



Board of Directors MEETING NOTICE

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

March 26, 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, March 26, 2024, for instructions to join the teleconference.**

AGENDA

1. Brief Self-Introductions
2. SAFE AND SECURE COMMUNITIES
 - a. REPORT: Cybersecurity presentation by the Regional Homeland Security Coordinating Committee
 - b. REPORT: Implementation update of Next Generation 911 for the Kansas City Regional 911 System
3. HEALTHY ENVIRONMENT
 - a. REPORT/VOTE: Request approval to submit an EPA Climate Pollution Reduction Implementation Grant.
4. BRIEF REPORTS
 - a. REPORT: KCI Airport Public Transit Action Plan
 - b. REPORT: Regional Preventive Maintenance Program
 - c. REPORT: Recognition of new MARC Board Officers and appreciation of Mayor Carson Ross's public service
5. Executive Director's Report

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

6. VOTE: Approve Consent Agenda
 - a. VOTE: Approve Minutes of the February 27, 2024, Board Meeting
 - b. VOTE: Authorize an application to the Kansas Department of Health and Environment for the Regional Community Health Worker Collaborative.
 - c. VOTE: Authorize acceptance of funds from the Wyandotte County Health Department to support media services around opioid use.
 - d. VOTE: Authorize purchase of Explosive Ordnance Disposal Portable X-Ray Systems from SharpLogixx, LLC for the Leavenworth and Independence Police departments.
 - e. VOTE: Approve equipment and labor for replacement and decommission of uninterruptible power supply units at three 911 communications tower sites.
 - f. VOTE: Approve actions taken at the March 12, 2024, Head Start Advisory Committee Meeting.
 - g. VOTE: Authorize application for the SFY 2025 Missouri Elderly & Handicapped Transportation Assistance Program.



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- h. VOTE: Authorize grant application to the Center of Excellence to Align Health and Social Care for funding that will address health related social needs through the aging and disability community care hub.
- i. VOTE: Authorization to release Request for Proposal documents for State Fiscal year 2025 services provided by the Department of Adult and Senior Services.
- j. VOTE: Authorize various approvals related to the repack facility under contract at 1218 Swift in North Kansas City.
- k. VOTE: Approve 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program.
- l. VOTE: Authorize a consulting services agreement with Cambridge Systematics for technical support in developing the Kansas City Regional Transportation Resiliency Plan.
- m. VOTE: Authorization of contracts for the USDOT SMART Grant Real-time and Historical Sourced Data and Platform for the Operation Green Light Regional Traffic Signal Program.
- n. VOTE: Approve 2024 Air Quality Ozone Season Public Outreach Campaign media purchases.
- o. VOTE: Authorize a 5-year lease agreement with Konica Minolta for the replacement of five copiers.

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
Carpenter, Jon	Clay County	Commissioner
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
Meyers, Jeff	Johnson County	Commissioner
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	Bonner Springs, KS	Mayor
Turnbow, Kristofer	Raymore, MO	Mayor
Vaughan, Tyler	Miami County	Commissioner
Vogt, Marge	Olathe, KS	Councilmember - Designee for Mayor John Bacon
Wagner, Scott	Clay County	Commissioner
Walker, Rick	De Soto, KS	Mayor
White III, Frank**	KCATA	President/CEO
White Jr., Frank	Jackson County	County Executive
Willet, 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

March 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

March 2024
Item No. 2a
Safe and Secure Communities

ISSUE:

REPORT: Cybersecurity presentation by the Regional Homeland Security Coordinating Committee

BACKGROUND:

The cybersecurity subcommittee of the Regional Homeland Security Coordinating Committee (RHSCC) is comprised of city and county leaders, information technology professionals, emergency managers and cybersecurity experts. The subcommittee is working to reduce cyber threats by promoting best practices for cybersecurity planning, implementing regional communication strategies, and offering training and exercises to prepare local agencies for cyber-attacks.

At the February 2024 Mid-America Regional Council (MARC) Board of Directors meeting, Carolyn Wells MSN, CEN, CHEP presented about the recent cyber incident and Liberty Hospital and the coordinated regional response. Additional questions were raised during the discussion about regional efforts to improve cybersecurity for cities, counties, and other key agencies.

Tony Sage, Chief Information Officer at the City of Overland Park, KS and Zachary Walker, City Manager at the City of Independence, MO are the co-chairs of the cybersecurity subcommittee. They will provide an update on the current work including the most recent tabletop exercise and current projects.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties and cities in the MARC region.

EXHIBITS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Erin Lynch, Emergency Services Director
Julie Phillips, Shared Services Program Director

AGENDA REPORT

MARC Board of Directors

March 2024
Item No. 2b
Safe and Secure Communities

ISSUE:

REPORT: Implementation update of Next Generation 911 for the Kansas City Regional 911 System

BACKGROUND:

The Kansas City Regional 911 system was formalized by an Interlocal Cooperation Agreement, signed by nine participating counties. This agreement established commitment and expectations from both the agencies and the Mid-America Regional Council (MARC). MARC's responsibility includes coordination, planning, and implementation of a region-wide, modernized 911 system. The Interlocal Agreement also established the governance structure of the Public Safety Communications Board. This board consists of elected officials and agency administrators whose role is to ensure the region's 911 system is high quality and reliable.

To date, the regional system has grown to 11 counties: Atchison, Johnson, Leavenworth, Linn, Miami and Wyandotte counties in Kansas and Cass, Clay, Jackson, Platte, and Ray in Missouri. The system includes forty-two public safety answering points (PSAPs) and handles approximately 1.5 million emergency calls each year.

Next Generation 911 (NG911) is a digital, internet protocol (IP) based system that will replace the analog 911 infrastructure that has been in place for decades. Transition to a fully NG911 system requires many phases and has begun in the MARC region. Upon completion, 911 calls can include voice, text, data, and multimedia information.

BUDGET CONSIDERATIONS:

Costs for equipment and software supports are yet to be determined but will be included in the Public Safety Communications Board budget process.

RELATED JURISDICTIONS:

This impacts Atchison, Johnson, Leavenworth, Linn, Miami and Wyandotte counties in Kansas and Cass, Clay, Jackson, Platte, and Ray in Missouri.

EXHIBITS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Eric Winebrenner, Public Safety Program Director
Nikki Thomas, Public Safety Operations Manager

AGENDA REPORT

MARC Board of Directors

March 2024
Item No. 3a
Healthy Environment

ISSUE:

REPORT/VOTE: Request approval to submit an EPA Climate Pollution Reduction Implementation Grant

BACKGROUND:

In March 2021, the Mid-America Regional Council (MARC) Board formally adopted the Regional Climate Action Plan. Then, in April 2023, the MARC Board authorized the receipt of a \$1 million Climate Pollution Reduction Planning grant from the EPA. The purpose of this grant was to develop a [Priority Climate Action Plan](#) (PCAP), as a prerequisite to submitting a Climate Pollution Reduction (CPRG) Implementation Grant. The Board authorized submission of the PCAP to EPA at its February 2024 meeting, which was then submitted to EPA on March 1, 2024. MARC is preparing a CPRG implementation grant application for submission to EPA by April 1, 2024. The application creates a robust investment framework to implement PCAP recommendations.

