would be more than \$5 billion; further more detailed assessments would be needed to refine these cost estimates

Route	Fleet Costs (\$millions)		Total Capital Cost (\$millions)	Annual O&M Cost (\$millions)	10-Year Program Cost (\$millions)
	Buses Needed (incl/ Spares)	Fleet Cost (Diesel/ CNG)			
Union Station - KCI	4	\$2.6	\$6.6	\$3.7	\$51.0
East Village - Convention Center - KCI	5	\$3.3	\$7.3	\$4.6	\$62.5
East Village - Union Station - KCI	5	\$3.3	\$7.3	\$4.5	\$61.3
OP Convention Center - KCI	5	\$3.3	\$7.3	\$5.9	\$78.1
OP Convention Center - Indian Springs - KCI	5	\$3.3	\$7.3	\$6.0	\$79.3
Lenexa City Center - KCI	5	\$3.3	\$7.3	\$5.6	\$74.5
Lenexa City Center - Village West - KCI	5	\$3.3	\$7.3	\$5.8	\$76.9

**Total capital cost includes additional capital costs (pick-up/drop-off amenities, promotion of service) 10-year cost estimates assume a 4% annual inflation/escalation.*



Funding

- The operator could consider applying for various discretionary federal grant programs; however, these programs are highly competitive, and some programs such as the Capital Investment Grant (CIG) program would likely not be applicable. Alternatively, pursuing MARC sub-allocated federal funding programs is a common mechanism for local transit capital expansions, although these are not typically applicable for operation of services.
- At a local level, KCATA currently lacks a designated regional funding source and relies heavily on two sales taxes through KCMO. Outside of KCMO, no dedicated revenue sources exist.
- Fare revenue should be considered a source of operations funding, as stakeholders emphasized that express bus service to KCI should be considered premium service that warrants collecting fares.
- Additional potential revenue sources include potentially utilizing the Downtown Transit Development District, public-private partnerships, naming rights, parking fees, fees charged to KCI concessionaires or airlines, or fees charged to adjacent hotels at pick-up and drop-off locations.

Scalability for Special Events

- Considerations for scalability of service for special events need to account for additional fleet needs, additional operators, storage and maintenance of vehicles, and contractual issues (i.e., collective bargaining considerations for operators and mechanics). Both KCATA and Johnson County Transit staff have expressed current constraints in terms of both fleet and operator availability. Stakeholders expressed anecdotal concerns about more stringent commercial driver’s license (CDL) requirements and low operator pay as barriers to being able to hire more operators quickly.
- Stakeholder feedback strongly indicated that the only special events that would require scaling of service would be major events such as the World Cup or another event drawing tens of thousands of out-of-town guests via air travel (e.g., a major political party convention).

Title VI Considerations

- Any service operated by a provider receiving federal funds will be required to meeting Title VI (of the Civil Rights Act of 1964) requirements to ensure that any changes to service to not discriminate or disproportionately impact based on race, color, or national origin. However, if no changes are made to existing service and the new service is open to the general public, this should not result in any Title VI impacts.
- Scaling of service to meet high periods of demand (e.g., special events) could have Title VI implications if this results in reductions to service elsewhere, particularly to identified disadvantaged populations.





NEXT STEPS

Implementation of improved transit service to KCI will be dependent on several next steps, most notably funding.

- ✔ **Identify lead agency(s):** a regional partner or partner(s) must step forward to fund and lead the service. This could be an individual jurisdiction (e.g., KCMO, Johnson County) or combination of jurisdictions.
- ✔ **Identify funding source(s):** this will significantly impact the implementation timeline, as without a funding reserve that can immediately be accessed, any subsequent procurement timelines may be delayed. Several MARC and federal funding sources have once-per-year or less frequent rounds of funding (as opposed to a rolling basis) and require documentation for applying for funding in advance.
- ✔ **Identify service operator(s):** for any new service being operated, an operator must be identified and contracted with.
 - It is recommended that express bus service between downtown KCMO and KCI be operated by KCATA under the RideKC brand (e.g., “RideKC Airport MAX” or “RideKC Airport Express”) given the acceptance of the RideKC brand across the regional service providers.
 - It is recommended that express bus service between Johnson County and KCI be operated by Johnson County Transit, but also under the RideKC brand (e.g., “RideKC Airport Express – Overland Park”).
 - Any enhancements to existing service, such as increasing headways or hours of service for RideKC Route 229, should continue to be operated by the existing provider.
 - This effort should include confirming that the operator has the ability to store, fuel, and maintain buses at its existing facility.
- ✔ **Procure vehicles:** if new vehicles need to be procured (i.e., if the operating agency does not have available spare buses meeting the specified needs for airport traveler service such as center-door loading), it is recommended to assume a minimum of two years for procurement of buses. Diesel buses may be able to be procured more quickly. Modifications to vehicles for enhanced service, such as retrofitting to provide luggage storage or wrapping of vehicles, will also need to be procured.
- ✔ **Secure commitments for terminus locations:** the lead agency should coordinate with jurisdictions where pick-up and drop-off points will be located to identify preferred locations; this may also include coordination with private entities such as Union Station.
- ✔ **Procure necessary capital improvements at KCI and at terminus locations:** procure and provide any amenities not present at pick-up and drop-off points, such as branded wayfinding signage, covered shelters, benches, lighting, on-site security, digital message signs, crosswalks within any parking areas, bicycle racks, and pedestrian connectivity around the facility.
- ✔ **Advertise and promote service:** in advance of service initiation, conduct a targeted advertising campaign using a variety of media platforms.
- ✔ **Begin operations.**



AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 4d

Efficient Transportation and Quality Places

ISSUE:

VOTE: Authorize 2024 Call for Transportation Projects & Funding Allocations

BACKGROUND:

One of the Mid-America Regional Council’s (MARC) fundamental roles as Metropolitan Planning Organization (MPO) is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area.

In anticipation of a call for projects for the Carbon Reduction Program (CRP), Congestion Mitigation Air Quality (CMAQ) program, Surface Transportation Block Grant Program (STBG) and Surface Transportation Block Grant Program - Set Aside Program (TAP) program in 2024, staff has worked with the programming committees and other interested parties to review and update project evaluation criteria and processes.

Staff has also worked with appropriate committees and stakeholders, updating the online GIS resources relevant to the project evaluation process to reflect changing demographics, land use, and local planning efforts. These resources are provided to project sponsors as part of the application process.

Given the completion of these activities, staff requests authorization to proceed with a call for projects for CRP, CMAQ, STBG, and TAP funds in early 2024. MARC plans to conduct the 2024 call for projects in two phases. The first phase will assess project applications for consistency with regional plans and policies. The second phase will evaluate project applications using the scoring methodologies established by the various programming committees as in previous funding rounds.

Staff recommends that this call for projects fully fund FFY 2025-FFY 2028 for CRP, and FFY 2027-2028 for CMAQ, STP and TAP as noted in the following table:

Program	Kansas	Missouri
CRP	\$ 8,000,000	\$ 14,600,000
CMAQ	\$ 5,600,000	\$ 6,200,000
STBG	\$ 30,000,000	\$ 67,200,000
TAP	\$ 4,500,000	\$ 14,200,000
Total	\$ 48,100,000	\$ 102,200,000

(report continued on following page)

AGENDA REPORT

MARC Board of Directors

In recent years, MARC has received approval to fund several projects outside of the project selection process. This allows the following regionally significant projects to proceed with an appropriate level of financial stability.

CMAQ 2027-2028	Kansas	Missouri
Active Transportation Program	\$ 76,000	\$ 76,000
Air Quality Public Education	\$ 595,000	\$ 595,000
Rideshare	\$ 470,000	\$ 470,000
Total	\$ 1,141,000	\$ 1,141,000

STBG 2027-2028	Kansas	Missouri
Operation Greenlight	\$ 780,000	\$ 1,810,000
Total	\$ 780,000	\$ 1,810,000

BUDGET CONSIDERATIONS

MARC will collect fees in 2025 from applicants awarded funds in this programming cycle as detailed in the Transportation Program Local Match Policy and Strategy.

COMMITTEE ACTION

TTPC will consider action on this item on February 20, 2024.

RECOMMENDATION

Authorize a call for projects in 2024 for FFY 2025-2028 CRP, and for FFY 2027-2028 CMAQ, STBG, and TAP funds and approve funding for the projects noted.

STAFF CONTACT

Marc Hansen, Principal Planner

Ron Achelpohl, Director of Transportation and Environment

AGENDA REPORT

MARC Board of Directors

February 2024
Item No. 4e
Healthy Environment

ISSUE:

REPORT: EPA Revision to the National Ambient Air Quality Standard for particulate matter

BACKGROUND:

The Environmental Protection Agency (EPA) sets National Ambient Air Quality Standards (NAAQS) for six pollutants: carbon monoxide, lead, particulate matter (PM), ozone, nitrogen dioxide and sulfur dioxide. The NAAQS are based solely on public health and welfare protection and must not consider the cost of revising a standard if the current science demands a standard be tightened to protect public health or welfare.

The Clean Air Act requires that EPA review the NAAQS every five years to ensure their adequacy. The review process is a multi-stage, robust review of current science that requires significant expert involvement. If a standard is tightened, states and local regions must ensure that the sources of pollution in their jurisdiction decrease their emissions, so that the region can meet the new, more stringent national standard.

PM can vary in size, but fine PM (2.5 microns or less), is inhaled and can enter the bloodstream, which can increase overall mortality rates and is often linked to cardiovascular disease, cancer, asthma and other respiratory impacts. It can be emitted by a wide range of sources such as vehicles, industrial sources (including power plants), construction sites and fires. PM_{2.5} can impact everyone, but there are strong evidence that low income communities, which are often situated near PM_{2.5} emitting facilities, experience higher exposures.

EPA began review of the annual primary standard for PM_{2.5} in 2021 and, on February 7, 2024, the EPA announced its decision to strengthen the primary annual PM_{2.5} standard from its current level of 12.0 µg/m³ to 9.0 µg/m³. The Kansas City region is currently in attainment with the 2012 standard (12 µg/m³). However, there are two monitors in the Kansas City area (the Heritage Park monitor in Olathe and the JFK monitor in Kansas City, Kansas) that indicate an increasing trend in annual PM_{2.5} levels and that the design value (three-year average of average annual weighted mean values from 2021-2023) of the JFK monitor exceeds the new standard of 9.0 µg/m³.

Within two years after a final NAAQS revision, EPA must designate areas as meeting or not meeting the standard considering the most recent air quality monitoring data and input from states. Within three years after the revision, all states must submit implementation plans (SIP) revisions to EPA showing they have the basic air quality management program components in place to implement the final NAAQS. Eighteen months after designations, nonattainment areas must submit state implementation plans. If the region is designated as a non-attainment area, MARC staff will keep the board informed of the potential implications.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

AGENDA REPORT

MARC Board of Directors

EXHIBITS:

None.

RECOMMENDATION:

None. Information only

STAFF CONTACT:

Karen Clawson, Air and Climate Programs Manager

AGENDA REPORT

MARC Board of Directors

February 2024
Item No. 4f
Healthy Environment

ISSUE:

REPORT: RecycleSpot Website Redesign

BACKGROUND:

[RecycleSpot.org](https://www.recycle-spot.org), the region's one-stop spot for recycling information, was relaunched last November after undergoing a complete redesign in 2023. It is the Mid-America Regional Council's (MARC) most visited website, averaging 88,000 visitors a year. With 7,800 Facebook followers, RecycleSpot.org also has the strongest engagement among all MARC social media.

On the site, users can find information about:

- Over 1,800 locations that accept items such as cardboard, plastic, televisions, computers, furniture, Styrofoam™ and food waste.
- Items that are acceptable in their [curbside recycling bins](#).
- Where to take [household hazardous waste \(HHW\)](#) such as paint, automotive fluids, lawn and garden chemicals, cleaners, and batteries.
- Core solid waste [community services](#) such as curbside collection for trash, bulky items, recycling, and yard waste.
- Information about [Recycle More At Work](#), which helps local governments, businesses, and organizations start or improve workplace recycling and waste reduction programs.

The [MARC Solid Waste Management District](#) is responsible for maintaining, updating and promoting RecycleSpot.org. The district relies heavily on local cities and counties to pass along the resources to their constituents. In 2024, the district will reach out to all MARC cities and counties to share RecycleSpot.org promotional opportunities.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

Board members will receive a hard copy of the updated [Recycle Better flier](#) and RecycleSpot.org magnet.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Matt Riggs, Outreach Coordinator, MARC Solid Waste Management District

AGENDA REPORT

MARC Board of Directors

February 2024
Item No. 6a

ISSUE:

VOTE: Approve minutes of the January 23, 2024, Board meeting

BACKGROUND:

The minutes of the January 23, 2024, meeting are enclosed.

