December 18, 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. Recognition of Outgoing Board Members
3. Appointment of Nominating Committee for 2019 Board Officers
4. Transportation and Environment
   a. REPORT: State and Federal Transportation Funding Issues
5. Community Development
   a. REPORT: Preliminary Review and Input on the 2019 Federal Legislative Agenda
6. Finance and Administration
   a. REPORT AND VOTE: Approve the Revised 2018 and Proposed 2019 Budget; Overview of the 2019 Work Plan

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

7. VOTE: Approve Consent Agenda
   a. Approve minutes of the November 27, 2018 Board meeting
   b. Approve Local Government Dues for 2020
   c. Authorize an agreement with RubinBrown for the 2018 audit
   d. Approve Policy on Unified Planning Work Program Modifications
   e. Authorize consultant contracts for three Planning Sustainable Places projects in Independence, Kansas City, and North Kansas City, Mo.
   f. Approve the 2019 Regional Safety Performance Targets for the MARC metropolitan area
   g. Approve Contract Extensions with Commenco and RAMBIS for 911 system maintenance services
   h. Approve software support agreement with Datamaster for location information on all 911 calls
   i. Approve the purchase of EventTracker Log Manager Software for 911 security monitoring efforts

8. Executive Director’s Report

9. Other Business

10. Adjournment

www.marc.org
Please notify the Mid-America Regional Council at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print reader, hearing assistance). We will make every effort to meet reasonable requests.

Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. An entrance directly into the conference area is available from this level. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.
<table>
<thead>
<tr>
<th>Name</th>
<th>Jurisdiction</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allen, Jim</td>
<td>Johnson County</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Alvey, David</td>
<td>Unified Government of WyCo/KCK</td>
<td>Mayor/CEO</td>
</tr>
<tr>
<td>Baird, Bill</td>
<td>City of Lee's Summit</td>
<td>Mayor</td>
</tr>
<tr>
<td>Barnes, Lee</td>
<td>City of Kansas City</td>
<td>Councilmember</td>
</tr>
<tr>
<td>Barry, Susan**</td>
<td>MoDOT</td>
<td>District Planning Manager</td>
</tr>
<tr>
<td>Boehm, Mike</td>
<td>City of Lenexa</td>
<td>Mayor</td>
</tr>
<tr>
<td>Bogle, Hugh**</td>
<td>KDOT</td>
<td>District Engineer</td>
</tr>
<tr>
<td>Burnett, Scott</td>
<td>Jackson County</td>
<td>Legislator</td>
</tr>
<tr>
<td>Copeland, Michael</td>
<td>City of Olathe</td>
<td>Mayor</td>
</tr>
<tr>
<td>Eilert, Ed</td>
<td>Johnson County</td>
<td>Commissioner Chairman</td>
</tr>
<tr>
<td>Elliott, John</td>
<td>Platte County</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Fields, Vernon</td>
<td>City of Basehor</td>
<td>Councilmember</td>
</tr>
<tr>
<td>Gallagher, Danny</td>
<td>Miami County</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Gerlach, Carl</td>
<td>City of Overland Park</td>
<td>Mayor</td>
</tr>
<tr>
<td>Hall, Heather</td>
<td>City of Kansas City</td>
<td>Councilmember</td>
</tr>
<tr>
<td>Harrington, Jeff</td>
<td>City of Bonner Springs</td>
<td>Mayor</td>
</tr>
<tr>
<td>Holland, Robert</td>
<td>Leavenworth County</td>
<td>Commissioner</td>
</tr>
<tr>
<td>James, Sly</td>
<td>City of Kansas City</td>
<td>Mayor</td>
</tr>
<tr>
<td>Jarrold, Dick**</td>
<td>KCATA</td>
<td>Vice President</td>
</tr>
<tr>
<td>Johnson, Harold</td>
<td>Unified Government of WyCo/KCK</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Kellogg, Kevin</td>
<td>City of Raymore</td>
<td>Councilmember</td>
</tr>
<tr>
<td>Kidwell, Brian**</td>
<td>MoDOT</td>
<td>Asst. District Engineer</td>
</tr>
<tr>
<td>Makinen, Robbie**</td>
<td>KCATA</td>
<td>President/CEO</td>
</tr>
<tr>
<td>Markley, Angela</td>
<td>Unified Government of WyCo/KCK</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Martin, Jeremy</td>
<td>City of Oak Grove</td>
<td>Mayor</td>
</tr>
<tr>
<td>McKiernan, Brian*</td>
<td>Unified Government of WyCo/KCK</td>
<td>Commissioner</td>
</tr>
<tr>
<td>McTaggart, John</td>
<td>City of Edwardsville</td>
<td>Mayor</td>
</tr>
<tr>
<td>Medsker, Mike</td>
<td>Cass County</td>
<td>Recorder of Deeds</td>
</tr>
<tr>
<td>Moriarty, Michael**</td>
<td>KDOT</td>
<td>Chief of Transportation Planning</td>
</tr>
<tr>
<td>Nolte, Jerry</td>
<td>Clay County</td>
<td>Presiding Commissioner</td>
</tr>
<tr>
<td>Odom, Jimmy</td>
<td>Cass County</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Owen, Gene</td>
<td>Clay County</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Preisinger, Mark</td>
<td>City of Leavenworth</td>
<td>City Commissioner</td>
</tr>
<tr>
<td>Reed, Jermaine*</td>
<td>City of Kansas City</td>
<td>Councilmember</td>
</tr>
<tr>
<td>Ridgeway, Luann</td>
<td>Clay County</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Roberts, Rob</td>
<td>Miami County</td>
<td>Commission Chairman</td>
</tr>
<tr>
<td>Ross, Carson</td>
<td>City of Blue Springs</td>
<td>Mayor</td>
</tr>
<tr>
<td>Schieber, Ron</td>
<td>Platte County</td>
<td>Presiding Commissioner</td>
</tr>
<tr>
<td>Schwach, Paula</td>
<td>City of Westwood Hills</td>
<td>Mayor</td>
</tr>
<tr>
<td>Shaffer, Ron</td>
<td>Johnson County</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Skoog, Curt</td>
<td>City of Overland Park</td>
<td>Councilmember</td>
</tr>
<tr>
<td>Smith, Doug</td>
<td>Leavenworth County</td>
<td>Commission Chairman</td>
</tr>
<tr>
<td>Spears, Fred</td>
<td>City of Overland Park</td>
<td>Councilmember</td>
</tr>
<tr>
<td>Stark, Holly</td>
<td>City of Peculiar</td>
<td>Mayor</td>
</tr>
<tr>
<td>Suter, Carol</td>
<td>City of Gladstone</td>
<td>Councilmember</td>
</tr>
<tr>
<td>Van Camp, Tom</td>
<td>City of Independence</td>
<td>Mayor Pro Tem</td>
</tr>
<tr>
<td>Vogt, Marge</td>
<td>City of Olathe</td>
<td>Councilmember</td>
</tr>
<tr>
<td>Wagner, Scott</td>
<td>City of Kansas City</td>
<td>Mayor Pro Tem</td>
</tr>
<tr>
<td>Walker, Rick</td>
<td>City of De Soto</td>
<td>Mayor</td>
</tr>
<tr>
<td>Walters, Jim</td>
<td>Unified Government of WyCo/KCK</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Weir, Eileen</td>
<td>City of Independence</td>
<td>Mayor</td>
</tr>
<tr>
<td>White, Frank</td>
<td>Jackson County</td>
<td>County Executive</td>
</tr>
<tr>
<td>Wilhite, Gary</td>
<td>Ray County</td>
<td>Presiding Commissioner</td>
</tr>
<tr>
<td>Wood, Dagmar</td>
<td>Platte County</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Ye, John</td>
<td>City of Westwood</td>
<td>Mayor</td>
</tr>
</tbody>
</table>

*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:
Recognition of Outgoing Board Members

BACKGROUND:
The following members of the MARC Board will be leaving in January:

  Commissioner Ron Shaffer, Johnson County, Kan.
  Commissioner Robert Holland, Leavenworth County, Kan.
  Presiding Commissioner Gary Wilhite, Ray County, Mo.

We would like to recognize each of them for their service and leadership on the Board.

RECOMMENDATION:
None.

STAFF CONTACT:
David Warm
ISSUE:
REPORT: Appointment of Nominating Committee for 2019 Board Officers

BACKGROUND:
Board Chair Carol Suter has asked the following individuals to serve, and they have accepted, as the Nominating Committee to determine a slate of officers for the 2019-2020 year:

- Councilmember Marge Vogt, Olathe, Kan.
- Mayor Holly Stark, Peculiar, Mo. (representing Cass County cities)
- Councilmember Curt Skoog, Overland Park, Kan.

Officers are elected for a period of one year, although traditionally they serve for two consecutive terms. Nominating committees have traditionally considered the length of participation with MARC in selecting officer nominees.

The Nominating Committee will meet after the December 18 meeting to develop a slate of officers to be presented to the Board in January for approval.

RECOMMENDATION:
None at this time.

STAFF CONTACT:
David Warm
ISSUE:
REPORT: State and Federal Transportation Funding Issues

BACKGROUND:
There has been recent activity on several fronts at the state and federal level that will impact transportation funding and system performance in the Kansas City region.