Several key points underlie the grant's structure and focus:

- Every funding recommendation comes directly from community recommendations;
- Funding will benefit interested communities across the metro area; and
- Participation in this effort is voluntary.

The region's application is based on considerable involvement from local governments and a broad cross-section of community and civic groups, businesses, and residents over a several month period in 2023, many of which have proposed specific projects and investments that will be eligible for funding if the grant is awarded. The grant is organized into five main sectors that collectively address EPA's two major grant criteria: reduce greenhouse gas emissions and provide community benefits to disadvantaged communities. The approximate amount and percentage of overall grant funds allocated to each sector is shown in parentheses:

- Building energy efficiency and renewable energy investments (\$106 million, 55%)
- Transportation alternatives and technologies (\$31 million, 16%)
- Urban greening (\$20 million, 10%)
- Food and agriculture system innovations (\$16 million, 8%)
- Workforce development, capacity building (12.5 million, 6%), and management (\$10 million, 5%)

Because the final grant budget is not yet complete, a final budget will be presented at the board meeting. The total grant request must be less than \$200 million. Of the total budget, 95% of funds will support implementation projects. Approximately 65% of funds will be distributed to local community and community partners through competitive processes; 25% of funds will be deployed through new collaborative programs; and 5% will be deployed through Climate and Environment Council-recommended year-one "instigative" projects. Notably, the federal funds do not require an advanced commitment of non-federal matching funds, though the ability to leverage federal funds with other investments is a key consideration in the competitive process.

AGENDA REPORT

MARC Board of Directors

BUDGET CONSIDERATIONS

REVENUES	
Amount	\$195,500,000
Source	EPA Climate Pollutions Reduction Implementation Grant
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$9,500,000
Contractual	\$185,500,000
Pass-Through	
Other (supplies, printing, etc.)	\$500,000

Last week, MARC staff provided a special briefing of the grant concept to community stakeholders and a second briefing for MARC Board members. A link to the slides presented to the Board, which includes more detail about the grant proposal, can be found [here](#).

RELATED JURISDICTIONS:

If awarded, all area cities and counties in the MARC region will be eligible to pursue Climate Pollution Reduction Grant implementation funds on a voluntary basis.

RECOMMENDATION:

Authorize MARC to submit a CPRG implementation grant to EPA by April 1, 2024. If awarded, authorize executive director to execute agreement and accept funds.

STAFF CONTACT:

Tom Jacobs, Chief Resilience Officer and Environmental Programs Director

AGENDA REPORT

MARC Board of Directors

March 2024

Item No. 4a

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
Ron Achelpohl, Director of Transportation and Environment
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..



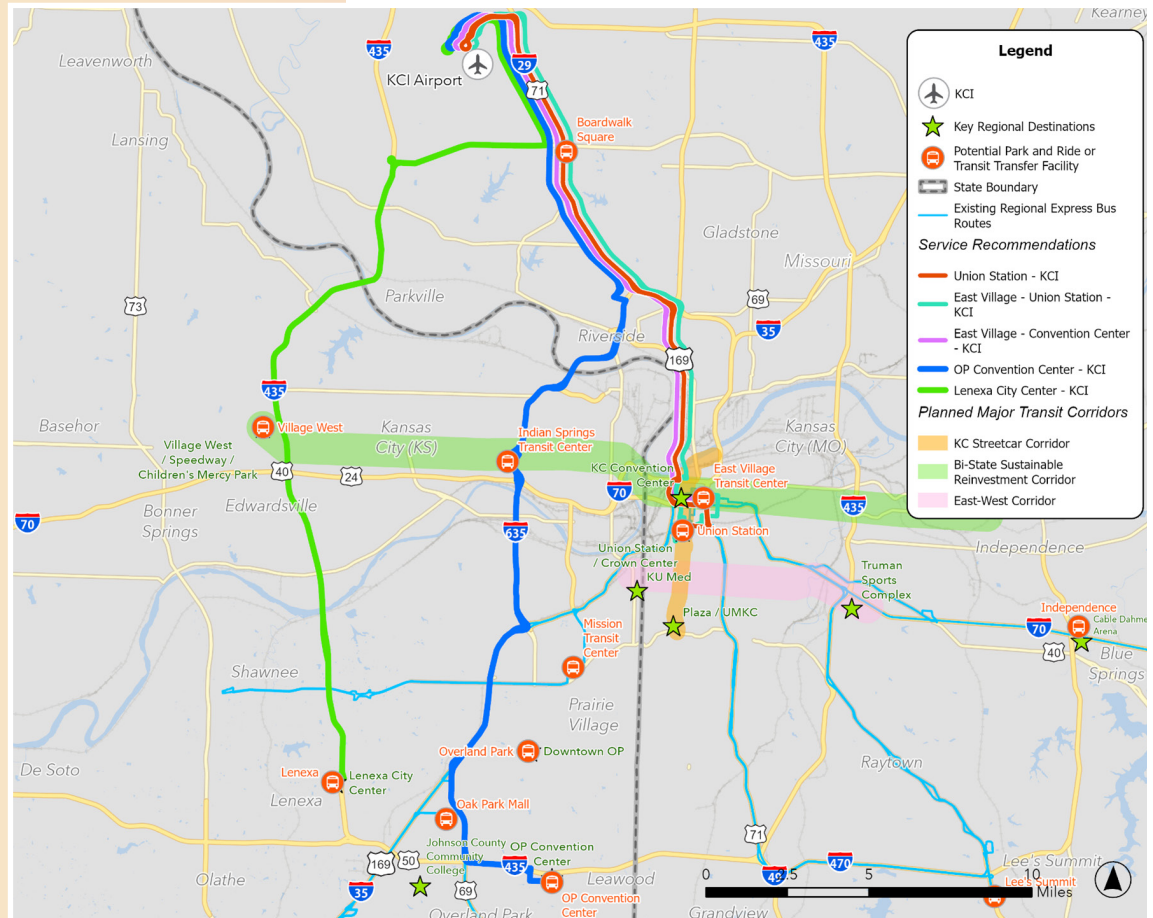
SERVICE ALTERNATIVES AND CONSIDERATIONS

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

March 2024

Item No. 4b

Efficient Transportation and Quality Places

ISSUE:

REPORT: Regional Preventive Maintenance Program

BACKGROUND:

In February 2022, Mid-America Regional Council (MARC) Board approved the acceptance of approximately \$8.3 million in Missouri Coronavirus Response and Relief Supplemental Appropriations Act 2021 (CRRSAA). In August 2023, the board approved an additional \$1 million in Surface Transportation Block Grant (STBG) funds to support a Missouri Regional Preventive Maintenance (RPM) roadway overlay program. Funds are to provide administrative costs for the program, procure engineering services for design and inspection, and let construction contracts for preventive maintenance of pavements on area local roadways.

The RPM allocated funding to counties and cities based on population with a “minimum-allocation” approach for cities with populations between 5,000 and 10,000. The program provided a minimum of \$50,000 to each community between 5,000 - 10,000 population with remaining funds distributed based on population.

In November 2023, MARC completed an open competitive procurement through an invitation to bid process for construction service to complete roadway preventive maintenance services. Three roadway overlay bid packages were advertised. Bid package one was for roadway micro surfacing for Cass, Clay, and Jackson Counties; bid package two was for roadway mill and overlay for Cass, Clay, and Platte Counties; and bid package three was for roadway mill and overlay for Jackson County.