RECOMMENDATION:

Approve the minutes of the January 23, 2024, meeting.

STAFF CONTACT:

David Warm, Executive Director
McKenzie Neds, Executive Assistant

MARC

MID-AMERICA REGIONAL COUNCIL

BOARD OF DIRECTORS MEETING SUMMARY

January 23, 2024

12:00 p.m.

BOARD MEMBERS PRESENT

Mayor Carson Ross, Blue Springs, MO - MARC Board Chair

Commissioner Janeé Hanzlick, Johnson County, KS - MARC Board 1st Vice Chair

Mayor Pro Tem Beto Lopez, Lee's Summit, MO - MARC Board 2nd Vice Chair

Councilmember Holly Grummert, Overland Park, KS - MARC Board Secretary

Mayor John Bacon, Olathe, KS

Councilmember Eric Bunch, Kansas City, MO

Commissioner Tom Burroughs, Unified Government of Wyandotte County and Kansas City, KS

Councilmember Johnathan Duncan, Kansas City, MO

Councilmember Vernon Fields, Leavenworth County, KS

Commissioner Scott Fricker, Platte County, MO

Commissioner Billy Gaines, Ray County, MO

Councilmember Logan Heley, Overland Park, KS

Mayor Pro Tem Dan Hobart, Independence, MO

Councilmember Bridget McCandless, Independence, MO

Legislator DaRon McGee, Jackson County, MO

Mayor Eric Mikkelson, Prairie Village, KS

Commissioner Jerry Nolte, Clay County, MO

Commissioner Christian Ramirez, Unified Government of Wyandotte County and Kansas City, KS

Commissioner Rob Roberts, Miami County, KS

Commissioner Doug Smith, Leavenworth County, KS

Mayor Kristopher Turnbow, Raymore, MO

Mayor Rick Walker, De Soto, KS

Councilmember Nathan Willet, Kansas City, MO

STAFF PRESENT

Executive Director David Warm and other MARC staff

OTHERS

Chris Redline, Missouri Department of Transportation

INTRODUCTIONS AND BOARD SHARING TIME

Mayor Carson Ross called the meeting to order at 12:03 p.m. and welcomed attendees. Due to the meeting being held remotely and in-person, Mayor Ross provided instructions for participation. He reported that staff would present on all the agenda items, provide an opportunity for comments and questions after each item, and ask for approval of all agenda items, as well as the consent agenda, with one vote at the end of the meeting. Members will have an opportunity to abstain or object to any items necessary during the final vote.

Self-introductions were made, and members shared items of interest from their jurisdictions.

REPORT: Recognition of Marlene Nagel, Director of Community Development, for fifty years of service and overview of reorganized responsibilities

David Warm, MARC's Executive Director, offered public recognition to Marlene Nagel for her outstanding dedication to the region and MARC during her 50 years of employment.

REPORT: Regional Landfill Capacity Study

Tom Jacobs, Chief Resilience Officer and Environmental Programs Director, presented a finalized report detailing the regional landfill capacity study completed in partnership with Burns and McDonnell that outlines the landfill capacity existing in the Kansas City region. According to the report and depending on the assumptions made in the models, the region has anywhere from 19 to 37 years of remaining landfill capacity. MARC and the SWMD will be initiating a revision to the Regional Solid Waste Plan that incorporates this report and prepares the region for the future of solid waste in the region. Mr. Jacobs outlined what the study is and what it is not, namely the report is not part of the permitting process, does not include financial analysis, and is not a study of any specific landfill expansion or creation. This study seeks to inform regional planning, inform state and local solid waste permitting activities, inform area local governments in their own planning, programming, and permitting, and prelude the revision of the Regional Solid Waste Plan. Mr. Jacobs described the next steps for the Regional Solid Waste Plan will be community engagement, setting goals and objectives, analysis of strategies: impact on diversion, financial impacts, acceptance by community, feasibility, and facility evaluation including material recovery facilities, organics management, transfer stations, and landfills. The process is already underway and the solid waste team at MARC will keep the board informed as it progresses.

REPORT: Mid-America Regional Council Priority Climate Action Plan and Environmental Protection Agency Climate Pollution Reduction Implementation Grant.

Tom Jacobs, Chief Resilience Officer and Environmental Programs Director, presented information regarding an upcoming application to the EPA. This item has been before the board several times in an effort to gather insights and keep the board informed as the application comes together. MARC is expecting to submit an application between \$50 and \$200 million dollars that is due by April 1, 2024. Prior to submitting the grant, MARC is required to submit a Priority Climate Action Plan by March 1, 2024. MARC has established criteria based on high priorities of the EPA: reduction of greenhouse gases, environmental justice and benefits to disadvantaged communities, and finally the transformative impact to the region.

The grant will be organized into three main categories: leveraging public leadership, neighborhood resilience, and critical infrastructure resilience. The MARC team opened a project portal for local government leaders and community stakeholders to submit project ideas that could fit into these categories and be included in the plan. These ideas included topics ranging from shared E-bike systems, retrofitting government buildings to make them more energy efficient, creating regional resiliency hubs into disadvantaged communities, facilitating bikeable and walkable community developments, EV charging, and larger systems resiliency projects like restoring riparian buffers and commercial composting. These ideas and more will be used to weave together a vision for the Kansas City region and provide a platform for education and policy interventions that local governments might consider to build the capacity of the region to continue the work and make a larger impact.

The next steps of the project will be a request for approval of the Priority Climate Action Plan in February so it can be submitted on March 1, 2024. And then an overview of the CPRG grant application prior to submittal to the EPA.

Commissioner Fricker asked about the Climate Plan in general and how the region was planning to achieve the goal of Net 0 by 2050. Mr. Jacobs replied that Evergy has an integrated resource plan that commits to moving entirely to renewable resources and he believes the last version of that plan states by 2045. However, we do know that the goals outlined in our regional climate action plan are aspirational, but we are encouraging movement and investment to make progress where we can. Commissioner Fricker expressed

concern about the economic impact that drastically reducing energy consumption (through reduction of oil and gas fired electricity) could have and he wants to use caution as we head in that direction of the impacts to local communities and economies. Mr. Jacobs shared that these concerns are shared across the region and the pace of transition from oil/gas to renewables is yet to be determined. Mr. Fricker noted that he does not believe that the Net 0 2050 goal should not supersede strong, locally driven jobs and economic growth. Mr. Jacobs replied that part of the transitional work will be linking job growth and economic development with renewable energy creation and has the potential to ease the transition of energy sources.

Commissioner Jerry Nolte expressed concern on the strain to the electrical grid and transportation infrastructure, like roads, due to population increase and the introduction of electric vehicles to the region. He is hoping that the region can look to diversify the energy sources rather than focusing on one area.

Councilmember Eric Bunch asked for clarification on the document as he was under the impression that it was not legally binding in any way to local jurisdictions. He also noted that because the energy companies are private, they will likely change their portfolio as it fits their needs.

Commissioner Fricker noted that while the plan itself is not legally binding, the goals stated in the Climate Action Plan, ConnectedKC 2050, and other transportation planning outlines have implications for how projects are scored during the process of funding. If certain jurisdictions do not live up to the climate plans, there will likely be a substantial reduction in funding. And he also stated that these changes are causing building cost increases thus driving away constructions and development opportunities.

Mayor Eric Mikkelsen acknowledged the valid concerns of achieving Net 0 by 2050 but urged the board to consider that the local jurisdictions must balance the cost of climate change with the cost of doing nothing.

Mayor Pro Tem Dan Hobart urged the group to stay in tune with Independence's recent study they are performing about their energy supply. Currently, Independence owns their energy generation and the study seeks to provide direction if the city should sell the utility or keep ownership.

Councilmember Johnathan Duncan advocated that local jurisdictions look forward to the future for the resiliency of the region all while considering how this kind of transition will affect the most vulnerable populations and municipalities in the region from a cost perspective. He believes that we are not seeing global change in this space because of this complicated balance that must be struck.

REPORT: Development of Early Learning System Strategic Action Plan

Toni Sturdivant, Director of Early Learning and Head Start, briefed the board on the upcoming development of a regional early learning system strategic action plan. Dr. Sturdivant gave the board context about the current state of the Kansas City regional early learning system and how the states of Missouri and Kansas compare to other states across the nation. In Missouri there is currently inadequate funding for both family childcare programs and center-based care and in Wyandotte County the cost of private childcare is 43% of the median household income. On top of the ever-present teacher shortage the region is facing, the region's early learning programs only have the capacity to serve half of the young children in the region. Dr. Sturdivant outlined the benefits of having a high performing early learning system, namely, there is an increase in high school graduations, employment, higher earnings, stable housing, and adults who attending high quality early learning programs are less likely to be arrested for property, drug, and violent crimes. Knowing all of this, MARC, the Civic Council of Greater Kansas City, Kids Win Missouri, and Kansas Action for Children are partnering to convene a

regional strategic planning project. Components of the plan include: a steering committee of diverse stakeholder groups to set measurable and attainable goals, work groups to develop plans of actions for the goals, and public facing events to gain public support and feedback. The deliverable of this group will be an actionable road map for the region.

Commissioner Janee Hanzlick asked if Dr. Sturdivant could clarify the age difference between early learning, child-care, and pre-k. Dr. Sturdivant said that early learning is the broadest of those terms, but the colloquial name is child-care. Pre-K is very age specific to the year before the child enters kindergarten.

Mayor Carson Ross commented that based on the stats Dr. Sturdivant gave, this is indeed a crisis that affects not only the children of our region but the workforce and economy as well.

BRIEF REPORTS:

REPORT/VOTE: 2024 Federal Policy Agenda

Marlene Nagel, Director of Community Development, requested approval of the 2024 Federal Policy agenda that was brought forth in December in draft form to the board. Every year, MARC adopts a federal and state policy agenda so that it can be utilized as issues come forward or information is needed to share with the Congressional delegation. These agenda items typically come from committees, working groups, and other stakeholders and is a consensus of issues that are currently being addressed at the Congressional level.

REPORT: Connected KC 2050 Regional Transportation Plan Public Opinion Survey

Beth Dawson, Principal Planner, shared a brief update on an upcoming regional survey that we will be conducting throughout the 9-county region with the assistance of ETC Institute. They are the premier organization that does surveying in our region and are well respected across the country. The survey will be a random sample survey targeting residents in all nine MARC member counties and will allow us to dive deeper into topics such as modes of transportation needs and funding priorities. The survey results will inform not only our long-range transportation plan, Connected KC2050, but other planning initiatives. ETC will begin mailing surveys with cover letters at the beginning of February and once the survey collection analysis and final report are completed, ETC Institute will present to the MARC Board and TTPC with the results.

Councilmember Holly Grummert asked when the results would be ready for the board. Ms. Dawson said they hope to have it completed by the April board meeting.

Commissioner Janee Hanzlick commented that TTPC has already reviewed this proposal and she is excited that ETC to taking on the work to create a randomized survey that encompasses the entire region.

Councilmember Vernon Fields asked how many surveys were planning on being sent in order to receive the minimum required for all the counties that will be needed to inform an accurate view of the region. He also asked if the final report would be able to show data from Leavenworth County and districts within the counties. Ms. Dawson replied that ETC is hoping to accomplish a 95% confidence level and is creating a plan for minimum survey results across the county. MARC was able to negotiate with ETC to construct custom geographies in order to better understand what priorities and needs are needed other than the county level view.

REPORT/VOTE: Election of 2024 MARC Board Officers

Mayor Carson Ross announced the 2024 MARC Board officers that were chosen by the nominating committee. The committee consisted of Mayor Carson Ross from Blue Springs, MO, Mayor Curt Skoog from Overland Park, KS and Commissioner Rob Roberts from Miami County, KS. It was decided that after Mayor Ross' retirement in April, the current officers would shift up in their roles and Mayor Pro Tem Dan Hobart would become Secretary. The 2024 Board officers after April are as follows: Chair - Janee Hanzlick, Vice-Chair - Mayor Pro Tem Beto

Lopez, Second-Vice Chair - Mayor Damien Boley, Treasurer - Councilmember Holly Grummert, and Secretary Mayor Pro Tem Dan Hobart.

REPORT: Annual Board Review of Conflict-of-Interest Policy, Whistleblower Policy, and the Public Official Liability Advisory.

Carol Gonzales, Director of Finance and Administration, gave the annual presentation of the conflict of interest, whistleblower, and public official liability advisory to the MARC Board. She noted that it is important to have these policies because of the federal monies that flow through and ensuring that all COI are disclosed. There are two COI's that need to be verbalized to the board: Mayor Curt Skoog is the leader of the Midwest Region for IBTS which is a partner of MARC and Mayor Pro Tem Beto Lopez is the President/CEO of Guadalupe Centers which is also a partner of MARC's. On issues related to these two organizations, Mayor Skoog and Mayor Pro Tem Lopez will abstain from the vote because of their COI. If any board member wishes to disclose any conflicts they may contact a member of MARC staff. It is not, however, a COI for local elected officials to advocate for or vote on issues that affect their jurisdiction, this is only a financial or personal interest conflict. The whistleblower policy outlines what board members should do if they are concerned about something happening at MARC and they don't feel comfortable bringing it to Ms. Gonzales or Mr. Warm's attention and then what next steps would be in the event of an investigation.

