October 23, 2018
Board Member Lunch: Noon / Meeting: 12:15 p.m.
MARC Conference Center - 2nd Floor Board Room

AGENDA

1. Introductions and Board sharing time

2. Research Services Updates
   a. REPORT: Highlights of the 2019 Economic Forecast
   b. REPORT: Release of the 2017 American Community Survey “1-Year Data and Online Portal”
   c. REPORT: Regional Efforts to Support an Accurate 2020 Decennial Census

3. Transportation & Environment Updates
   a. REPORT AND VOTE: Endorse Regional Frameworks for Autonomous Vehicles (AV) and Unmanned Aircraft Systems (UAS)
   b. REPORT: 2018 Air Quality Wrap Up

4. REPORT AND VOTE: Approval of the 2019 State Legislative Agendas

5. Brief Report: MARC Staff Changes

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

6. VOTE: Approve Consent Agenda
   a. Approve minutes of the September 25, 2018 Board meeting
   b. Approve the purchase of office furniture for expanded office space for the Head Start staff
   c. Approve an agreement with Management Information Technology USA, for annual renewal of the Childplus.net data base contract for Head Start
   d. Approve agreement with Carol Dietzschold to provide health consulting services for Head Start and Early Head Start programs
   e. Approve agreement with Jewish Vocational Services for on-site interpretive services for Head Start and Early Head Start programs
   f. Authorize contract with the Kansas City Public Schools Parents as Teachers Program for technical assistance to Educare Program early learning providers
   g. Authorize contract with The Family Conservancy to provide training and technical assistance to Educare Program early learning providers
   h. Approve changes to the MARC Roadway Functional Classification System
   i. Approve the 2018 4th Quarter Amendment to the 2018-22 Transportation Improvement Program
   j. Authorize contract with the city of Kansas City, Mo. Water Services Department to advance Brush Creek watershed planning
   k. Authorize renewal of the contract with Rita Parker for cooperative purchasing coordination services in 2019
l. Authorize submission of an EDA grant application to support a Talent-to-Industry Exchange project focusing on Construction and Skilled Trades
m. Authorize applications to the Missouri Housing Development Commission to support Homelessness Coordination Services
n. Approve renewal of 911 software support for multiple PSAPs
o. Authorize application to the Health Care Foundation of Greater Kansas City for Community Health Worker project and amend subcontractor agreements

7. Executive Director’s Report

8. Other Business

9. Adjournment
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*Public Transit Representatives (Voting)  **Public Transit Advisory Representatives (Non-Voting)
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.
ISSUE:
REPORT: Highlights of the 2019 Economic Forecast

BACKGROUND:
Since 1991, MARC has annually prepared for the Greater Kansas City Chamber of Commerce a forecast of the performance of the Kansas City region’s economy over the next six to eight quarters. MARC will issue its 2019 forecast in October 2018. The forecast describes the state of the national and local economies as well as projects the region’s growth in GDP and employment by industry through 2020. Highlights from the updated forecast will be presented at the Board meeting.

BUDGET CONSIDERATIONS:
The Greater Kansas City Chamber pays MARC $7,000 annually to prepare and present an economic forecast at an event typically held in the fall, plus provide an updated forecast in late Spring the following year.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Frank Lenk
Jeff Pinkerton
ISSUE:
REPORT: Release of the 2017 American Community Survey “1-Year Data and Online Portal”

BACKGROUND:
Each year, the Census Bureau releases two major sets of information concerning local communities using data from the American Community Survey. The ACS surveys about 3 percent of U.S. households each year. In September they release data for communities of 20,000 people or more based on surveys taken between January and December the prior year, also known as 1-year data. In December, they release data for all communities and for geographic areas as small as a census block group based on surveys taken the previous five years (and creatively called 5-year data). The 1-year data for the counties in the MARC region and cities of 20,000 or more was released last month. Some highlights from the data will be shown, as well as a new on-line tool for accessing that data that should make it simpler to obtain the most commonly requested community demographics.

BUDGET CONSIDERATIONS:
The ACS is one of many data sets used by MARC to better understand community conditions and trends as part of its planning responsibilities. The creation of the on-line tool is an outcome of MARC’s efforts to increase its technical capacities and improve public access to the information it collects.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Frank Lenk
Sara Hintze
Angela Waltz
ISSUE:
RESEARCH: Regional Efforts to Support an Accurate 2020 Decennial Census

BACKGROUND:
This report will include an overview of the upcoming 2020 decennial census - the work involved, the importance of a complete count, and actions that MARC, local governments and others in our community could take. Brenda Sharpe, president and CEO of the REACH Healthcare Foundation, and Karen Dehais, evaluation and learning officer with the Health Care Foundation of Greater Kansas City, will be present at the board meeting to help share this information.

Every 10 years, the U.S. Census Bureau conducts a census of all persons and households. The defined purpose of the decennial census by the U.S. Constitution is to apportion representation in Congress and direct taxes among states. The decennial census has been carried out every decade since 1790, and is now administered by the U.S. Census Bureau under the U.S. Department of Commerce and Labor.

MARC has a role in working with local governments to ensure a quality census and the presentation of the resulting data in ways that support planning and investment decisions. Among these roles, MARC supports:

Local Update of Census Addresses (LUCA): Local governments are provided an opportunity to review and comment on residential address lists to ensure the accuracy and completeness of the lists for purposes of conducting the Census. The work to review the lists has been completed, and feedback from the Census Bureau will be provided by August 2019.

Census Participant Statistical Areas Program (PSAP): Local organizations are given the opportunity to review and comment on the boundaries of census tracts, census block groups and other defined census geography. Information was distributed to local governments earlier this year, and criteria for defining these geographies was to be made available this fall. The local governments will have 120 days (January 1, 2019 through April 30, 2019) to submit changes to the geographies used in the 2010 decennial census.

Complete Count Promotion:
Gathering a complete and accurate count for the 2020 Census has wide ranging long term impacts. Census-derived data is the basis for equal political representation under the Constitution, which directly controls the number of representatives in Congress. Policymakers use census data to identify community needs and to distribute federal program dollars to states and localities based on population numbers or other community characteristics that the census and related American Community Survey measure. Businesses and industry decide where to locate new plants and services based on census data, creating new jobs and promoting economic growth. A complete count not only helps ensure fair and accurate congressional, state, and local redistricting but determines whether communities receive funding for local infrastructure and social service that reflect true population levels.

Challenges for Census 2020: Traditionally, every household receives a census form by mail and is asked to provide information about all members of that household. For residents who
do not fill out and submit the census form, census workers or “enumerators” are hired to visit the home and ask for the information directly. When there are a large number of households that do not fill out and submit the census form themselves, the area is considered “Hard To Count (HTC).”

Decades of research have shown that the decennial census is very accurate, but (like population censuses in other countries), it is subject to both undercount and over count errors that differ by age, sex, and race. The 2010 Census was no exception. Despite the best efforts and careful planning of Census Bureau staff, the direct, physical enumeration of the U.S. population is imperfect.

Part of the challenge in counting the population accurately is that some people are harder to count than others. People who lack a permanent address are less likely to complete a census form than people who have a permanent address. Similarly, language barriers, distrust of government, and frequent moves tend to make certain groups harder to count. On the other side of the spectrum, some people may be counted more than once. For example, those who own more than one home may submit a census form for each address, and children away at college may be counted at both their college and parental home.

In 2010, the Census Bureau estimated that their total over count was fairly small (about 36,000 people, or 0.1 percent of the population), but that over/under-counts varied by age, race, and other characteristics. For example, the net undercount for blacks is estimated to have been 2.1 percent and for Latinos it was 1.5 percent. Both the 2000 and 2010 census tended to undercount renters and over count homeowners. Young children tend to be undercounted, while older adults tend to be over counted.

In every decennial census from 1940 to 2000, two questionnaires were used to collect information: a “short form” with only basic questions such as age, sex, race, and Hispanic origin; and a “long form” that included about 50 additional questions on socioeconomic and housing characteristics. Only a subset of households received the long-form questionnaire—about one in every six in 2000. However, the 2020 Census—like that of 2010—will be a short form-only census. This is because the decennial long form has been replaced by the American Community Survey (ACS). The ACS is a nationwide, continuous survey designed to provide reliable and timely demographic, housing, social, and economic data every year. The ACS replaced the long form beginning in 2010 by collecting long form-type information throughout the decade rather than only once every 10 years.

For the first time in history, the Census Bureau will ask households to fill out 2020 Census information both by mail and online in an attempt to reduce outreach costs. The Bureau’s goal is to have 55 percent of responses be submitted online for 2020, despite indications that the Census Bureau is significantly underestimating the number households who do not have internet access necessary to complete the form - a phenomenon commonly referred to as the digital divide. According to a 2016 study by the Federal Communications Commission about 12.6 million American households do not have access to broadband. Overreliance on collecting Census information online means that a large proportion of people may be missed.

The administration has proposed adding a citizenship question to the Census. National groups have raised concerns that the question could impact the count of immigrants and undocumented residents.

Additionally, there is a need for adequate federal funding for the Census Bureau to ensure the fairness and accuracy of the 2020 Census. In 2013, Congress established that funding for the
2020 Census should not exceed the amount spent on the 2010 Census. In addition, the administration’s funding requests for the past two fiscal years were below the budget needed to ensure that new technologies and procedures to support internet response options are in place and properly tested. The underfunding of key preparations has a potential to result in a crisis of under-performance, particularly in at-risk communities.

Steps for MARC and Local Governments to Ensure a Complete Count: There are several important steps that MARC and local governments in the Kansas City region could take to support a complete count in April 2020. These include:

1) Continue to review the lists of residential addresses, particularly as new subdivisions, homes and apartments are constructed in the region to ensure that all households receive a census form.

2) Participate in the Census PSAP program so that the data resulting from the 2020 Census is useful for planning and decision-making by public and private sector interests.

3) Attend and promote others to attend a November 2 event sponsored by the health care foundations, MARC and others to discuss steps to promote a complete count.

4) Form regional and local Complete Count Committees and engage community partners to promote the Census, identify and carry out steps to help build trust for the Census as an important individual responsibility and offer assistance/support for online response for those without internet in their homes.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Marlene Nagel
Frank Lenk
ISSUE:
REPORT AND VOTE: Endorse Regional Frameworks for Autonomous Vehicles (AV) and Unmanned Aircraft Systems (UAS)

BACKGROUND:
Emerging transportation technologies such as autonomous and connected vehicles are receiving a great deal of attention as public agencies and officials grapple with how to plan for their evolution and adoption. However, there’s another transportation technology that has “taken off” tremendously in the last few years: drones. Also referred to as unmanned aerial systems (UAS), these remotely piloted aircraft are experiencing incredible growth both in terms of units sold and the uses to which they can be put. Governments, businesses, and private individuals alike are all getting into the game.

In June 2017, the Mid-America Regional Council launched a regional effort to examine AV/CV issues and create a policy framework that will help the region position itself to maximize opportunities and minimize negative impacts of these new and potentially disruptive transportation technologies. MARC formed an AV Task Force and convened a broad group of stakeholders, including seven work groups that each focused on a key policy area outlined in the whitepaper, which can be found here: http://marc.org/Transportation/Plans-Studies/pdfs/Driving-Change-AV-White-Paper.aspx

During the months of May, June and July 2018, MARC staff also worked with a UAS Leadership Team comprising a broad cross-section of regional stakeholders to develop a strategic approach to implementing UAS technologies within the Greater Kansas City region. Over the course of 3 engagements, the Leadership Team collaboratively built out an UAS Strategic Framework, which includes a vision, values and principles, and action steps for implementation. The Framework is primarily focused on activities to be undertaken within the public sector to ensure safe and successful UAS implementation.

Summaries of both regional frameworks are attached.

UAS Strategic Framework: The Regional UAS Strategic Framework is intended to serve as a resource for MARC staff, its member organizations and regional partners. Its development involved a diverse stakeholder involvement process, and the framework will guide strategic implementation of UAS technologies within the region.