The winning lowest responsive bid contractors were:

- Vance Brothers for roadway micro - surfacing for Cass, Clay, and Jackson Counties.
- Superior - Bowen for roadway mill and over services for Cass, Clay, Jackson and Platte Counties.

These two contractors will aid MARC in completing the RPM program using CRRSAA funds. Project’s anticipated start date is April 1, 2024, and completion December 2025.

POLICY CONSIDERATIONS:

This project supports Connected KC 2050 goals to maintain the region’s transportation systems in a state of good repair.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts Cass, Clay, Jackson, and Platte counties in Missouri.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Darryl Fields, Principal Planner

AGENDA REPORT

MARC Board of Directors

March 2024
Item No. 4c
Exemplary Core Capacities

ISSUE:

REPORT: Recognition of new MARC Board Officers and appreciation of Mayor Carson Ross's public service

BACKGROUND:

As approved at the January 2024 Mid-America Regional Council (MARC) Board meeting, the Nominating Committee presented the following slate of officers to take effect April 1, 2024 and to serve for the remainder of 2024:

2024 Officer Nominations:

Commissioner Janeé Hanzlick, Johnson County, KS, Chair
Mayor Pro Tem Beto Lopez, Lee's Summit, MO, First Vice-Chair
Mayor Damien Boley, Smithville, MO, Second Vice-Chair
Councilmember Holly Grummert, Overland Park, KS, Treasurer
Mayor Pro Tem Dan Hobart, Independence, MO, Secretary

David Warm and Commissioner Janeé Hanzlick will recognize Mayor Ross's exceptional years of public service and dedication to the MARC Board.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

David Warm, Executive Director

AGENDA REPORT

MARC Board of Directors

March 2024
Item No. 6a

ISSUE:

VOTE: Approve minutes of the February 27, 2024, Board meeting

BACKGROUND:

The minutes of the February 27, 2024, meeting are enclosed.

RECOMMENDATION:

Approve the minutes of the February 27, 2024, meeting.

STAFF CONTACT:

David Warm, Executive Director
McKenzie Neds, Executive Assistant

MARC

MID-AMERICA REGIONAL COUNCIL

BOARD OF DIRECTORS MEETING SUMMARY

February 27, 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 Damien Boley, Smithville, MO - MARC Board Treasurer
Councilmember Holly Grummert, Overland Park, KS - MARC Board Secretary
Mayor John Bacon, Olathe, KS
Commissioner Tom Burroughs, Unified Government of Wyandotte County and Kansas City, KS
Commissioner Jeff Culbertson, Leavenworth, County, KS
Councilmember Johnathan Duncan, Kansas City, MO
Commissioner Becky Fast, Johnson County, KS
Councilmember Vernon Fields, Leavenworth County, KS
Commissioner Scott Fricker, Platte County, MO
Commissioner Billy Gaines, Ray County, MO
Councilmember Logan Heley, Overland Park, KS
Commissioner Dr. Evelyn Hill, Unified Government of Wyandotte County and Kansas City, KS
Mayor Pro Tem Dan Hobart, Independence, MO
Auditor Victor Hurlbert, Clay County, MO
Commission Chairman Mike Kelly, Johnson County, KS
Legislator Megan Marshall, Jackson County, MO
Councilmember Bridget McCandless, Independence, MO
Legislator DaRon McGee, Jackson County, MO
Mayor Eric Mikkelson, Prairie Village, KS
Commissioner Rob Roberts, Miami County, KS
Mayor Mickey Sandifur, Shawnee, KS
Mayor Curt Skoog, Overland Park, KS
Commissioner Doug Smith, Leavenworth County, KS
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
Mayor Dana Web, Oak Grove, MO
Jeff McKierow, Kimley Horn

INTRODUCTIONS AND BOARD SHARING TIME

Mayor Carson Ross called the meeting to order at 12:02 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.

Mayor Ross gave remarks about the recent shooting at the Super Bowl victory parade for the Kansas City Chiefs. Self-introductions were made, and members shared items of interest from their jurisdictions.

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

David Warm, MARC's Executive Director, offered public recognition to Dr. Frank Lenk for his outstanding dedication to the region and MARC during his 45 years of employment.

REPORT: Regional support of Liberty Hospital cyber security incident

Erin Lynch, Emergency Services and Homeland Security Program Director, introduced Carolyn Wells, the Trauma / Emergency Preparedness Manager at Liberty Hospital to discuss the cyber-attack that occurred at Liberty Hospital on December 12, 2023. Ms. Wells gave the timeline of events that day and the steps that Liberty Hospital staff took to ensure the safety and security of the patients currently receiving care and transfer them to other hospitals in the area. Ms. Wells highlighted the regional coordination of teams that are in place for situations like this and thanked the local, state, and federal agencies that stepped in to help the process of setting up incident command, strike teams, investigative searches, and hospital bed polls. Ms. Wells recounted the lessons learned from the attack and encouraged every institution to have back-ups for policies and procedures in a written format (not just digital), be transparent with leadership staff, over communicate to your teams, and accept help when offered by other agencies. She highlighted that the Kansas City Healthcare Coalition was an invaluable asset during this process and that Liberty Hospital deeply thanks all the regional partners that came together to aid during this time.

Mr. Victor Hurlbert thanked Ms. Wells on behalf of Clay County for the response that the hospital gave to the community. He received several calls from concerned community members about the attack and urged MARC and other regional partners to help share information about how to protect ourselves because of the many vulnerabilities there are.

Councilmember Johnathan Duncan asked if there was a regional plan in place that we can fall back on or steps we can take to be better secured as a region.

Mr. Warm asked Erin Lynch to answer the question but offered that MARC staff can bring the topic before the board during another board meeting as well. Ms. Lynch indicated that the Regional Homeland Security Coordinating Committee (RHSCC) has been working on this and has a regional assessment that is available now. The group is currently working on a playbook and we encourage the most appropriate member of your staff to join in that conversation.

Mayor John Bacon asked if the Liberty team relied heavily on cell phones and asked what "plan C" would be if the cell phones went down as well. Ms. Wells said that a company dropped off several secure cell phones that were tied to hotspots and that enabled the staff to communicate more effectively in the event of cell phone outages.

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

Tom Jacobs, Chief Resilience Officer and Environmental Programs Director, requested approval of the MARC Priority Climate Action Plan (PCAP) for submission to EPA later this week. This item before the board today is a prioritization of top elements that exist in the Regional Climate Action Plan that was adopted by the MARC Board of Directors in March of 2021. The Regional Climate Action Plan is not intended to be prescriptive but rather a flexible framework for local communities to embrace and to meet local needs and priorities in the manner that that works for your communities. The PCAP is a 5-year plan that qualifies the Kansas City region to compete for federal resources that are already allocated, specifically

the Climate Pollution Reduction grants.

The PCAP came together after extensive community engagement through public meetings, webinars, open comment periods, and close coordination with local governments and key industry professionals throughout the region. Within the PCAP, there are 24 measures that provide a project description and estimation of how much greenhouse gas gases we might reduce by pursuing the measures. The public comment period for the PCAP closes today and MARC staff are happy to share with you that we have received supportive comments and some small edits or additions, but nothing, nothing that has large implications for changing the PCAP content.