VOTE: Approve the Mid-America Regional Council joining area cities and counties as a SevenDays of Kindness® regional partner

David Warm, Executive Director, announced that MARC was approached recently by 7 Days of Kindness, which is the Kansas City based nonprofit organization formed after the 2014 killing at the Jewish Community Center. Several cities around the region have agreed to join them as partners in promoting volunteerism, civic engagement, and cross-cultural understanding. They have asked MARC to be their first regional partner in the effort to reinforce community building through positive involvement.

REPORT: Mid-America Regional Council's 2024 Regional Assembly and Awards

Kristin Johnson-Waggoner, Public Affairs Director, announced a save the date for the MARC2024 Regional Assembly and Awards and invited members of the board and their jurisdictions to submit nominations for those awards until the deadline on March 1st.

EXECUTIVE DIRECTORS REPORT

David Warm, invited the board to participate in an event hosted on March 1, 2024 as the Department of Health and Human Services make the rounds to the Area Agencies on Aging to inform planning of aging and adult services. Anyone interested in attending should contact Kristi Bohling-DaMetz.

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

VOTE: Approve Consent Agenda

VOTE: Approve Minutes of the December 19, 2023, Board Meeting

VOTE: Approval of Local Government Dues for 2025

VOTE: Authorize an agreement with RubinBrown for the 2023 audit and review the 2023 Audit Plan

VOTE: Authorize acceptance of additional funds from the Hall Family Foundation for an energy conservation program to assist non-profit organizations.

VOTE: Authorize acceptance of grant funds from the Marion and Henry Bloch Charitable Foundation for grant writing services.

VOTE: Authorize an agreement with Assel Grant Services for grant writing services, including research and partner facilitation.

REPORT: Emergency purchase from Landmark Dodge of three vehicles for 911 technical staff.

VOTE: Approve fiber connection agreements with United Private Networks between secure 911 router locations.

VOTE: Authorize grant submission to the Kansas Department of Health and Environment to support the update of regional stormwater engineering standards.

VOTE: Approve amendment increase to the current catering agreement with Guadalupe Center.

VOTE: Approve amendment increase to the current community center agreement with Excelsior Springs Senior Center.

VOTE: Authorization to release request for proposal documents for State Fiscal year 2025 Services provided by the Department of Adult and Senior Services.

VOTE: Authorize Senior Services Growth and Development Program contract amendment with the Missouri Department of Health and Senior Services.

VOTE: Authorize contract with Area Resources for Individualized Services, Inc DBA: ARIS Solutions to provide financial management services for the Veteran-Directed Care Program.

VOTE: Authorize a grant application to the Kansas Health Foundation for \$1.75 million dollars to support the Double Up Food Bucks program.

VOTE: 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program*

VOTE: 2024 Unified Planning Work Program - Amendment #1*

MOTION: Commissioner Janeé Hanzlick moved for approval of all agenda items and the consent agenda, and Mayor Eric Mikkelson seconded. Mayor Ross asked if any member wanted to abstain or object to any of the agenda items.

Mayor Pro Tem Beto Lopez moved to abstain from item 6j: *Approve amendment increase to the current catering agreement with Guadalupe Center.*

The motion passed.

OTHER BUSINESS

There was no other business.

ADJOURNMENT

The meeting was adjourned at 1:18 p.m.

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6b

Safe and Secure Communities

ISSUE:

VOTE: Authorize purchase of Explosive Ordnance Disposal Portable X-Ray Systems from SharpLogixx, LLC.

BACKGROUND:

In Fiscal Year 2022, the Kansas City Urban Area applied for and received \$1.5 million dollars under the Urban Area Security Initiative Grant (UASI). This action was approved by the Mid-America Regional Council (MARC) Board of Directors on June 28, 2022. Subaward agreements were issued to each entity receiving funds/goods/services through the UASI FY22 grant. The subaward agreement identifies the funding amount and types of items being provided as well as requirements to be met as a condition to receiving the funds. It also serves as a mechanism to transfer ownership to the end user agency from MARC. The board approved the issuance of subawards at the March 2023 meeting to Lee's Summit Police Department and Kansas City, Kansas Police Department for a total of \$130,867 to address interdiction and disruption capability gaps.

The Explosive Ordnance Disposal (EOD) portable x-ray systems can be pre-positioned where a known large gathering or high threat level exists, thus increasing the security of events as well as any response to an incident. The EOD portable x-ray systems will be used to assess, inspect, and handle suspicious packages quickly and safely. These systems have high-definition imagers, mil-grade controllers, advanced long-range wireless communications and wired communications, and a vision software package. Each system costs \$64,632.50.

After completing a formal bidding process, an evaluation team made up of internal staff and external stakeholders determined that SharpLogixx, LLC provided the best quality, specifications, and other requirements outlined in the bidding process.

Furthermore, we anticipate procurement of additional EOD portable x-ray systems occurring within the 2024 calendar year. It was included in the bid information that upon award of contract, MARC reserved the right to purchase additional EOD portable x-ray systems at the same per unit cost until December 31st, 2024.

BUDGET CONSIDERATIONS:

This action item includes procurement that exceeds \$100,000 and requires approval from the MARC Board of Directors.

PROJECTED EXPENSES	
Amount	\$129,265
Source	FY 2022 Urban Area Security Initiative

COMMITTEE ACTION:

On May 24, 2022, the Regional Homeland Security Coordinating Committee (RHSCC) held a meeting to determine investments for the UASI funding and authorize staff to finalize and submit the UASI application and execute the respective subaward agreements.

RELATED JURISDICTIONS:

Two agencies are designated as subrecipients (Lee's Summit Police Department and Kansas City, Kansas Police Department) who have committed as members of the region's EOD explosive ordinance device teams to deploy anywhere within the region as needed.

AGENDA REPORT

MARC Board of Directors

RECOMMENDATION

Authorize staff to execute procurement of EOD Portable X-Ray Systems from SharpLogixx, LLC for a total of \$129,265.

CONTACT

Erin Lynch, Emergency Services Director

John Davis, Fiscal Administrator

Cassidy Burwick, Purchasing and Grants Coordinator

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6c

Safe and Secure Communities

ISSUE:

VOTE: Authorize acceptance of an American Rescue Plan Act State and Local Fiscal Recovery Funds for \$1.74 million to support upgrading to the Next Generation 911 Router version 2.

BACKGROUND:

The Missouri 911 Service Board announced the funding opportunity for the American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Funds (SLFRF) First Responder Capital Improvements & Interoperable Communications Grant (CIIEG) for SFY24. This grant is state administered, but federally funded and made available through the U.S. Department of the Treasury, appropriated through Missouri House Bill 20 Section 20.150 and requires a 90/10 in-kind match.

The purpose of the ARPA SLFRF CIIEG is to provide grant funding for first responder agency capital improvement projects and interoperability equipment projects. The notice of funding opportunity opened October 30, 2023, and Mid-America Regional Council (MARC) Public Safety program applied for funding the NextGen 911 Router upgrade to VESTA Router version 2. The Missouri 911 Service Board announced approval of the application on January 12, 2024.

The MARC 911 system processes over 1.5 million 911 calls annually. The regional system has two selective routers for the handling of wireless, VoIP and other non-wireline emergency calls. 92% of those 1.5 million emergency calls pass through the two selective routers. Motorola VESTA Router version 2 is part of the NGCS (Next Generation Core Services) suite which meets Next Generation 911 (NG911) requirements such as geospatial routing, future support for multimedia and aligns with long-term regional plans. The Public Safety Communications Board approved the purchase of Router 2 on October 26, 2022.

The total cost of the five-year agreement is \$7,080,287.44, which includes one-time equipment costs of \$1,745,664.04. The router project is included in the 2023 Allocation budget, which was approved on October 26, 2022. The ARPA grant can assist with the one-time equipment costs to support this project.

BUDGET CONSIDERATIONS:

The award is authorized for \$1,551,701.37, with a match of \$193,962.67, for \$1.74 million.

REVENUES	
Amount	\$1,551,701.37
Source	American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Funds (SLFRF) First Responder Capital Improvements & Interoperable Communications Equipment Grant (CIIEG)
PROJECTED EXPENSES	
Contractual	\$1,551,701.37

COMMITTEE ACTION:

The Public Safety Communications Board considered this at its January 24, 2024, meeting and recommended Board approval.

AGENDA REPORT

MARC Board of Directors

RELATED JURISDICTIONS:

This request supports the 11 county MARC regional 911 network.

RECOMMENDATION:

Authorize MARC to accept the American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Funds (SLFRF) First Responder Capital Improvements and Interoperable Communications Equipment Grant (CIIEG) for \$1.74 million dollars to support upgrading to the Next Generation 911 Router version 2.

STAFF CONTACT:

Eric Winebrenner, Public Safety Program Director

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6d

Efficient Transportation and Quality Places

ISSUE:

VOTE: Authorize an agreement for consultant services for Phase 1 of the Bi-State Sustainable Reinvestment Corridor Project.

BACKGROUND:

The Mid-America Regional Council (MARC) is seeking to retain consulting services of one or more qualified consultant teams or firms to provide professional and technical services for Phase 1 of the Bi-State Sustainable Reinvestment Corridor project. The Bi-State Sustainable Reinvestment Corridor will implement a transformational strategy to enhance multi-modal mobility, regenerate historically disadvantaged communities and reduce carbon emissions by focusing a wide range of federal and local investments on a key regional corridor that connects four cities in two states and two counties.

The project is located along an east-west corridor in the Kansas City, Missouri and Kansas City, Kansas urbanized area that connects three downtowns and multiple activity centers with employment, education, health care and tourism. The corridor is approximately 24 miles in length and serves approximately 84,980 jobs and 90,810 residents. The corridor is centered along Independence Avenue in Missouri and State Avenue in Kansas, and the project area includes the walk and bike shed thereof. The corridor includes portions of Jackson County, Missouri, Wyandotte County, Kansas and the cities of Independence, Kansas City and Sugar Creek in Missouri and Kansas City in Kansas.

MARC intends to enter into a contract for an assignment for a period of one (1) year, with the option to retain some services during Phases 2 and 3 of the project for up to an additional two (2) years (for a 3-year maximum). MARC received five proposals by the January 26, 2024 deadline. A review by MARC staff confirmed that all proposals met eligibility requirements. Of the five proposals received, four consultant teams were selected to interview by a committee of representatives of the local funding partners for the study. The prime consultants for these four consultant teams were Kimley Horn, WSP, HNTB, and Stantec. Shortlist interviews occurred on February 6, 2024. Stantec scored highest as they presented a strong team across the required disciplines. Their proposed approach to community engagement and demonstrated expertise in funding strategy distinguished them from the other teams. The selection committee recommends that MARC negotiate a consulting services agreement with the Stantec team on behalf of the local project partners.

BUDGET CONSIDERATIONS:

Funds in the amount of \$1 million - \$1.2 million were budgeted for consultant services associated with Phase 1 of the Bi-State Sustainable Reinvestment Corridor. This phase of the project is funded through the Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program and local match funds. The final contract amount will be negotiated between MARC and the consultant team.

AGENDA REPORT

MARC Board of Directors

REVENUES	
Amount	\$1 million - \$1.2 million
Source	Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program and local match funds
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	
Contractual	\$1 million - \$1.2 million
Pass-Through	
Other (supplies, printing, etc.)	

RELATED JURISDICTIONS:

The corridor includes portions of Jackson County, Missouri, Wyandotte County, Kansas and the cities of Independence, Kansas City and Sugar Creek in Missouri and Kansas City in Kansas.

EXHIBITS:

None.

RECOMMENDATION:

Authorize the executive director to enter into an agreement with Stantec for consultant services in an amount not to exceed \$1.2 million for professional and technical services for the Bi-State Sustainable Reinvestment Corridor Project.

STAFF CONTACT:

Selina Zapata Bur, Principal Planner
Ron Achelpohl, Director of Transportation & Environment

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6e

Efficient Transportation and Quality Places

ISSUE:

VOTE: Authorization to enter into an agreement for the Operation Green Light field network communications support contract for field network support services.

BACKGROUND:

Operation Green Light (OGL) is an initiative that helps state and local governments that own and operate traffic signals on regional arterial roadways work together to operate traffic signals to improve traffic flow, reduce excessive fuel consumption, and reduce emissions. Mid-America Regional Council (MARC) staff currently assist in the management and operation of traffic signals for over 750 intersections in twenty-seven jurisdictions throughout the region.