Kansas
The Kansas Joint Legislative Transportation Vision Task Force has completed their statewide meetings and has developed initial recommendations from their assessment of testimony provided from August to December. They are scheduled to issue a final report in December. Key recommendations are to provide adequate funding to maintain the state highway system, complete all projects recommended in the TWORKS program, increase funding for other modes, consider restrict use of transportation taxes to transportation uses, and consider new sources of revenue for transportation needs in the state. More information is available at: http://www.economiclifelines.com/wp-content/uploads/2018/12/Task-Force-Overview_Final-12-2018.pdf

Missouri
Proposition D would have increased the state motor fuels tax, and while majorities of voters supported it in Clay and Platte Counties and in Kansas City, Missouri, it did not pass statewide in the November election. Increasing the motor fuels tax was one of several funding recommendations made by the 21st Century Missouri Transportation System Task Force in 2017. Another recommendation that may be considered by the legislature in 2019 is increasing vehicle registration fees (VRF) and changing the way they are calculated. Missouri is the only state that bases VRF on “taxable horsepower”. One proposal would replace horsepower with fuel economy as the basis for VRF, with higher fees for more fuel-efficient vehicles. This could help address the declining purchasing power of current transportation taxes and fees but may also have negative impacts for air quality, greenhouse gas emissions and energy efficiency throughout the state and in the Kansas City area. MARC’s Air Quality Forum and Total Transportation Policy Committee will initiate research into this proposal in December. More information about the Missouri task force recommendations is available here: https://house.mo.gov/billtracking/bills181/commit/rpt1723/Transportation.pdf

Federal
Area House and Senate offices have announced that two projects in the Kansas City area will be awarded funding through the 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program, formerly known as TIGER. The Missouri Department of Transportation (MoDOT) and City of Kansas City, Missouri will share an award of $25 million to support replacement of the Buck O’Neil Bridge and the Kansas Department of Transportation and Unified Government of Wyandotte County/Kansas City, Kansas will share an award of $13.8 million to reconfigure the Turner Diagonal interchange at I-70. MARC provided letters of support for both projects.

The Fixing America’s Surface Transportation (FAST) Act will expire in 2020. There is some speculation that the change in party control of the House of Representatives may lead to accelerated discussions to renew this authorizing legislation and/or develop supplementary funding legislation for infrastructure. MARC is working with the National Association of Regional Councils (NARC) to develop policy proposals
for the next federal surface transportation authorization bill. In 2019, the MARC Board, transportation committees and other stakeholders will be asked to participate in these discussions.

Staff will provide an update on these issues at the meeting.

**COMMITTEE ACTION:**
Support for increased transportation funding is a priority in the adopted 2019 Kansas Legislative Agenda, and is supported in the adopted Missouri Legislative Agenda. The Air Quality Forum and the Total Transportation Policy Committee are studying potential impacts of changes to Missouri vehicle registration fees.

**RECOMMENDATION:**
None. Information only.

**STAFF CONTACT:**
Ron Achelpohl
ISSUE:
REPORT: Preliminary Review and Input on the 2019 Federal Legislative Agenda

BACKGROUND:
Each year, the MARC Board identifies federal policy and funding issues of importance to the Kansas City region. The information is shared with the region’s Congressional delegation and community partners, including local governments. It is suggested that the policy agenda for 2019 outline areas of interest with information on regional plans, initiatives, progress and legislative or funding issues. The following draft issues include both issues from 2018 and new ones identified by MARC committees and MARC staff. Most of the following information was included in the 2018 Federal Policy agenda. Board members are asked to review the information and provide input for 2019.

PRIORITIES

- **Role of Local Governments and Metropolitan Areas**
Federal programs should be responsive to the unique needs of metropolitan and urban areas, and local leaders should have a meaningful voice in decisions about federal investments and program implementation.

- **Reauthorization of the federal transportation law (the FAST Act) and maintain transportation funding for the nation’s surface transportation system**
Significant and stable federal infrastructure investment is essential to the Kansas City region’s unique transportation and logistics systems. Federal policy should provide adequate and predictable funding for surface transportation programs to allow effective planning and project delivery for state and local governments.

- **Funding to support the Head Start and Early Head Start programs**
The federal government should support increased funding for Head Start and Early Head Start to allow more eligible children to be served and enter school ready to succeed.

- **Full funding for preparations to ensure a quality 2020 Census**
The independence and funding of federal statistical programs is important to local and regional decision making. Full funding is needed for the 2020 Census to ensure quality data for federal, state and local decision-making.

GENERAL PRINCIPLES

- **Federal Government Presence in Metro Kansas City**
The Kansas City area is a regional center for numerous federal offices and operations. A strong federal presence, including Ft. Leavenworth and the Command College, contributes significantly to the regional economy and the effectiveness of federal programs.

- **Importance of Sound Infrastructure in Local Communities**
Public infrastructure, including transportation, water, sewer, and power, are critical to quality of life and business operations throughout our nation. The federal and state governments support public infrastructure, but local governments have an important leadership role to ensure their
ongoing improvement and maintenance. The federal government needs to support continued and adequate investment in public infrastructure.

- **Maintain programs that serve as the nation’s safety net**
  The federal government ensures that the needs of the nation’s vulnerable populations are addressed through a number of programs.

- **Maintain standards that protect our natural environment and the health of the public**
  The nation’s air and water quality depend upon sound scientific standards implemented at the federal, state and local levels to ensure protection of our nation’s natural resources and to protect the public health. As the threat of natural hazards grows with a changing climate, local communities need tools offered by the federal government to support sound policy that protects life and property.

- **Support metropolitan regional to achieve economic growth for the nation**
  Metropolitan areas fuel the nation’s economic progress, and federal support for continued efforts in innovation and entrepreneurship, foreign trade and the ability to attract and retain workforce talent is necessary.

**POLICY AREAS**

**Local Government Finances and Operations**

- **Tax exemption for municipal bonds**
  Oppose attempts to eliminate or limit the tax exemption for municipal bonds. Affordable financing is the single greatest tool that cities and counties have to fund critical infrastructure needs.

- **Small cell wireless deployment**
  Support local governments in their efforts to protect the public right-of-way, and oppose attempts to limit local control of public rights-of-way and assets for small cell wireless technology deployment.

- **Protect internet sales tax**
  Support local governments’ ability to collect internet sales taxes.

**Transportation**

- **Transportation Funding For Special Projects**
  An extension of the Streetcar and other regionally significant projects require special federal funding support.

- **Transportation Choices**
  Federal policy should support public transportation as an essential element of comprehensive metropolitan transportation systems.

- **Public/Private Partnerships**
  Federal policies should facilitate the use of public/private partnerships as a supplement to public infrastructure financing and project delivery.
Transportation Technologies
Federal policies affecting new transportation technologies should be developed in a broad context that encourages innovation in local and metropolitan networks, maintain the integrity of local transportation systems and be compatible across state lines.

Environment

- **Water Quality, Stormwater Management and Green Infrastructure**
  Federal support for water and wastewater system improvements is essential to the capacity of local communities to ensure water supply and water quality and to achieve the multiple benefits that accrue from effective water resource management.

- **Missouri River Management and Watershed Planning**
  Federal management of national waterways and investment in key flood control and ecosystem restoration projects are critical to the Kansas City region. Support funding and authorization requests for level and watershed planning and projects in the Kansas City area.

- **Air Quality**
  Federal air quality policies should support the Kansas City region’s efforts to ensure public health and community economic development.

- **Energy Conservation**
  Federal support for energy conservation and renewable energy sources enhance our region’s quality of life and lower costs for residents and businesses.

Health and Human Services

- **Health Care Access**
  The federal government should provide programs and resources to ensure access to affordable health care.

- **Mental Health Services**
  Federal health policy should expand the availability of mental health services.

- **Services to Older Adults**
  Federal support enables local communities to serve a rapidly expanding population of vulnerable older adults.

- **Emergency Medical Services**
  Federal health care programs should utilize the capacity of local EMS agencies to provide cost-effective emergency response, preventive care and non-emergency services.

Self Sufficiency/Family Support

- Federal policy should ensure support for programs that serve disadvantaged residents of our communities and enable them to provide for their families.

- **Reauthorization of the Farm Bill**
  The Farm Bill’s reauthorization is important to the Midwest and Kansas City area economies, and provisions for the SNAP program to serve low-income families with nutrition assistance should be maintained.
**Education and Workforce Development**

- **Early Learning**
  Increase funding to enable the states to serve more families and implement the important reforms in the program’s 2014 reauthorization and increase access and quality assurance components of the Child Care and Development Block Act for FY18 and FY19. Sustain funding for Head Start and continue to expand Early Head Start so that more eligible children and families may benefit. Support increased funding for Individuals with Disabilities Education Act (IDEA) Parts B and C grants for infants and families and preschool grants.

- **Higher Education/Post-Secondary Attainment**
  Requirements for federal education programs should be broadened to enable the transition of young students from secondary to post-secondary programs.

- **Workforce Development**
  Federal workforce policy should support regional workforce development strategies and enable businesses to hire highly skilled foreign workers.

**Emergency Services**

- **Homeland Security**
  Federal policies should support the Kansas City’s region’s capacity to respond to evolving threats, to maintain a coordinated operational structure for effective preparedness and response, and to foster strong, public safety communication networks.

- **Resilient Communities**
  Federal support is critical to address both man-made and natural hazards, as well as public health emergencies, and create a nation of safe, prepared and resilient communities.

**Housing and Neighborhoods**

- **Affordable Housing**
  The federal government has an essential role as a partner in helping local communities meet the housing needs of low-income families and the elderly.

- **Community Revitalization**
  Federal partnerships and programs like CDBG and EDA are important to local initiatives to revitalize communities.

**RECOMMENDATION:**
None at this time. Board members are asked to provide input to the 2019 federal agenda.

**STAFF CONTACT:**
Marlene Nagel
ISSUE:
REPORT AND VOTE: Approve the Revised 2018 and Proposed 2019 Budget; Overview of the 2019 Work Plan

BACKGROUND:
MARC’s annual budget is adopted each December for use as a management tool that will guide financial activity over the next fiscal year, which is the calendar year. Like most organizations, MARC has funding streams and programs that overlap and flow through multiple years. MARC’s budget has added complexities because the agency receives funds from more than 100 federal, state and local agencies and programs in a typical year, each with its own start and end dates and reporting requirements. During the course of the budget year, new programs may be initiated and new funding sources that support our Policy Goals may become available. It is our practice to revise the budget late in the year to capture any changes to the initial revenue and expenditure projections.

MARC’s 2019 Budget establishes a new reporting format of integrating the organization’s Work Plan and Budget. It is intended to be used on an ongoing basis, illustrating clearer linkages between revenue, expenditures, policy goals and work programs.