The plan is organized with the idea of building the Kansas City regional capacity to deliver climate action, by leveraging public leadership, catalyzing neighborhood resilience, and sustaining critical infrastructure system resilience. MARC staff held a board webinar on Friday, February 9, 2024 that went into extensive detail about each of the measures and their cross sectors. The 4 cross sectors of the PCAP are broken into the following categories: buildings & renewables, transportation, urban greening, and food, agriculture & waste.

If the board approves the PCAP today, MARC staff will continue working on finalizing the writing of the Climate Pollution Reduction Implementation grant, which is due April 1, 2024. A board only webinar will be hosted in March to talk about the details of that grant submission and all board members are encouraged to attend.

Commissioner Hanzlick thanked Mr. Jacobs for the presentation and the board webinar she attended which she said was very helpful in understanding the PCAP. She feels that the MARC team has positioned the PCAP in line with the EPA's requirements and wanted clarification on the amount of funding that the region would have access to if the grant is successful. Mr. Jacobs said that the application will be in range of \$100 to \$200 million dollars and likely on the higher end of that scale.

Commissioner Fricker made comments that he wanted written into the record. The quote is located on the last page of these board minutes as Exhibit A.

Commissioner Becky Fast asked how jurisdictions will be able to apply for the funding for specific projects. Will there be different funding streams to apply for within the different measures of the plan? Mr. Jacobs said that he cannot answer in detail because the process hasn't been entirely worked out yet however, it is MARC's commitment to create a programming process that would bring together community stakeholders and local governments to set the criteria in the decision processes through an open competitive process.

Commissioner Mike Kelly clarified that the MARC team was asking for support for a plan that highlights certain projects, tactics that our cities, our municipalities, our counties have been using for decades and allows us an opportunity to help expedite those through what is available at a unique moment in time through federal partnership, correct? Mr. Jacobs confirmed that was correct. Commissioner Kelly continued that in doing so, it's a voluntary opportunity for those communities who want to prioritize their projects that most likely have an added benefit beyond the impact on the environment. Mr. Jacobs confirmed that one of the key criteria used during the development of the PCAP was ensuring that every measure include a variety of co-benefits. Meaning that in addition to reducing emissions we could focus on, clean air, clean water, public health, environmental justice. Commissioner Kelly indicated his strong support for the PCAP and hope that rest of the board can support it as well.

Commissioner Doug Smith asked that if a community does not follow this plan, because it is optional, will they score lower on projects and therefore suffer funding loss in other areas as

well? Mr. Jacobs said that this process would be separate from any other funding processes that currently exist at MARC and the process has not been full formed. Mr. Jacobs clarified that if a community is interested in providing bike lanes in their transportation plans but not a solar farm for energy production, they would not be penalized for pursuing only part of the measures.

Mr. Victor Hurlbert noted that there is a notion to obtain as much federal resources for our local communities as possible otherwise the funding will go somewhere else, however, this nation is currently facing a short-term crisis in terms of national debt that should be addressed before climate change. He believes that all want to see a better, cleaner climate but there are different ways to get there. Our community is naturally getting there through the market, through younger generations themselves demanding those services on their own. The MARC organization is a forum for officials to find areas where we can fully cooperate for the betterment of the region. He indicated that he will be voting no on this issue.

Mayor Curt Skoog commented that he appreciates the question of the national debt and it is an important conversation that we have to address as a nation. However, this money has already been allocated by the federal government and will be spent. The question remains, will it be spent in Kansas City or New York or Los Angeles? If MARC is successful in winning this grant, there will be a fair process to evaluate how the money is allocated and spent across the region that is completely separate from any other funding process at MARC.

Commissioner Rob Roberts thanked the board for a robust conversation and dialogue for the sake of every constituent in the Kansas City metro area. He thanked the MARC team for coming out to give a presentation to the Miami County Commission and answering questions from community members to make sure that they felt represented in this process. Because of this engagement, the elected officials of Miami County will be supportive of this item.

Commissioner Hanzlick commented that one of the things that impressed her the most was that from the beginning the focus has been on maximizing impact to low income and disadvantaged communities. She encourages everyone to read the section in this PCAP on low-income and disadvantaged communities' benefits assessment.

Commissioner Hill asked where the affordable housing units would be built, what is the price point, and potential locations by 2050? Mr. Jacobs answered that this grant is heavily focused on energy efficiency investments in different types of housing and single family multifamily, public institutional buildings, nonprofits. In short, we wouldn't be paying for a whole new home or some number of homes, but we would be trying to help some number become more efficient to keep operation costs down.

Mayor Mikkelson urged the board to consider both sides of the cost of climate change, investing in sustainability and the cost of not investing in those things. Prairie Village has debated this and can attest to the ROI for local tax payers due to some of the efficiency savings the city has seen as these investments have been implemented.

Mayor Bacon voiced his concern about the language Net Zero by 2050 and asked if that language was an EPA requirement for the plan. Mr. Jacobs replied that it is an aspirational goal that was a product of substantial community discussion.

Mayor Ross, Chairman of the MARC board announced we would be taking a vote on this item in a standalone fashion by show of hands.

Mayor Curt Skoog motioned for approval of item 3a. Mayor Pro Tem Hobart seconded the motion. The motion carried with a majority vote of ayes.

Aye votes were as follows: Mayor Skoog, Commissioner Kelly, Councilmember Grummert, Councilmember Duncan, Mayor Pro Tem Hobart, Commissioner Hanzlick, Councilmember McCandless, Commissioner Roberts, Mayor Boley, and Mayor Mikkelson.

Naye votes were as follows: Commissioner Hill, Commissioner Fricker, Mr. Hurlburt, Councilmember Willett, Commissioner Gaines, Mayor Bacon, Commissioner Smtih, and Commissioner Culbertson.

BRIEF REPORTS:

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

Melinda Cheney, Senior Planner/Exercise Coordinator, gave a presentation about the planning initiative for the Missouri side of the state line regarding the Hazard Mitigation Plan. Ms. Cheney outlined the three-phase process that includes preparation, stakeholder & community engagement, and review & approval. Phase one will include gathering data to identify what has changed in the last five years to help our communities react appropriately and be informed about vulnerabilities. Then phase two will take those findings to the community and stakeholders to help formulate action plans within their communities. And the final phase will package those plans for submittal to the state of Missouri for review and approval. The goal is to have all plans be formally adopted by jurisdictions by July 2025.

The steering committee is comprised of professionals around the Missouri region from public safety, public works, school districts, emergency departments, community planners, climate action committees, local officials, and MARC staff. This plan will collect information about hazard identification, what the local capabilities are within jurisdiction, performing a safe growth audit, and reviewing the national flood insurance program that will inform the mitigation goals and actions of the plan.

This plan includes a wide list of jurisdictions from Cass, Clay, Jackson, Platte, and Ray counties in Missouri and has a large impact with its robust engagement of these jurisdictions.

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

Eric Winebrenner, Public Safety Program Director, requested board approval for an agreement between Johnson County Kansas Mental Health and MARC to provide call taking equipment to their 988 call takers. Johnson County Mental Health is one of three answering centers in Kansas for 988 calls. The other two are Sedgwick County and Douglas County. Johnson County Mental Health recently moved their call takers into the Johnson County Emergency Communications Center, and they requested access to the 911 network so they can transfer calls that require medical, fire, or police intervention directly to those entities. The Public Safety Communications Board has reviewed this agreement and they have approved. There will be no 911 money used to fund this because it will be billed to Johnson County Mental Health.