Autonomous Vehicle Policy Framework: MARC encourages state policies that enable and encourage autonomous and connected vehicles to be deployed in a safe, efficient and effective manner that promotes local innovation, decision-making and public-private partnerships.

COMMITTEE ACTION:
The Total Transportation Policy Committee endorsed the AV and UAS frameworks on October 16, 2018.
RECOMMENDATION:
Endorse the AV and UAS regional frameworks.

STAFF CONTACT:
Amanda Graor
Jim Hubbell
Ron Achelpohl
Regional Unmanned Aircraft Systems Strategic Framework
Mid-America Regional Council

September 2018

VISION STATEMENT
The Kansas City region is drone-friendly and a proactive leader in the safe operation of unmanned aircraft systems. Through strong partnerships with public and private agencies, the region strives to create a policy and regulatory environment for UAS that supports high quality economic development, urban planning, emergency services, public safety and related public services. The region actively promotes innovation, training and education for professional UAS operators and general guidance for recreational users.

What are UAS?
Unmanned aircraft systems (UAS), sometimes called drones, are aircraft without a human pilot onboard — instead, UAS are controlled from an operator on the ground.

ACTION STEPS
MARC will play a coordinating role in advancing the following actions:

A CONVENE REGIONAL UAS STAKEHOLDERS
- Foster a working relationship with the Federal Aviation Administration (FAA).
- Establish a permanent UAS leadership group.
- Facilitate partnerships between various jurisdictions, departments, disciplines and private entities.

B ENABLE PUBLIC AGENCY ADOPTION AND IMPLEMENTATION OF UAS TECHNOLOGIES
- Build trust through education and transparency with local elected officials and the general public.
- Develop local UAS programs that focus on:
  - Economic development, such as construction and infrastructure inspection.
  - Public service, such as conducting searches (especially where danger exists for humans), collecting data, photographing areas and limited-scope short-term surveillance.

Congress has provided the FAA with exclusive authority to regulate aviation safety, the efficiency of the navigable airspace, and air traffic control, among other things. State and local governments are not permitted to regulate any type of aircraft operations, such as flight paths or altitudes, or the navigable airspace.
BACKGROUND
During the months of May, June and July 2018, the Mid-America Regional Council hosted a series of facilitated planning meetings to discuss the potential development of a regional unmanned aircraft systems (UAS) framework. The topic of UAS is important to the Kansas City region. In response to significant and continually growing interest from various stakeholder groups, including the MARC Board of Directors, MARC staff has worked to identify and respond to needs in this area. In June 2017, a survey of more than 400 regional stakeholders found:

• An increase in the use of UAS by public agencies — 27 percent currently use UAS. Of those not using UAS, more than two-thirds are interested.
• A strong need for education and training on regulations, policy guidance and information on best practices.

This framework will develop actionable steps that MARC and the region can implement to address opportunities and challenges associated with UAS.

The initiative was led by Greg Williams, founder of the Regional Drone Users Group and captain with the Kansas City, Missouri, Police Department, and Larry Peet, acting executive director of the Johnson County Airport Commission. The leadership team members represented a blend of city and county managers, information technology specialists, university representatives, local airport officials, public works employees, public safety and zoning/codes administrators, attorneys and legal experts.

The scope of work and purpose for the planning meetings included:

1. Create a leadership group that can build capacity and provide sustainable commitment.
2. Create a regional strategic framework that includes a vision, values and guiding principles.
3. Build the key components of a first-year UAS work plan.

VALUES AND PRINCIPLES
To be successful in these endeavors, it is important that new connections be made while maintaining strong working relationships based on the following values and principles:

• Trust
• Respect.
• Safety.
• Partnership.
• Inclusion.
• Innovation.
In June 2017, the Mid-America Regional Council launched a regional effort to examine autonomous and connected (AV) vehicle issues and create a policy framework that will help the region position itself to maximize opportunities and minimize negative impacts of these new and potentially disruptive transportation technologies. MARC formed an AV Task Force and convened a broad group of stakeholders, including seven work groups that each focused on a key policy area and identified priorities for moving forward.

POLICY FOCUS AREAS

- Travel demand management and system performance.
- Infrastructure, planning and investment.
- Data management.
- Environment and land use.
- Equitable access and mobility services.
- Economic and workforce opportunity.
- Certification, liability and insurance.

What are Autonomous and Connected Vehicles?

Autonomous vehicles are defined by the Society of Automotive Engineers (SAE) as having systems that perform part or all of the dynamic driving task on a sustained basis. SAE provides detailed definitions for six levels of driving automation, ranging from no driving automation (level 0) to full driving automation (level 5).

Connected vehicles are vehicles that use any of a number of different communication technologies to communicate with the driver, other cars on the road, roadside infrastructure, and the “cloud”.

RECOMMENDATIONS
As the working groups completed their discussions, common themes emerged. These overarching themes — each identified by two or more working groups — are recommended for initial action.

1. **Identify ongoing opportunities to provide AV information, education and training to a wide range of stakeholders in the region.**
   The need for education and training was identified as a priority for all seven work groups. This includes general awareness for the traveling public, as well as more detailed, technical information for decision-makers and job training for workers who need new skills. Initial steps will focus on determining who needs information and what types of information, education and training they will need, both in the short term and as AV adoption rates increase.

2. **Research, develop and build regional consensus on land-use policies related to AV implementation.**
   In the current funding climate, it is unrealistic to expect major new investments in infrastructure to support AVs. Instead, work group members suggest focusing on using existing infrastructure in different ways. For example, shared use of AVs might lead to more curb space devoted to drop-off/pick-up zones in lieu of parking spots. Efforts to maintain current transportation infrastructure in a state of good repair could be broadened to incorporate new uses.

3. **Develop pricing strategies to address shifts in revenue sources.**
   Traditional revenue streams such as parking meters, fuel taxes and licensing and registration fees will be disrupted by widespread use of AVs. Ownership models are likely to shift from individual to shared, multi-party owners or subscription services. Initial work in this area could explore new fee structures, perhaps based on vehicle miles traveled, as well as new revenue opportunities, including charges for private companies to tap into public fiber networks or other existing infrastructure. As fleet operators are likely to be early adopters, pricing strategies involving the trucking industry, public transportation and other fleet services should be prioritized.

4. **Develop agreements for sharing and storing data.**
   Regional strategies for sharing data — what data to share, how to share it, and with whom — will likely require the adoption of Memorandum of Understanding agreements by local governments, as well as investments in hardware and software systems to store and share data. Initial work in this area should also address privacy and security issues. Public/private partnerships may offer opportunities for revenue generation.

5. **Ensure equitable access to the opportunities provided by AV technology.**
   AV technology could greatly expand access to opportunity for underserved populations, but it also has great potential to leave people behind. As policies and strategies are developed, public officials should be mindful of the digital divide. App-based AV services should offer alternatives for users who are not able to pay with a credit card or use a smart phone.

NEXT STEPS
As the metropolitan planning organization and association of local governments for the bistate Kansas City region, MARC has a unique capacity to lead regional efforts to prepare for AV implementation. Changing transportation technologies will not only cross state and local government boundaries, but will also impact much more than the transportation system. MARC staff will engage its strong network of partners across a broad range of regional initiatives to implement priority strategies and adopt a more detailed work plan and define expected outcomes over the next two years.
ISSUE:
REPORT: 2018 Air Quality Wrap Up

BACKGROUND:
The 2018 Ozone Season will end on October 31. Based on preliminary monitor values, the Kansas City region’s 3-year average ground-level ozone concentration is 70 parts per billion (ppb). The 2015 National Ambient Air Quality Standard (NAAQS) for ozone pollution is 70ppb, meaning the region is very close to not meeting the national health-based standard at this time.

The U.S. Environmental Protection Agency (U.S. EPA) and the National Highway Traffic Safety Administration (NHTSA) have published a national proposed rulemaking halting increases to fuel economy standards past Model Year 2021 currently in place. National regulations such as fuel economy standards help the Kansas City region remain in compliance with the ozone NAAQS and reduce regulatory burden on all types of sources in the region as a result. With the anticipation of additional vehicles on the road and increased fuel consumption as outlined in this proposed rule, it would be more difficult for the Kansas City region to continue to meet the ozone NAAQS in the future. The Air Quality Forum has drafted a comment letter in response to this proposed rulemaking.

Air quality staff will also provide updates on other fuel-related issues currently being monitored for potential impacts to the Kansas City region.

COMMITTEE ACTION:
The Air Quality Forum has drafted a comment letter in response to the proposed rulemaking by the U.S. EPA and NHTSA to be submitted before the deadline on October 26.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Amanda Graor
Tom Jacobs
ISSUE:
REPORT AND VOTE: Approval of the 2019 State Legislative Agendas

BACKGROUND:
Each year, the MARC Board adopts a state legislative platform, after receiving input from committees and organizations. The platform is communicated to area local governments and organizations to coordinate positions of importance to the region, and as appropriate positions are communicated to the area state legislators. The policy positions adopted by the MARC Board are useful to enable timely input if an issue advances during the legislative sessions. Policy positions adopted by the MARC Board are intended to convey the preponderance of views among the region’s local governments and other MARC partners and do not necessarily convey support by each entity for each position.

The following draft issues include both issues from 2018 and new ones identified by MARC committees and MARC staff.

The priority issues for focus in 2019 include:

Missouri
- Local government home rule authority
- Support local governance regarding AV Technology
- Revise 911 Funding
- Early Education
- Time Critical Diagnosis (TCD)

Kansas
- Local government home rule authority
- Transportation funding
- Support local governance regarding AV Technology
- Early Education

The proposed state legislative agendas follow this introduction.

RECOMMENDATION:
Approve the 2019 State Legislative agendas for Missouri and Kansas.

STAFF CONTACT:
Marlene Nagel
Barbara Hensley
The Mid-America Regional Council serves as the metropolitan planning organization and nonprofit association of city and county governments for the bistate Kansas City region. Each year, the MARC Board of Directors adopts state legislative platforms to highlight issues of importance to the region for state legislators in Missouri and Kansas.

In addition, most local governments in the Kansas City metro actively support the legislative agendas of state municipal and county leagues. MARC’s regional platform is consistent with those agendas.

TRANSPORTATION

Transportation Funding
State legislators must address the issue of insufficient revenues at the state level to meet Missouri’s multi-modal transportation needs. This includes taking steps to protect the integrity of current state funding and working to identify new resources for highway, major roadway and bridge infrastructure, public transit, bicycle, pedestrian and aviation needs across the state and in the Kansas City metro area. In 2017, the General Assembly adopted HCR 47, which established the 21st Century Missouri Transportation System Task Force. From the 21st Century Transportation System Task Force report: "Providing cost-effective multimodal options for Missouri businesses and residents would add efficiency and resiliency to our state’s economy. Even a small investment of about $80 million (about $1.55 per month per driver) would allow MoDOT to give attention to transit, railroads, waterways, bike/pedestrian facilities, airports, and more. Expanding the state’s portfolio of transportation is an inexpensive way of attracting and retaining new and existing residents and businesses, especially as transportation preferences shift in new directions." Recommendation: Identify additional resources in addition to the gas tax to address the state’s growing transportation needs, including funds for public transit.

Automated Vehicles ★★★ Priority Issue
State legislators must consider the potential opportunities and challenges that early adoption of automated vehicle technologies could offer businesses, residents and communities in Kansas and Missouri. Potential opportunities include enhanced safety and efficiency in highway, freight and public transportation operations. Potential challenges include increased infrastructure maintenance costs, impacts to state and local revenues, new traffic and pedestrian safety concerns and uncertainty about liability and insurance requirements for driverless vehicles.
Transportation innovations, including autonomous and connected vehicles, hold promise to improve safety, decrease operating costs and enhance regional economic competitiveness for key sectors including design professional services, automotive manufacturing and freight and logistics businesses. Recommendation: Develop state policies to enable and encourage safe and effective deployment of autonomous and connected vehicles. Policies and regulations should promote local innovation, maintain the integrity of local transportation systems, and be compatible in both Missouri and Kansas.
Transportation Safety
There is increasing support to address the use of wireless devices by drivers, and the General Assembly is encouraged to pass legislation that will restrict use of wireless phones to hands-free technology and broaden restriction on texting while driving to apply to drivers of all ages. Other safety issues: support a primary seat belt law; maintain current law requiring helmet use for motorcycles; and strengthen protections for transit operators from workplace violence.