Staff reviewed the budget with the Budget and Personnel Committee at their November meeting, and will provide additional information at the December meeting.

Members of the MARC Board are asked to approve the revised budget and the proposed budget. The revised 2018 Budget adjusts expenditures based on actuals to date, and has been modified to reflect the transfers for indirect and fringe allocations as well as 911 expenses not previously included. The Budget document is available online at:


BUDGET CONSIDERATIONS:
Following are total budget numbers for the Revised 2018 and Proposed 2019 Budgets. Annual revenues and expenses differ in budget years due to fluctuations in fund balances.

<table>
<thead>
<tr>
<th></th>
<th>Revised 2018</th>
<th>Proposed 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>$ 77,999,443</td>
<td>$ 81,931,030</td>
</tr>
<tr>
<td>Expenditures</td>
<td>78,265,391</td>
<td>81,990,503</td>
</tr>
</tbody>
</table>

RECOMMENDATION:
Approve the Revised 2018 and Proposed 2019 Budget.

STAFF CONTACT:
Carol Gonzales
ISSUE:
VOTE: Approve minutes of the November 27, 2018 Board meeting

BACKGROUND:
The minutes of the November 27, 2018 meeting are enclosed.

RECOMMENDATION:
Approve the minutes of the November 27, 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 Jimmy Odom, Cass County, Mo. - MARC Board 2nd 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
Commissioner Ron Shaffer, Johnson County, Kan. - MARC Board Past Chair
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.
Commissioner Bob Holland, Leavenworth County, Kan.
Mayor/CEO David Alvey, Unified Government of Wyandotte County/KCK
Councilmember Vernon Fields, Basehor, Kan.
Mayor John “Tiny” McTaggert, Edwardsville, Kan.
Mayor Mike Boehm, Lenexa, Kan.
Councilmember Fred Spears, Overland Park, Kan.
Mayor Paula Schwach, Westwood Hills, Kan.

OTHERS PRESENT
Geoff Jolley, Jolley Strategies, LLC
Michael Webb, city of Edwardsville, Kan.

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.
RECOGNITION OF MARC EMPLOYEE

Mary Laird has reached a significant milestone in her employment with MARC. Mary is the Executive Assistant at MARC, and is celebrating 15 years. David Warm recognized her contributions to the agency, and Councilmember Suter presented her with a gift of appreciation.

PRESENTATION OF THE 2018 STATUS OF CHILDREN & FAMILIES IN THE GREATER KANSAS CITY AREA

Director of Early Learning Jovanna Rohs reported that in its early years, MARC’s Metropolitan Council on Early Learning (MCEL) produced an annual and then semi-annual Status of Early Learning report to provide information on the region’s early learning system and help guide community decision making. As funding and priorities shifted over the years, this report was discontinued. However, the need to have current and accurate child, family and early learning data has never been more critical. The region’s early learning community continues to grapple with persistent problems such as access to early learning, quality experiences and compensation of the workforce.

With funding from the Kauffman Foundation, the Status of Children & Families in the Greater Kansas City Metropolitan Area report was completed by MARC. The report compiles the most recent data available regarding population trends, economics, health, and early learning to provide a portrait of the early learning system in MARC’s nine county bi-state region. This profile will assist MCEL and the community identify issues and trends within the system that directly impact vulnerable families with young children.

Highlights of the region’s report include:

- The population under age 5 has declined slightly in the Kansas City MSA since 2010.
- Under-5 population tracts are evenly distributed throughout the region.
- As the population changes, school districts should not always assume continuous growth in enrollment.
- The under-5 population is becoming more diverse.
- The number of children under age 5 in poverty living in the urban core decreased slightly between 2010 and 2016, while children in the suburbs were less likely to experience poverty in 2016.
- Family, friend and neighbor (FFN) care is broadly defined as care that is, “. . . provided by caregivers who are relatives, friends, neighbors, or babysitters/nannies, who are unlicensed or subject to minimal — if any — regulation.” The early years of development are important for a child’s success. This reality means supporting FFN providers is an important strategy to consider.
- In the Kansas City region, nearly 1,900 facilities provide child care. Center sizes vary greatly. Despite the large number of facilities, there are communities lacking easily accessible child care. Child care deserts are common in rural parts of the Kansas City region. Also, there are several pockets, particularly in the urban core and first-ring suburbs, with fewer child care options.
- The median annual salary for a child care worker in the Kansas City region is $20,400. By comparison, the median annual salary of all occupations in the Kansas City region is $40,700. Entry-level child care workers can expect to make $17,200 a year and experienced child care workers take home $24,100 a year.

The profile augments other data reports such as the Mid-America Head Start Community Assessment and the Kansas City PreK Landscape studies. A companion Story Map has been created
that allows users to zoom in on areas of the community that are of interest. The full report and the Story Map link can be found on MARC’s website: [http://marc.org/Community/Early-Learning](http://marc.org/Community/Early-Learning).

**REPORT AND VOTE: AUTHORIZE GRANT APPLICATION TO THE FEDERAL ADMINISTRATION FOR CHILDREN AND FAMILIES TO EXPAND EARLY HEAD START**

Mrs. Rohs noted that on October 29, 2018, the Administration for Children and Families announced $4,823,430 in new funding was made available for expansion of existing Early Head Start programs throughout the four states in Region VII, which include Kansas, Missouri, Iowa, and Nebraska. MAHS proposes to add 45 enrollment slots to its existing 544 Early Head Start slots. These slots will be added to the enrollment of existing early childhood programs that have requested to be included in this expansion application. The agencies included are Ability KC, Front Porch Alliance, Learn-A-Lot, Lee’s Summit School District, and United Inner City Services (St. Mark). The application deadline is November 30. The total amount of funds requested is $830,250. The chart below describes the allocation of funding and slots for each agency.

**Early Head Start Expansion Budget 2018**

<table>
<thead>
<tr>
<th>Agency</th>
<th>EHS Expansion Award Amount</th>
<th>EHS Expansion Funded Enrollment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ability KC (Center-Based)</td>
<td>$70,000</td>
<td>4</td>
</tr>
<tr>
<td>Front Porch Alliance (Home-Based)</td>
<td>$32,000</td>
<td>4</td>
</tr>
<tr>
<td>Learn-A-Lot (Center-Based)</td>
<td>$350,000</td>
<td>20</td>
</tr>
<tr>
<td>Lee’s Summit (Home-Based)</td>
<td>$40,000</td>
<td>5</td>
</tr>
<tr>
<td>United Inner City Services (St. Mark) (Center-Based)</td>
<td>$210,000</td>
<td>12</td>
</tr>
<tr>
<td>Partner Subtotal</td>
<td>$702,000</td>
<td>45</td>
</tr>
<tr>
<td>Training</td>
<td>$20,250</td>
<td></td>
</tr>
<tr>
<td>MARC-Grantee Oversight</td>
<td>$108,000</td>
<td></td>
</tr>
<tr>
<td>Grand Total</td>
<td>$830,250</td>
<td></td>
</tr>
</tbody>
</table>

MOTION: Councilmember Skoog moved to authorize an Early Head Start expansion grant application to expand the number of Early Head Start Slots in the amount of $830,250; and if awarded, authorize the acceptance and disbursement of the funds. It was seconded by Councilmember Spears and carried.

**REPORT AND VOTE: ESTABLISH FEDERAL PERFORMANCE TARGETS FOR HIGHWAY SYSTEM CONDITION AND TRAVEL TIME RELIABILITY**

Director of Transportation & Environment Ron Achelpohl said that the current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, U.S. Department of Transportation (USDOT) has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.
Final USDOT rules related to TPM established performance measures for system condition and travel time reliability on the National Highway System (NHS). State DOTs were required to establish performance targets for these measures by May 20, 2018. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. State DOTs will have the opportunity to update targets every 2 years, and with each update MPOs will have the option to: (a) support the state targets, or (b) establish regional targets within 180 days.

Mr. Achelpohl noted the following takeaways from this year’s report:

- Includes data for USDOT required measures
- Vehicle Miles Traveled is trending up
- Transit ridership is trending down
- Traffic fatalities are trending up
- Serious injuries are trending down
- System condition is holding steady

MARC has elected to establish regional targets, and core reasons include the need to harmonize different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical trends, statewide targets, regional plans, and programmed projects. The targets were developed in coordination with State DOT and local partners, as well as subject matter experts. The following chart illustrates the recommended performance targets for 2019 and 2021:

<table>
<thead>
<tr>
<th>Measure</th>
<th>Interstates</th>
<th>NHS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement % Good</td>
<td>72.6% (2021)</td>
<td>52.0%</td>
</tr>
<tr>
<td>Pavement % Poor</td>
<td>0.2% (2021)</td>
<td>0.5%</td>
</tr>
<tr>
<td>Bridges % Good</td>
<td>(not required)</td>
<td>40.0%</td>
</tr>
<tr>
<td>Bridges % Poor</td>
<td>(not required)</td>
<td>7.5%</td>
</tr>
<tr>
<td>% Reliable Travel Time</td>
<td>88.8% (2019)</td>
<td>(2019 not required)</td>
</tr>
<tr>
<td></td>
<td>88.0% (2021)</td>
<td>88.1% (2021)</td>
</tr>
<tr>
<td>Level of Truck Travel Time</td>
<td>1.48 (2019)</td>
<td>(not required)</td>
</tr>
<tr>
<td>Reliability Index</td>
<td>1.49 (2021)</td>
<td></td>
</tr>
</tbody>
</table>

Infrastructure condition and transportation system performance are both goals in *Transportation Outlook 2040*. It is important to emphasize the recommended targets pertain specifically to the NHS, which represents approximately 10% of streets and highways in the MARC region. While some NHS routes are locally owned and operated, the overwhelming majority is operated by State DOTs. Recommended targets are closely linked to statewide targets adopted by KDOT and MoDOT, which are both informed by extensive data analysis and engineering judgement. The recommended targets for NHS system condition and travel time reliability were developed with input and consensus from the MARC Highway and Goods Movement Committees, and approved by TTPC on September 18, 2018.
DISCUSSION: Mr. Warm commented that while much of the performance targets are technical data provided by the USDOT, an important element to note is that MARC carefully tracks performance of the region’s transportation system condition and use by the public. Equally important is that MARC ties its transportation investments to better performance outcomes through its Regional Transportation Plan. Mayor Schwach asked if the report covers performance targets for transit. Mr. Achelpohl said that there are targets for transit/state of good repair, which were developed by the KC Area Transportation Authority and the KC Streetcar Authority, in conjunction with MoDOT and KDOT. Those targets were adopted earlier this year by the Board.