Mr. Hurlbert asked what the future of this program could look like for regional expansion and cooperation with other providers. Mr. Winebrenner said that there is potential for expansion and there is a model in Houton, TX that is spreading across the country that seems to be the quickest way to get help to those who need it. Time will tell if the program can expand effectively in Missouri and Kansas due to institutional boundaries that are in place.

Ms. Lauren Palmer, Director of Local Government Services, mentioned that MARC is holding the first bi-state convening around 988 mobile crisis response this Friday. And reminded the board that MARC is administering a federal grant from SAMHSA around mobile crisis response with five mental health agencies on the Missouri side of the state line. This event seeks to engage mental health services in Kansas as well and will have 8 out of 9 counties represented in that work. MARC is hopeful to convene at least once, maybe twice a year, to open those communication lines among all the agencies involved in this work and share best practices around mobile crisis response and 911 call diversion.

REPORT: KCI Airport Public Transit Action Plan

Due to time constraints, this item was tabled for a future board meeting.

VOTE: Authorize 2024 Call for Transportation Projects & Funding Allocations

Marc Hansen, Principal Planner, requested authorization for the 2024 call for transportation projects and funding allocations which is one of Marc's fundamental roles as a metropolitan planning organization. Marc listed the 2024 call for projects and noted that the amounts shown are estimated amounts of funding that will be available and are subject to change. The four programs included in the call for projects are: carbon reduction, congestion mitigation / air quality, surface transportation block grant, and transportation alternatives. The programming process consists of 2 steps which include a preapplication assessment by planning and policy committees and then a technical application for sub-allocated funds - Marc noted that both steps are mandatory for the programming process. Phase one will be completed by the June TTPC meeting and phase two will be completed in January 2025 with final approval of recommendations.

REPORT: EPA Revision to the National Ambient Air Quality Standard for particulate matter
Due to time constraints, this item was tabled for a future board meeting.

REPORT: RecycleSpot Website Redesign

Due to time constraints, this item was tabled for a future board meeting.

EXECUTIVE DIRECTORS REPORT

David Warm, invited the board to attend the 2024 MARC Regional Leadership Awards happening on June 14, 2024. More information about the event can be found on the MARC website.

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

VOTE: Approve Consent Agenda

VOTE: Approve Minutes of the January 23, 2024, Board Meeting

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

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.

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

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

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

VOTE: Adopt guiding document for Sustainable Places Policy Committee

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

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

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

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

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

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.

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

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

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

VOTE: Authorize award recommendation for public infrastructure network firewall
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.

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

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

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

The motion passed.

OTHER BUSINESS

There was no other business.

ADJOURNMENT

The meeting was adjourned at 1:27 p.m.

Exhibit A - Comments put forth by Presiding Commissioner Scott Fricker, Platte County
“There’s much to like about this plan. And I support many of the individual proposals, like weatherizing homes for low-income households, redeveloping vacant infill lots, the installation of solar panels on government buildings, expansion of bike and pedestrian trail systems, and some of the workforce development proposals. But despite these well-intentioned projects, I cannot support a plan that has as its main theme Net Zero by 2050. Because to achieve this goal, all current coal and gas fired power plants will need to be shuttered, causing massive economic upheaval.

Is the earth warming? Yes, I believe it is, but it’s also gone through warming and cooling periods in the past. And we can’t control the climate any more than we can control the weather.

Yet here we are applying for \$190 million federal grant money that we arrogantly think we can use to change the climate. Money that the federal government just printed out of thin air helping to cause the worst inflationary period in 40 years. And money that our grandchildren and our children will have to repay.

And the real consequence of this plan is that, on the way to Net Zero, everything in the MARC region will become more unaffordable including natural gas, electricity, gasoline prices, and construction costs. There will have to be more policies and ordinances like Kansas City’s onerous International Building Code, which has increased the cost of construction as much as 25%. All of this will lead to increases in costs home housing costs for owners, renters and businesses, and increased general inflation. As well as products and services which will become more expensive. And finally, the gap between the haves and the have nots will increase. My guess is that everyone at this table, will be able to afford these cost of living increases, but as usual, the people that bear the disproportionate share of cost increases will be low and middle income households. They’re already stretched thin, working two jobs and just getting by most have little or no savings. How is it that affordable housing advocates and other groups that claim to stand for the disadvantaged aren’t standing up in opposition to this plan? That is a mystery to me.

As I said at first, there is much to like about specific projects detailed in the plan. But the hysteria over climate change almost always goes too far, and this plan is a good example of that. Even if we could reach Net Zero by 2050, it would have zero effect on the climate. But it would have dramatic negative consequences on the people and the economy of this region. And so for that reason, I cannot support it.”

AGENDA REPORT

MARC Board of Directors

March 2024

Item No. 6b

Safe and Secure Communities

ISSUE:

VOTE: Authorize an application to the Kansas Department of Health and Environment for the Regional Community Health Worker Collaborative.

BACKGROUND:

The Mid-America Regional Council’s (MARC) regional health care access initiative supported a regional committee focused on developing community health workers (CHWs) as a key part of the health care system. CHWs are individuals trained to work with patients to connect them to needed health care and community services that will improve their health outcomes, including reducing re-admissions at hospitals. MARC has received funding over the past eight years to support the collaborative’s work from foundations and state agencies. The past year has focused on advocacy to encourage agencies to consider adding CHWs to their workforce; supervisory skills; CEU webinars; and career pathways for CHWs. MARC is helping healthcare organizations to increase integration of CHWs as part of their health care teams and seek payment from Medicare and Medicaid using new billing codes for reimbursement of CHW services.

KDHE has offered \$215,000 in additional funds to continue support of this work through April 2025.

BUDGET CONSIDERATIONS:

Expenses	\$215,000
MARC Personnel (salary, fringe, indirect, rent)	\$115,000
Consultants/Training	85,000
Other - Travel and Meeting, Printing	\$15,000

RECOMMENDATION:

Authorize the submission of a proposal, and if awarded, accept additional funds from the Kansas Department of Health and Environment of \$215,000 to support advocacy for the CHW profession, training for CHWs and technical assistance around reimbursement mechanisms.

STAFF CONTACT:

Marlene Nagel, Director of Community Development
Hannayd Ruiz, Community Health Project Manager

AGENDA REPORT

MARC Board of Directors

March 2024

Item No. 6c

Safe and Secure Communities

ISSUE:

VOTE: Authorize acceptance of funds from the Wyandotte County Health Department to support media services around opioid use.

BACKGROUND:

The Mid-America Regional Council (MARC) convenes the region’s local public health directors on a regular basis, and they expressed interest in addressing the design of a regional communications campaign around opioid overdose concerns. MARC assisted the group in securing Health Forward Foundation funds and utilized a communications consultant with expertise around opioid overdose to design the campaign. MARC utilized the design materials and key messages to launch a pilot campaign in November 2023. The Wyandotte County Health Department has asked MARC to assist in using the consultant design and key messages to launch a campaign in May and June targeted in Wyandotte County.