MARC owns and maintains an extensive field network to support the regional traffic signal control system. The network consists of over 1200 network devices ranging from the licensed 18Ghz microwave backhaul equipment to unlicensed radios at the traffic signals and various network switches and supporting equipment. The components of the network are located throughout the region in eighteen locations on water towers and rooftops and at traffic signals. Due to the nature of the work required to maintain these components which includes tower climbing, bucket truck work, and other specialized technical skills, field support continues to be contracted. The current contract for these services with ETI, Inc. expires in March 2024.

On December 21, 2023, a request for proposal (RFP) was released and closed on January 18, 2024. The RFP was advertised via DemandStar and MARC's website. DemandStar notified 106 possible vendors. The single proposal received on January 17, 2024, was from ETI.

BUDGET CONSIDERATIONS

Funds for this purchase are included in the OGL operations budget. This procurement will be funded through federal grants administered by the Kansas and Missouri Departments of Transportation. Participating local governments provide matching funds for this grant.

REVENUES	
Amount (annual)	\$1,304,000
Source	STBG funds and city/agency
PROJECTED EXPENSES	
Contractual	\$180,000

COMMITTEE ACTION

The Operation Green Light Committee met on January 22, 2024, and recommended the approval of ETI.

RECOMMENDATION

Authorize the Executive Director to enter into a two-year agreement with ETI in an amount not to exceed \$180,000 for the OGL field network support services.

STAFF CONTACT

Ron Achelpohl, Director of Transportation and Environment
Ray Webb, Manager of Traffic Operations

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6f

Efficient Transportation and Quality Places

ISSUE:

VOTE: Authorization to enter a contract with Capital Electric for the Operation Green Light Traffic Signal Enhancement project.

BACKGROUND:

Operation Green Light (OGL) is a regional traffic signal coordination and operations system involving local governments and the Departments of Transportation in Missouri. This initiative improves regional traffic flow, air quality, and fuel consumption. OGL develops traffic signal timing plans for implementation by participating state and local governments and monitors over 750 traffic signals real-time operations on roadway intersections in the region.

The project will include the Missouri cities of Belton, Gladstone, Independence, Lee's Summit, North Kansas City, Kansas City, Raymore and MoDOT. The work under this contract shall consist of installation of traffic signal controllers and CCTV's. All equipment and materials are necessary for the Mid-America Regional Council (MARC) OGL system to add to or maintain operations that will enhance the existing system operations including repair, restoration, and replacement of existing areas or features that are disturbed during the construction activities.

The bids were advertised via Drexel Technologies. On February 13, 2024, MARC opened bids for construction services and were read as:

Custom Lighting Services dba Black and McDonald	\$463,826.41
Capital Electric	\$447,079.00

BUDGET CONSIDERATIONS

Funds for this purchase are included in the Operation Green Light operations budget. This procurement will be funded through Federal CMAQ funds administered by the Missouri Department of Transportation. Participating local governments provide 20% matching funds for this grant.

REVENUES	
Amount	\$656,250
Source	CMAQ and local funds
PROJECTED EXPENSES	
Contractual	\$447,079

RELATED JURISDICTIONS:

This item impacts the Missouri cities of Belton, Gladstone, Independence, Lees Summit, North Kansas City, Kansas City, Raymore and MoDOT.

RECOMMENDATION:

Authorize the Executive Director to enter a contract with Capital Electric for \$447,079.00 for the project's construction.

STAFF CONTACT:

Ron Achelpohl, Director of Transportation and Environment
Ray Webb, Manager of Traffic Operations

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6g

Efficient Transportation and Quality Places

ISSUE:

VOTE: Adopt guiding document for Sustainable Places Policy Committee

BACKGROUND:

In 2014, the Mid-America Regional Council (MARC) Board authorized the development of a new policy level committee to further the work completed through the Creating Sustainable Places initiative. The Sustainable Places Policy Committee resulted. As the Sustainable Places Policy Committee has functioned since that time, it has become clear that a guiding document would assist in clarifying the role of the committee and its membership.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

A work group consisting of the current Sustainable Places Policy Committee co-chairs, Logan Heley, Councilmember, City of Overland Park; Dean Katerndahl, Mayor, City of Parkville; and MARC staff developed a draft guiding document that was shared with committee members at their January 26, 2024, meeting. Committee members approved the draft with the addition of an attendance policy for committee members.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

Sustainable Places Policy Committee Guiding Document

RECOMMENDATION:

Adopt the Sustainable Places Policy Committee guiding document as recommended by the Sustainable Places Policy Committee.

STAFF CONTACT:

Beth Dawson, Principal Planner

Ron Achelpohl, Director of Transportation and Environment

Sustainable Places Policy Committee | Guiding Document

The Mid-America Regional Council (MARC) serves local governments in the Kansas City metropolitan area through leadership, planning and action to address interjurisdictional issues that impact the growth and development of the region. MARC has significant formal roles in regional transportation and environmental planning as the region's Metropolitan Planning Organization and Air Quality Forum. While land use planning and zoning authority is reserved for local governments, MARC supports this role by integrating local land use strategies into regional plans and programs and by providing tools and resources to assist local governments in sustainable land use planning and development.

Since 2010, MARC and its members have pursued a strategy of promoting sustainable growth and development focused on locally identified activity centers and corridors that connect them throughout the region. The Sustainable Places Policy Committee (SPPC) was created and authorized by the MARC Board in 2014 to lead MARC's work in promoting a regional framework for integrated land use, transportation and environmental planning and policy development.

The role of the Sustainable Places Policy Committee is to:

- Promote sustainable growth and development in centers and corridors as the foundation for the region's integrated transportation and environmental planning,
- Advise the MARC Board of Directors and other MARC committees on land use implications for regional plans and programs, and
- Provide tools and resources to local governments (including but not limited to the Planning Sustainable Places' grants) to plan and develop successful centers and corridors at all scales that also preserve and value the unique local contexts of individual communities.

To further this role the committee's membership roster will include individuals who represent perspectives that are important to informing decisions and activities undertaken by the committee. The perspectives that will be represented are as follows in alphabetical order:

- Architecture/Landscape Architecture: insight regarding the built environment and understanding of relevant processes.
- Centers: insight regarding the activities for vibrant centers and evolving needs. Representatives could come from downtown councils/business organizations.
- Community Development: insight regarding disadvantaged community needs and insights for effective community outreach and engagement. Representative could come from Community Development Corporations or Community Development Finance Institution.
- Corridors: insight regarding the activities for vibrant corridors and their evolving needs. Representatives could come from business organizations or CIDs.
- Department of Transportation: insight to regional and state priorities in addition to advisory role for Planning Sustainable Places regulatory requirements. A representative from each state DOT will serve on the committee.
- Developers: insight regarding local market realities and trends.
- Economic Development: insight regarding the local market and its realities. Representatives could come from economic development agencies, jurisdiction economic development departments or local chambers of commerce.
- Elected Officials: insight to the political realities of the region. An elected official from each state will serve as the co-chairs of the committee.
- Environment: insight regarding the natural environment, local conditions and needs. Representatives could come from jurisdiction sustainability staff, local conservation professionals or other natural resource professionals.

Sustainable Places Policy Committee | Guiding Document

- Housing: insight regarding local housing market and its needs.
- Jurisdiction Administrators: insight regarding local communities and coordination of multiple factors affecting communities.
- Nonprofits: insight regarding local community needs, particularly those addressing the needs of Justice 40 populations.
- Planning Professionals: insight regarding local planning and zoning. Representatives will come from local jurisdiction staff.
- Public Health: insight regarding local health and wellness needs. Representatives could come from jurisdiction health departments, local hospitals or other public health focused entities.
- Public Works: insight regarding infrastructure and relevant processes. Representative will come from local jurisdiction staff.
- Active Transportation: insight regarding transportation issues and needs. Representatives could come from transportation advocacy organizations, transit agencies, or other mode organizations.
- Universities: insight into current practice and emerging trends in land use. Representatives could come from departments focused on planning, architecture, landscape architecture, engineering, or environmental studies.

The committee will seat a maximum of two representatives for each of the perspectives listed above for a maximum total of 34 members. In some instances, a member may satisfy more than one perspective. At a minimum the committee will have 17 members. The co-chairs will be appointed by the MARC Board. Responsibilities of the committee co-chairs include recruitment and invitation of committee members.

Members are expected to serve at least three years but may choose to extend their membership. The only exception would be the committee co-chairs whose service is predicated upon maintaining their elected office.

Meeting attendance is considered a duty of committee membership. Regular attendance promotes issue understanding and improves the working relationship between committee members. In order to retain membership, attendance of at least 67% in a 12-month period is required.

The committee will meet in even numbered months, typically on the second Friday. The committee reserves the right to shift the meeting date where doing so would better align a meeting with activities that would impact its work. Examples include but are not limited to awaiting an outside funding award decision, coordination with other committees, or opportunities to hear reports on timely topics from external speakers. The committee also reserves the right to call a special meeting. Examples include special work sessions or meetings in support of Planning Sustainable Places funding awards.

The committee will be governed by the whistleblower policies and conflict of interest policies adopted by the Mid-America Regional Council Board of Directors.

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6h

Efficient Transportation and Quality Places

ISSUE:

VOTE: Accept Mid-America Regional Council's Complete Streets Policy Update

BACKGROUND:

Mid-America Regional Council's (MARC) current Complete Streets Policy was adopted by the MARC Board of Directors in December 2015. The Complete Streets Policy applies to MARC's transportation planning and programming processes. It is intended to facilitate the implementation of streets, highways, bridges, and facilities that are planned, designed, operated, and maintained for the needs and safety of all users along and across the entire public right of way. This includes people of all ages and abilities who are walking, using powered, street-legal vehicles such as cars, trucks, motorcycles or buses, bicycling, using transit or mobility aids, and freight carriers. Complete Streets also integrate contextually appropriate green infrastructure techniques. The Complete Streets Policy calls for a review and update of itself before each new or updated metropolitan transportation plan.

MARC staff have engaged committees and stakeholders in various ways since July 2023. Engagement has included presentations to committees, three meetings of a special volunteer workgroup, a three-week open comment period, and a special feedback-focused meeting of the Highway Committee. Notable changes in the draft policy update include:

- A reorganization of the policy text for easier navigation.
- An expanded Definitions section.
- A clause in the Policy Statement section requiring green infrastructure to the extent possible.
- An expanded Implementation section articulating the needs of different transportation modes and green infrastructure as a guide for compliance with the policy, while considering project context and stage of design.
- An updated Exceptions section.
- The introduction of the Complete Streets Network Assessment, particularly as a performance measure.
- An Encouragement section addressing several matters relevant to Complete Streets that are outside the effective scope of the policy.
- An Appendix of Complete Streets resources and design guides that public agencies can consult to better implement Complete Streets, and an Appendix suggesting certain forms of bicycle facilities relative to motor vehicle speeds.

POLICY CONSIDERATIONS:

This is a proposed update to the current MARC Complete Streets Policy. If adopted, it will be incorporated in MARC's transportation planning and programming work starting in 2024.

BUDGET CONSIDERATIONS:

None.

AGENDA REPORT

MARC Board of Directors

COMMITTEE ACTION:

The proposed update was developed by a special work group and has been reviewed by multiple MARC committees. Most recently, the Bicycle-Pedestrian Advisory Committee voted to approve the draft in the January meeting. The Highway Committee did not have a quorum in its January meeting to conduct a vote of approval but discussed several clarifying changes which have been incorporated to the draft. TTPC will consider action on this item on February 20, 2024.

RECOMMENDATION:

Approval of the MARC Complete Streets Policy Update.

STAFF CONTACT:

Patrick Trouba, Transportation Planner II

MARC Complete Streets Policy

I. Preamble

The Mid-America Regional Council (MARC) serves as the federally designated Metropolitan Planning Organization (MPO) for the nine counties and 119 cities in the Kansas City region. As the region's MPO, MARC is responsible for transportation planning, and the Total Transportation Policy Committee coordinates the allocation of millions of dollars in federal transportation funds each year. Complete Streets are advanced in this policy so that transportation investments may result in a rising quality of mobility for everyone. An exemption review process exists for unique projects which may require special consideration, however, this policy intends to enable Complete Street treatments to the maximum extent possible.

II. Definitions

Bridges are public structures designed to carry traffic across natural and constructed barriers with spans that are greater than twenty feet.

Complete Streets are streets, highways, bridges and facilities that are planned, designed, operated and maintained for the needs and safety of all users along and across the entire public right of way. This includes people of all ages and abilities who are walking; using powered, street-legal vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids; and freight carriers. Complete Streets integrate contextually appropriate green infrastructure techniques.

Curbside management is the practice of analyzing and adjusting the uses and regulations of space around the structure of the curb so that it can more efficiently and safely serve different kinds of users.