MOTION: Commissioner Johnson moved to approve NHS condition and travel time reliability targets for the MARC metropolitan planning area as presented. It was seconded by Commissioner Shaffer and carried.

REPORT AND VOTE: APPROVE THE 2019 UNIFIED PLANNING WORK PROGRAM FOR FEDERAL TRANSPORTATION PLANNING

Mr. Achelpohl said that the Unified Planning Work Program (UPWP) describes the transportation planning activities MARC and other agencies propose to undertake during the next fiscal year. The UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state and local transportation planning funds, and provides a management tool for MARC and funding agencies in scheduling major transportation planning activities, milestone and products. A draft of the 2019 UPWP is available at:


Major Transportation Planning Initiatives proposed for 2019 include:

- Respond to the FAST Act - Tasks 1.1, 2.2, 3.9, 4.1, and 5.5
- DBE and Title VI program triennial updates - Task 1.1
- Creating/Planning Sustainable Places - Task 2.1
- Update of the Metropolitan Transportation Plan - Task 2.2
- Performance Measures and Targets - Tasks 2.2, 3.9, 4.1
- Regional Household Travel Survey Completion - Task 3.10
- Development of the 2020-24 Transportation Improvement Program - Task 4.1
- Smart Moves Implementation - Task 5.1, 5.2
- Prospect Bus Rapid Transit (BRT) Implementation - Task 5.2
- Independence Avenue Bus Rapid Transit (BRT) Project Development - Task 5.3
- Environmental Assessment for U.S. 169 Corridor from I-70 and I-35 to MO 9, including the Buck O’Neil Bridge over the Missouri River - Task 5.7

The 2019 UPWP has been developed based on funding levels resulting from the passage of Fixing America’s Surface Transportation (FAST) Act and the 2010 Census counts for urbanized area populations in Kansas and Missouri.

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>Amount</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$1,010,262</td>
<td>CPG-KDOT</td>
</tr>
<tr>
<td></td>
<td>$2,754,756</td>
<td>CPG-MoDOT</td>
</tr>
</tbody>
</table>
MARC hosted a conference call on August 30, 2018 with its planning partners to coordinate development of the 2019 UPWP. An initial version of the 2019 UPWP was circulated among the planning partners for comment in September 2018. TTPC authorized the release of the draft 2019 UPWP for public review and comment at their October 16, 2018 meeting. No comments were received during the public comment period. TTPC approved the 2019 Unified Planning Work Program at their November 20, 2018 meeting.

MOTION: Commissioner Shaffer moved to approve the 2019 Unified Planning Work Program, and authorize MARC to receive 2019 Consolidated Planning Grant funds from the Kansas and Missouri Departments of Transportation in the amounts noted in the table above. It was seconded by Commissioner Johnson and carried.

REPORT: PROCESS FOR IDENTIFYING PROJECTS TO BE INCLUDED IN THE 2050 REGIONAL TRANSPORTATION PLAN
Assistant Director of Transportation & Land Use Planning Martin Rivarola said that MARC is responsible for developing and maintaining a metropolitan transportation plan (MTP) to guide federal investments and serve as a blueprint for managing the region’s transportation system. Transportation Outlook 2040, the current MTP, was adopted in 2015 and the next plan will be due by June of 2020. MARC is now working to develop the Regional Transportation Plan 2050, RTP2050. The first completed initial steps in this process have been:

- Development of RTP2050 “road map”,
- Support towards MARC Board adoption of revised “regional vision statement” to guide future integrated planning work (including transportation and other issue areas),
- Identification of transportation needs through “Needs Assessment” process
- Adoption of Interim Policy Framework to guide future steps in development of RTP2050,
- Public Engagement efforts, including development of “story-telling” online platform, including:
  a. RTP2050 Chapter 1 - Overview
  b. RTP2050 Chapter 2 - Needs Assessment
- Completion of transportation model sensitivity testing/scenario analysis, in which initial transportation “investment packages” and land use (population/employment) growth scenarios were tested for performance in various metrics.

The RTP must include financially constrained regionally significant projects. As a major next step towards completion of RTP2050, MARC will be deploying a process to develop this listing of projects. Upcoming future steps include:

November 2018: Issue notice of RTP project selection process to agencies (chief elected officials, city/county administrators, planning and public works professional staff and project contacts) which sponsored TO2040 projects. Projects included in current plan will be asked to be resubmitted with updated project information (scope, cost, funding mechanisms, etc.) for reconsideration.

December 2018/January 2019: MARC staff will work with committees and stakeholders to reach consensus on appropriate solutions for regional needs.

- Develop initial MARC generated project list. Develop Project Costing process. Individually consult with system owner/sponsors regarding MARC generated project list prior to public release of list.
• Develop Project Scoring Criteria for “Call for Projects.” An evaluation criteria stakeholder workshop is scheduled for Dec. 18 at 2:30 p.m.
• Present to Steering Workgroup/TTPC/Board to seek concurrence.

February: Launch “Request for comments/Call for Projects”.

Other ongoing upcoming steps in the RTP2050 development process will also include:
• Development of “Story Map Chapter 3” - Scenario Analysis report,
• Online engagement, focus groups & MARC committee outreach.
• For more information, please see: www.marc.org/2050

The Sustainable Places Policy Committee, Air Quality Forum, Regional Transit Coordinating Council, Highway, Bicycle Pedestrian Advisory, Aviation, Goods Movement, Technical Forecast Committees, and the Total Transportation Policy Committee have all participated in prior discussions to support this work.

DISCUSSION: Councilmember Fields asked that Leavenworth County be included in the 2050 Call for Projects process. Mr. Warm advised that MARC would be happy to work with any local jurisdictions in the preparation and submission of a project list(s). Mr. Warm said that the final project list will be a wish list of projects that the region can reasonably expect to pay for, but it does not guarantee funding. Councilmember Skoog added that projects can be amended into RTP2050 even after adoption. Mayor Schwach asked what assumptions were made in the financial constraint of capital projects of RTP2050. Mr. Achelpohl said MARC staff are currently working on the revenue projections, which is difficult given the uncertainty of how federal funding will play out in the future. Previous iterations of the MTP considered No Growth in federal revenues for the life of the plan; however, staff will also consider new sources of revenue (i.e., vehicle miles traveled fees, congestion pricing and tolling).

REPORT AND VOTE: OVERVIEW OF REGIONAL SOLID WASTE MANAGEMENT STRATEGIES, AND APPROVE THE FY2019 MEMORANDUM OF UNDERSTANDING WITH THE MARC SOLID WASTE MANAGEMENT DISTRICT

Lisa McDaniel, Solid Waste Program Manager, provided background on the establishment of solid waste management districts in the state of Missouri. She said that in 1990, SB530 created 20 districts throughout the state for the purpose of bringing local governments together to coordinate, plan, and implement changes in solid waste management. Districts are funded by a tonnage fee that is assessed on every ton of waste disposed in a Missouri landfill or sent out of state for disposal elsewhere. The monies are pooled and reallocated to the districts based on a formula that includes population of the district and the amount of waste actually disposed within the district’s borders. She noted that in 2017 in the 9-county MARC region, 2.5 million tons of trash are disposed of in landfills annually, which is seven pounds per person, per day.

The MARC Solid Waste Management District (district) receives grant funds from the Missouri Department of Natural Resources to support waste reduction and recycling efforts for Cass, Clay, Jackson, Platte and Ray counties and cities within those counties. The district also works cooperatively with Johnson, Leavenworth, Miami and Wyandotte counties in Kansas, as 70 percent of the region’s waste goes to a landfill in Johnson County. The district is governed by a 15-member Executive Board, and a 70-member Management Council, representing cities and counties in the region. In 2009, the district embraced an ambitious goal of diverting 80 percent of the solid waste generated from landfill disposal by 2023. Currently, it is estimated that 40 percent of solid waste is being diverted from regional landfills.
The MARC Solid Waste Management District will oversee a total of $1,105,882 for its district grant activities in 2019, including carry-over funds, new grant dollars, and interest income. In addition, the district will coordinate and manage the Regional Household Hazardous Waste Program with projected revenues of $350,000 for 2019. The Memorandum of Understanding provides $707,464 in compensation to MARC for services provided to the district, using district new grant funds, carryover funds and interest income. The budget will support approximately 3.5 FTE MARC staff.

**District Operations and Planning**
MARC serves as the fiscal agent for the district’s grant, interest income funds, and HHW program funds. MARC will manage special projects as approved by the district’s executive board, such as updating the district’s solid waste management plan, to utilize these funds. MARC also administers the district grant program and the HHW program.

**District Grant Program**
The district administers an annual grant program to encourage waste reduction and recycling. Below is a list of the pass-through grants that were awarded by the district’s executive board to local communities and organizations during its open grant call. The district may conduct a second grant call in 2019 to encumber unused grant funds held by MDNR. MARC will serve as the fiscal administrator for the awarded grants.