BUDGET CONSIDERATIONS:

REVENUES	
Amount	\$170,000
Source	Wyandotte County Health Department (Unified Government)
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$20,000
Contractual (media, including social media and other electronic media, print, radio, billboard and transit ads)	\$150,000

RECOMMENDATION:

Authorize the acceptance of funds from Wyandotte County Health Department (Unified Government) of \$170,000 to support a media/outreach campaign targeted to Wyandotte County to address opioid overdose challenges.

STAFF CONTACT:

Marlene Nagel, Director of Community Development

AGENDA REPORT

MARC Board of Directors

March 2024
Item No. 6d
Safe and Secure Communities

ISSUE:

VOTE: Authorize purchase of Explosive Ordnance Disposal Portable X-Ray Systems from SharpLogixx, LLC for the Leavenworth and Independence Police departments.

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. Sub awards are issued to agencies receiving equipment to outline the funding amount, responsibilities related to receiving the equipment and to transfer ownership from MARC to the end user agency.

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. The cost of each system is \$64,632.50.

A competitive procurement process was conducted in 2023 for similar purchases for the Lee's Summit Police Department and the Kansas City, Kansas Police Department. 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. 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 31, 2024.

BUDGET CONSIDERATIONS:

REVENUES	
Amount	\$129,265
Source	FY 2022 Urban Area Security Initiative
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	
Contractual	\$129,265
Pass-Through	
Other (supplies, printing, etc.)	

COMMITTEE ACTION:

In November 2023, the Board of Police Commissioners for the Kansas City, Missouri Police Department voluntarily de-obligated \$201,399 of funds originally obligated to a partial payment of a new Bearcat armored vehicle. The Regional Homeland Security Coordinating Committee have approved these funds to be used for x-ray systems for the Leavenworth and Independence Police Departments.

AGENDA REPORT

MARC Board of Directors

RELATED JURISDICTIONS:

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

RECOMMENDATION

Authorize staff to execute procurement of EOD Portable X-Ray Systems from SharpLogixx, LLC for a total of \$129,265 and issue subawards to the Leavenworth Police Department and the Independence Police Department.

CONTACT

Erin Lynch, Emergency Services Director

John Davis, Fiscal Administrator

AGENDA REPORT

MARC Board of Directors

March 2024
Item No. 6e
Safe and Secure Communities

ISSUE:

VOTE: Approve equipment and labor for replacement and decommission of uninterruptable power supply units at three 911 communications tower sites.

BACKGROUND:

The Mid-America Regional Council (MARC) 911 system includes a microwave network supported by various communications towers throughout the region to allow optimal coverage and performance. The work requested in this approval is for maintenance of the electrical and backup equipment for three of the communications tower sites.

Staff accepted quotes for the required work from Vertiv as the sole source vendor for consistency and compatibility with existing infrastructure, maintenance, and support. The Commander’s Hill Lake City, Missouri location will require two units, as it also serves as a prime radio site for the City of Independence and supports the regional Metropolitan Area Regional Radio System (MARRS), which requires more equipment and additional power load. The Worlds of Fun and KCI tower locations only require a single UPS unit at each location.

- Commander’s Hill - \$65,232.60
- KCI - \$35,807.54
- Worlds of Fun - \$35,807.54

The total cost for all three sites; \$136,847.68.

BUDGET CONSIDERATIONS:

Funding for UPS system replacement is contained in the 2024 911 Allocation Budget and projected for future budgets.

REVENUES	
Amount	\$136,847.68
Source	911 Allocation Budget
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	
Contractual	\$136,847.68
Pass-Through	
Other (supplies, printing, etc.)	

COMMITTEE ACTION:

This work is a typical expense anticipated in the 911 system maintenance budget, which is approved annually by the Public Safety Communication Board.

RELATED JURISDICTIONS:

This request supports the 11-county MARC regional 911 network and will specifically address maintenance at tower sites in Missouri in Lake City (Commander’s Hill), and Kansas City (KCI and Worlds of Fun).

EXHIBITS:

None

AGENDA REPORT

MARC Board of Directors

RECOMMENDATION:

Approve a purchase agreement of \$136,847.68 with Vertiv for equipment and labor for replacing uninterruptable power supply (UPS) units at three 911 communications tower sites.

STAFF CONTACT:

Eric Winebrenner, Public Safety Director

AGENDA REPORT

MARC Board of Directors

March 2024
Item No. 6f
Quality Early Learning

ISSUE:

VOTE: Approve Actions Taken at the March 12, 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 December 2023, January 2024, and February 2024 Meeting Minutes

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Head Start Advisory Committee considered this information at its March 12th meeting and recommended MARC Board approval.

EXHIBITS:

[March Head Start Advisory Committee Packet](#)

RECOMMENDATION:

Approve the actions taken at the March 12th Head Start Advisory Committee meetings.

STAFF CONTACT:

Kasey Lawson, Head Start Director

AGENDA REPORT

MARC Board of Directors

March 2024

Item 6g

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize application for the SFY 2025 Missouri Elderly & Handicapped Transportation Assistance Program.

BACKGROUND:

Each year, the Mid-America Regional Council (MARC) applies to the Missouri Department of Transportation for funds through the Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP). These funds are used to provide transportation services for senior citizens, as well as 18 to 59-year-old disabled persons, primarily for medical and essential shopping trips. The application deadline for funds to be received and expended during SFY 2025 is April 1, 2024.

BUDGET CONSIDERATIONS

MARC will incorporate this funding into the SFY 2025 area plan transportation budget. Currently, MARC receives \$293,974.47 under the SFY 2024 program. This application will request \$290,000.

REVENUES	
Amount	\$290,000
Source	Missouri Department of Transportation
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	
Contractual	\$290,000
Pass-Through	
Other (supplies, printing, etc.)	

COMMITTEE ACTION

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

RELATED JURISDICTIONS:

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

RECOMMENDATION

Recommend authorization to apply for and receive funds, if awarded, from 2025 the Missouri Elderly & Handicapped Transportation Assistance Program as allocated for the SFY 2025 program year.

STAFF CONTACT

Babs Bradhurst, Manager of Aging Administrative Services
Melody Elston, Assistant Director of Aging and Adult Services
Kristi Bohling-DaMetz, Director of Aging and Adult Services

AGENDA REPORT

MARC Board of Directors

March 2024

Item 6h

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize grant application to the Center of Excellence to Align Health and Social Care for funding that will address health related social needs through the aging and disability community care hub.

BACKGROUND:

The Center of Excellence (COE) at USAging will award two-year grants to support innovation and infrastructure costs for up to 20 community care hubs (CCHs). This funding is provided by the COE in partial fulfillment of a cooperative agreement between the Administration for Community Living (ACL) and USAging.

Additionally, this effort will include a supplemental funding opportunity for three COE Grantees that are actively engaged in the delivery of hospital-to-home care transition services. This enhanced participation level will include a site-specific evaluation process and additional funding over and above the core funding noted above.

The overall goals of the COE are to develop, expand, connect, and support sustainable, high functioning aging and disability CCHs and their network of social care program and service providers through infrastructure funding, technical assistance, and multilevel capacity building efforts that promote whole-person care through the alignment of health, public health, and social care systems. These goals are well-aligned with the Mid-America Community Support Network (MACSN), a CCH model in the KC region.