LOCAL GOVERNMENT AUTHORITY

Local Government Home Rule
Effective local government is built on the longstanding principle of home rule that is embedded in many statutory provisions, which enables cities and counties to legislate and determine local affairs. Many state and federal statutory, budgetary and regulatory actions limit the ability of local leaders to make decisions. They often impose financial burdens and impede the ability of local communities to govern themselves. Recommendation: Consider the impacts of state statutes and budget decisions on local governments, avoid unfunded requirements, and support the principle of flexible home rule to maximize opportunities for local self-determination.

Streamline Sales Tax
Local governments are being impacted by the increasing use of online sales for goods and services, and a corresponding decrease in sales at retail store locations. A number of states have allowed for sales taxes to be applied to online sales based on the delivery address for purchased goods. Recommendation: Support legislation to allow for collection of sales tax for online retail purchases.

EARLY LEARNING

Child Care Subsidies ★★★ Priority Issue
Quality early learning is critical to helping children to be ready to enter kindergarten and thrive in school and in life. Access to quality child care creates a more productive workplace as well. Parents who trust that their child is well cared for while they are working and who have access to quality, reliable child care are more productive employees and are less likely to miss work due to child care concerns. But the cost of child care can be prohibitive for many parents. In 2016, the average annual cost of full-time care for an infant in a Missouri child care center was $8,632. This is 7.9 percent more than the annual cost of in-state tuition for four-year public college. In order to help parents work and to provide children with safe, quality child care, Missouri provides child care assistance to qualifying families based on income. Without this assistance, quality child care options would be out of reach for many of Missouri’s most at-risk families. Nationwide, the average income eligibility for child care is 180 percent of the federal poverty level. Eligibility for Missouri’s child care assistance program has long been lower than most other states, ranking 49th in 2014. Although lawmakers did increase eligibility levels, Missouri still lags behind most other states, including most neighboring states. In addition, subsidy reimbursement rates for providers in many regions of the state are still below 75 percent of the actual market rates for child care. These lower rates make it difficult for providers to serve subsidy-eligible children, making it nearly impossible for many low-income families to access quality child care programs for their children. Recommendation: Support efforts to increase the income eligibility rate for families who qualify for child care subsidies up to 185 percent of the Federal Poverty Level and increase the child care reimbursement rate for child care subsidies up to 75 percent of the current market rate.

Voluntary Pre-K Community Provider Partnerships ★★★ Priority Issue
The Missouri General Assembly passed HB 1689 in 2014, which provides state funding to districts and charters through the state finance formula for public pre-K education. The Pre-K funding is for children ages 3 and 4 eligible for free/reduced lunch. Funding is capped at 4 percent of the districts’ and charters’
total number of pupils who are eligible for free/reduced lunch. Last year, the Missouri General Assembly provided funding for fully funding the foundation formula allowing for all school districts to access Pre-K funding starting in 2018. Concerns have been raised by many community-based providers across the state that expansion of Pre-K without provisions allowing school districts and charters to contract with community-based providers will force many providers to close their doors. Since many of these providers rely on their preschool services to help offset the higher cost to provide infant and toddler care, there is a concern this will only worsen the current shortage of infant and toddler care in many communities across the state. Recommendation: Support legislation that will allow public school districts and charter schools to contract with community-based child care providers for Pre-K services funded through the foundation formula.

**Quality Rating and Improvement Systems (QRIS) ★★★ Priority Issue**

Quality Rating and Improvement Systems provide a framework for a comprehensive early childhood system by measuring and setting benchmarks for quality; developing infrastructure to provide targeted and coordinated quality improvement supports to programs; and providing families with useful information to help them make informed child care choices. In 2017 Missouri passed legislation to develop and pilot an early learning quality assurance report. While the legislation was passed it only included support for a limited pilot program and did not include funding to provide quality improvement supports which are critical to the success of a QRIS program. Recommendation: Support efforts to fund the development and full implementation of a QRIS program.

**Expand Access to Quality Home Visiting Programs**

Research shows high quality home visiting programs, like Parents as Teachers, provide parents with children under the age of five with parenting support and child development knowledge to help prepare children for school at a time when the child’s brain is developing at its most rapid pace. Budget cuts over the past decade have restricted PAT and other quality home visiting programs from reaching all the Missouri families that could benefit from these vital services. Recommendation: Support efforts to expand funding for PAT and other high quality home visiting programs to increase access for more Missouri families.

**Child Care Regulations**

Missouri currently has some of the most lenient laws regarding in-home family child care programs in the nation. Under Missouri law, in-home child care providers with four or fewer children are not required to be licensed. These in-home child care providers are allowed to care for an unlimited number of additional children that are related within the third degree. Each year in Missouri, dozens of children are injured or in some cases die in unregulated in-home settings due to lack of adequate supervision. Eliminating the related-child exemption for younger children would make these environments safer for the states’ youngest children and more closely align Missouri with the majority of states nationwide. Most of Missouri’s surrounding states require related children who are younger than school age to be counted. Kansas and Oklahoma requires every child to be counted, while Illinois allows just one related child to be exempted from the count. Recommendation: Support efforts to strengthen health and safety standards for unlicensed in-home child care providers.

**PUBLIC SAFETY**

**Missouri 911 ★★★ Priority Issue**

In 2018, the Missouri General Assembly passed HR1456, which enables counties to seek voter approval for a fee on all devices capable of calling 911 and establishes a state grant fund with the fee on pre-paid wireless services to support improving 911 systems in small and rural counties. In the last days of the session, changes were made to the bill to enable broad legislator support. Several changes have created challenges for some counties, and minor items require attention in 2019, including removing a provision
that allows counties that passed sales taxes for 911 instead of a surcharge on communications devices to be able to ask their voters to renew the sales tax if required by the previous voter action. **Recommendation:** Support minor changes to the 911 law to enable effective implementation.

**ENVIRONMENT**

**Solid Waste and Recycling**
The MARC Solid Waste Management District is one of 20 such districts in Missouri charged to supporting local communities to increase waste reduction and recycling to reduce the material going to landfills. **Recommendation:** Continue support for solid waste management districts in Missouri in order to protect local government rights to develop and implement local and regional integrated solid waste management systems and strategies, including waste disposal and materials diversion facilities and services, which are designed to protect human health and the environment and to maximize waste reduction and diversion.

**HEALTH AND MEDICAL**

**Time-Critical Diagnosis (TCD) ★★★ Priority Issue**
The TCD program provides for the rapid recognition of stroke, heart attacks (STEMI) and serious trauma by EMS services and hospitals. MARCER, the regional committee for EMS and hospital coordination, played a leadership role to establish the Missouri TCD program. The original legislation passed in 2008 was ground breaking in the nation as an effort to assure all patients with these critical problems rapid and effective management no matter where they are in Missouri. There are numerous medical studies that have demonstrated that a statewide system approach has a dramatic impact on the outcome of these patients. The Missouri TCD law sets up a system where the ambulance services will identify and rapidly transport patients to hospitals that have been previously designated based upon the resources and personnel they have to treat these specialized situations. The hospitals are designated at differing levels and the various regions of the state have developed plans to pre-determine where these patients will be taken to expedite care. The whole concept is based upon getting the right patient to the right hospital rapidly. The legislature approved a budget in the last session that included $155,000 for the TCD hospital assessment and trauma designation process. The Governor vetoed that line item. **Recommendation:** Support funding to continue the Time Critical Diagnosis Program with certification of hospitals as trauma centers.

**Support the Expansion of Health Care Insurance Coverage**
**Recommendation:** Expand Medicaid coverage to increase health care access for low and moderate income residents that are not currently covered by the program.

**Prescription Drug Monitoring Program (Registry for Opioids)**
Missouri is one of a few states that do not have a drug monitoring program for physicians to check on opioid prescriptions for patients prior to issuing additional prescriptions. **Recommendation:** Support the creation of a statewide prescription registry for opioids for use by physicians.

**Public Health Funding**
**Recommendation:** Increase financial support for local public health.

**Funding for Older Adult Services**
MARC is the Area Agency on Aging, and provides a number of services to older adults including home delivered meals that are supported with state and federal funds. The state has reduced its support for these programs, which are experiencing substantial increases in demand as the number of older adults
grows. *Recommendation: Increase state funding to Area Agencies on Aging for home delivered meals and other services.*

**WORKFORCE DEVELOPMENT**

There is a need to increase opportunities for high school students to earn college credit hours from public or nonprofit postsecondary institutions in the Kansas City area that offer programming that supports their career interests, including skilled trades. *Recommendation: Support legislation to allow qualifying students to seek state financial aid for college courses taken prior to high school graduation, and support policy changes that would simplify the current process for certifying teachers to teach these dual credit courses and improve access by removing geographic restrictions.*
The Mid-America Regional Council serves as the metropolitan planning organization and nonprofit association of city and county governments for the bistate Kansas City region. Each year, the MARC Board of Directors adopts state legislative platforms to highlight issues of importance to the region for state legislators in Missouri and Kansas.

In addition, most local governments in the Kansas City metro actively support the legislative agendas of state municipal and county leagues. MARC’s regional platform is consistent with those agendas.

TRANSPORTATION

Funding ★★★ Priority Issue

*Recommendation: Look for ways to raise new revenues to address the state’s transportation needs and protect existing T-WORKS funds for transportation purposes.*

The Kansas Legislature passed T-WORKS in May 2010 to support continued investment in the state’s transportation system. The Kansas Department of Transportation has outlined a $4.3 billion plan to ensure the preservation of the state’s highways and bridges. MARC supports the implementation of an effective multi-modal transportation program aligned with the region’s priorities, measures to encourage regional approaches to public transit and transportation planning, and the practice of long-term multi-year comprehensive transportation programs developed in collaboration with local governments and other stakeholders. State investment in the regional transportation system will facilitate business access to workforce, access to goods and services and access to external markets for local products. A well-funded, well-planned and well-maintained multi-modal transportation system will enhance regional competitiveness by helping attract, retain and grow area businesses. 2018 House Sub. for SB 391 was passed and signed by the governor. The Joint Legislative Task Force will meet through November 29, 2018.

Automated Vehicles ★★★ Priority Issue

State legislators must consider the potential opportunities and challenges that early adoption of automated vehicle technologies could offer businesses, residents and communities in Kansas and Missouri. Potential opportunities include enhanced safety and efficiency in highway, freight and public transportation operations. Potential challenges include increased infrastructure maintenance costs, impacts to state and local revenues, new traffic and pedestrian safety concerns and uncertainty about liability and insurance requirements for driverless vehicles.

Transportation innovations including autonomous and connected vehicles hold promise to improve safety, decrease operating costs and enhance regional economic competitiveness for key sectors including design professional services, automotive manufacturing and freight and logistics businesses. *Recommendation: Develop state policies to enable and encourage safe and effective deployment of autonomous and connected vehicles. Policies and regulations should promote local innovation, maintain the integrity of local transportation systems, and be compatible in both Missouri and Kansas.*
Transportation Safety
Safety is a growing concern among transportation professionals, law enforcement and others. The legislature is urged to address a number of safety issues in 2019, including: retain the current 75 mph speed limit (not increasing it); amend current law to include liability protection for Child Passenger Safety Technicians and their agencies; support helmets for children under 18 years of age using ATVs; and encourage attentive driving.

LOCAL GOVERNMENT AUTHORITY
Local Government Home Rule
Effective local government is built on the longstanding principle of home rule that is embedded in many statutory provisions, which enables cities and counties to legislate and determine local affairs. Many state and federal statutory, budgetary and regulatory actions limit the ability of local leaders to make decisions. They often impose financial burdens and impede the ability of local communities to govern themselves. Recommendation: Consider the impacts of state statutes and budget decisions on local governments, avoid unfunded requirements, and support the principle of flexible home rule to maximize opportunities for local self-determination.