<table>
<thead>
<tr>
<th>FY19 Open Call Projects</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridging The Gap Business Recycling and Waste Reduction</td>
<td>$85,995</td>
</tr>
<tr>
<td>Kansas City Rescue Mission KC Can Compost</td>
<td>$107,982</td>
</tr>
<tr>
<td>City of Lee’s Summit City of Lee’s Summit North Recycling Center Re-Opening</td>
<td>$42,189</td>
</tr>
<tr>
<td>Ripple Glass Glass Recycling Education</td>
<td>$18,000</td>
</tr>
<tr>
<td>Wright Brothers Glass Recycling Glass Recycling Education and Implementation</td>
<td>$30,794</td>
</tr>
<tr>
<td>ScrapsKC Industrial Waste Diversion and Upcycling</td>
<td>$45,428</td>
</tr>
<tr>
<td>Missouri Recycling Association Kansas City Manufacturing Mapping Project</td>
<td>$28,430</td>
</tr>
<tr>
<td>RT Store RT Store Recycling and Waste Diversion</td>
<td>$12,800</td>
</tr>
<tr>
<td>The Surplus Exchange Surplus Exchange Increased Customer Capacity</td>
<td>$26,800</td>
</tr>
</tbody>
</table>

**Total Approved Open Call Grant Projects**

$398,418

**Regional Household Hazardous Waste (HHW) Program**
MARC will serve as the fiscal administrator for per capita fees collected from participating communities in the district’s Regional Household Hazardous Waste Program. The district’s executive board set the annual per capita fee at $1.07 for communities joining the 2019 program. Based on anticipated participation of 31 communities for 2019, MARC will accept and administer approximately $350,000 on behalf of the district to compensate the cities of Kansas City (approx. $347,000) and Lee’s Summit (approx. $3,000) for HHW services rendered at the close of 2019.
Ms. McDaniel noted the following challenges in 2019:

- China bans and the impact on global recycling markets
- Dwindling recycling markets
- Dropping commodity prices
- “Contamination” of the recycling stream
- Closing of the Lee’s Summit Landfill

The district’s executive board approved the FY19 MARC SWMD Work Plan & Budget and Memorandum of Understanding at its meeting on October 17, 2018.

MOTION: Commissioner Shaffer moved to authorize the executive director to sign the Memorandum of Understanding with the MARC Solid Waste Management District, accept and administer funds, disburse payments, and provide local match as described above. It was seconded by Commissioner Holland and carried.


Mr. Warm said that in early 2018, an effort was launched to recreate the agency’s traditional budget document in a new format, incorporating the annual work plan and engaging staff in an inclusive process to clearly articulate the connections between financial reports on revenues and expenses and the outcomes MARC is trying to achieve — the regional vision, strategic policy goals, and work programs. The approval by the Board of the updated Regional Vision Statement in May provided the perfect beginning for this discussion.

Director of Finance and Administration Carol Gonzales said that the goals set for the budget process and document were that, when completed, the budget document would not only illustrate the overall current and future financial health of the organization but would enhance our ability to:

- Engage in long- and short-term planning, including financial strategies
- Assess financial integrity
- Assess the effectiveness of activities and use of resources
- Measure progress toward goals
- Provide transparency
- Monitor expenditures according to plans

Over the past four months, much work has been done toward accomplishing these goals, as reflected in the proposed 2019 Budget, which can be viewed at: http://www.marc.org/About-MARC/General-Information/Board-of-Directors/Board-Meeting-Packets. Copies were distributed at the meeting.

The Budget at a Glance pages provide high-level financial information. The Policy Goals and Work Plan pages show, by policy area, new and ongoing initiatives, and funding related to program areas. The Budget Highlights provides information about changes included in this proposed budget, and Funds section includes the more detailed financial elements. At the November Budget and Personnel Committee meeting, staff reviewed the budget document structure and discussed key information. She also called attention to the appendices, which includes a description of MARC’s Indirect Cost Allocation Plan. At the December Budget and Personnel Committee meeting, staff will present the fund structure and more detailed financial information. The 2019 Work Plans will be presented at the December Board meeting.
Staff welcomes questions and suggestions as the proposed 2019 Budget (includes the 2018 Revised) is refined to bring to the December Board meeting for consideration of approval. Mr. Warm thanked Carol Gonzales for her leadership, and her staff in developing the 2019 budget document.

APPROVE CONSENT AGENDA
Mayor Ross moved for approval of the Consent Agenda, and Councilmember Skoog seconded; the motion passed, with Mayor Boehm abstaining. The action included the following:

a. Approve minutes of the October 23, 2018 Board meeting
b. Authorize a Lease Amendment with Price Brothers Development Company, and execute a sublease with the Institute for Building Technology and Safety (IBTS)
c. Authorize contract with the Kansas Eastern Region Insurance Trust (KERIT) for financial services for 2019 and 2020
d. Approve actions taken at the September 2018 Head Start Advisory Committee meeting
e. Approve contracts with Allycia Strother, Shannon Venerable, and Carolyn Morris to serve as Aging Assessors
f. Accept subrecipient grant funds from the Missouri Department of Health & Senior Services for Individualized Family Caregiver Training
g. Approve contract amendment with KC Taxi, LLC to provide transportation services for older adults
h. Authorize contract with Black and McDonald for the Operation Green Light Traffic Signal Enhancements
i. Accept funds from participating local governments for the regional Water Quality Public Education Program
j. Authorize subawards to area local governments for Homeland Security resources

EXECUTIVE DIRECTOR’S REPORT
Mr. Warm noted the following items:

Due to the holidays, the next meeting of the MARC Board of Directors is Tuesday, December 18, 2018 at noon. Among the items of business will be saying farewell to Commissioners Shaffer, Holland and Wilhite who are ending their terms on their respective commissions. Other items for the December meeting include a review of the 2019 Work Plan, and discussion of the preliminary draft of the 2019 Federal Legislative Agenda.

OTHER BUSINESS
Councilmember Suter noted that the National League of Cities recently made available policy maps online for free demographic analysis. The website is https://livingatlas.arcgis.com/policy/overview/.

ADJOURNMENT
The meeting was adjourned at 1:25 p.m.

MEETING SUMMARY APPROVED:

Carol J. Suter, Chair

Date
ISSUE: Approve Local Government Dues for 2020

BACKGROUND:
Counts and cities in the region support MARC programs in a number of ways. Although dues and voluntary contributions are less than 2% of MARC’s overall budget, they are unrestricted funds that provide a foundation for a broad range of regional programs and initiatives, and they can be used as matching funds to leverage federal, state and private grants.

The nine counties and six largest cities in the region (named as incorporating members in MARC’s bylaws) pay annual dues calculated on a per-capita basis. The five counties on the Missouri side of the region and the cities of Independence and Kansas City, Missouri, also pay an annual match (calculated per capita) as part of MARC’s Area Agency on Aging. Other cities in the MARC region are asked to pay basic dues based on population. In addition, all communities are asked to make program-specific voluntary contributions to the Government Training Institute (based on number of employees) and the Government Innovations Forum (calculated per capita).

In order to provide enough time for agencies to include MARC dues in their budget, staff brings modifications to the Board for consideration a year ahead, in this case the recommendation is for 2020. Last December, the Board approved a 2% increase for 2019. Staff is proposing the Board approve up to a 3% increase in 2020. Below is a chart that shows a five year history of contributions to each program, and attached is a more detailed schedule showing the amounts by agency, by program.

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2%</th>
<th>3%</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Members’ Dues</td>
<td>$382,225</td>
<td>$389,877</td>
<td>$397,682</td>
<td>$405,643</td>
<td>$413,763</td>
<td>$417,823</td>
<td>$4,060</td>
<td></td>
</tr>
<tr>
<td>Aging Local Match - Missouri</td>
<td>70,886</td>
<td>71,785</td>
<td>73,751</td>
<td>75,225</td>
<td>76,731</td>
<td>77,480</td>
<td>749</td>
<td></td>
</tr>
<tr>
<td>Voluntary Dues</td>
<td>65,035</td>
<td>66,300</td>
<td>68,159</td>
<td>69,435</td>
<td>70,709</td>
<td>71,347</td>
<td>638</td>
<td></td>
</tr>
<tr>
<td>Government Innovations Forum</td>
<td>130,579</td>
<td>137,427</td>
<td>138,517</td>
<td>158,274</td>
<td>161,457</td>
<td>163,011</td>
<td>1,554</td>
<td></td>
</tr>
<tr>
<td>Government Training Institute</td>
<td>75,294</td>
<td>76,412</td>
<td>75,444</td>
<td>85,895</td>
<td>87,628</td>
<td>88,473</td>
<td>845</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$724,019</strong></td>
<td><strong>$741,801</strong></td>
<td><strong>$753,553</strong></td>
<td><strong>$794,472</strong></td>
<td><strong>$810,288</strong></td>
<td><strong>$818,134</strong></td>
<td><strong>$7,846</strong></td>
<td></td>
</tr>
</tbody>
</table>

Summary of Increases 2% 2% 2% 2% 2% 3%

A 3% increase yields $7,846 in additional revenue over a 2% increase. Additional aging match funding provides more senior services. Increasing the dues will help MARC to be more flexible and innovative with the start-up of new programs and could also be used to get closer to meeting our goal for the Long-Term Contingency Fund.

Over the next year, staff will study these (Members’ Dues, Aging Local Match, Voluntary Dues, GIF, GTI), and other local government fees such as the transportation project fees and the salary survey, then bring a final recommendation to the Board, not to exceed 3% for 2020.