BUDGET CONSIDERATIONS

REVENUES	
COE Infrastructure Funding	\$468,800
CT Evaluation (<i>if selected</i>)	\$60,000
Total (not to exceed)	\$528,800
Source	Center of Excellence to Align Health and Social Care at USAging

COMMITTEE ACTION

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

RELATED JURISDICTIONS:

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

RECOMMENDATION

Authorize an application, and acceptance if awarded, of funds not to exceed \$528,800 to the Center of Excellence to support the CSN (CCH Model).

STAFF CONTACT

Melody Elston, Assistant Director of Aging and Adult Services
Kristi Bohling-DaMetz, Director of Aging and Adult Services

AGENDA REPORT

MARC Board of Directors

March 2024

Item 6i

Thriving Older Adults and Communities

ISSUE:

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

BACKGROUND:

The Department of Adult and Senior Services must begin planning for the next program year which begins July 1, 2024. This process includes determining service providers/vendors and costs of the services to be provided. Mid-America Regional Council (MARC) staff and the Commission on Aging (COA) are developing four "Request for Proposal" documents to incorporate the range and variety of services being sought: Evidence Based Programs, Transportation, Catered Meals, and Pre-Plated Home Delivered Meals.

These RFP documents will be released on Wednesday, March 27, 2024. Proposals submitted in response to these documents will be due electronically at the MARC office no later than 5:00pm, Monday, April 19, 2024.

BUDGET CONSIDERATIONS

These services are all funded by the Older American's Act and MARC policies and procedures require a formal bid process if the amount to be spent is \$50,000.01 or higher.

COMMITTEE ACTION

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

RELATED JURISDICTIONS:

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

RECOMMENDATION

It is recommended that the board authorize the release of the above-specified SFY 2025 RFP documents.

STAFF CONTACT

Melody Elston, Assistant Director of Aging and Adult Services
Babs Bradhurst, Manager of Aging Administrative Services
Kristi Bohling-DaMetz, Director of Aging and Adult Services

AGENDA REPORT

MARC Board of Directors

March 2024

Item 6j

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize various approvals related to the repack facility under contract at 1218 Swift in North Kansas City.

BACKGROUND:

A preconstruction and construction phase services request for proposals (RFP) was released for the meal repack facility on Friday, February 16, 2024, with proposals due on Thursday, February 29, 2024. Two complete proposals were received by the proposal deadline and outlined in the table below. Costs in each proposal are preliminary estimates based on the RFP, a tour of the property, and the open question period, and do not include final subcontractor bids. Staff evaluated both proposals and identified that Kelly Construction Group had slightly lower fees (8.5% of General Conditions for Kelly Construction, 20% for the other vendor) and more relevant experience.

Last fall, as staff began to look at buildings and evaluate them, we requested architectural services from Bell Knott & Associates. Because of the short timeline set by the funder, we asked Bell Knott & Associates to expand their initial work with a more complete needs assessment and to accompany MARC staff on building tours to provide expertise in building condition assessment. Because of their knowledge of our project and experience with non-profit, public building projects in general, staff recommend continuing to work with Bell Knott & Associates through the remainder of the project. The total cost for their services will be based on actual work performed, but not to exceed estimates for their services which are shown in the chart below.

Additionally, IFF was recommended for project support services to serve in the owner's representative role because of their specific and extensive expertise in publicly funded projects. MARC engaged them in the initial phase of the project and their team has been invaluable during the process. Because of the of the short timeline, and their knowledge of our project and experience with non-profit, public building projects in general, staff recommend continuing to work with IFF through the remainder of the project. The total cost for their services will be based on actual work performed, but not to exceed estimates for their services which are shown in the chart below.

Finally, MARC seeks to contract with Equip-Bid to provide assessment of value, posting, sales, and collection of payment from qualified bidders for unneeded equipment that was left on the property. MARC and its owner's representative are not aware of any other online auction services in the Kansas City area so staff is recommending to work with.

BUDGET CONSIDERATIONS

The table below shows estimated costs for the agreements included in this memo.

REVENUES	
Total Contract Amount	\$2,900,731.36
Source	State of Missouri, DHSS
PROJECTED EXPENSES	
Bell Knott & Associates architects	\$60,000
IFF - owner's representative	\$60,000
Equip-Bid	\$500 marketing, plus 20% commission of sales
Kelly Construction - construction	\$490,256

AGENDA REPORT

MARC Board of Directors

COMMITTEE ACTION

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

RECOMMENDATION

Recommend authorization to execute contracts with Kelly Construction Group for preconstruction and construction services; agreements with Bell Knott & Associates and IFF for architectural and project support; and with Equip-Bid for online auctioning of unneeded equipment.

STAFF CONTACT

Kristi Bohling-DaMetz, Director of Aging and Adult Services
Carol Gonzales, Director of Finance and Administration

AGENDA REPORT

MARC Board of Directors

March 2024
Item No. 6k
Efficient Transportation and Quality Places

ISSUE:

VOTE: Approve 2024 2nd Quarter Amendment to the 2024-2028 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 both a quarterly cycle and as needed to accommodate changes to projects in the TIP.

The proposed 2024 2nd Quarter Amendment (linked below) to the 2024-2028 Transportation Improvement Programs includes a total of 42 projects. 28 projects were modified in scope, schedule, or budget and the remaining 14 projects are new to the TIP and are requesting to be added to the program.

Some projects within this amendment have been modified or added to the program in response to [a new goal setting approach](#) to local program management implemented by the Missouri Department of Transportation (MoDOT). Under this new guidance, a target obligation percentage will be established for each year aimed at limiting the accumulation of unspent funds and maximizing opportunities for the state to secure additional resources.

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

BUDGET CONSIDERATIONS:

None.

EXHIBITS:

[Draft 2024 TIP 2nd quarter amendment](#)

COMMITTEE ACTION:

These modifications were approved at the March 19, 2024, Transportation Policy Programming Committee, the February 21, 2024, Active Transportation Programming Committee, and the February 13, 2024, Missouri STP Priorities Committee.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the 2024 2nd Quarter Amendment to the FFY 2024-2028 Transportation Improvement Program for public review and comment.

STAFF CONTACT

Marc Hansen, Principal Planner

AGENDA REPORT

MARC Board of Directors

March 2024

Item No. 6l

Efficient Transportation and Quality Places

ISSUE:

VOTE: Authorize a consulting services agreement with Cambridge Systematics for technical support in developing the Kansas City Regional Transportation Resiliency Plan.

BACKGROUND:

The Mid-America Regional Council (MARC) is striving to make our community more resilient by identifying, evaluating, and implementing transportation resiliency actions to reduce vulnerabilities in the regional multi-modal transportation system. MARC is seeking qualified consultants to scope a system-focused resiliency framework for the Kansas City region. This project will build upon the Regional Climate Action Plan to develop a risk and vulnerability assessment which recognizes three chief hazards to transportation systems in our region expected to be exacerbated by climate change: flooding, drought, and extreme heat.

The Federal Highway Administration's Climate Change and Extreme Weather Vulnerability Assessment Framework establishes the parameters around such a plan. The federal framework will be tailored to be sensitive to the local context in consideration of the climate's effect on surface transportation and freight facilities, while simultaneously considering the role of the transportation sector in generating greenhouse gases.

A regional resiliency framework will create a set of analytical tools, criteria, and decision-making supports to substantially increase the ability of the multimodal transportation system to withstand, recover and move forward from disruptive events such as flooding, drought, and extreme heat. The framework also will protect long-term investments by federal, state, and local government in transportation infrastructure.