Cyclists refer to users of the street who are using small mobility devices intended to travel faster than common pedestrian speed, but slower than common automobile speed. These devices include, but are not limited to, bicycles, Class I and Class II e-bikes, other types of "cycles" (tricycles, handcycles) and e-scooters. The term "cyclists" shall not refer to any user with a mobility device that can obtain speeds above 20 miles per hour by throttle function alone.

Freight carriers refer to users of the street who operate a variety of vehicles to transport goods. Vehicles used may fall into one or more of the above categories.

Green infrastructure refers to stormwater control facilities that use nature-based solutions to expand the urban tree canopy and/or use native vegetation designed to sustain plants and mimic natural hydrology by storing, filtering, infiltrating, evaporating, or reusing stormwater. Green infrastructure will increase the resiliency of urban stormwater infrastructure by reducing the amount of wet-weather drainage and collection systems and prioritizing safety, comfort and well-being for pedestrian and transit users through reduction of extreme temperature variation and airborne pollutants.

Maintenance refers to activities including mowing, cleaning, sweeping, pothole repair, chip-seal and slurry-seal operations, pavement mill and overlay operations, and other regular upkeep activities.

Major river bridges are public structures designed to carry traffic across the Kansas or Missouri rivers.

Motorists refer to users of the street who operate motorized vehicles capable of high speeds. These include automobiles, buses, trucks, motorcycles, mopeds, Class III e-bikes and any other mobility device that can obtain speeds above 20 mph by throttle function alone.

Pedestrians refer to users of the street who are walking and/or using assisted mobility devices at commonly accepted walking speed, such as, but not limited to, wheelchairs, motorized wheelchairs, strollers, walkers and canes.

Transit users refer to people who use the public right-of-way to access public transportation vehicles.

III. Background and Regional Vision

In 2010, the U.S. Department of Transportation (USDOT) issued an updated Policy Statement on Bicycle and Pedestrian Accommodation that calls for all transportation agencies “to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.” The USDOT encourages transportation agencies “to go beyond minimum standards to provide safe and convenient facilities for these modes.” The Policy Statement considers walking and bicycling equal to other transportation modes.

In June 2020, the MARC Board of Directors adopted *Connected KC 2050* as the Kansas City region’s metropolitan transportation plan. The vision of this plan is as follows:

Greater Kansas City is a region of opportunity. Its robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.

Formed at the confluence of rivers, trails and trains on the border of two states, Greater Kansas City is a place of interconnection, where people of all backgrounds are welcome and where commerce and ideas flow as freely as the rivers and streams that run through and define it. Our people thrive here, in safe, walkable and well-maintained neighborhoods.

We have abundant opportunities for education, and work in fulfilling jobs at businesses that can compete with any in the world. We enjoy, protect and preserve our region’s natural beauty. We care for our neighbors and our communities. We lead by example. Our region has the strength to not only bounce back from adversity, but bounce forward, confidently, into the future.

Complete Streets benefit communities and help the Kansas City region achieve progress toward *Connected KC 2050*’s five transportation system goals in the following ways:

- **Public Health and Safety** – Complete Streets are designed for the safety of all users of the street, aiming for zero transportation-related injuries and deaths consistent with other MARC plans. Complete streets consider conflicts between modes of transportation, exposure to environmental pollutants, and access to physically active transportation modes.
- **Access to Opportunity** – Complete Streets ensure that destinations are accessible by multiple modes of transportation, providing residents with ways to access employment and education even if automobile ownership is out of reach.
- **Economic Vitality** – People seeking goods and services can access businesses through multiple modes of transportation and may have more money to spend through decreased vehicle and fuel costs. Since non-automobile modes require less parking space, making those modes more viable enables more people to patronize a business at the same time.

- **Healthy Environment** – By making more modes of transportation viable, Complete Streets reduce pollutant load from motor vehicle traffic. Green infrastructure treatments on Complete Streets create community amenities while protecting people from the effects of urban heat, flooding, and air and water pollution.
- **Transportation Choices** – Complete Streets consider more than what modes are simply legal on a roadway and make mode choices such as walking and bicycling appealing through facilities that both feel safe to users and result in fewer injuries and deaths.

Connected KC 2050 further indicates that “transportation investments should protect air and water quality, reduce urban heat islands and energy consumption, promote climate resilience and preserve cultural and historic resources.” Plans adopted by the MARC Board that support the implementation of integrated Complete Streets and “green street” concepts include the MetroGreen Plan (2001), the Best Management Practices Manual to Protect Water Quality (2003), the Clean Air Action Plan (2004 and 2011), the Eco-Logical Action Plan (2008), and the Greater Kansas City Regional Bikeway Plan (2015), the Regional Green Infrastructure Framework (2017) and the Regional Climate Action Plan (2021). Additionally, MARC’s Regional Forestry Framework (2011) calls for increased canopy coverage through streetscaping, forest protection and other mechanisms.

Ultimately, this policy seeks to effect a safe multimodal transportation network throughout the Kansas City region through MARC’s transportation planning processes.

IV. Policy Statement

MARC seeks to achieve the Kansas City region’s vision of a safe, balanced, resilient regional multimodal transportation system that is coordinated with land use planning, supports equitable access to opportunities and protects the environment. This vision can be furthered by implementing Complete Streets and context-sensitive solutions.

1. *Application* – This Complete Streets Policy applies to the following:
 - a. All MARC planning activities that involve public rights-of-way, including the metropolitan transportation plan.
 - b. Any non-exempt projects included in the Transportation Improvement Program that use federal funds.
 - c. This policy does not supersede any federal, state or local law or regulation.

2. *Requirements*
 - a. Planned and programmed projects shall provide safe accommodations along and across the public right-of-way for all users who have legal access to use the facilities.
 - b. To the extent practical, planned and programmed projects shall utilize green infrastructure techniques.
 - c. Safe accommodations for cyclists and pedestrians must be provided for major river bridges, except where provision of such facilities would exceed 15% of total project costs, and when it is deemed that sufficient existing or planned future bicycle or pedestrian trip generators are not located within one mile of the project. (Please see MARC Major River Crossing Policy for more information).

V. Implementation

To implement this Complete Streets Policy into planning and programming processes at the metropolitan level, MARC will take the following steps:

1. Ensure this policy is reflected in ongoing planning and programming work and current policies. MARC's transportation modal committees will advise MARC staff on conformity to the policy by planned and programmed projects seeking federal funding.
2. Review all project applications seeking federal transportation funding for compliance with the policy statement. **MARC may assess compliance using any of the below principles, subject to the exceptions in Section VI. and considering the context of the project and stage of design:**
 - i. **Pedestrians**
 - That pedestrians are accommodated *along* the right-of-way by paved, unobstructed facilities separated from motor vehicle traffic traveling above 15 miles per hour.
 - That pedestrians are accommodated *across* the right-of-way using dedicated crossings that are highly visible to motorists, which encourage motorists to yield to pedestrians, which are as narrow as practical to reduce crossing distances (or supported with crossing islands), and which are implemented between intersections as necessary to connect to goods, services and other destinations.
 - ii. **Cyclists**
 - That cyclists are accommodated *along* the right-of-way using either low motor vehicle speeds or facilities that provide separation from motor vehicles. See Appendix B for a table of suggested cycling facility treatments relative to motor vehicle speeds.
 - That cyclists are accommodated *across* the right-of-way using intersection treatments, approaches, and extensions which enable through and/or turning movements where dedicated bikeway facilities (including striped bike/mobility lanes, separated bike/mobility lanes, and shared use paths) are present, and which increase cyclist visibility to motorists.
 - iii. **Transit users**
 - That transit users are accommodated *along* the right-of-way using facilities at bus or rail stops that provide some shelter, seating, or both. Regarding travel to stops, see pedestrian principles in section IV.2.i.
 - That transit users are accommodated *across* the right-of-way with intersection crossings using the pedestrian principles in section IV.2.i.
 - iv. **Motorists**
 - That motorists are provided street configurations which reduce conflicts with other users, encourage predictable movement, and are designed with target speeds to match the surrounding land use.
 - v. **Freight**
 - That freight carriers are allowed loading/unloading space that minimally exposes workers to vehicle traffic. Solutions for this mode may occur outside of the public right-of-way, or through a curbside management effort. See Exceptions item 4 and Encouragement item d.

vi. Green infrastructure

- That canopy coverage is provided along a project corridor by installing native and/or drought tolerant vegetation and tree landscape treatments in existing right-of-way or as made available through reductions in setback, parking requirement, and street width.
 - That stormwater runoff is captured and controlled to sustain plants and mimic natural hydrology using green infrastructure.
3. Monitor all projects receiving federal transportation funding for compliance with this policy.
 4. Engage project sponsors in evaluating projects for the Transportation Improvement Program that receive federal funding outside of MARC's programming processes.
 5. Using the Complete Streets Network Assessment, MARC staff shall consider ways to elevate in planning and programming priority corridors that score poorly relative to corridors in similar contexts, or segments of corridors that the Complete Streets Network Assessment rates poorly compared to adjacent segments.
 6. Re-evaluate this policy regularly — at least before adopting each new or updated metropolitan transportation plan.

VI. Exceptions

Maintenance, projects that are not “streets”, such as transit capital equipment, bike share capital equipment, diesel engine retrofits, clean vehicle conversions, alternative fuel vehicle purchases/fleet replacements, compressed natural gas fueling stations, other Congestion Mitigation and Air Quality (CMAQ) Improvement Program eligible projects, off-street bicycle/pedestrian trails, Intelligent Transportation System (ITS) programs and initiatives and others, are exempt from the Complete Streets Policy.

The Total Transportation Policy Committee may grant exceptions to this policy. Staff and the modal and programming committees will review requests for exceptions and make recommendations to the Total Transportation Policy Committee. Exceptions may be granted in the following cases:

1. Where using specific modes of travel is prohibited by law, such as bicyclists and pedestrians on some sections of Interstate highways or trucks on boulevards.
2. Where accommodations for non-motorized travel conflict with the purpose of high-speed motor vehicle facilities, particularly limited-access highways. In these cases, MARC staff may inquire about the provision of separate facilities, especially if the corridor's general alignment appears on a local or regional planning product.
3. In cases where the provision of facilities for pedestrians and cyclists of higher comfort and/or greater separation from motorized traffic would be inappropriate due to factors such as rural character or high cost (exceeding 20% of total project costs per federal guidance), sponsors of planned and programmed projects may provide facilities of lower comfort and/or lesser separation from motorists and freight shippers.
4. Where accommodations for a mode are best provided using solutions outside of the project right-of-way. Such instances shall be clearly explained.
5. Where emergency service providers have indicated that providing for all modes will conflict with operations. Such instances shall be clearly explained.
6. Where a transit route does not exist or is not planned, a project does not need to accommodate transit users with corresponding facilities (boarding pads, shelters, etc.).

VII. Performance Measures

MARC has developed the [Complete Streets Network Assessment](#), which scores roadway segments according to infrastructure-based criteria. The Complete Streets Network Assessment may be used in the following ways:

- To identify multimodal infrastructure gaps in corridors, or lengths of corridors that lack safe and comfortable multimodal facilities.
- To show the improvement in multimodal facilities as streets are rebuilt or resurfaced.

MARC staff will work to improve the Complete Streets Network Assessment in coverage, data quality, and fidelity to the Complete Streets paradigm.

Stakeholders may also look to MARC's performance measures reports to view the Kansas City region's progress in roadway safety, use of alternative modes, and other important categories.

VIII. Encouragement

Many matters related to the successful implementation of Complete Streets are outside of the effective scope of this policy. MARC encourages local communities to adopt the Complete Streets paradigm in all aspects of their transportation and land use planning work.

- a. Local communities are encouraged to adopt Complete Streets policies. In drafting these policies they are encouraged to consider third party scoring and criteria such as those from the National Complete Streets Coalition.
- b. Local communities are encouraged to consider development that features a greater variety of housing types and mixed uses so that development is more feasibly served by public transit, walking, and cycling.
- c. Local communities are encouraged to consider zoning and development codes that make goods, services, and civic uses more readily accessible to pedestrians from the public right-of-way.
- d. To reduce conflicts and make streets more complete for freight, off-street loading and curbside management solutions are encouraged.
- e. Complete Streets policies for cities may reference third-party design guides that provide best practices. Adoption of these design guides may make it easier to provide for the comfort and safety of all modes of transportation, and to comply with MARC's Complete Streets Policy. Design guides are listed in Appendix A.
- f. Due to the long service lives of bridges, project sponsors are encouraged to follow Complete Streets principles for all bridges, not just those crossing the Kansas or Missouri rivers.
- g. Emergency services are not listed as a modal user by the definition of Complete Streets, but input and cooperation from emergency services should always be sought during the planning of Complete Streets projects.
- h. Project sponsors are encouraged to assess nearby watershed management opportunities to manage transportation runoff offsite while creating additional community amenities. They are further encouraged to review green infrastructure plans with public works, planning and parks departments for feasibility and alignment with neighborhood, land use and watershed plans.
- i. Complete Streets and Complete Streets policies are encouraged as a means of congestion management. Improvement to the viability of other modes of transportation is encouraged in MARC's Congestion Management Toolbox.