RECOMMENDATION:
Approve up to a 3 percent increase in local government member and voluntary dues, GTI and GIF membership dues, and the Aging match for 2020.
STAFF CONTACT:
Carol Gonzales
Becky Hall
## MARC Local Dues Combined - Basic, Voluntary, GIF, GTI, and Aging

<table>
<thead>
<tr>
<th>Entity Name</th>
<th>Basic Local Dues</th>
<th>Voluntary Dues</th>
<th>GIF Dues Requested</th>
<th>GTI Dues Requested</th>
<th>Aging Local Dues</th>
<th>2019 Combined Total</th>
<th>Proposed 2020 Combined Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cass County</td>
<td>19,507</td>
<td>4,075</td>
<td>731</td>
<td>1,538</td>
<td>$25,851</td>
<td>$26,634</td>
<td></td>
</tr>
<tr>
<td>Clay County</td>
<td>28,732</td>
<td>5,433</td>
<td>2,925</td>
<td>3,080</td>
<td>$40,170</td>
<td>$41,387</td>
<td></td>
</tr>
<tr>
<td>Independence</td>
<td>15,293</td>
<td>6,791</td>
<td>4,387</td>
<td>3,080</td>
<td>$29,551</td>
<td>$30,444</td>
<td></td>
</tr>
<tr>
<td>Platte County</td>
<td>11,822</td>
<td>4,075</td>
<td>1,462</td>
<td>1,538</td>
<td>$18,897</td>
<td>$19,468</td>
<td></td>
</tr>
<tr>
<td>Ray County</td>
<td>5,000</td>
<td>2,715</td>
<td>336</td>
<td>1,538</td>
<td>$9,589</td>
<td>$9,726</td>
<td></td>
</tr>
<tr>
<td>Jackson County</td>
<td>77,482</td>
<td>8,152</td>
<td>5,851</td>
<td>27,535</td>
<td>$119,020</td>
<td>$122,623</td>
<td></td>
</tr>
<tr>
<td>Kansas City, MO</td>
<td>60,187</td>
<td>10,189</td>
<td>14,629</td>
<td>36,916</td>
<td>$121,921</td>
<td>$125,602</td>
<td></td>
</tr>
<tr>
<td>Johnson County</td>
<td>84,156</td>
<td>8,152</td>
<td>7,313</td>
<td></td>
<td>$99,621</td>
<td>$102,644</td>
<td></td>
</tr>
<tr>
<td>Kansas City, KS</td>
<td>19,084</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$19,084</td>
<td></td>
</tr>
<tr>
<td>Wyandotte County</td>
<td>11,843</td>
<td>6,791</td>
<td>5,851</td>
<td></td>
<td>$24,485</td>
<td>$25,225</td>
<td></td>
</tr>
<tr>
<td>Independence</td>
<td>15,293</td>
<td>6,791</td>
<td>4,387</td>
<td>3,080</td>
<td>$29,551</td>
<td>$30,444</td>
<td></td>
</tr>
<tr>
<td>Kansas City, MO</td>
<td>77,482</td>
<td>8,152</td>
<td>5,851</td>
<td>27,535</td>
<td>$119,020</td>
<td>$122,623</td>
<td></td>
</tr>
<tr>
<td>Kansas City, KS</td>
<td>19,084</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$19,084</td>
<td></td>
</tr>
<tr>
<td>Wyandotte County</td>
<td>11,843</td>
<td>6,791</td>
<td>5,851</td>
<td></td>
<td>$24,485</td>
<td>$25,225</td>
<td></td>
</tr>
</tbody>
</table>

### Total Member's Dues

<table>
<thead>
<tr>
<th></th>
<th>$405,643</th>
<th>$0</th>
<th>$82,178</th>
<th>$57,380</th>
<th>$75,225</th>
<th>$620,426</th>
<th>$639,051</th>
</tr>
</thead>
</table>

### Individual City Dues

- Basehor: 503, 340, 336, $1,179, $1,213
- Belton: 2,520, 3,398, 731, $6,649, $6,842
- Blue Springs: 5,731, 4,075, 1,462, $11,268, $11,591
- Bonner Springs: 797, 680, 336, $1,813, $1,865
- Buckner: 335, 340, 336, $1,011, $1,041
- Claycomo: 156, 340, 336, $832, $856
- De Soto: 623, 680, 336, $1,639, $1,687
- Edgerton: 182, 340, 336, $858, $883
- Edwardsville: 473, 340, 336, $1,149, $1,182
- Excelsior Springs: 1,208, 2,037, 336, $3,581, $3,685
- Fairway: 423, 340, 336, $1,099, $1,131
- Gardner City: 179, 340, 336, $855, $880
- Gardner: 2,084, 3,398, 731, $6,213, $6,395
- Gladstone: 2,770, 4,075, 731, $7,576, $7,796
- Grain Valley: 1,401, 2,037, 336, $3,774, $3,884
- Grandview: 2,668, 3,398, 731, $6,797, $6,994
- Greenwood: 569, 680, 336, $1,585, $1,631
- Harrisonville: 1,092, 680, 731, $2,503, $2,575
- Kearney: 914, 680, 336, $1,930, $1,985
- Lake Lotawana: 211, 340, 336, $887, $913
- Lansing: 1,228, 2,037, 336, $3,601, $3,706
- Lawson: 270, 340, 336, $946, $973
- Leavenworth: 3,842, 4,075, 1,462, $9,379, $9,651
- Leawood: 3,474, 4,075, 1,462, $9,011, $9,272
- Leawood: 3,474, 4,075, 1,462, $9,011, $9,272
- Liberty: 2,668, 3,398, 731, $6,797, $6,994
- Liberty: 2,668, 3,398, 731, $6,797, $6,994
- Louisburg: 470, 340, 336, $1,146, $1,179
- Merriam: 1,199, 2,037, 731, $3,967, $4,083
- Mission: 1,016, 680, 336, $2,032, $2,090
- Mission Hills: 381, 340, 336, $1,057, $1,088
- North Kansas City: 459, 340, 731, $1,530, $1,574
- Oak Grove: 838, 680, 336, $1,854, $1,907
- Osawatomie: 485, 340, 336, $1,627, $1,673
- Paola: 611, 680, 336, $1,621, $1,668
- Parkville: 605, 680, 336, $1,621, $1,668
- Peculiar: 502, 340, 336, $1,178, $1,212
- Platte City: 511, 340, 336, $1,187, $1,221
- Pleasant Hill: 884, 680, 336, $1,900, $1,955
- Pleasant Valley: 323, 340, 336, $999, $1,028
- Prairie Village: 2,338, 3,398, 731, $6,467, $6,655
- Raymore: 2,093, 3,398, 731, $6,222, $6,404
- Raytown: 3,218, 4,075, 731, $8,024, $8,257
- Richmond: 632, 680, 336, $1,648, $1,695
- Riverside: 320, 340, 336, $996, $1,025
- Roeland Park: 734, 680, 336, $1,750, $1,800
- Shawnee: 6,781, 5,433, 1,462, $13,676, $14,069
- Smithville: 918, 680, 336, $1,934, $1,990
- Spring Hill: 593, 680, 336, $1,609, $1,655
- Sugar Creek: 365, 340, 336, $1,041, $1,071
- Tonganoxie: 545, 340, 336, $1,221, $1,256
### MARC Local Dues Combined - Basic, Voluntary, GIF, GTI, and Aging

<table>
<thead>
<tr>
<th>Entity Name</th>
<th>Basic Local Dues</th>
<th>Voluntary Dues</th>
<th>GIF Dues Requested</th>
<th>GTI Dues Requested</th>
<th>Aging Local Dues</th>
<th>2019 Combined Total</th>
<th>Proposed 2020 Combined Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weatherby Lake</td>
<td>188</td>
<td>340</td>
<td>336</td>
<td></td>
<td></td>
<td>$864</td>
<td>$889</td>
</tr>
<tr>
<td>Weston</td>
<td>179</td>
<td>340</td>
<td>336</td>
<td></td>
<td></td>
<td>$855</td>
<td>$880</td>
</tr>
<tr>
<td>Westwood</td>
<td>164</td>
<td>340</td>
<td>336</td>
<td></td>
<td></td>
<td>$840</td>
<td>$865</td>
</tr>
</tbody>
</table>

#### Grand Total Local Dues

|                                | $405,643          | $69,435          | $158,274           | $85,895           | $794,472         | $818,134              |


ISSUE: Authorize an agreement with RubinBrown for the 2018 audit

VOTE: Authorize an agreement with RubinBrown for the 2018 audit

BACKGROUND:
RubinBrown audited MARC for fiscal years 2011 through 2015. During the fall of 2016, MARC staff conducted a request for proposals (RFP) process for the audits of fiscal years 2016 through 2020. The MARC Board of Directors approved the selection of RubinBrown for annual audit services with the understanding that the Board would reaffirm the engagement on an annual basis. It is now time to engage the audit firm for the audit of fiscal year 2018.

A summary of the actual and estimated fees are shown below. The audit firm’s 2016 to 2020 proposal included a provision for fees of $5,000 for each additional major Type A federal program above the three programs included in the base fee amount. Depending upon the variety and dollar amounts of actual federal grant funds expended during the calendar year and applying the Uniform Grant Guidance single audit selection criteria, it is uncertain how many major Type A programs will be audited until the final expenditures are known.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Base Fees</th>
<th>Additional Major Programs Audited ($4,000/$5,000 each)</th>
<th>Aging Program - State Procedures</th>
<th>Combined Fees Billed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Number</td>
<td>Fees</td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>$67,820</td>
<td>3</td>
<td>$12,000</td>
<td>$3,200</td>
</tr>
<tr>
<td>2015</td>
<td>69,520</td>
<td></td>
<td></td>
<td>3,200</td>
</tr>
<tr>
<td>2016</td>
<td>66,700</td>
<td>1</td>
<td>5,000</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>68,700</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018 Est.</td>
<td>70,760</td>
<td>1</td>
<td>5,000</td>
<td></td>
</tr>
</tbody>
</table>

RubinBrown is beginning the planning process for the FY 2018 audit. At this point in time, we anticipate that the audit firm may have to audit four major Type A programs (like 2016), resulting in estimated fees of approximately $75,760.

BUDGET CONSIDERATIONS:
Funding for the annual audit fees is included as an Indirect Cost in the Clearing Fund budget.

RECOMMENDATION:
Approve the RubinBrown audit engagement letter for FY 2018 at an estimated cost of $75,760.

STAFF CONTACT:
Carol Gonzales
Becky Hall
ISSUE:
VOTE: Approve Policy on Unified Planning Work Program Modifications

BACKGROUND:
The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

Under federal regulations, Metropolitan Planning Organizations are allowed the flexibility to make minor changes administratively to the UPWP without having to undergo a formal amendment to ensure timely implementation of resources and avoid unnecessary delay.

The Policy on Unified Planning Work Program Modifications identifies and documents the criteria used to categorize proposed modifications to the UPWP as either a formal amendment requiring public review or comment or as an administrative modification. The policy also establishes guidance for how each type of change will be processed and incorporated into the UPWP by MARC.