EARLY LEARNING
Child Care Subsidies ★★★ Priority Issue
One of the primary obstacles to keeping parents in the workforce is the availability of affordable child care. If Kansas children do not have child care, their parents cannot work. Without access to child care assistance, many low-income working parents must choose between their work and the wellbeing of their children. Subsidy reimbursement rates for providers in many regions of the state are still below 75% of the actual market rates for child care, some are as low as 19% of the market rate. These lower rates make it difficult for providers to serve subsidy eligible children making it nearly impossible for many low-income families to access quality child care programs for their children. Recommendation: Support efforts to increase the child care reimbursement rate for child care subsidies up to 75% of the current market rate.

Children’s Initiatives Fund and the Kansas Endowment for Youth Fund ★★★ Priority Issue
The Kansas Endowment for Youth Fund (KEY) and Children’s Initiatives Fund (CIF) were created by the Legislature in 1999 and serve as the cornerstone of funding for the Kansas early care and education system. The KEY Fund is designed to serve as an endowment for investments in early education, and is funded by annual payments from the Master Tobacco Settlement Agreement. Money flows from the KEY fund into the CIF, and from there is distributed to early childhood programs. This infrastructure has created a successful system that the Kansas Legislature’s own efficiency audit described as a gold standard for government accountability. Unfortunately, over $228 million has been swept from the KEY Fund since 1999 to plug revenue shortfalls and in recent years there have been efforts to eliminate the CIF and move those dollars into the State General Fund. Maintaining the state’s investment in the CIF and insuring that all future KEY funds are invested in the CIF will ensure that today’s children will be equipped to lead Kansas toward a more prosperous future. Recommendation: Support efforts to protect existing funding for the CIF and KEY funds and work to secure future funding to protect these critical investments in early childhood programs across Kansas.
**Expand Access to Quality Home Visiting Programs:**
Research shows high quality home visiting programs provide parents with children under the age of five with parenting support and child development knowledge help prepare children for school at a time when the child’s brain is developing at its most rapid pace. During the 2017 session the Kansas Legislature reversed previous funding changes that restricted the number of families Parents as Teachers (PAT) was able to serve each year. Although these changes now allow the PAT program to serve more families, budget cuts over the past decade have restricted PAT and other quality home visiting programs from reaching all the families that could benefit from these vital services.

*Recommendation: MCEL and PIQ support efforts to expand funding for high quality home visiting programs to increase access for more Kansas families.*

**HEALTH AND MEDICAL**

**Support the Expansion of Health Care Insurance Coverage**
*Expand Medicaid coverage to increase health care access for low and moderate income residents that are not currently covered by the program.*

**Public Health Funding**
*Increase financial support for local public health.*

**KANSAS 911 SERVICE**

Legislation has been in place since 2011 (KS 12-5362) to collect a 911 surcharge statewide and ensure its equitable distribution to local agencies responsible for receiving and processing 911 calls for emergency response. The current law provides for a monthly fee of $0.53 on all devices capable of calling 911. Legislation will be proposed for 2019 to:

1. Raise the current fee on devices capable of calling 911 from $.53 per month to $.90 per month.
2. Deposit $.10 from each 911 fee remitted into the 911 state grant fund.
3. Raise the minimum county distribution from $50,000 to $60,000 annually.
4. Allow the Kansas 911 Coordinating Council to establish training standards and programs related to the technology and operations of the NG911 hosted solution.
5. Allow the Kansas 911 Coordinating Council to establish data standards, maintenance policies and data reporting requirements for GIS data.
6. Allow the Kansas 911 Coordinating Council to engage a contracting firm to review and update the GIS data for a PSAP with GIS data that has not been updated in more than a year, assessing the cost of this update to the governing body that oversees the PSAP.

*Recommendation: Support legislation to ensure that 911 services across the state of Kansas remain high quality and all counties have a minimum level of funding to support their operations.*

**WORKFORCE DEVELOPMENT**

There is a need to increase opportunities for high school students to earn college credit hours from public or nonprofit postsecondary institutions in the Kansas City area that offer programming that supports their career interests, including skilled trades. *Recommendation: Support legislation to allow qualifying students to seek state financial aid for college courses taken prior to high school graduation, and support policy changes that would simplify the current process for certifying teachers to teach these dual credit courses and improve access by removing geographic restrictions.*
ISSUE:
REPORT: Briefing on Recent MARC Staff Changes

BACKGROUND:
MARC recently distributed an announcement to various stakeholders to communicate recent staff changes aimed at advancing the agency’s efforts to ensure it is serving the evolving needs and expectations of local governments and community partners. The announcement is attached.

A brief report will be given to the MARC Board highlighting these changes and introducing the staff involved.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
David Warm
Building our regional capacity for **INNOVATION** and **COLLABORATION**

An announcement from the Mid-America Regional Council

The Mid-America Regional Council has a long history of helping cities and counties in the Kansas City region work efficiently and effectively. In today’s world, local governments and civic organizations are navigating through rapid changes that have a big impact on how we operate. As new technologies emerge, traditional funding sources erode, and demographics shift, we face new opportunities and new challenges.

MARC is committed to finding innovative solutions and forward-thinking strategies to help the region respond to new realities and drive positive change. We’re building our capacity to help the region prepare for the future by building a team to support this work, with some new positions and some changing roles for staff.

- **Innovation** — We’re analyzing trends, researching best practices and fostering an innovative culture of process improvement. Our new chief innovation officer will serve as a resource to MARC’s leadership boards, member agencies and community partners, helping to identify and implement innovative approaches to regional problem solving, including the strategic deployment of data and technology.

- **Collaboration** — We’re retooling our services to local governments, with a particular focus on cooperative, shared services that can help cities and counties improve service delivery while reducing costs. We’re exploring public/private partnerships, retooling existing programs and developing new ones, and working with city and county managers to formulate shared solutions to common challenges.

These are not new ideas — like many local governments and civic organizations, we’ve been working for some time on strategies to prepare for and respond to the forces that are driving change. But there is more work to do, and our region works better when we work together. We welcome your ideas and input on how MARC’s team can help organizations like yours move the region forward.

**Staff Changes:**

**Amanda Graor** has been promoted to Chief Innovation Officer. Amanda joined MARC in 2008, and most recently worked as principal planner in the transportation and environment department, overseeing the air quality and rideshare programs. As part of her new duties, she will continue to lead MARC’s work to develop and implement a regional autonomous vehicle framework. **Karen Clawson**, a senior transportation planner who joined MARC in 2006, will take on the role of principal planner for air quality and rideshare. Karen has focused on public transportation planning for much of her time at MARC, and has led work on transportation outreach and public engagement.

**Lauren Palmer** joined MARC in August as director of the local government services program, replacing Georgia Nesselrode, who retired in June. With 14 years of experience in city management — most recently as assistant city manager in Independence — Lauren brings a deep understanding of local government needs to her new role. **Angie Laurie** joined MARC in January to fill a new position as local government shared services manager. A Kansas native, Angie returned home after 14 years in Atlanta where she worked as vice president for transportation of Central Atlanta Progress, Inc. Since joining MARC, Angie has worked with city managers and IT directors to develop a regional cybersecurity framework.
ISSUE:
VOTE: Approve minutes of the September 25, 2018 Board meeting

BACKGROUND:
The minutes of the September 25, 2018 meeting are enclosed.

RECOMMENDATION:
Approve the minutes of the September 25, 2018 meeting

STAFF CONTACT:
David Warm
Mary Laird
COMMITTEE MEMBERS PRESENT
Councilmember Carol Suter, Gladstone, Mo. - MARC Board Chair
Commissioner Rob Roberts, Miami County, Kan. - MARC Board 1st Vice Chair
Commissioner Harold Johnson, Unified Government of Wyandotte County/KCK - MARC Board Treasurer
Mayor Carson Ross, Blue Springs, Mo. - MARC Board Secretary
Councilmember Curt Skoog, Overland Park, Kan. - MARC Board Immediate Past Chair
Councilmember Marge Vogt, Olathe, Kan. - MARC Board Past Chair
Legislator Scott Burnett, Jackson County, Mo.
Commissioner Dagmar Wood, Platte County, Mo.
Mayor Pro Tem Tom Van Camp, Independence, Mo.
Councilmember Lee Barnes, Kansas City, Mo.
Mayor Holly Stark, Peculiar, Mo.
Brian Kidwell, Missouri Dept. of Transportation (non-voting)
Commissioner Bob Holland, Leavenworth County, Kan.
Commissioner Jim Walters, Unified Government of Wyandotte County/KCK
Councilmember Vernon Fields, Basehor, Kan.
Mayor Rick Walker, De Soto, Kan.
Councilmember Fred Spears, Overland Park, Kan.
Mayor John Ye, Westwood, Kan.

OTHERS PRESENT
Shawn Rizza, city of Atchison, Kan.
Mark Trosen, County Executive Frank White’s office

STAFF PRESENT
Executive Director David A. Warm and other MARC staff

INTRODUCTIONS AND BOARD SHARING TIME
Councilmember Carol Suter called the meeting to order at 12:15 p.m. Self-introductions were made and members shared items of interest from their jurisdictions.

UPDATED SURFACE TRANSPORTATION PROGRAM PROGRAMMING RECOMMENDATIONS
Ron Achelpohl, Director of Transportation & Environment reported that one of MARC’s fundamental roles as Metropolitan Planning Organization is to provide a forum and facilitate
processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area.

On January 19, 2018, MARC issued a call for projects for federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STP) and Surface Transportation Block Grant Program - Set Aside (TAP) funding programs estimated to total $55 million in FY 2021 and 2022. MARC received 100 applications for projects by the March 23, 2018 application deadline. The applications received are available for review at: http://www.marc2.org/tr_cfp/browseprojects.aspx

In addition, on June 7, 2018, in partnership with the KCATA, MARC issued a call for projects for the Federal Transit Administration Section 5310 funding program estimated to total $2.28 million through FFY 2019, $1.03 million of which would be released for competitive selection. MARC received 15 applications for projects by the July 26, 2018 application deadline. The applications received are available for review at http://marc2.org/tr_5310/browseprojects.aspx.

Funding recommendations were developed by the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees, Mobility Advisory Committee and the Regional Transit Coordinating Council. Additional input for the programming process was provided by the Bicycle/Pedestrian Advisory Committee, Destination Safe Leadership Team, Goods Movement Committee, Highway Committee, Regional Transit Coordinating Council, and the Sustainable Places Policy Committee.

The Air Quality Forum, TTPC and the MARC Board of Directors reviewed the proposed funding recommendations for the Surface Transportation, Congestion Mitigation/Air Quality and Transportation Alternatives programs at their August meetings.

Staff relayed comments from TTPC members on two STP projects from the city of Independence to the Missouri STP Priorities Committee. The comments were discussed by the Missouri STP committee at their September 11, 2018 meeting. They voted to make no change to their original recommendation and to apply new funds received through the FHWA Highway Improvement Program towards their program balance. On September 18, 2018, TTPC voted to approve the funding recommendations as presented for all four programs and publish them for public review and comment with the quarterly amendment of the Transportation Improvement Program (TIP).

The MARC Board will be asked to approve final recommendations in October in the TIP amendment.

APPROVE THE PLANNING SUSTAINABLE PLACES FUNDING RECOMMENDATIONS

Mr. Achelpohl said that the Kansas City region’s vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and Transportation Outlook 2040 (TO2040), the region’s long-range transportation plan.

In 2012, MARC’s Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee launched Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers.

The Sustainable Places Policy Committee (SPPC) worked with MARC staff earlier this year to refine the 2019 criteria for eligibility and the award process. MARC issued a call for projects that closed
on June 22, 2018. MARC staff conducted an initial review and scoring of the 23 applications and worked with the Sustainable Places Policy Committee to develop a recommended list of awardees. The Committee developed the final recommended project list on August 10, 2018. The recommended list was included in the meeting packet.

The recommendation includes 13 planning projects from across the region:

- 9 sustainable places plans
- 2 project development activities
- 2 implementation activities

Complete streets plans, corridor plans, and connectivity plans are just some of the projects included in the proposed list. These projects will be developed with a focus on the integration of transportation, land use and environment, and will include robust citizen engagement.