Appendix A: Complete Streets Resources

Complete Streets Support

- 10 Elements of a Complete Streets Policy (National Complete Streets Coalition/Smart Growth America)
- Complete Streets Handbook (MARC)

Transportation Design Guides

- A Guide for Achieving Flexibility in Highway Design (AASHTO)
- A Policy on Geometric Design of Highways and Streets, 7th Edition (Green Book) (AASHTO)
- Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts (FHWA)
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice (ITE)
- Guide for the Development of Bicycle Facilities (AASHTO)
- Guide for the Planning, Design, and Operation of Pedestrian Facilities (AASHTO)
- Manual on Uniform Traffic Control Devices (FHWA)
- Public Rights-of-Way Accessibility Guidelines (PROWAG) (United States Access Board)
- Separated Bike Lane Planning and Design Guide (FHWA)
- Small Town and Rural Multimodal Networks (FHWA)
- Transit Street Design Guide (NACTO)
- Urban Bikeway Design Guide (NACTO)
- Urban Street Design Guide (NACTO)
 - Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities
 - Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings

Green Infrastructure

- APWA Section 5600: Storm Drainage Systems and Facilities (Kansas City Metropolitan Chapter of the American Public Works Association) **(update anticipated May 2025)**
- Kansas City, Missouri Green Stormwater Infrastructure Manual (GSI Manual)
- Manual of Best Management Practices for Stormwater Quality
- Urban Street Stormwater Design Guide (NACTO)

Appendix B: Suggested Cycling Facility Treatments Relative to Motor Vehicle Speed

Motor vehicle posted speed limit	Facility type
≤25 miles per hour	Shared streets (urban/suburban settings)
≤30 miles per hour	Striped bike/mobility lanes (including buffered)
≥30 miles per hour	Separated bike/mobility lanes
Any	Shared use path

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6i

Efficient Transportation and Quality Places

ISSUE:

VOTE: Approve 2024 Special Amendment #1 to the 2024-28 Transportation Improvement Program

BACKGROUND:

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. The Mid-America Regional Council (MARC) amends the TIP on a quarterly cycle to accommodate changes to projects in the TIP.

The proposed 2024 Special Amendment #1 to the 2024-2028 TIP includes the following:

- #280196 - I-435: Bridge #213 and #214 (I-70)
 - Modify the scope of the project
- #280203 - I-635: from north approach of Bridges #040 and #041 over the BNSF Railroad Yard and K-32, north to 1.36 miles north of I-70/I-635 junction
 - Modify the budget for the project

Details of these projects are available for review on the Internet at: www.marc.org/TIP

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. No comments were received from the public during the comment period.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

TTPC will consider action on this item on February 20, 2024.

RELATED JURISDICTIONS

This item impacts Wyandotte County, Kansas.

RECOMMENDATION

Approve the 2024 Special Amendment #1 to the 2024-2028 TIP.

STAFF CONTACT

Marc Hansen, Principal Planner

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6j

Efficient Transportation and Quality Places

ISSUE:

VOTE: Approve 2024 Unified Planning Work Program - Amendment #2

BACKGROUND:

The Unified Planning Work Program (UPWP) describes the transportation planning activities the Mid-America Regional Council (MARC) and other agencies will undertake during the year; documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2024 UPWP Amendment #2 will make the following modifications:

- Add a new project (5.17) funded through the FHWA-RAISE program.
 - US-71 Reconnecting Neighborhoods Project - Lead Agency: City of Kansas City, Missouri
- Revise Appendix D as necessary to account for the inclusion of these projects.

The revisions are attached for review.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

TTPC will consider action on this item on February 20, 2024.

EXHIBITS:

Amendment #2 - Add New Activities

FY2024 FUNDING SUMMARY TABLE

Amendment #2 Public Comment and Proposed Response

RELATED JURISDICTIONS

This amendment adds federal funded transportation planning work in Kansas City, MO.

RECOMMENDATION

Approve Amendment #2 to the 2024 Unified Planning Work Program.

STAFF CONTACT

Marc Hansen, Principal Planner

AGENDA REPORT

MARC Board of Directors

2024 Unified Planning Work Program Amendment #2 - Add New Activities

5.17 US-71 Reconnecting Neighborhoods Project – Lead Agency: City of Kansas City, Missouri

Objectives

The US-71 Reconnecting Neighborhoods Project will address critical traffic safety issues, enhance multi-modal connectivity, and mitigate the environmental, economic, and health impacts of the highway corridor on the abutting community. The study will be conducted in close collaboration with the City of Kansas City, Missouri, MoDOT, and key stakeholders in the affected community. The project will include a thorough analysis of the corridor, extensive public outreach efforts, development of potential solutions, and identification of a course forward for a safer, more connected, and more equitable community.

The US-71 Reconnecting Neighborhoods Project will develop a clearly articulated plan and vision for the future through Planning and Environmental Linkages Study (PEL), Environmental Analysis, and Conceptual Design phases that will put this project on the path to construction in the coming years.

Background/Previous Work

The area of the city east of Troost has a history of discriminatory policies which has had a lasting impact on residents and the surrounding area. The construction of the US-71 corridor through this community was a traumatic and controversial event that demolished over 2,000 mostly African-American homes and businesses. Based on a 1985 consent decree, the highway corridor brought much traffic and associated light/noise pollution along with dangerous intersections where many pedestrians are hurt and killed. This has led to a need to improve safety, connectivity, and equity along this vital travel route. The US-71 Reconnecting Neighborhoods PEL Study is the city's commitment to addressing these challenges, ensuring better connectivity, and building a safe and equitable environment for all residents.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Extensive Public Engagement.* Comprehensive public engagement will ensure the alignment of project outcomes with the neighborhood's community needs and aspirations. Engagement approach will encompass a wide range of strategies, from hosting open forums and stakeholder consultations to leveraging digital platforms for broader reach. (Ongoing – February 2024 - January 2027).
2. *ACTIVITY: Existing Conditions Assessment.* Traffic and pedestrian counts, traffic analysis, travel demand modeling, crash data, land use patterns, socio-economic data, multi-modal connectivity, and extensive engagement with the public. The existing conditions assessment will include review and analysis of current social, environmental, and economic conditions in the study area. This includes Environmental Justice areas, demographics, air quality, noise, traffic impacts, waterways and streams, historic properties, park impacts, land uses, and others. (August 2024).

AGENDA REPORT

MARC Board of Directors

3. *ACTIVITY: Alternative Selection Criteria.* Development of objective and measurable criteria will be developed in this task of the PEL study. Having these high-level, preliminary criteria will allow project leaders, stakeholders, and members of the community to differentiate between multiple transportation improvement alternatives. (October 2024).
4. *ACTIVITY: Screening of Alternatives.* Project will identify a range of potential strategies and alternatives that would mitigate the negative impacts of the existing facility to traffic flow, surrounding neighborhoods, bicycle/pedestrian connectivity, and safety (April 2025).
5. *ACTIVITY: Address Consent Decree.* Coordination with the legal team to ensure the necessary information, data, and reports to the legal team are produced. (February 2026)
6. *ACTIVITY: Agency Coordination.* Coordination will be an important part of the NEPA analysis phase of the project. The City of Kansas City and MoDOT will work closely with all agencies that are likely to have impacts from the proposed project. (Ongoing February 2024 - January 2027)
7. *PRODUCT: Purpose and Need Statement.* Identification of the challenges and issues in the study area and justification for why a project is necessary to improve the transportation facilities in the project area. (September 2024).
8. *PRODUCT: PEL Questionnaire.* Completion of a PEL questionnaire for submittal to FHWA (August 2025).
9. *PRODUCT: NEPA Class of Action Determination.* Coordination with FHWA on the determination of the NEPA class of action. This phase and the overall US-71 Reconnecting Neighborhoods Project will conclude with a Record of Decision (ROD) or Finding of No Significant Impact (FONSI), depending on the NEPA class of action determination. (October 2026).
10. *PRODUCT: Conceptual Engineering Design.* Development of 30% conceptual engineering design plans. (May 2027).

Funding

Federal	\$5,000,000	FHWA-RAISE
Local	<u>\$2,500,000</u>	
Activity Total	\$7,500,000	

AGENDA REPORT

MARC Board of Directors

**APPENDIX D – SCHEDULE 1
FY 2024 FUNDING SUMMARY TABLE**

Work Element	STATE and LOCAL				Federal				Total	
	MARC	KDOT	MoDOT	Other	CPG Funds		Other			
					KDOT ⁽²⁾	MoDOT ⁽³⁾	Amount	Agency		
1.1	Transportation Administration	\$62,901				\$218,009	\$279,472		\$560,382	
1.2	Public Participation	\$28,828				\$99,914	\$128,088		\$256,830	
2.1	Land Use, Demographic & Comprehensive Planning	\$61,071				\$211,666	\$271,348		\$544,085	
2.2	Metropolitan Transportation Plan	\$38,793				\$134,452	\$172,363		\$345,608	
3.1	Transportation Modeling/Forecasting	\$98,650				\$341,911	\$438,319		\$878,880	
3.2	Transportation Research & Database Management	\$67,707				\$234,667	\$300,835		\$603,209	
3.3	Air Quality Planning	\$12,266				\$42,510	\$54,497		\$109,273	
3.4	Safe and Accessible Transportation Options	\$56,617				\$196,226	\$251,557		\$504,400	
3.4b	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options ¹					\$32,558	\$49,358		\$81,916	
3.5	Transportation Technology	\$4,868				\$16,871	\$21,629		\$43,368	
3.6	Transportation Safety Planning	\$12,055				\$41,784	\$53,566		\$107,405	
3.7	Congestion Management System	\$7,226				\$25,042	\$32,103		\$64,371	
3.8	Performance Measurement & Target Setting	\$9,714				\$33,666	\$43,160		\$86,540	
4.1	Transportation Improvement Program	\$23,201				\$80,412	\$103,086		\$206,699	
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000		\$0	\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000		\$0	\$650,000	FTA 5307, 5309	\$780,000
5.3	Goods Movement/Freight Planning	\$10,067				\$34,889	\$44,727		\$89,683	
5.4	Corridor Studies	\$1,374				\$4,763	\$6,107		\$12,244	
5.5	Aviation Planning	\$300				\$1,039	\$1,332		\$2,671	
5.6	MoDOT Traffic Studies			\$370,933					\$370,933	
5.7	Economic Value Atlas ⁴				\$80,000				\$80,000	
5.8	RideKC Bi-State Green Corridor Planning Investments ⁴							\$514,045	FTA Route Planning Restoration	\$514,045
5.9	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ⁴				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.10	Building Climate Resilience in the Transportation System (Phase 1) ⁴				\$21,025	\$76,269	\$97,706		\$195,000	
5.11	Electric Vehicle Readiness Plan ⁴				\$21,025	\$76,269	\$97,706		\$195,000	
5.12	Regional Freight Plan ⁴				\$92,183	\$334,412	\$428,405		\$855,000	
5.13	Bi-State Sustainable Reinvestment Corridor ⁴				\$500,000			\$2,000,000	RAISE	\$2,500,000
5.14	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.15	Stormwater Engineering Standards Update ⁴				\$600,000					\$600,000
5.16	Short Range Transportation Planning: Johnson County Transit Strategic Plan				\$30,000			\$120,000	FTA 5307	\$150,000
5.17	US-71 Reconnecting Neighborhoods Project				\$2,500,000			\$5,000,000	FHWA-RAISE	\$7,500,000
F.1	Operation Green Light				\$700,000			\$700,000	FHWA STBG	\$1,400,000
F.2	Air Quality Public Education				\$138,750			\$555,000	FHWA CMAQ	\$693,750
F.3	WAY TO GO							\$300,000	FHWA CMAQ	\$300,000
F.4	Active Transportation Programs				\$18,000			\$72,000	FHWA CMAQ	\$90,000
F.5	Planning Sustainable Places Program				\$375,000			\$1,500,000	FHWA STBG	\$1,875,000
F.6	Harry S Truman & Food Lane/Byars Road Intersection and Corrington Avenue & 132nd Street Intersection Traffic Study				\$2,800			\$11,200		\$14,000
		\$495,637	\$0	\$370,933	\$5,608,993	\$2,237,329	\$2,875,366	\$13,380,865	\$0	\$24,969,123

(1) Federal funds in this subtask are 100% federal and are not factored into match requirement calculations.

(2) Kansas CPG funds assume \$2,004,164 in 2024 allocated funding. MARC anticipates using the federal prorata share (\$200,000) of the direct cost value of \$250,000 to match Kansas CPG funds and increase Kansas CPG to \$2,202,164 as detailed in Appendix C - Schedule 2.