The proposed policy is attached for review.

RECOMMENDATION:
Approve the Policy on Unified Planning Work Program Modifications

STAFF CONTACT:
Marc Hansen
Policy on *Unified Planning Work Program* Modifications

Modifications to the *Unified Planning Work Program (UPWP)* can be made through two methods – formal amendment and administrative modification. Both formal amendments and administrative modifications are processed as needed throughout the year.

Formal amendments will be released for public review and acted upon by the Total Transportation Policy Committee (TTPC) and the MARC Board of Directors before being incorporated into the *UPWP*.

Administrative modifications will be processed by MARC staff following notification to the Kansas and Missouri Departments of Transportation and approval of the MARC Director of Transportation and Environment. Changes made through Administrative Modification will be noted when the next formal *UPWP* amendment is brought before TTPC.

**Formal Amendments**

The following are instances in which a formal amendment is required:

- Including additional funding
- Transferring of funds between tasks/activities which are cumulatively in excess of one percent of the current total approved CPG portion of the budget or $5,000, whichever is greater
- Addition or deletion of a project/activity
- Removing funds allotted for training allowances or transferring them to another task
- Revising the scope or objectives for a project
- The addition of certain costs that require prior federal approval (such as foreign travel)
- Changes in the source or amount of matching funds
- Changes in key persons performing the work (however KDOT would advise not tying tasks to specific staff members, only identify the agency responsible for the task if other than the MPO)
- Contracting out, subgranting, or otherwise obtaining the services of a third party to perform activities central to the work program

**Administrative Modifications**

Per federal regulations, Metropolitan Planning Organizations are allowed the flexibility to make minor changes to the UPWP without having to undergo a formal amendment. Administrative modifications include all revisions that are not formal amendments.

In processing administrative modifications MARC staff will:

- Notify the Kansas and Missouri Departments of Transportation of the modifications
- Prepare and publish an updated *UPWP* document upon approval by the MARC Director of Transportation and Environment
- Prepare a summary of administrative modification activity to be presented to the TTPC in conjunction with next formal *UPWP* amendment
ISSUE:
VOTE: Authorize consultant contracts for three Planning Sustainable Places projects in Independence, Mo., Kansas City, Mo., and North Kansas City, Mo.

BACKGROUND:
For projects funded through Planning Sustainable Places (PSP), MARC will hold the contracts on individual projects, although the project leads and local match will be provided by the local sponsors. Details for three projects sponsored by the City of Independence, City of North Kansas City, and City of Kansas City, all in Missouri, are provided below. A qualifications based competitive selection process was used in the selection of all consulting teams.

1: Independence. The study will determine a preferred route that offers modal options and improves safety. Key components of the plan include:

- Integrate the Truman Connect into existing City plan and National Historic Trail Retracement Plan.
- Identify a single, optimal route from the Harry S. Truman Presidential Library and Museum to the Englewood Business District through the Historic Independence Square.
- Identify the type of transportation facilities to be implemented throughout the proposed route.
- A robust, engagement component including citizens, business owners and stakeholders, to achieve the priorities above.

MARC advertised the project from October 1 through November 2, 2018 on MARC’s website, DemandStar, and the National American Planning Association’s RFP page. There were six proposals received. A selection committee consisting of the City Engineer; the Community Development Director; the Redevelopment Coordinator; the Public Information Officer; both the Director and Assistant Director of Parks, Recreation, and Tourism; and the Assistant City Manager - Economic Development Administrator reviewed and interviewed four teams. MARC staff attended the interviews to insure federal guidelines were followed.

Using a competitive, qualifications-based selection process, the team of WSP and Vireo was recommended for this project. The team’s proposal will result in a plan that includes data collection and review, relevant planning study review, and preferred concepts for the studied segments including a phasing plan.

2. Kansas City, Mo. - 63rd Street. The study will examine three nodes along 63rd Street between Troost Avenue and Wornall Road. Key components of the plan include:

- Develop concept level design for improving pedestrian safety, accessibility, and mobility along the 63rd Street corridor with emphasis 3 key commercial activity centers located at the intersections of Wornall/Main (Brookside Shops), Oak, and Rockhill/Troost). Design concepts should be consistent with the City’s Complete Streets ordinance. In addition, design concepts should consider opportunities to incorporate green infrastructure in support of the City’s Smart Sewer program as well as opportunities to preserve and/or expand the urban tree canopy.
- Address areas of concern to the neighborhood and business groups which include: Integrate other on-going studies, planning efforts and contracted projects; connect the Trolley Track Trail from 62nd Terrace to Meyer Boulevard and beyond; improve the quality of the
AGENDA REPORT

MARC Board of Directors

streetscape; and identify better ways to integrate parking into existing activity centers as well as new development.

- Develop guidelines for improvements to guide improvements between these nodes
- Provide a vehicle to coordinate improvements amongst several different public and private entities
- Identify implementation strategies and logical project phasing
- Provide meaningful opportunities for public engagement in the completion of the work.

MARC advertised the project from October 1 through November 2, 2018 on MARC’s website, DemandStar, and the National American Planning Association’s RFP page. There were thirteen proposals received. A selection committee consisting of City staff from the Public Works Department and the Planning Department, neighborhood representatives and the Southtown Council reviewed and interviewed five teams. MARC staff attended the interviews to insure federal guidelines were followed.

Using a competitive, qualifications-based selection process, the team of SWT Design, Trekk Design Group, LLC, and Groundswell Consulting was recommended for this project. The team’s proposal will result in a plan that includes an existing conditions analysis, previous plans review, community engagement, design guidelines and recommendations, and an implementation plan.

3. North Kansas City. The study will develop master bike plan for the City. Key components of the plan include:

- Identification of gaps in the bicycle network, as well as identification of supportive infrastructure needs, such as signals and detection, bicycle repair stations, bike parking, and street crossings, and conceptual plans for new facilities;
- Recommendations regarding public education and outreach to support and encourage bicycling, particularly among the “Interested but concerned” type of cyclist;
- Establishment of goals for shifting transportation modes from motorized vehicles to bicycling;
- Development of metrics and performance measures other than vehicular Level of Service; such as Multi-Modal Level of Service, Quality of Service, Level of Stress, or Accessibility; and establishment of targets to evaluate future projects;
- Implementation plan for future improvements to be used in capital improvement planning and future projects.

MARC advertised the project from October 1 through November 2, 2018 on MARC’s website, DemandStar, and the National American Planning Association’s RFP page. There were four proposals received. A selection committee consisting of City planning and a City Council member reviewed and interviewed three teams. MARC staff attended the interviews to insure federal guidelines were followed.

Using a competitive, qualifications-based selection process, the team of BikeWalkKC, WSP, and Hoxie Collective was recommended for this project. The team’s proposal will result in a plan that includes network planning, infrastructure planning, benchmarking and performance measures, project implementation guidance and partner coordination.

BUDGET CONSIDERATIONS:
The projects will use Planning Sustainable Places (Federal STP) funding with a required local match at follows:

1. Independence: Planning Sustainable Places (Federal STP) funding ($96,000) with the required local match of $25,000 provided by the City of Independence, Missouri CDBG funds.
2. City of Kansas City, Mo. - 63rd Street: Planning Sustainable Places (Federal STP) funding ($50,575) with the required local match of $80,000 provided by the City of Kansas City, Missouri, the Brookside Community Improvement District and the Troost Avenue Community Improvement District.

3. North Kansas City: Planning Sustainable Places (Federal STP) funding ($58,000) with the required local match of $25,000 provided by the City of North Kansas City, Missouri.

COMMITTEE ACTION:
The MARC Board authorized the award of the PSP funds to the three projects and the receipt of their local match on September 25, 2018.

RECOMMENDATION:
Authorize the executive director to enter into agreement for the following:

1. Independence: Agreement with WSP for Truman Connect project for an amount not to exceed $121,000.

2. Kansas City, Mo. - 63rd Street: Agreement with SWT Design for 63rd Street Corridor Project Development project for an amount not to exceed $130,575.

3. North Kansas City: Agreement with BikeWalkKC for NKC Bike Master Plan project for an amount not to exceed $83,000.

STAFF CONTACT:
Beth Dawson
Martin Rivarola
Ron Achelpohl
ISSUE:
VOTE: Approve the 2019 Regional Safety Performance Targets for the MARC metropolitan area

BACKGROUND:
The current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

Final USDOT rules related to TPM established five performance measures for traffic safety (see attached memo for details). State DOTs are required to update safety performance targets on an annual basis for all five measures. Missouri and Kansas statewide targets for a 5-year rolling average ending in 2019 were set on August 31, 2018. MPOs have the option to (a) support the state targets, or (b) establish their own regional targets within 180 days of the establishment of state targets.

MARC has elected to update regional targets, and core reasons include the need to harmonize significantly different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical traffic safety trends, regional plans and programs, and emerging issues such as technology. The targets were developed in coordination with State DOTs and regional partners, and are consistent with safety targets in the adopted 2018-2022 Regional Safety Blueprint. The five recommended MPO safety performance targets represent a rolling 5-year average ending in 2019:

1. Number of fatalities — 203.6
2. Fatality rate per 100 million VMT — 0.948
3. Number of serious injuries — 1022.3
4. Serious injury rate per 100 million VMT — 4.782
5. Number of non-motorized fatalities and serious injuries — 106.0

The attached memo details recommended targets for each safety performance measure.

Through Destination Safe, MARC is working with regional partners to improve traffic safety and implement strategies in the Regional Safety Blueprint. The Blueprint identifies specific strategies related to engineering, enforcement, education, and emergency response. MARC advances these strategies by prioritizing proven safety countermeasures when programming various types of federal transportation funding.

COMMITTEE ACTION:
The recommended safety performance targets have been updated with input from the Destination Safe Leadership Team, the Transportation Safety Data Task Team, and the MARC Highway Committee. TTPC will consider approval of these targets on January 16, 2018.
RECOMMENDATION:
Approve updated 2019 Safety Performance Targets for the MARC metropolitan planning area.