The Committee weighed several considerations when developing the recommended list including project scores, scalability, local jurisdiction priorities, geography, eligibility, replicability and alignment with PSP program objectives. Local sponsors are responsible for local match requirements. The consultant contracts for the projects will be held by MARC; authorization for those individual contracts will be brought to the board after they have been negotiated.

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<th>REVENUES</th>
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The Sustainable Places Policy Committee met on August 10, 2018 and recommended the project funding list, which was included in the packet. TTPC approved the funding recommendations at its September 18th meeting.

MOTION: Commissioner Walters moved to approve project funding recommendations for the Planning Sustainable Places Program as presented. It was seconded by Councilmember Skoog and carried.

REPORT ON MISSOURI AND KANSAS TRANSPORTATION FUNDING INITIATIVES
Mr. Achelpohl said that in preparation for the 2020-2025 Statewide Transportation Improvement Program (STIP), MoDOT is conducting planning meetings in each district throughout the state. The intent of these meetings is to allow MoDOT to share information about the upcoming STIP with planning partners such as Metropolitan Planning Organizations, Regional Planning Commissions and others and to give planning partners the opportunity to discuss regional and local priorities for the state highway system as input for project priorities for the next STIP. The STIP priorities will form the basis of projects to be funded with potential new revenue from Proposition D on the November ballot, which is a fuel tax increase. The Kansas City District meeting will be held the morning of October 30 at the MARC offices.
In 2018, the Kansas Legislature established a Joint Legislative Transportation Vision Task Force to study and make recommendations for future transportation funding and project priorities. The task force is scheduled to meet 12 times at locations around the state to address specific topics related to the program and to take testimony from the public. They met on Wednesday, September 12, 2018, at Memorial Hall in Kansas City, Kansas and will meet again on November 8 at the Kansas State University Innovation Campus in Olathe, Kansas. More information about the task force is available at:
http://www.kslegislature.org/li/b2017_18/committees/ctte_tf_transportation_vision_1/

Mr. Achelpohl provided testimony at the September 12 meeting based on MARC’s state legislative agenda, *Transportation Outlook 2040*, *Smart Moves 2.0* and other regional plans.

DISCUSSION: Councilmember Vogt inquired about timeframe for the Task Force to develop recommendations for future transportation funding and project priorities. Mr. Achelpohl indicated that they will be releasing their recommendations on November 28 and 29 in Topeka. He added that the Task Force is holding public meetings on a weekly basis across the state.

**REPORT ON EMERGENCY RESPONDER PEER SUPPORT PROGRAM**

Pam Opoka, Public Safety Database Specialist and Peer Support Program Planner, said that emergency responders are often subject to significant stress that, over time, can impede professional effectiveness and staff retention. In addition, 911 dispatchers currently only hear the emergency, but that is about to change. Soon, the MARC region will implement Next Generation 911, where dispatchers will receive real time videos and pictures of traumatic events, and, over time, this cumulative trauma could cause Post Traumatic Stress Disorder (PTSD). In response, MARC’s 911 program has developed a program to assist employees in managing the effects of cumulative stress. The purpose of this program is to offer assistance and appropriate support services, and to include referrals to professional or alternative resources, to emergency dispatchers in the MARC region when personal or professional problems negatively affect their work performance, those closest to them in social relations and/or self. The program is a benefit of membership to the MARC region. It is a supplement to agencies with an existing program or a primary program for agencies without an existing program.

A 911 Peer Support Advisory Committee was approved by the Public Safety Communications Board on December 6, 2017, and has since been formed. Members consist of alumni from the 40-hour basic peer support training program, a contracted First Responder psychologist and two co-chairs. A roving 911 Telecommunicator Peer Support Team is comprised of 28 alumni from the 40-hour basic training class taught by First Responder psychologists. The roving team responds to critical incidents, such as officer-involved shootings, suicides and death, and has deployed 23 times since January, 2018.

In July, due to the success of the 911 team, twelve commanders piloted a customized 40-hour Command Level peer support training course taught by First Responder psychologists. They formed a roving team, modeling the successful 911 team. This is believed to be the first team in the United States to include all First Responder disciplines (EMS, police and fire). It has deployed six times since July, 2018 inside and outside of the MARC region. The group will be housed under the Regional Homeland Security Coordinating Committee. In addition, the Complex Coordinated Terrorist Attack grant initiative is including the training as part of their core curriculum.

MARC is frequently being watched nationwide for our innovative programs. The roving peer support teams of 28,911 dispatchers and 12 Commanders are shaping national-level models for first responder
mental health. The goal is by providing regional peer support teams, combined with resiliency training, the performance management data will show reduced numbers of full-time openings and improve overtime budgets for our agencies, a win for taxpayers and colleagues. The MARC 911 Program is also working with MARC’s Aging & Adult Service Department to pilot a retiree roving peer support team, which is scheduled to launch in late 2019.

DISCUSSION: Councilmember Vogt said that inclusion of family members in the program would be valuable, as well. Ms. Opoka agreed, and said that there is a family element included in the current program. Councilmember Fields recalled the Columbine High School shootings in 1999, and wondered why it took so long for these peer support teams to be assembled. Councilmember Suter commented that having video images and pictures of traumatic events (not just audio) sent to 911 dispatchers is an unexpected consequence of new technology. She commended MARC staff for initiating a program to help first responders to deal with the stress. Mr. Warm expressed his thanks to Ms. Opoka for her initiative in getting the program up and running.

REPORT ON RAPIDSOs TECHNOLOGY DEPLOYED IN 911 PUBLIC SAFETY ANSWERING POINTS
Hassan Al-Rubaie, Public Safety Technical Services Manager, reported that pinpointing the precise location of a 911 caller who uses a wireless phone can sometimes be a challenge for dispatchers and first responders. Public safety answering points (PSAPs) in the nine-county Greater Kansas City area have access to a new tool that can help.

For years, area PSAPs have relied on technology that provides dispatchers with a map showing a wireless 911 caller’s location based on information from nearby cell towers and wireless carriers. Triangulating signals from several towers can result in a general location — typically within 50 to 300 meters of the caller — but in life-threatening emergencies, even 50 meters can require first responders to waste precious seconds trying to find the caller.

RapidSOS supplements current call-location technology by using a network of data sources to more precisely locate the caller’s device. It is fully integrated into the mapping software in use by dispatchers across the region. RapidSOS offers its location technology to public safety agencies at no charge. Mr. Al-Rubaie noted that the four large carriers (AT&T, Verizon, Sprint and T-Mobile) have committed to providing the same level of location accuracy by the end of the year. The Kansas City region will join other 911 systems across the nation already using the system, including Denver, Colorado; Maricopa County, Arizona; Collier County, Florida; and Elkhart County, Indiana.

UPDATE ON IMPLEMENTATION OF 911 FUNDING LEGISLATION
Jason White, Legislative Liaison for MARCER, reported that 911 legislation passed in Missouri during the previous legislative session. The legislation allows counties, with voter approval, to collect a 911 surcharge on any device capable of calling 911. Additionally, a surcharge on prepaid devices will be collected. Details of the bill include:

- The maximum amount that a telephone subscriber can be charged is $1.00. This must be approved by county government before it can be put on the ballot.
- A 3% prepaid collection will start January 1, 2019. A provision was included that allows counties to opt-out of prepay with 2/3 of a county’s commissioners vote.
- Counties that opt-out are NOT eligible for state grants or to be part of the state 911 ESINet when it is put in place.
- The first $15.00 of a prepaid purchase is not taxable.
• A rollback cap (which affects Cass County) was added on sales tax counties. This prevents these counties from going back to the voters for a higher rate. Work is being done to correct this for Cass County.

Mr. White advised that there is significant confusion among cities and counties on some unintended consequences of the language in the bills. Governor Mike Parson has now appointed a new Public Safety Director, who is working closely with the Governor’s staff to help clarify the intent and provide guidance for the bills passed. More information on implementation of the legislation will be provided to the Board.

REPORT ON REGIONAL CYBERSECURITY STRATEGIC FRAMEWORK FOR LOCAL GOVERNMENTS
Angie Laurie, Local Government Shared Services Manager, said that last summer, MARC began work to help local governments address growing concerns around cybersecurity through facilitated discussions that defined a Regional Cybersecurity Strategic Framework. The framework suggested that MARC assist local governments in three areas: (1) standards for cyber protection and use of assessment tools; (2) training for key IT staff and other employees; and (3) education for elected and appointed officials and the public.

This work has continued with focus on establishing a recommended cybersecurity standard for communities in the region to assess their status and identify gaps, coupled with development of cybersecurity training and communication resources. In August 2018, a work group selected the Center for Internet Security (CIS) Controls as the recommended cybersecurity standard for the region. The work group was led by Steve Arbo, city manager of Lee’s Summit, Missouri; Todd Pelham, deputy city administrator of Lenexa, Kansas; and Tony Sage, IT director of Liberty, Missouri. To establish an initial baseline of cybersecurity preparedness at the local and regional levels, the work group recommends that communities participate in the 2018 Nationwide Cyber Security Review (NCSR) self-assessment. Local governments can complete the free survey between October 1 and December 15. The tool provides a valuable, confidential review of functional areas for cybersecurity management, plus access to tools, reports and peer comparisons. MARC staff plans to participate in the NCSR this fall and will use the CIS Controls for its cybersecurity standard.

MARC has convened work groups around cybersecurity, and these groups are advancing training opportunities and communication tools for communities’ use. A handout discussing the Strategic Framework for Cybersecurity was distributed. Mr. Warm encouraged communities to participate in the NCSR this fall, which will help the region build its collective capacity to respond to cybersecurity attacks.

PRELIMINARY DISCUSSION OF 2019 STATE LEGISLATIVE AND ADMINISTRATIVE POLICY POSITIONS
Each year, the MARC Board adopts a state legislative platform, after receiving input from committees and organizations. The platform is communicated to area local governments and organizations to coordinate positions of importance to the region, and as appropriate positions are communicated to the area state legislators. The policy positions adopted by the MARC Board are useful to enable timely input if an issue advances during the legislative sessions. Policy positions adopted by the MARC Board are intended to convey the preponderance of views among the region’s local governments and other MARC partners and do not necessarily convey support by each entity for each position.
Mr. Warm said that the draft issues included in the packet contained both issues from 2018 and new ones identified by MARC committees and MARC staff, though he was only going to review the highlights of the agenda:

Initial Priorities for 2019 include:

In Missouri:

– Avoid unfunded mandates to local governments
– Identify additional resources in addition to the recently approved gas tax to address the state’s growing transportation needs.
– MARC encourages state policies that enable and encourage autonomous and connected vehicles to be deployed in a safe, efficient and effective manner that promotes local innovation, decision-making and public-private partnerships. Support legislation authorizing testing of autonomous/connected vehicles. Oppose state legislation pre-empting local government regulation of autonomous/connected vehicles.
– Increase income eligibility rate and support increase in early education reimbursement rate
– Support minor changes to the recently HR1456 in 2018 to ensure that the 911 legislation achieves its intended objectives, including to clarify language for counties that utilize a sales tax rather than a surcharge on communications devices, ensuring that current sales tax rates may be renewed if required by previous voter action.
– Support funding to continue the Time Critical Diagnosis Program with certification of hospitals as trauma centers

In Kansas:

– Avoid unfunded mandates to local governments
– Support funding for a new multi-modal, multi-year transportation program in Kansas
– Enable and encourage autonomous and connected vehicles to be deployed in a safe, efficient and effective manner that promotes local innovation, decision-making and public-private partnerships. Support legislation authorizing testing of autonomous/connected vehicles. And oppose state legislation pre-empting local government regulation of autonomous/connected vehicles.
– Increase income eligibility rate and support increase in early education reimbursement rates
– Support legislation to address the statewide 911 monthly fee and new training requirements for 911 telecommunicators.

Mr. Warm encouraged the Board to contact either Marlene Nagel or him with other thoughts on the legislative agendas in the coming weeks.

