AGENDA

1. Introductions and Board sharing time

2. Recognition of MARC employees

3. REPORT: KC Rising year four update and overview of Skilled Trades Labor Analysis

4. REPORT: Update on state transportation funding in Kansas and Missouri

5. REPORT: 2019 work plan and update for Operation Green Light program

6. REPORT : Preparing for Complex Coordinated Terrorist Attacks (CCTA)

7. Brief Reports:
   a. REPORT: Regional coordination of local policies related to the legalization of medical marijuana in Missouri
   b. REPORT: Update on 911 legislation in Missouri and Kansas
   c. REPORT: Comments on Missouri legislation to update vehicle registration fees
   d. REPORT: Report on 2019 NARC policy conference

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

8. VOTE: Approve Consent Agenda
   a. Approve minutes of the Jan. 22, 2019, Board meeting
   b. Approve contract renewal with Jason White to support EMS-related regulatory and legislative needs and other EMS outreach projects Authorize expenditures for the Homeland Security/Emergency Services Program
   c. Authorize expenditures for the Homeland Security/Emergency Services program to send 23 officers to counter-terrorism training
   d. Authorize year two costs of five-year agreement with GeoComm, Inc., for 911 mapping
   e. Authorize an application to the Administration for Children and Families for a waiver of remaining FY18 matching funds for Early Head Start Expansion.
   f. Approve Mid America Head Start 2019 Cost of Living Adjustment (COLA) grant application to the Administration for Children and Families
   g. Approve 2019 Air Quality Ozone Season public outreach campaign media purchases
   h. Authorize submission of the SFY 2020 Missouri Elderly & Handicapped Transportation Assistance Program (MEHTAP) application
   i. Authorize acceptance of subrecipient grant funds from the Administration for Community Living
for collaboration with the Missouri Department of Health and Senior Services in the delivery of chronic disease self-management education

j. Authorize the Executive Director to enter into a contract with Cambridge Systematics to provide on-call traffic modeling support services

k. Authorization to enter into a one-year contract extension with Electronic Technology, Inc. for Operation Green Light field network support services

9. Executive Director’s Report

10. Other Business

11. Adjournment
<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>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>Commission 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>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>King, Bob</td>
<td>Ray County</td>
<td>Presiding Commissioner</td>
</tr>
<tr>
<td>Lopez, Beto</td>
<td>Lee’s Summit</td>
<td>Mayor Pro Tem</td>
</tr>
<tr>
<td>Makenen, 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, Jimmy</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>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>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 MARC employees

BACKGROUND:
Two employees have reached significant milestones in their employment with MARC.

Frank Lenk is celebrating 40 years at MARC and is the Director of Research Services. Barbara Hensley is celebrating 20 years at MARC and is the Director of Public Affairs.

Frank and Barbara will be recognized at the meeting for their contributions to the agency.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
David Warm
ISSUE:
REPORT: KC Rising year four update and overview of Skilled Trades Labor Analysis

BACKGROUND:
KC Rising is the region’s initiative for boosting the region’s economic performance, sponsored by the Civic Council of Greater Kansas City, the Kansas City Area Development Council, the Greater Kansas City Chamber of Commerce and MARC. KC Rising arose from a joint analysis by the Brookings Institution and MARC analyzing the region’s economic competitiveness relative to peer metros with respect to three drivers of regional prosperity: the performance of its traded sectors (TRADE), its capacity for innovation and entrepreneurship (IDEAS), and quality of its human capital (PEOPLE). These drivers are, in turn, enabled by high-impact land use and transportation investment in places, effective governance and policy decisions, and improving social and economic equity.

KC Rising is completing its fourth year and while much has been accomplished, it is at a point where it needs to scale up the impact of its efforts. In particular, more successful peer metros have been effective in incorporating place-based investments into their overall economic strategy. An initial look at how KC Rising might shift its focus to increase its impact will be presented.

As part of KC Rising, MARC is responsible for developing and maintaining the metrics concerning how well the regional economy is performing relative to its peers and the degree to which areas targeted by KC Rising are improving. An update of these metrics has been completed and a few key metrics will be highlighted at the Board meeting.

Finally, one of KC Rising’s signature initiatives is the Talent to Industry Exchange (TIE), which works sector by sector to bring business leaders and educators together so that students complete school with skillsets aligned with industry workforce needs. MARC convenes this effort, and has completed TIEs for the Life Sciences and Global Design sectors. It recently completed the labor analysis for the Skilled Trades, which includes construction, production, transportation and maintenance occupations. Highlights from this report will be presented.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
David Warm
Frank Lenk
ISSUE:
REPORT: Update on state transportation funding in Kansas and Missouri

BACKGROUND:
Staff will report on several recent developments regarding state transportation funding issues in Kansas and Missouri.