STAFF CONTACT:
Ron Achelpohl
Martin Rivarola
Aaron Bartlett
Safety Targets for MARC Region
December 2018

Safety performance measures are defined in accordance with the final USDOT rule on Safety Performance Measures, authorized by 23 CFR Part 490.

The recommended safety targets for the MARC metropolitan planning area have been developed with input from the Destination Safe Leadership Team, the Transportation Safety Data Task Team, and the MARC Highway Committee. After reviewing options recommendations were made to maintain annual percent reduction from Blueprint, and adjust the 2019 targets based on new data.

Targets based on 5-year rolling average:

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2019 Target</th>
<th>% Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of fatalities</td>
<td>203.6</td>
<td>4.0%</td>
</tr>
<tr>
<td>Fatality rate per 100 million VMT</td>
<td>0.948</td>
<td>4.0%</td>
</tr>
<tr>
<td>Number of serious injuries</td>
<td>1022.3</td>
<td>6.0%</td>
</tr>
<tr>
<td>Serious injury rate per 100 million VMT</td>
<td>4.782</td>
<td>6.0%</td>
</tr>
<tr>
<td>Number of non-motorized fatalities and serious injuries</td>
<td>106.0</td>
<td>6.0%</td>
</tr>
</tbody>
</table>

The above targets assume the following.

- 1.0% annual increase in vehicle-miles traveled (VMT)
Note: The values for 2018 and 2019 (shown in yellow) are not based on observed data. These represent the values needed in order to meet the 2019 target for a particular measure. Performance measures and targets correspond to the 5-year rolling average (shown as orange line), not the annual value.

Table 1. Number of Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Fatalities</th>
<th>5-Year Avg. Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>170</td>
<td>175.8</td>
</tr>
<tr>
<td>2014</td>
<td>143</td>
<td>172.8</td>
</tr>
<tr>
<td>2015</td>
<td>180</td>
<td>171.6</td>
</tr>
<tr>
<td>2016</td>
<td>201</td>
<td>178.4</td>
</tr>
<tr>
<td>2017</td>
<td>221</td>
<td>183.0</td>
</tr>
<tr>
<td>2018</td>
<td>212</td>
<td>191.4</td>
</tr>
<tr>
<td>2019</td>
<td>204</td>
<td>203.6</td>
</tr>
</tbody>
</table>

Table 2. Fatality Rate per 100 VMT

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Fatality Rate</th>
<th>5-Yr Avg. Fatality Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>0.88</td>
<td>0.916</td>
</tr>
<tr>
<td>2014</td>
<td>0.73</td>
<td>0.892</td>
</tr>
<tr>
<td>2015</td>
<td>0.88</td>
<td>0.874</td>
</tr>
<tr>
<td>2016</td>
<td>0.94</td>
<td>0.890</td>
</tr>
<tr>
<td>2017</td>
<td>1.02</td>
<td>0.890</td>
</tr>
<tr>
<td>2018</td>
<td>0.97</td>
<td>0.908</td>
</tr>
<tr>
<td>2019</td>
<td>0.95</td>
<td>0.948</td>
</tr>
</tbody>
</table>
Table 3. Number of Serious Injuries

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Serious Injuries</th>
<th>5-Yr Avg Sls</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>1275</td>
<td>1351.6</td>
</tr>
<tr>
<td>2014</td>
<td>1054</td>
<td>1298.8</td>
</tr>
<tr>
<td>2015</td>
<td>1075</td>
<td>1232.0</td>
</tr>
<tr>
<td>2016</td>
<td>1015</td>
<td>1152.0</td>
</tr>
<tr>
<td>2017</td>
<td>1070</td>
<td>1097.8</td>
</tr>
<tr>
<td>2018</td>
<td>1006</td>
<td>1044.0</td>
</tr>
<tr>
<td>2019</td>
<td>945</td>
<td>1022.3</td>
</tr>
</tbody>
</table>

Table 4. Serious Injury Rate per 100 million VMT

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Serious Injury Rate</th>
<th>5-Yr Avg Sls</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>6.57</td>
<td>7.040</td>
</tr>
<tr>
<td>2014</td>
<td>5.36</td>
<td>6.700</td>
</tr>
<tr>
<td>2015</td>
<td>5.26</td>
<td>6.278</td>
</tr>
<tr>
<td>2016</td>
<td>4.77</td>
<td>5.770</td>
</tr>
<tr>
<td>2017</td>
<td>4.96</td>
<td>5.384</td>
</tr>
<tr>
<td>2018</td>
<td>4.52</td>
<td>4.994</td>
</tr>
<tr>
<td>2019</td>
<td>4.3</td>
<td>4.782</td>
</tr>
</tbody>
</table>
Table 5. Number of Non-motorized Fatalities and Serious Injuries

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual BP F&amp;SI</th>
<th>5-Yr Avg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>124</td>
<td>122.2</td>
</tr>
<tr>
<td>2014</td>
<td>114</td>
<td>124</td>
</tr>
<tr>
<td>2015</td>
<td>109</td>
<td>120.6</td>
</tr>
<tr>
<td>2016</td>
<td>99</td>
<td>114.2</td>
</tr>
<tr>
<td>2017</td>
<td>114</td>
<td>112.0</td>
</tr>
<tr>
<td>2018</td>
<td>107</td>
<td>108.6</td>
</tr>
<tr>
<td>2019</td>
<td>101</td>
<td>106.0</td>
</tr>
</tbody>
</table>
ISSUE:
VOTE: Approve Contract Extensions with Commenco and RAMBIS for 911 system maintenance services

BACKGROUND:
MARC’s current 911 maintenance agreement with Commenco expires January 31, 2019; a new amended agreement will cover the one-year period between February 1, 2019, and January 31, 2020. Commenco will provide maintenance services covering all of the 911 equipment owned by MARC, including the two wireless selective routers, the back room equipment located at each public safety answering point (“PSAP”) and the MARC training center, the computer equipment located with the routers and at the PSAPs, and the interconnecting network equipment.

The current RAMBIS maintenance agreement expires February 28, 2019. The amended agreement will cover the one-year period between March 1, 2019, and February 28, 2020. Commenco agrees to provide maintenance and repair services for the eleven-site RAMBIS radio system. This includes alarm monitoring, performing preventive maintenance, running system health reports, troubleshooting of alarm conditions, configuration of equipment and restoration of systems back to normal operating condition.

MARC has had an agreement with Commenco since 2002 for maintenance of the 911 system. Commenco is the only local Motorola certified channel partner capable of supporting the regional system. The annual renewal of this agreement is conditional and based in part on an annual survey sent to area agencies to determine satisfaction with Commenco's performance. MARC staff meet with Commenco biweekly to ensure optimal system performance is maintained.

BUDGET CONSIDERATIONS:
The cost of 911 maintenance services in 2019 totals $886,319.87, and the cost of RAMBIS maintenance services totals $82,523.52. The combined total for both agreements is $968,843.39. These expenses are paid through the 911 allocation bill sent monthly to counties.

COMMITTEE ACTION:
The Public Safety Communications Board approved these contract extensions at its December 12, 2018 meeting.

RECOMMENDATION:
Approve the amendment to the 911 maintenance agreement with Commenco, effective February 1, 2019 through January 31, 2020, and the amendment to the RAMBIS maintenance agreement, effective March 1, 2019, through February 28, 2020, in the amounts stated above.

STAFF CONTACT:
Eric Winebrenner
ISSUE:
VOTE: Approve software support agreement with Datamaster for location information on all 911 calls

BACKGROUND:
911 Datamaster is the manufacturer of the software used to provide ALI (Automatic Location Information) for all 911 calls in the region. When a 911 call comes in, the software provided by 911 Datamaster determines which third-party database provider is the correct one to request the location information from, and then supplies the received location back to the 911 system and ultimately the telecommunicator who is speaking with the caller.

Since 2002, this support contract was coordinated through the manufacturer of the 911 call handling equipment, and was part of the annual contract with Commenco. Beginning in 2019, the software support agreement will be a direct relationship between 911 Datamaster and Mid-America Regional Council. In 2021, new technology called Geospatial Routing is expected to become available. Prior to that implementation, MARC will evaluate Datamaster with other vendors that may provide similar services and determine whether a request for proposals should be issued.

BUDGET CONSIDERATIONS:
The total cost of the agreement with Datamaster is $48,989. This expenditure is included in the 2019 regional 911 allocation budget.

COMMITTEE ACTION:
The Public Safety Communications Board approved the 2019 Public Safety Work plan and Budget at its December 12, 2018 meeting.

RECOMMENDATION:
Authorize the purchase of software support agreement with 911 Datamaster in the amount of $48,989.

STAFF CONTACT:
Eric Winebrenner
ISSUE:
VOTE: Approve the purchase of EventTracker Log Manager Software for 911 security monitoring efforts

BACKGROUND:
Ipswitch is the manufacturer of the network monitoring software that has been in use by the Public Safety department for a number of years. As part of an effort to increase overall security efforts, staff evaluated options and selected the additional monitoring product offered by Ipswitch known as EventTracker. This software is compatible with existing network monitoring software in use on the system today. This software captures logs from servers, workstations and switches and presents them in an easily consumable format for review. These logs are especially helpful when trying to troubleshoot system failures, and in the instance of a security breach, will be capable of providing important forensic data for investigation efforts. While the department has not received a final report from the security audit performed earlier this year, it is anticipated that increased logging capability will be recommended.

BUDGET CONSIDERATIONS
The total cost of the EventTracker Log Manager software is $38,109, which includes one year of support. This expenditure is included in the 2019 regional 911 allocation budget. The purchase of the EventTracker is a cost-effective solution to increase capability to monitor the network and meet security requirements.

COMMITTEE ACTION
The Public Safety Communications Board approved the 2019 Public Safety Workplan and Budget at its December 12, 2018 meeting.

RECOMMENDATION
Authorize the purchase of EventTracker Log Manager Software in the amount of $38,109.

STAFF CONTACT
Eric Winebrenner