Councilmember Spears inquired about the position drafted about enabling high school students to gain college credit at any public or not-for-profit institutions that offer the programming to support their career interests. Mr. Warm advised that this statement referred to MARC’s Workforce Development Program whereby students would receive college credits while in high
school. Councilmember Spears asked specifically about college credits earned during attendance at trade schools. Mr. Warm offered to look into it further and report on the details.

**AUTHORIZE AGREEMENT WITH THE MISSOURI ALLIANCE OF AREA AGENCIES ON AGING (MA4) FOR THE NEW CHRONIC DISEASE SELF-MANAGEMENT EDUCATION NETWORK**

James Stowe, Director of Aging & Adult Services, said that this agreement is related to the recently awarded Chronic Disease Self-Management Education network grant awarded to MA4, in which MARC plays a central administrative role. To move forward with network development, network provider agreements must be signed with MA4 so that all AAAs across the state will have a standardized, quality approach to the provision of CDSME.

This agreement is important as it can serve as a platform, following approved amendments and revisions, for many integrated care initiatives beyond evidence-based program provision, delivered systematically throughout the region and state. The grant specifies that program providers are paid $100 for every participant who completes an evidence-based course. Completion is defined as attending a certain portion of course sessions (i.e., 4 of 6 sessions). Payments for completers using grant funds is quite limited throughout the state. Any significant revenue would be realized if contracts with health payers and providers were secured, most likely in years 2-3 of the grant, or after the grant period has ended.

<table>
<thead>
<tr>
<th>REVENUES, Year 1</th>
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</thead>
<tbody>
<tr>
<td><strong>Amount</strong></td>
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<tr>
<td><strong>Source</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECTED EXPENSES, Year 1</th>
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</thead>
<tbody>
<tr>
<td><strong>Personnel (salaries, fringe, rent)</strong></td>
</tr>
<tr>
<td><strong>Contractual</strong></td>
</tr>
<tr>
<td><strong>Pass-Through</strong></td>
</tr>
<tr>
<td><strong>Other (supplies, printing, etc.)</strong></td>
</tr>
</tbody>
</table>

The Commission on Aging recommended approval of the network provider agreement at the September 5, 2018 meeting.

**MOTION:** Councilmember Vogt moved to authorize execution of a network provider agreement with the Missouri Alliance of Area Agencies on Aging for the new Chronic Disease Self-Management Education network. It was seconded by Councilmember Spears and carried.

**AUTHORIZE APPLICATION FOR HEAD START FUNDING FOR THE 11/1/2018 TO 10/31/2019 TIMEFRAME**

Jovanna Rohs, Director of Early Learning reported that MARC Head Start was approved for funding for the next five-year cycle of the Head Start program. The first full year of funding is $25,219,117. Allocations to the Direct Service Providers and MARC are shown below.
<table>
<thead>
<tr>
<th>Head Start &amp; Early Head Start Program Funding Grand Total PY1 - FY18/19 (November 1, 2018 to October 31, 2019)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Amount</strong></td>
</tr>
<tr>
<td>---------------------------</td>
</tr>
<tr>
<td><strong>REVENUES</strong></td>
</tr>
<tr>
<td><strong>16,847,954.00</strong></td>
</tr>
<tr>
<td><strong>17,741.13</strong></td>
</tr>
<tr>
<td><strong>3,873,827.92</strong></td>
</tr>
<tr>
<td><strong>54,420.43</strong></td>
</tr>
<tr>
<td><strong>MARCMARC</strong></td>
</tr>
<tr>
<td><strong>18,578,564.31</strong></td>
</tr>
<tr>
<td><strong>179,741.13</strong></td>
</tr>
<tr>
<td><strong>4,299,729.51</strong></td>
</tr>
<tr>
<td><strong>54,420.43</strong></td>
</tr>
<tr>
<td><strong>23,112,455.38</strong></td>
</tr>
<tr>
<td><strong>25,219,117.00</strong></td>
</tr>
</tbody>
</table>

Approval from the Head Start Policy Council and the Head Start Advisory Committee have been obtained.

MOTION: Commissioner Johnson moved to authorize Mid-America Regional Council on behalf of Mid-America Head Start to apply, accept, and expend funds totaling $25,219,117 for the Head Start Program funding for the grant period of 11/1/18 to 10/31/19. It was seconded by Councilmember Vogt and carried.
Ms. Rohs said that in November 2017, Mid-America Head Start requested and received approval from the MARC Board to apply, accept, and expend the additional six-month funding for the Early Head Start Expansion program at MARC from March 1, 2018 to August 31, 2018. Two additional Direct Service Providers, Easter Seals Midwest and Operation Breakthrough, were added to the program in early 2018. Both new Service Providers were former contractors of The Family Conservancy (TFC). When TFC’s role changed, Easter Seals Midwest and Operation Breakthrough became direct recipients of the grant funding through MARC instead of contracting through TFC. The total funds originally approved for TFC were reduced by $93,333.34 and reallocated to the two new direct service providers Operation Breakthrough and Easter Seals Midwest. The total award amount has not changed.

### Early Head Start Expansion Budget 2017 - 2018

<table>
<thead>
<tr>
<th>Total EHS Expansion Award</th>
<th>Original EHS Expansion Award Amount</th>
<th>Original EHS Training Award Amount</th>
<th>6-Month EHS Expansion Award Amount</th>
<th>6-Month EHS Training Award Amount</th>
<th>Total Early Head Start Expansion Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Family Conservancy</td>
<td>677,075.71</td>
<td>16,926.89</td>
<td>235,163.05</td>
<td>-</td>
<td>929,165.65</td>
</tr>
<tr>
<td>Kansas City Public Schools</td>
<td>287,797.84</td>
<td>6,890.79</td>
<td>137,815.92</td>
<td>6,890.79</td>
<td>439,395.54</td>
</tr>
<tr>
<td>Independence School District</td>
<td>206,723.89</td>
<td>5,168.10</td>
<td>103,361.95</td>
<td>5,168.10</td>
<td>320,422.04</td>
</tr>
<tr>
<td>Blue Springs School District</td>
<td>260,558.88</td>
<td>6,382.27</td>
<td>127,645.44</td>
<td>6,382.27</td>
<td>400,968.86</td>
</tr>
<tr>
<td>Easter Seals Midwest</td>
<td>-</td>
<td>-</td>
<td>18,666.67</td>
<td>-</td>
<td>18,666.67</td>
</tr>
<tr>
<td>Operation Breakthrough</td>
<td>-</td>
<td>-</td>
<td>74,666.67</td>
<td>-</td>
<td>74,666.67</td>
</tr>
<tr>
<td>Direct Service Providers</td>
<td>1,432,156.32</td>
<td>35,368.05</td>
<td>697,319.70</td>
<td>18,441.16</td>
<td>2,183,285.23</td>
</tr>
<tr>
<td>MARC</td>
<td>97,282.68</td>
<td>40,231.95</td>
<td>58,683.30</td>
<td>19,358.84</td>
<td>215,556.77</td>
</tr>
<tr>
<td>Grand Total</td>
<td>1,529,439.00</td>
<td>75,600.00</td>
<td>756,003.00</td>
<td>37,800.00</td>
<td>2,398,842.00</td>
</tr>
</tbody>
</table>

Original allocation was approved in November 2017 for the additional 6-month EHS Expansion funding. The total funds originally approved for TFC were reduced by $93,333.34 and reallocated to the two new direct service providers Operation Breakthrough and Easter Seals Midwest.

**MOTION:** Mayor Ross moved to authorize Mid-America Regional Council on behalf of Mid-America Head Start to revise award amounts as described above. It was seconded by Councilmember Barnes and carried.
AUTHORIZE MID-AMERICA HEAD START (MAHS) TO REVISE THE AWARD AMOUNTS FOR THE EARLY HEAD START EXPANSION DUE TO CHANGING NEEDS AND REQUESTS OF DIRECT SERVICE PROVIDERS

Ms. Rohs said that in May 2018, MAHS requested and received approval from the MARC Board to apply, accept, and expend funds for the Early Head Start Expansion award for the grant period of September 1, 2018 to August 31, 2019. Since the approval of the agenda item in May 2018, Direct Service Providers have requested changes based on current needs. The original award did not include the COLA of $39,312.

The original and the new totals are shown in the chart below.

<table>
<thead>
<tr>
<th>Total EHS Expansion Award</th>
<th>Original Allocation of Early Head Start Expansion Award</th>
<th>Revised Allocation of Early Head Start</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Easter Seals Midwest</td>
<td>138,800.52</td>
<td>141,261.32</td>
<td>2,460.80</td>
</tr>
<tr>
<td>Operation Breakthrough</td>
<td>555,202.08</td>
<td>565,045.27</td>
<td>9,843.19</td>
</tr>
<tr>
<td>Kansas City Public Schools Delegate</td>
<td>282,522.63</td>
<td>334,294.15</td>
<td>51,771.52</td>
</tr>
<tr>
<td>Independence School District Delegate</td>
<td>211,891.98</td>
<td>142,148.47</td>
<td>(69,743.51)</td>
</tr>
<tr>
<td>Blue Springs School District Partner</td>
<td>261,673.15</td>
<td>282,522.64</td>
<td>20,849.49</td>
</tr>
<tr>
<td>Delegate/Partner Subtotal</td>
<td>1,450,090.36</td>
<td>1,465,271.85</td>
<td>15,181.49</td>
</tr>
<tr>
<td>MARC</td>
<td>99,714.64</td>
<td>123,845.15</td>
<td>24,130.51</td>
</tr>
<tr>
<td>Grand Total</td>
<td>1,549,805.00</td>
<td>1,589,117.00</td>
<td>39,312.00</td>
</tr>
</tbody>
</table>

The overall award amounts have not changed since the original approvals were obtained in May of 2018.

MOTION: Commissioner Roberts moved to authorize Mid-America Regional Council on behalf of Mid-America Head Start to revise award amounts as shown above. It was seconded by Commissioner Johnson and carried.

APPROVE CONSENT AGENDA

Councilmember Vogt moved for approval of the Consent Agenda, and Mayor Pro Tem Van Camp seconded. The motion passed. The action included the following:

a. Approve minutes of the August 28, 2018 Board meeting
b. Approve actions taken at the Head Start Advisory Committee meeting
c. Authorize grant submissions to the Menorah Heritage Foundation and Health Care Foundation of Greater Kansas City to support the Managed Services Network (MSN)
d. Authorize the submission of grant applications to area foundations for the KC Communities for All Ages Initiative
e. Authorize an agreement with Nutmeg Consulting LLC for Homelessness Management Information System (HMIS) technical services
f. Purchase new switches for 911 Host Sites
g. Authorize contracts with regional agencies for Emergency Services projects
h. Authorize Complex Coordinated Terrorist Attack (CCTA) training for the Emergency Services Program
EXECUTIVE DIRECTOR’S REPORT

Mr. Warm noted the following items;

On October 24 and 25, MARC and the Harvard Kennedy School’s Taubman Center for State and Local Government (HKS) are holding an Autonomous Vehicles Policy Forum. The goal of the forum is to develop policies that support the introduction of autonomous vehicles (AVs), with a strategic agenda aimed at realizing the regional potential and enhancing local effectiveness. Board members or their professional staff members with an interest in automated vehicles were encouraged to attend.

The next meeting of the MARC Board of Directors is Tuesday, October 23, 2018 at noon.

OTHER BUSINESS
No other business was brought before the Board.

ADJOURNMENT
The meeting was adjourned at 1:16 p.m.

MEETING SUMMARY APPROVED:

Carol J. Suter, Chair

Date
ISSUE:
VOTE: Approve the purchase of office furniture for expanded office space for the Head Start staff

BACKGROUND:
In spring 2018, a different structure for administration of the Head Start function was approved, consolidating functions as to create consistencies, efficiencies and economies of scale. This reorganization plan included MARC taking on those consolidated functions (e.g. health outcomes, data entry, education coordination/coaching) for the 14 contracted providers. Several additional staff were required to create the organizational structure needed to support this model. This fall is the first program year of this new model implementation. Current office space needs are exceeding available leased square footage in the Rivergate building.