(3) Missouri CPG funds assume \$2,526,355 in 2024 allocated funding. MARC anticipates using a portion of the federal prorata share (\$296,746) of the direct cost value of \$370,933 to match Missouri CPG funds and increase Missouri CPG to \$2,823,102 as detailed in Appendix C - Schedule 2.

(4) Study was initiated in a prior year and extends into 2024.

AGENDA REPORT

MARC Board of Directors

Amendment #2 to 2024 Unified Planning Work Program Public Comment and Proposed Response

Comment #1

“I think it is important to make 71 highway safer between MLK Blvd and Gregory Blvd. There are walkers who try to cross the highway as if it were any other street. It probably needs more bridges like there are on 39th. When built I know it was important to not disturb the neighborhood with a highway thru it but, that's what it is.”

Response to Comment #1

Thank you for your recent comment regarding the proposed Amendment #2 to the 2024 Unified Planning Work Program. We shared your comments with the City of Kansas City, Missouri, the Missouri Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Improving safety is one of the primary motivations for the US-71 Reconnecting Neighborhoods study and we appreciate your concerns regarding the safety of pedestrian crossings in the US-71 corridor. Led by the City of Kansas City, Missouri, this project is designed to look at the critical safety issues in the corridor, including pedestrian crossings, and will seek to identify solutions that can improve safety and enhance multimodal connectivity. The study will result in a clear vision and plan to implement these solutions in the coming years.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,
Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Comment #2

“I feel that this section of street that really should be part of I49 needs to be addressed as well as connecting the neighborhoods without all of the traffic lights.”

Proposed Response to Comment #2

Thank you for your recent comment regarding the proposed Amendment #2 to the 2024 Unified Planning Work Program. We shared your comments with the City of Kansas City, Missouri, the Missouri Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

We appreciate your concerns regarding the conditions in the US-71 corridor. Led by the City of Kansas City, Missouri, the US-71 Reconnecting Neighborhoods Project will examine existing conditions and develop solutions that will address critical traffic safety issues, enhance multi-modal connectivity, and mitigate the environmental, economic, and health impacts of the highway corridor on the abutting community. The study will result in a clear vision and plan to implement these solutions in the coming years.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,
Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

AGENDA REPORT

MARC Board of Directors

February 2024
Item No. 6k
Quality Early Learning

ISSUE:

VOTE: Approve actions taken at the January 9th, 2024, Head Start Advisory Committee Meeting.

BACKGROUND:

The Head Start Advisory Committee reviewed and approved the following program information reports at its January meeting:

- Approval of November 2023 Meeting Minutes
- 2024 Child Selection Criteria

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Head Start Advisory Committee considered this information at its January 9th meeting and recommended MARC Board approval.

EXHIBITS:

[Head Start Advisory Committee Meeting January Packet](#)

RECOMMENDATION:

Approve the actions taken at the January 9th Head Start Advisory Committee meetings.

STAFF CONTACT:

Kasey Lawson, Head Start Director

AGENDA REPORT

MARC Board of Directors

February 2024

Item 6l

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorization to submit the State Fiscal Year 2025 Aging Area Plan.

BACKGROUND:

The Older Americans Act requires that each Area Agency on Aging (AAA) develop a plan that incorporates the needs of the elderly of the AAA planning and service area, the goals and objectives of the AAA and the budgets for the expenditure of available funds. This document, which represents the first year of a four-year cycle, is to be developed in accordance with specifications and instructions provided by the State Unit on Aging (SUA). The Missouri Department of Health and Senior Services (MDHSS), Division of Senior and Disability Services (DSDS), requires that this document be submitted by March 1st. This Area Plan is for State Fiscal Year (SFY) 2025, which begins on July 1, 2024.

BUDGET CONSIDERATIONS

The approved Area Plan is the basis for a contract with the State and predominately consists of a combination of federal and state dollars that come to the Mid-America Regional Council (MARC) to provide programs under the Older Americans Act (OAA). Preliminary funding allotted to MARC for SFY 2025 programs totals \$5,940,010. Once identified, there will also be an estimated \$4,000,000 of carryover funding from previous years that will still be available for budgeting and expending for SFY '25. The following is a summary of all potential funding that can be included within this area plan document:

Funding Source	Amount
Preliminary Direct Funding from MDHSS (OAA)	\$5,940,010
Estimated Carryover MDHSS Funding from previous years (OAA)	\$4,000,000
Missouri Department of Transportation	\$250,000
Missouri Department of Social Services (Medicaid)	\$950,000
Voluntary Participant Contributions	\$196,000
Local Funding	\$80,000
Meal Repack Facility Funding (MDHSS)	\$2,000,000
Senior Services Growth & Development Program (MDHSS)	\$3,000,000
ESTIMATED GRAND TOTAL	\$16,416,010

COMMITTEE ACTION

The Commission on Aging, at its February 16th meeting, recommended to the MARC Board that the Director be authorized to submit the SFY 2025 Area Plan, negotiate program specifications, accept funds and contract for the implementation of the Area Plan.

RECOMMENDATION

The Commission on Aging has recommended to the MARC Board that the Director be authorized to submit the SFY 2025 Area Plan, negotiate program specifications, accept funds and contract for the implementation of the Area Plan.

STAFF CONTACT

Kristi Bohling-DaMetz, Director of Aging and Adult Services
Bob Hogan, Manager of Aging Administrative Services

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6m

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize approval to purchase property at 1218 Swift Street (building) and 1209 Clay Street (lot), North Kansas City, MO 64116 for a meal repack facility.

BACKGROUND:

Under the Meal Production Capacity and Infrastructure Expansion contract between the State of Missouri, Department of Health and Senior Services (DHSS) and the Mid-America Regional Council (MARC), funding is available to purchase and renovate a meal repack facility. Benefits of a MARC-owned facility include increased availability of frozen home delivered meals and infrastructure to adapt in the event of another public health emergency. Additionally, an owned facility provides better options to incorporate fresh foods and cultural considerations.

The previous contract has been delayed and will be canceled due to issues on the seller's side if we move forward with the property on Swift and Clay Streets. The property on Swift Street was formerly a barbecue restaurant and therefore meets the needs of a repack facility with a full kitchen and plenty of space for table layout. The property on Clay Street is an additional open lot that was negotiated into the purchase price. This property comes with all kitchen equipment and furniture included.

As with the previous property this location is similarly zoned and has a floor plan that lends to the function we are looking for including appropriate square footage and layout. Additionally, because this property is just over 10 years old there are ADA compliant restrooms and other features that will save on renovation and construction costs.

Because there is no lease-back requirement tied to this property as was the previous option, we will be able to start construction immediately following closing and will likely be operational months earlier than originally planned. Contract negotiations include an allowance for 60 days to complete full due diligence, though we anticipate finishing earlier, and closing this Spring.

The remaining budget after closing will be used to purchase equipment and secure design, requirements, and owner's representation to manage contracting, permitting, and construction. A request for proposals (RFP) is being issued for preconstruction and construction phase services.

BUDGET CONSIDERATIONS:

REVENUES	
Total Contract Amount	\$2,900,731.36
Source	State of Missouri, DHSS
PROJECTED EXPENSES	
Purchase of Commercial Property	\$2,000,000

COMMITTEE ACTION:

The Commission on Aging considered this at its February meeting and recommended Board approval.

RELATED JURISDICTIONS:

This item impacts Jackson, Platte, Clay, Cass, and Ray Counties in Missouri

AGENDA REPORT

MARC Board of Directors

RECOMMENDATION:

Recommend authorization to execute contract for property purchase of MARC meal repack facility.

STAFF CONTACT:

Kristi Bohling-DaMetz, Director of Aging and Adult Services

Bethany Reyna, Nutrition Program Manager

Carol Gonzales, Director of Finance and Administration

AGENDA REPORT

MARC Board of Directors

February 2024

Item 6n

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize amendment increase with the KC Shepherd's Center to support hot home delivered meals and assessments.

BACKGROUND:

The Mid-America Regional Council (MARC) Aging and Adult Services' contract with the KC Shepherd's Center to conduct assessments and hot home delivered meals (HDM) delivery to eligible participants is funded through the Older Americans Act (OAA).

KC Shepherd's Center requested MARC to allow them to add up to 108 additional OAA eligible clients at the beginning of January to the MARC system. These persons had been served under another of KC Shepherd's Center funding programs that was set to sunset December 31, 2023. Based on eligibility determinations MARC's agreement for the cost of delivery with the KC Shepherd's Center will need to be amended to reflect the increase.

Additionally, the initial agreement with the KC Shepherd's Center underestimated the number of assessments they would provide so the agreement needs to be amended to reflect the demand.

BUDGET CONSIDERATIONS

In order to provide services to the original participants, as well as the newer additional participants, and to complete the full twelve months of the program year (June 30th), the amounts within the agreement need to be increased as follows:

	Current	Increase	Total
Home Delivered Nutrition - @ \$2.31	\$18,942	\$50,314	\$69,256
HDM Assessments	\$25,000	\$10,000	\$35,000

COMMITTEE ACTION

The Commission on Aging considered this at its February meeting and recommended Board approval.

RELATED JURISDICTIONS:

This item impacts Jackson County in Missouri.

RECOMMENDATION

Authorize amendment to the current agreement between MARC and the KC Shepherd's Center to reflect an increase of \$60,314.

STAFF CONTACT

Kristi Bohling-DaMetz, Director of Aging and Adult Services
Bob Hogan, Manager of Aging Administrative Services

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 60

Thriving Older Adults and Communities

ISSUE:

VOTE: Approve amendment increase with Town & Country Super Market, Inc for Double Up Food Bucks incentives at their participating stores.

BACKGROUND:

Mid-America Regional Council (MARC) received a USDA Gus Schumacher Nutrition Incentive Program (GusNIP) COVID Relief and Response (CRR) grant in the fall of 2021. This grant allowed the Double Up Food Bucks program to significantly expand to new locations, particularly in Missouri. Twenty-nine Town & Country Super Market stores throughout central and southern Missouri have been offering the Double Up Food Bucks incentive program to their customers who receive food assistance since April 2022. The original budget for these stores was \$852,524.27. Program usage at the stores has grown nearly every month since the stores started offering the program. Their budget for incentives redeemed is expected to be depleted in the next couple of months. The overall Double Up Food Bucks GusNIP CRR budget, which MARC monitors, has funds available to extend the ability for the Hays stores to be able to continue offering the incentive to their customers.

BUDGET CONSIDERATIONS:

The budget for the Gus Schumacher Nutrition Incentive COVID Relief and Response grant totals \$4.35 million and can accommodate an increase to the budget for the Hays Food Town, Inc Stores to implement the program.

REVENUES	
Amount	\$250,000 additional budget
Source	
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$0
Contractual	\$0
Pass-Through	\$250,000 additional budget
Other (supplies, printing, etc.)	\$0

RELATED JURISDICTIONS:

See attached table.

RECOMMENDATION:

Authorize the executive director to sign a contract amendment with Town & Country Super Markets, Inc. to allow them to continue implementing the Double Up Food Bucks program supported by a grant from the USDA's Gus Schumacher Nutrition Incentive Program (COVID Relief and Response).