To initiate the project, MARC completed a competitive procurement process for consulting services on March 8, 2024. MARC received three proposals by the February 9, 2024, deadline. A review by MARC staff confirmed that all proposals met eligibility requirements. All three consultant teams were selected to interview by a committee comprised of MARC staff and members of the Climate and Environment Council.

Firm Name	Location
Cambridge Systematics in partnership with: Burns & McDonnell, Inc. Hoxie Collective, LLC	Raleigh, NC Kansas City, MO Kansas City, MO
ICF, Incorporated, LLC Platform Civic Strategies	Reston, VA Overland Park, KS
Stantec Consulting Services Inc. in partnership with: Hg Consult Inc.	Overland Park, KS Kansas City, MO

The proposal by Cambridge Systematics was the highest scoring among the consultant teams. The selection Committee recommends that MARC negotiate a consulting services agreement with the Cambridge Systematics team.

AGENDA REPORT

MARC Board of Directors

BUDGET CONSIDERATIONS:

Funds in the amount of \$150,000 were budgeted for consultant services for this study through the Consolidated Transportation Planning Grant. The final level of contractor funding and contract price will be negotiated between MARC and the contractor.

REVENUES	
Amount	\$150,000
Source	Consolidated Transportation Planning Grant
PROJECTED EXPENSES	
Contractual	\$150,000

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Authorize an agreement with Cambridge Systematics for consultant services in an amount not to exceed \$150,000 for technical support in developing the Kansas City Regional Transportation Resiliency Plan.

STAFF CONTACT:

Ryan Umberger, Transportation Planner II
Tom Jacobs, Chief Resiliency Officer and Environmental Programs Director
Ron Achelpohl, Director of Transportation and Environment

AGENDA REPORT

MARC Board of Directors

March 2024

Item No. 6m

Efficient Transportation and Quality Places

ISSUE:

VOTE: Authorization of contracts for the USDOT SMART Grant Real-time and Historical Sourced Data and Platform for the Operation Green Light Regional Traffic Signal Program.

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 provide real time and historical data using a variety of crowdsourced data covering a variety of arterials. OGL is seeking to leverage new technologies and data sources that can help drive data-driven decisions. It is anticipated that these new technologies will help overcome the current challenge of needing comprehensive and consistent information about operations across the metro without requiring significant time, expertise, or expense of added infrastructure.

The RFP was advertised via MARC's website and DemandStar starting on January 19th to February 21, 2024. Eight proposals were received from Cambridge, Flow Labs, Grid Matrix, Iteris, Inrix, Miovision, Parsons and StreetLight. The proposals from Flow Labs, Iteris, Inrix and StreetLight were selected by a group of OGL partners across the region.

BUDGET CONSIDERATIONS

Funds for this purchase are included in the USDOT SMART grant.

REVENUES	
Amount	\$734,653
Source	USDOT SMART grant
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$66,703
Contractual	\$667,950

COMMITTEE ACTION

None.

RELATED JURISDICTIONS:

This item impacts Wyandotte and Johnson county in Kansas and Jackson, Platte, and Clay counties in Missouri.

RECOMMENDATION: Authorize contracts with Flow Labs, Iteris, Inrix and StreetLight for a maximum of \$100,000 each.

STAFF CONTACT:

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

AGENDA REPORT

MARC Board of Directors

March 2024
Item No. 6n
Healthy Environment

ISSUE:

VOTE: Approve 2024 Air Quality Ozone Season Public Outreach Campaign media purchases.

BACKGROUND:

The Mid-America Regional Council (MARC) conducts an air quality public outreach campaign to educate the public about actions they may take to protect their health and to reduce emissions that lead to air pollution. The Air Quality Program requests to make the following media campaign advertising purchases for the 2024 Ozone Season:

Online (Targeted video and images through various providers)	\$78,000
TV (KMBC, KCTV5, WDAF Fox 4, KSHB, KMCI, KUKC, KGKC)	\$52,000
Radio (Cumulus, Steel City, Audacy, Carter, KCUR, KTBG, Reyes, La Mega, Streaming audio)	\$52,000
Outdoor billboards (Adsposure, Commuter Ads, Outfront, Lamar, Steel City)	\$46,800
Sponsorship	\$13,000
Social media	\$10,400
Print (local minority newspapers and magazines)	\$7,800
TOTAL	\$260,000

Note that the above amounts are estimates and are likely to shift through the course of negotiations. Approximately 20 percent of the \$260,000 budget will be spent targeting minority populations.

This program is funded by the Congestion Mitigation/Air Quality program with contributions from both Missouri and Kansas.

RECOMMENDATION:

Authorize the executive director to enter into agreements for advertising and promotion for the air quality program as itemized above.

STAFF CONTACT:

Doug Norsby, Air Quality Senior Planner
Karen Clawson, Air and Climate Programs Manager
Ron Achelpohl, Director of Transportation and Environment

AGENDA REPORT

MARC Board of Directors

March 2024
Item No. 60
Exemplary Core Capacities

ISSUE:

VOTE: Authorize a 5-year lease agreement with Konica Minolta for the replacement of five copiers.

BACKGROUND:

In 2016, a request for proposals (RFP) was issued for high capacity copying equipment and services. At that time, Konica Minolta was selected to provide a 3-year lease for a Black and White copier for the 2nd floor and a color copier for the 3rd floor. In 2019 a new 3-year lease was signed with Konica Minolta to replace the existing copiers with two new color copiers for the 2nd and 3rd floors and a new Black and White copier for the Aging Services program. During this lease period an additional Black and White copier was added for the Head Start program. At the conclusion of the lease period in 2022, due to COVID-19 related supply chain issues, the lease for the existing copiers was extended for an additional two years. Another used color copier was added to the two-year lease for the 4th floor. The lease on all five copiers is due to expire in June of 2024.

The Mid-America Regional Council's (MARC) purchasing policy encourages cooperative purchasing. Konica Minolta offered a proposed renewal rate based on a contract through Sourcewell that the State of Kansas and the State of Missouri both use. Staff have negotiated with Konica Minolta for a program that would include the following:

1. Replace all five existing copiers with five brand new copiers. The models we currently use are discontinued.
2. Upgrade Print Management software to a cloud-based solution that resolves security concerns with Microsoft Windows Server based print management.
3. Provide layered device security.
4. Continued full maintenance coverage.

Konica Minolta proposed 3, 4 and 5-year pricing. Staff recommend accepting the proposal for a 5-year lease with a one-rate monthly cost for all five copiers of \$2,181.86. The proposal is similar to the price we pay now - in 2022, the annual cost for the 5 used copiers was \$24,924. With the new proposal, the five-year lease agreement would total \$26,182.32/year. The 5-year lease saves \$3,003.72/year over the 4-year agreement, and \$7,636.32/year compared to the 3-year agreement.

BUDGET CONSIDERATIONS:

The copier lease costs are budgeted and charged as an Indirect Fund expense.

RECOMMENDATION:

Approve a five-year lease agreement with Konica Minolta for replacement of five copiers for an annual amount of \$26,182.32.

STAFF CONTACT:

Sasan Baharaeen, Information Technology Director
Carol Gonzales, Director of Finance and Administration