Since 2014, IBTS (Institute for Building Technology and Safety) has subleased space from MARC. Their current space is immediately adjacent to the Early Learning Department and provides a logical area for expansion. Space has been identified on the first floor that would meet the needs of IBTS. Staff is currently working with Price Brothers (owners of the Rivergate Building) to lease the first floor space and then develop a new sublease for IBTS.

Through the U.S. Communities Government Purchasing Alliance, John A. Marshall Co. is the authorized dealer for the Herman Miller brand furniture used in the MARC offices. Staff has worked with representatives from John A. Marshall Co. to select furniture and design an arrangement that will meet current staffing and work needs and accommodate change in the future. The furniture will include four work stations for employees, and six docking stations that can be shared amongst employees and contractors whose work is predominantly outside the office. It will also include a table for meetings in this area and another meeting area in the current space. Refinements may still be made in the plan due to access to electricity, and finalizing needed filing cabinet space.

BUDGET CONSIDERATIONS:
The current estimate for the base plan of furniture is $55,000. Because a few additional modifications may be made as the project progresses, additional authority is requested. The 2018, August through October, Head Start Grant has funds available for this purchase.

<table>
<thead>
<tr>
<th>Amount Awarded</th>
<th>$ 7,217,253</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budgeted Expenditures</td>
<td></td>
</tr>
<tr>
<td>Direct and Indirect Staff Costs</td>
<td>$ 650,384</td>
</tr>
<tr>
<td>Training</td>
<td>79,554</td>
</tr>
<tr>
<td>Supplies (Includes new office furniture)</td>
<td>462,272</td>
</tr>
<tr>
<td>Contracts for Services</td>
<td>132,350</td>
</tr>
<tr>
<td>Direct Service Providers</td>
<td>5,892,693</td>
</tr>
<tr>
<td>Total Budgeted Expenditures</td>
<td>$ 7,217,253</td>
</tr>
</tbody>
</table>
RECOMMENDATION:
Authorize the purchase of new office furniture for Head Start from John A. Marshall Co. in a not to exceed amount of $70,000.

STAFF CONTACT:
Carol Gonzales
Jovanna Rohs
Liz Smith
ISSUE:
VOTE: Approve an agreement with Management Information Technology USA, for annual renewal of the Childplus.net data base contract for Head Start

BACKGROUND:
Mid-America Head Start has contracted with Management Information Technology USA, Inc. to use ChildPlus software as the primary record keeping system for the Head Start grant since 2006. This renewal contract with Management Information Technology USA, Inc. covers a period from November 1, 2018 to October 31, 2019.

BUDGET CONSIDERATIONS:
This expenditure is included in the budget for the 2018-2019 Federal Head Start/Early Head Start grant.

<table>
<thead>
<tr>
<th>REVENUES</th>
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<tbody>
<tr>
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<tr>
<td>Other (supplies, printing, etc.)</td>
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</tbody>
</table>

RECOMMENDATION:
Approve annual contract renewal with Management Information Technology USA, Inc. in an amount not to exceed $34,792.13 for Childplus.net for use of the data base system and related technical support services for MARC’s Head Start program.

STAFF CONTACT:
Liz Smith
Jovanna Rohs
ISSUE:
VOTE: Approve agreement with Carol Dietzschold to provide health consulting services for Head Start and Early Head Start programs

BACKGROUND:
Carol Dietzschold will work in collaboration with the Mid-America Head Start Health Manager to monitor and track child data, review and interpret health documents, and provide technical assistance in accessing information through electronic medical records systems. Total contract amount is based on an average of 80 hours per month for 12 months.

BUDGET CONSIDERATIONS:
This contract is included in Mid-America Head Start’s Fiscal Year 2018 -2019 budget.

RECOMMENDATION:
Approve a contract with Carol Dietzschold for health consulting services for 14 Mid-America Head Start programs, from November 1, 2018 through October 31, 2019 for a total amount not to exceed $28,800.

STAFF CONTACT:
Liz Smith
Jovanna Rohs
ISSUE:
VOTE: Approve agreement with Jewish Vocational Services for on-site interpretive services for
Head Start and Early Head Start programs

BACKGROUND:
The Office of Head Start requires that programs ensure all families, including those whose
first language is not English, are able to fully participate in the program and its activities. Although
programs seek to employ bi-lingual staff who speak the languages of the families they serve, this is not always possible. With increasing numbers of immigrant and refugee families who speak a wide variety of languages and dialects, there is a need for on-site interpretive services, particularly in home-visiting programs where staff work directly with parents. MAHS is requesting approval to contract with Jewish Vocational Services to provide in-home and on-site interpretive services for programs serving dual language families. Total contract not to exceed $60,000.00 from November 1, 2018 through October 31, 2019.

BUDGET CONSIDERATIONS:
This contract is included in Mid-America Head Start’s Fiscal Year 2018 -2019 budget.

RECOMMENDATION:
Approve a contract with Jewish Vocational Services for in-home and on-site interpretive services at 14 Mid-America Head Start programs, from November 1, 2018 through October 31, 2019 for a total amount not to exceed $60,000.

STAFF CONTACT:
Liz Smith
Jovanna Rohs
ISSUE:
VOTE: Authorize contract with the Kansas City Public Schools Parents as Teachers Program for technical assistance to Educare Program early learning providers

BACKGROUND:
MARC is partnering with the Local Investment Commission (LINC) to administer and provide oversight for the Educare Program. Educare is a twenty-year old state funded initiative that provides resources, technical assistance and training opportunities to child care providers who serve children receiving state subsidy support with an emphasis on licensed exempt, registered and family home providers in Cass, Clay, Jackson, Platte and Ray counties in Missouri. The purpose of the project is to promote school readiness by establishing linkages in policy, program and practice that will ensure all children receive a solid foundation for success in school and life.

MARC intends to contract with KCPS PAT to implement key project services and supports offered to area child care providers including:
- Individualized technical assistance and resources for family child care programs located in the KCPS catchment area to address issues identified through state monitoring visits
- Home visits for family child care providers located in the KCPS catchment area focused on improving quality

This project complements the current mission and work of MARC’s Early Learning Department.

BUDGET CONSIDERATIONS:
This agreement was not included in the 2018 budget. Funding to support this agreement is provided through a new funding agreement with the LINC approved at the MARC August 28th Board meeting.

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<tr>
<th>REVENUES</th>
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RECOMMENDATION:
Authorize MARC to enter into an agreement with the Kansas City Public Schools Parents As Teachers Program in an amount not to exceed $33,600 for 8-month contact to provide quality improvement technical assistance support to early learning providers participating in the Educare project.

STAFF CONTACT:
Jovanna Rohs
Kyle Matchell
ISSUE: Authorize contract with The Family Conservancy to provide training and technical assistance to Educare Program early learning providers

BACKGROUND: MARC is partnering with the Local Investment Commission to administer and provide oversight for the Educare Program. Educare is a twenty-year old state funded initiative that provides resources, technical assistance and training opportunities to child care providers who serve children receiving state subsidy support with an emphasis on licensed exempt, registered and family home providers in Cass, Clay, Jackson, Platte and Ray counties in Missouri. The purpose of the project is to promote school readiness by establishing linkages in policy, program and practice that will ensure all children receive a solid foundation for success in school and life.

MARC intends to contract with TFC to implement key project services and supports offered to area child care providers including:

- Coordination and delivery of professional development trainings and support groups for child care providers
- Individualized technical assistance and resources for family child care programs to address issues identified through state monitoring visits
- Home visits for family child care providers focused on improving quality

This project complements the current mission and work of MARC’s Early Learning Department.

BUDGET CONSIDERATIONS: This agreement was not included in the 2018 budget. Funding to support this agreement is provided through a new funding agreement with the LINC approved at the MARC August 28th Board meeting.

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RECOMMENDATION: Authorize MARC to enter into an agreement with The Family Conservancy in an amount not to exceed $115,400 for 8-month contact to provide professional development trainings and quality improvement technical assistance support to early learning providers participating in the Educare program.

STAFF CONTACT: Jovanna Rohs
Kyle Matchell
ISSUE:  
VOTE: Approve changes to the MARC Roadway Functional Classification System

BACKGROUND:  
Functional classification is the process by which roadways are categorized into classes, or systems, according to the type of service they are intended to provide. This system for roadway classification was developed by the Federal Highway Administration (FHWA), and has implications for the eligibility of a roadway to receive federal transportation funding. In addition to funding eligibility, the functional classification is used for the purposes of including planning, analysis, performance reporting and travel modeling.

Periodically, MARC works with local jurisdictions and the State DOTs to review and recommend changes to the FHWA functional classification system. The tables included with this report contain a list of recommended changes. All changes comply with federal criteria and guidelines for roadway functional classification.

The functional classification system is used to determine eligibility for roadways in the region to receive federal transportation funding. Eligible roadways make up what is referred to as the Federal Aid Systems. It is not used to prioritize funding or assign points during the project scoring and selection process.

COMMITTEE ACTION  
The proposed changes to the functional classification system were reviewed and approved by the MARC Highway Committee on September 26, 2018.

RECOMMENDATION  
Approve the changes to the functional classification system as presented.

STAFF CONTACT:  
Jim Hubbell
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<td>Oldham Pkwy</td>
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OP Functional Class Changes

Functional Class Type

- Interstate
- Freeway/Expressway
- Principal Arterial
- Major Collector
- Minor Arterial
- Minor Collector

*FC changes are represented as hashmarks*
Proposed Functional Classification Changes – Fall 2018
Kearney, MO

Minor collector to major collector

Lee’s Summit, MO

OR 50 obliterated

Jefferson Rd local to major collector
ISSUE:
VOTE: Approve the 2018 4th Quarter Amendment to the 2018-22 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. MARC amends the TIP on a quarterly cycle to accommodate changes to projects in the TIP.

The proposed 2018 4th Quarter Amendment to the 2018-22 TIP includes 77 projects:

- 64 new projects to be added, including, but not limited to:
  - Kansas and Missouri projects recommended for 2021-22 Surface Transportation Program (STP) funding
  - Kansas and Missouri projects recommended for 2021-22 Congestion Mitigation/Air Quality Program (CMAQ) funding
  - Kansas and Missouri projects recommended for 2021-22 Transportation Alternatives Program (TAP) funding
  - FTA Section 5310 funding recommendations
- 13 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at:

http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/18Q4amend.aspx

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

COMMITTEE ACTION:
Funding recommendations were developed by the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees, Mobility Advisory Committee and the Regional Transit Coordinating Council. Additional input for the programming process was provided by the Bicycle/Pedestrian Advisory Committee, Destination SAFE Leadership Team, Goods Movement Committee, Highway Committee, Regional Transit Coordinating Council, and the Sustainable Places Policy Committee.

The Air Quality Forum, TTPC and the MARC Board of Directors reviewed the proposed funding recommendations for the Surface Transportation, Congestion Mitigation/Air Quality and Transportation Alternatives programs at their August meetings. TTPC approved the proposed TIP amendment at their October 16, 2018 meeting.
RECOMMENDATION:
Approve 2018 4th Quarter Amendment to the *FFY 2018-2022 TIP*.

STAFF CONTACT:
Marc Hansen
ISSUE:
VOTE: Authorize contract with the city of Kansas City, Mo. Water Services Department to advance Brush Creek watershed planning

BACKGROUND:
Since 2008, MARC has assisted the city of Kansas City, Missouri, Johnson County and the U.S. Army Corps of Engineers in the development of the Brush Creek Basin Feasibility Study and Watershed Management Plan. This new contract provides $65,000 to MARC to continue facilitating the effort through June 2019. MARC supports planning groups to develop specific stormwater management projects that address flooding, beautification and community development goals of various communities and interest in the watershed. The process, which has been underway for several years, is complicated by federal reviews and Congressional appropriation cycles. The initiative is expected to complete design of an ecosystem restoration project in 2018-19 along Brush Creek near U.S.71.