STAFF CONTACT:

Donna Martin, Public Health Senior Planner

Kristi Bohling-DaMetz, Director of Aging and Adult Services

AGENDA REPORT

MARC Board of Directors

Grocery Stores Participating in the Program

Grocery Store	Address	City	State	Zip Code	County
Apple Market #2445 - Mountain View	410 W US Highway 60	Mountain View	MO	65548	Howell
Apple Market #2626 - Clever	6805 St Highway 14	Clever	MO	65631	Christian
Apple Market #2628 - Marionville	646 Highway 60-A	Marionville	MO	65705	Lawrence
Apple Market #2632 - Ozark	604 E South Street	Ozark	MO	65721	Christian
Apple Market #2667 - Willard	Highway 160 & Miller Road	Willard	MO	65781	Greene
Country Mart #2416 - Dixon	508 E 5th St	Dixon	MO	65459	Pulaski
Country Mart #2425 - Steelville	47 E Highway 8	Steelville	MO	65565	Crawford
Country Mart #2435 - St. James	319 North Jefferson St	St James	MO	65559	Phelps
Country Mart #2442 - Salem	1204 E Highway 32	Salem	MO	65560	Dent
Country Mart #2447 - Mountain Grove	1901 W 19th St	Mountain Grove	MO	65711	Wright
Price Chopper #2423 - Rolla	1360 Forum Dr	Rolla	MO	65401	Phelps
Town & Country #2417 - Willow Springs	719 E Main	Willow Springs	MO	65793	Howell
Town & Country #2418 - Bourbon	150 West Pine	Bourbon	MO	65441	Crawford
Town & Country #2420 - Mansfield	305 East Commercial St	Mansfield	MO	65704	Wright
Town & Country #2421 - Licking	117 E Highway 32	Licking	MO	65542	Texas
Town & Country #2422 - Gainesville	102 Main St	Gainesville	MO	65655	Ozark
Town & Country #2428 - Ava	405 Springfield Rd	Ava	MO	65608	Douglas
Town & Country #2431 - Crocker	500 S Commercial St	Crocker	MO	65452	Pulaski
Town & Country #2432 - Iberia	2322 Highway 17	Iberia	MO	65486	Miller
Town & Country #2434 - Cabool	719 Ozark Ave	Cabool	MO	65689	Texas
Town & Country #2451 - Richland	200 East Jefferson	Richland	MO	65556	Pulaski
Town & Country #2452 - Sparta	7270 East Highway 14	Sparta	MO	65753	Christian
Town & Country #2463 - Hartville	245 East Rolla	Hartville	MO	65667	Wright
Town & Country #2494 - Winona	710 N Highway 19	Winona	MO	65588	Shannon
Town & Country #2671 - Ellington	335 Trimmer Lane	Ellington	MO	63638	Reynolds
Town & Country #2681 - Ironton	616 North Main	Ironton	MO	64650	Iron
Town & Country #2688 - Piedmont	7 Hal's Plaza	Piedmont	MO	63957	Wayne
Town & Country Markets #2711 - Laurie	220 North Main	Laurie	MO	65308	Morgan
Town & Country Markets #2712 - Stover	507 W 4th St	Stover	MO	65078	Morgan

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6p

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize grant application to the Hall Family Foundation for \$300,000 to support the Double Up Food Bucks Program.

BACKGROUND:

The Double Up Food Bucks program is currently supported by two grants from the USDA that will be ending at the end of 2024: \$8.1 million from USDA's Gus Schumacher Nutrition Incentive Program (GusNIP) which has a 50% match requirement that the Hall Family Foundation provides. And \$4.35 million from COVID Response and Relief funds that did not require match funding.

In order to continue the Double Up Food Bucks program, the Double Up Heartland Collaborative, led by Mid-America Regional Council (MARC), would like to pursue another USDA GusNIP grant. The RFA for 2024 is expected to be released in early 2024 and will have a 50% match funding requirement. In anticipation of that requirement, staff is having conversations with current funders and prospective new funders. Recent conversations with the Hall Family Foundation have resulted in an invitation for MARC to apply for \$300,000. For this application to be reviewed by staff and considered by the Hall Family Foundation Board, the program officer at the foundation has recommended that the application be submitted by Wednesday, February 14, 2024.

BUDGET CONSIDERATIONS:

REVENUES	
Amount	\$300,000
Source	
PROJECTED EXPENSES	
Media	\$10,000
Incentives	\$250,000
Postage/Printing	\$10,000
Other (supplies, printing, etc.)	\$30,000

RELATED JURISDICTIONS:

This item impacts Leavenworth, Johnson, and Wyandotte counties in Kansas. And Cass, Clay, Jackson, Ray, and Platte counties in Missouri.

EXHIBITS:

None

RECOMMENDATION:

Authorize an application for \$300,000 to the Hall Family Foundation to support Double Up Food Bucks after 2024. This funding will be included as part of the match for an upcoming application to the USDA for a healthy food incentive grant.

STAFF CONTACT:

Donna Martin, Public Health Senior Planner

Kristi Bohling-DaMetz, Director of Aging and Adult Services

AGENDA REPORT

MARC Board of Directors

February 2023
Item No. 6q
Safe and Secure Communities

ISSUE:

VOTE: Authorize award recommendation for public infrastructure network firewall

BACKGROUND:

In October 2021, the Mid-America Regional Council (MARC) Board approved the grant application for the Next Generation Firewall Equipment.

MARC received an award of a federal grant for Fiscal Year (FY) 2022 Department of Homeland Security (DHS) for the purchase of network firewall equipment to address deficiencies identified within the 2020 Nationwide Cybersecurity Review (NCSR).

Disruption to this critical infrastructure would represent a major risk to public safety and represent a significant financial loss to the regional economy. Public infrastructure is becoming more reliant on technology and support critical public safety and emergency services operations. Public infrastructure is comprised of Industrial Control Systems (ICS) and legacy systems that are often difficult to secure. The project will help implement critical advanced threat protection (APT) to the Public Infrastructure network via next generation firewall (NGFW) equipment.

The invitation to bid was issued January 12, 2024 by MARC and the Kansas City Regional Purchasing Cooperative on behalf of MARC Emergency Services. The legal notice was advertised in three (3) local newspapers January 12 and January 13, published at DemandStar and posted on the MARC site. During the open bidding period, a clarification to the specified part numbers was made under Addendum 1, issued January 24, which revised the pricing list for bidders.

Three (3) submittals were received by the opening date of February 2, 2024. The submittals were reviewed by the local agency to receive the equipment and staff approved to accept the lowest bid meeting specifications. For security reasons, the name of the vendor is not named in this report.

BUDGET CONSIDERATIONS:

The amount of \$70,000 was identified in the grant budget for acquisition of this type of system.

REVENUES	
Amount	\$70,000
Source	FY2022 KS SHSGP
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	
Contractual	\$55,288.08
Pass-Through	
Other (supplies, printing, etc.)	

COMMITTEE ACTION:

The MARC Board of Directors approved the grant application to the Kansas Highway Patrol for SHSGP funds on October 26, 2021, based on the recommendation of the Regional Homeland Security Coordinating Committee.

AGENDA REPORT

MARC Board of Directors

RELATED JURISDICTIONS:

This project funds equipment for one of our member cities traffic signalization network, which is a regional network asset comprised of 280+ signal assets.

RECOMMENDATION:

Authorize award recommendation for Public Infrastructure Network Firewall

STAFF CONTACT:

Julie Phillips, Shared Services Director

Lauren Palmer, Director of Local Government Services

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6r

Thriving Older Adults and Communities

ISSUE:

VOTE: Clarification of contract terms with Area Resources for Individualized Services, Inc DBA: ARIS Solutions to provide financial management services for the Veteran-Directed Care Program.

BACKGROUND:

At the January 2024 Budget and Personnel Committee meeting the Committee approved an agreement with ARIS Solutions for financial management services of our Veteran-Directed Care (VDC) program. It is a three-year contract with estimated annual fees for services of \$135,000.

During discussions with ARIS to finalize the contract they indicated that their standard practice is for the program manager to provide an advance to them to cover the initial payments on behalf of veterans as the program gets up and running. But for the advance, they would be spending their own funds on our clients. Based on last month, the amount is approximately \$350,000. Because the VDC program is a fee-based program, there is an accumulated fund balance in the amount of \$470,385.07 available to use for this advance. ARIS has agreed to a contract that provides for MARC to pay a \$350,000 advance to them upon commencement of the contract work. If the program grows over time, additional advance funding may need to be provided. Following this advance, we will reimburse ARIS based on actual expenditures from the funds from our federal reimbursement.

The B&P Committee approved the contract at the January 2024 meeting, but staff felt it was important to make the Committee aware that this additional cash outlay will be required by the contract. This cash outlay will be accounted for as a deposit/advance (current asset) on MARC's balance sheet.

BUDGET CONSIDERATIONS:

An advance of \$350,000 will be provided to Aris to front payments to veteran selected caregivers and for other services.

Fees to Aris are based on \$150 per active enrolled client per month. Based on anticipated enrollment of 75 veterans, estimated annual total is \$135,000. Revenue from the VA is estimated at \$736 per active enrolled client per month, totaling \$662,400 per year.

COMMITTEE ACTION:

The Commission on Aging recommended board approval of engaging Aris at its January 2024 meeting.

AGENDA REPORT

MARC Board of Directors

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

None

RECOMMENDATION:

Ratify contract with ARIS for 2024 with option to renew up to three years, to provide Financial Management Services for the Veteran-Directed Care program.

STAFF CONTACT:

Kristi Bohling-DaMetz, Director of Aging and Adult Services
Shannon Halvorsen, Integrated Care Manager

AGENDA REPORT

MARC Board of Directors

February 2024

Item No. 6s

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize a grant application to the Elevance Health Foundation for Double Up Food Bucks program extension and assessment of clinical outcomes.

BACKGROUND:

The Double Up Food Bucks program is currently supported by two grants from the USDA that will be ending at the end of 2024: \$8.1 million from USDA's Gus Schumacher Nutrition Incentive Program (GusNIP) which has a 50% match requirement. And \$4.35 million from COVID Response and Relief funds that did not require match funding.

In order to continue the Double Up Food Bucks program, the Double Up Heartland Collaborative, led by Mid-America Regional Council (MARC), would like to pursue another USDA GusNIP grant. The RFA was released February 14, 2024 and has a 50% match funding requirement. To meet that requirement, MARC staff are having conversations with current funders and prospective new funders.

Elevance Health Foundation (EHF) does not currently support the DUFB program, but the foundation has a Food as Medicine funding opportunity that can provide support. To meet the requirements of that funding opportunity, they are requesting an additional assessment of the DUFB program: a sub study to assess clinical health outcomes (i.e., blood pressure, HbA1c, lipids, weight/BMI, etc.) for people who use the DUFB program. MARC staff and the evaluator team for the DUFB program at the University of Kansas Medical Center developed a proposal that includes recruiting three cohorts of DUFB participants that will use the program for six months and be assessed before and after the six-month time period.

The program officer at Elevance recommended that an application be completed and submitted to them as soon as possible so that it could be reviewed quickly. After conversations with the program officer, MARC staff will apply for \$900,000 to contribute to supporting the Double Up Food Bucks program for a three-year period and \$190,000 to fund the sub study that would be conducted during the program period.

BUDGET CONSIDERATIONS:

REVENUES	
Amount	\$1,090,000
Source	Elevance Health Foundation
PROJECTED EXPENSES	
Contractual (Sub Study)	\$190,000
Media	\$0
Incentives	\$900,000
Postage/Printing	\$0
Other (supplies, printing, etc.)	\$0

RELATED JURISDICTIONS:

Missouri communities with a participating DUFB location.

AGENDA REPORT

MARC Board of Directors

EXHIBITS:

None

RECOMMENDATION:

Authorize an application for \$1.09 million to the Elevance Health Foundation to support DUFB after 2024. This funding will be included as part of the match for an upcoming application to the USDA for a healthy food incentive grant and support a sub study to study clinical health impacts experienced by people who use the DUFB program.

STAFF CONTACT:

Donna Martin, Senior Health Planner

Kristi Bohling-DaMetz, Director of Aging and Adult Services

AGENDA REPORT

MARC Board of Directors

February 2024
Item No. 6t
Competitive Economy

ISSUE:

VOTE: Authorize a grant application to the US Economic Development Administration for the Planning Partnership Program.

BACKGROUND:

The US Economic Development Administration (EDA) provides funding to regional organizations and local communities for targeted economic development, planning, and investments that respond to priority needs. In 2002, the Mid-America Regional Council (MARC) prepared and submitted a Comprehensive Economic Development Strategy (CEDS) plan to the EDA, outlining economic development needs with smaller outlying communities in the Kansas City region. The plan was developed with involvement from local officials throughout the metro area. The CEDS plan has been updated several times to reflect regional and local strategies to support sustainable economic development. The last plan adoption was in February 2019 with a supplement plan update submitted in 2022 to address issues arising from the COVID-19 pandemic. The next 5-year CEDS plan update is due September 30, 2024.

EDA approved a district designation for the Kansas City region in 2006, and EDA awarded the first annual planning grant to MARC. The district designation allows MARC and local agencies to apply for EDA funding. MARC has been invited to apply for a three-year grant, supporting our work from April 1, 2024 through March 31, 2027 for a total of \$210,000.

The grant requires a 30 percent local match which MARC expects to document with in-kind services on the Public Sector Workforce Development Program in year one and beyond and other philanthropic funds received by MARC Community Services Corporation or funds collected by MARC from local agencies for services delivered to support economic growth of their communities as necessary in years two and three.

BUDGET CONSIDERATIONS:

REVENUES		
Amount of Grant funds	\$210,000	
Source	Economic Development Administration	
PROJECTED EXPENSES		
	EDA Grant Funds	In-Kind Match
Personnel (salaries, fringe, indirect, rent)	\$205,500	\$90,000
Contractual		
Pass-Through		
Travel—Annual Training/Conferences	\$4,500	

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

None

(report continued on next page)

AGENDA REPORT

MARC Board of Directors

RECOMMENDATION:

Authorize the application and acceptance of funds, if awarded, of up to \$210,000 from the US Economic Development Administration to support regional economic development planning. And authorize the documentation of \$90,000 of in-kind services to match the federal funds for three years.

STAFF CONTACT:

Marlene Nagel, Director of Community Development
Lisa Danbury, Small Cities Manager