Major tasks require MARC to convene the Brush Creek Sponsor Team and Coordinating Committee; execute and manage contract with Carol A. Grimaldi, LLC to facilitate stakeholder involvement and to ensure representation of Brush Creek community interests.

BUDGET CONSIDERATIONS:
The city of Kansas City, Mo. Water Services Department will provide $65,000 to MARC. MARC staff will renew an agreement in the amount of $10,000 with Carol A. Grimaldi, LLC.

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RECOMMENDATION:
Authorize MARC to accept contribution from Kansas City, Missouri Water Services Department for $65,000.

STAFF CONTACT:
Tom Jacobs
Alecia Kates
ISSUE:
VOTE: Authorize renewal of the contract with Rita Parker for cooperative purchasing coordination services in 2019

BACKGROUND:
For the last 14 years, MARC has contracted with Rita Parker to manage the Kansas City Regional Purchasing Cooperative (KCRPC). KCRPC provides three areas for cooperative purchasing opportunities. The first generates regional joint bids among MARC members for commodities such as ammunition and storm warning sirens. The second is an agreement approved in 2005 by the Board between MARC and the Houston-Galveston Area Council of Governments (H-GACBuy) and includes rebate sharing. The agreement provides MARC members access to contracts awarded at manufacturer level and includes involving local dealers, when available, in the process. Contracts include heavy equipment such as fire apparatus and ambulances. The third area includes management of contract database, buyer resources, outreach through newsletters, on-site workshops and webinars for local governments and providing procurement assistance to MARC staff as needed.

The KCRPC has helped local governments procure $200 million in products and services using cooperatively bid contracts. These contracts have generated documented savings to local governments of $10.7 million. Seventy-one different local agencies are using the local KCRPC contracts and 136 different local governments have used the H-GACBuy contracts.

This is a self-sustaining program. KCRPC charges a 1.5 percent administrative fee which is included in the price of each successful vendor bid. This fee pays for Ms. Parker’s contract and other expenses associated with the cooperative purchasing program.

The board is asked to authorize a contract with Ms. Parker in an amount not to exceed $54,685 for cooperative purchasing services for 2019. This provides 25-30 hours of service per week for an hourly fee of $39.50, a 1.94% increase over 2018. The contract also includes incidental expenses such as travel, marketing and professional memberships. Program revenues for 2019 are anticipated to cover all expenses associated with this contract.

At last year’s Budget and Personnel Committee meeting, the committee asked why MARC was not bidding out these services more regularly. There are three reasons why we have maintained our relationship with Rita Parker, and a strategy for continuing the relationship through 2019. These include:

a) Rita has built strong relationships with our local government purchasing managers and with H-GACBuy to support local government cooperative purchasing. Rita has years of local government purchasing expertise that she brought to MARC.

b) Her work has been successful in saving local governments millions of dollars and generating sufficient revenues for MARC to fully cover the program’s costs.

c) MARC has a new management team overseeing the Local Government Program Services and emerging Shared Services initiative, and their planning for the organization’s efforts to enhance services to cities and counties includes a review of our cooperative purchasing program. Maintaining our relationship with Rita Parker for 2019 would
allow the MARC staff the time to evaluate the current program and engage local stakeholders in discussions on appropriate steps to build on existing work.

**BUDGET CONSIDERATIONS:**
The KCRPC is expected to generate rebate revenues of at least $57,580 in 2019. This is adequate to cover the contractual costs associated with the agreement and a portion of program overhead expenses for MARC personnel and rent. Additional overhead expenses will be covered by the balance of rebates from prior years. If revenues fail to meet projections, expenses for this contract will be adjusted accordingly.

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| Source             | Program rebates |

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**RECOMMENDATION:**
Authorize the executive director to execute a contract with Rita Parker in an amount not to exceed $54,685 to provide cooperative purchasing services to local governments for the year of 2019.

**STAFF CONTACT:**
Lauren Palmer
Marlene Nagel
ISSUE:
VOTE: Authorize submission of an EDA grant application to support a Talent-to-Industry Exchange project focusing on Construction and Skilled Trades

BACKGROUND:
The Talent-to-Industry Exchange program brings employers and educational institutions together to identify career pathways (degree and non-degree), grow the talent pool, fill workforce gaps, and align training/postsecondary education opportunities with workforce demand. MARC has committed to focus on two to three priority industry sectors each year. The first year the focus was on Engineering, Architecture and Design (KC Global Design) and Life Sciences. Over 2018-2019, the TIES program will focus on Construction and Skilled Trades and an aspect of Advanced Manufacturing/Information Technology. The Construction and Skilled Trades TIE is currently underway, and has received financial support from the Civic Council of Greater Kansas City and the Builders Association. The funding request to EDA includes the following work for the Construction and Skilled Trades Industry sector:

- Conduct an asset inventory to gain a thorough and in-depth understanding of the Construction and Skilled Trades Industry sector in the Kansas City region.

- Engage business leaders and educators to better align educational offerings for high-demand/high-growth Construction and Skilled Trades’ jobs in the metro area with the needs of businesses in both the short term and long term.

- Bring industry organizations together to define an action plan and steps for implementation in order to address both short and long-term needs in this industry sector, and to provide meaningful jobs and career pathways for residents in the region through apprenticeships, certifications and other training.

MARC will match the federal funds with funds awarded by the Civic Council of Greater Kansas City and other local contributors.

<table>
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<table>
<thead>
<tr>
<th>PROJECTED EXPENSES</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel (salaries, fringe, rent)</td>
<td>$39,527 federal/$39,527 match</td>
</tr>
<tr>
<td>Contractual (Clear Box Insights)</td>
<td>$7,500 federal/$7,500 match</td>
</tr>
<tr>
<td>Database</td>
<td>$14,000 federal/$14,000 match</td>
</tr>
<tr>
<td>Meeting</td>
<td>$1,100 federal; $1,100 match</td>
</tr>
<tr>
<td>Printing</td>
<td>$2,500 federal/$1,100 match</td>
</tr>
<tr>
<td>Other (Travel)</td>
<td>$248 federal/$248 match</td>
</tr>
<tr>
<td>Total</td>
<td>$129,750</td>
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RECOMMENDATION:
Authorize the submission of a grant to the U.S. Economic Development Administration in the amount of $64,875 to support the Construction and Skilled Trades Industry Talent-to-Industry Exchange project; and if awarded, authorize the acceptance of the funds.

STAFF CONTACT:
Sheri Gonzales Warren
Marlene Nagel
ISSUE:
VOTE: Authorize applications to the Missouri Housing Development Commission to support Homelessness Coordination Services

BACKGROUND:
In fall 2015, the MARC Board authorized the organization to serve as the Lead Agency for the Homelessness Management Information System (HMIS) on behalf of the region’s Continuum of Care organizations serving much of the homeless population in the Kansas City region (Wyandotte County, Johnson County and Jackson County). The Homeless Management Information System (HMIS) is an internet-based data collection software application designed to capture information about the numbers, characteristics, and needs of homeless persons and those at risk of homelessness over time. Agencies receiving HUD and other federal grant funds are required to use the system to track and report on services. MARC has received HUD grants to support the HMIS work. MARC recently applied for FY2018 funds.

The Missouri Housing Development Commission (MHDC) receives HUD funding to support statewide efforts to address homelessness (Emergency Services Grants). MARC received FY2015 and FY2017 grants from MHDC for the HMIS Lead Agency work, and the funds were budgeted to support the software system’s license fee and training. MHDC has issued a call for applications for the FY2018 Emergency Solutions Grant (ESG). The funds would be used to support system operations and training. The grant amount of $25,000 would be matched with fees paid by agencies using the HMIS system.

BUDGET CONSIDERATIONS

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>$25,000 Federal; $25,000 match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Federal is Emergency Solutions Grant through Missouri Housing Development Commission; Match will come from local agencies’ user fees and United Way grant</td>
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<thead>
<tr>
<th>PROJECTED EXPENSES</th>
<th>$5,000 federal/$5,000 match</th>
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<tbody>
<tr>
<td>Personnel (salaries, fringe, rent)</td>
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<tr>
<td>Contractual</td>
<td>$20,000 federal/$20,000 match</td>
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RECOMMENDATION:
Authorize the executive director to apply for, and if awarded accept funds for $25,000 to support the HMIS system on behalf of Jackson County.

STAFF CONTACT:
Marlene Nagel
Sherry Ellis
ISSUE:
VOTE: Approve renewal of 911 software support for multiple PSAPs

BACKGROUND:
Several PSAPs were upgraded to the new Airbus DS (now Motorola) 911 hardware and software platform in 2015. The installations included software support for four years. These support agreements expire December 31, 2018, and need to be renewed for additional four-year terms.

BUDGET CONSIDERATIONS:
The total cost for four years of software support for the answering positions, servers and gateways totals $135,338.56:

- Pleasant Valley Police Department $17,383.56
- Excelsior Springs Police Department $15,039.96
- Clay County Sheriff’s Office $30,735.88
- Gladstone Police Department $24,059.72
- Liberty Police Department $24,059.72
- North Kansas City Police Department $24,059.72

TOTAL: $135,338.56

This expenditure is included in the regional 911 upgrade plan, and will be made using existing dollars from the 911 Capital Projects Fund.

COMMITTEE ACTION:
The Public Safety Communications Board approved the 2018 PSAP Upgrade Schedule at its meeting on December 6, 2017.

RECOMMENDATION:
Authorize the purchase of software support agreement extensions from Motorola at a cost of $135,338.56.

STAFF CONTACT:
Eric Winebrenner
ISSUE:
VOTE: Authorize application to the Health Care Foundation of Greater Kansas City for Community Health Worker project and amend subcontractor agreements

BACKGROUND:
MARC’s regional health care access initiative supported a regional committee focused on developing community health workers as a key part of the health care system. Community Health Workers are individuals trained to work with patients to connect them to needed health care and community services to improve their health outcomes, including reducing re-admissions at hospitals. MARC received funding in 2015, 2016 and 2017 to support the committee’s work, and has identified ongoing work to continue to advance the development of a trained workforce. The work over the past year has focused on support for efforts to establish a state credential for CHWs and to improve the existing training offered by community colleges throughout Missouri. Similar efforts have been initiated to build support in the state of Kansas as well.

Over the past three years, grants from the foundation supported facilitation of a regional collaborative with subcommittees; supported research and dialogue with financial strategies for sustainability of CHWs working in community settings; support for a state credential in Missouri; and trainings for supervisors. The new grant would allow MARC to continue to support the CHW Collaborative; enhance the CHW training curriculum and service learning in collaboration with statewide interests; work with St. Louis and other state interests to secure payer support for the use of CHWs as part of a health care team; and increase use of CHWs among local health care organizations.

BUDGET CONSIDERATIONS:
Health Care Foundation funds will be used to cover MARC salaries, fringe benefits, overhead and rent; consultant costs to support the work; meeting; and travel for CHW Collaborative members to national meetings. MARC has worked with two consultants and would continue their engagement over the next year. Erika Saleski with ES Advisors would support facilitation with the Collaborative, work to create financial mechanisms for CHW reimbursement by payers and MO Healthnet; work to advance the CHW credential in Missouri. The second consultant, Caitlin Allen with CGA Consulting, was selected through a RFP process to support work on the CHW curriculum.

<table>
<thead>
<tr>
<th>REVENUES</th>
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<tbody>
<tr>
<td>Amount</td>
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<tr>
<td>Source</td>
<td>Health Care Foundation of Greater Kansas City</td>
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<tr>
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<tbody>
<tr>
<td>Personnel (salaries, fringe, rent)</td>
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<tr>
<td>Contractual</td>
<td>96,096</td>
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<tr>
<td>Other Expenses</td>
<td>19,850</td>
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RECOMMENDATION:
Authorize application to the Health Care Foundation of Greater Kansas City for the regional Community Health Worker Program in the amount of $150,000, and accept funds if awarded. If funds are awarded, authorize an amendment to the current agreement with ES Advisors LLC, adding $38,096 for a total of $223,471; and an amendment with Caitlin Allen of CGA Consulting adding $58,000 for a total of $112,000.

STAFF CONTACT:
Marlene Nagel