In Kansas, the Joint Legislative Transportation Vision Task Force has released their final report at http://www.kslegresearch.org/KLRD-web/Publications/CommitteeReports/2018CommitteeReports/jt_leg_trnsprtn_vision_tf-cr.pdf

The task force was convened in 2018 and co-chaired by Senator Carolyn McGinn and Representative Richard Proehl. MARC Board Member and Johnson County Commissioner Jim Allen served on the task force. The task force was charged with assessing a wide range of issues affecting transportation funding and project and program delivery in Kansas. The task force returned recommendations addressing:

- Creation of a new program to authorize general transportation planning for at least ten years and include funding for preservation, modernization, and expansion and economic opportunity projects.
- Investigation of a variety of new funding sources for a range of needs throughout the state including highway, transit, bicycle, pedestrian and rail transportation.
- Increased flexibility for KDOT project procurement delivery methods.

Of note, Julie Lorenz, who provided consulting support for the task force as staff at Burns & McDonnell, has been nominated to serve as Secretary of Transportation under Governor Kelly.

In Missouri, Governor Parsons has proposed legislation to use bonds to fund 250 bridges currently listed in the Statewide Transportation Improvement Program, totaling approximately $355 million. If enacted, this would free an equivalent amount of state road funds for other needs, which would be returned to MoDOT districts based on an existing fund allocation formula using population, employment and traffic volumes on state routes. MARC staff estimate that approximately $42 million in area bridges would be included in the bond program and that approximately $72 million would be returned to the area in SFY 2020 through MoDOT’s “Flexible Fund” formula.

The Missouri Highways and Transportation Commission recently revised their fund allocation policy. In 2003, the Missouri Highways and Transportation Commission originally adopted a formula for distributing construction funds in the Statewide Transportation Improvement Program (STIP) to help manage conflict and tension between the urban and rural parts of the state by providing predictability in how these resources would be allocated. While this formula has never been entirely satisfactory to either urban or rural interests and had minor updates in 2006 and 2016, it has enabled a credible framework for MoDOT to work with partners around the state to plan and program projects.

Arising from a variety of concerns, including declining anticipated future revenues, declining fund balances and the deteriorating condition of state-system pavements and bridges, MoDOT staff presented a draft recommendation to change the program distribution formula at a Commission workshop in Jefferson City on Feb. 5, 2019. The executive directors of MARC, East West Gateway Council of Governments in St. Louis, and Ozarks Transportation Organization in Springfield sent a joint letter to the Commission after the workshop on Feb. 5, and staff from the three organizations
provided comments at the Commission’s regular meeting on Feb. 6, 2019. Together, the organizations requested deferral of final action on the proposed changes on order to provide the Commission’s statewide planning partners an opportunity to review, understand and comment on the changes. However, the Commission voted to accept the changes as proposed by MoDOT. MoDOT shared information about the adopted program changes at the Statewide Planning Partners meeting in Jefferson City on Feb. 8, 2019.

The STIP program changes will take effect in SFY 2022 and will deduct costs for engineering, the statewide Transportation Alternative Program, and federal open-container penalties. The remaining funds will be distributed through the Safety, Asset Management (AM) and System Improvement (SI) programs in the STIP. Funds for the Safety program will be reduced from $35 million per year under the previous formula to $29 million per year. The AM program will replace the previous Taking Care of Our System program and will increase from $362 million per year to $583 million plus three percent annual growth. Within the new AM program, a new Major Bridge (MB) program will replace the former Statewide Interstate and Major Bridge (SWMB) program with reduced funds from $125 million per year for SWMB to $94 million per year for MB. The remaining funds will then be distributed to the new SI program, which replaces the previous Flexible Funds program.

MARC staff is still reviewing information about the new allocation formula, but estimates that these changes will result in a transfer of between $135 and $209 million (5 to 8 percent) of the statewide program from the three large urban areas to rural districts from 2022 to 2024. This equates to a total reduction of $31 to $48 million (8 to 12 percent) for the Kansas City area’s portion of the STIP over these three years.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
The Total Transportation Policy Committee was briefed on changes to the MHTC fund allocation formula on Feb. 19, 2019.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE
REPORT: 2019 work plan and update for Operation Green Light program

BACKGROUND
Operation Green Light (OGL) is an effort to support the operation of 735 traffic signals while supporting more than 1,500 signalized intersections on high-volume, inter-jurisdictional arterial roadways with 26 agencies throughout the Kansas City region. Administered by MARC, the OGL program provides and maintains real-time data communications with each intersection and manages the regionally shared Advanced Traffic Management System (ATMS) software.

OGL also hosts on its servers more than 100 closed circuit television (CCTV) cameras for many area agencies. These cameras support the oversight of traffic signal operations, identification of signal malfunctions, and incident management.

OGL continues to grow its capacity to coordinate operations with the Kansas City Scout freeway management system to support traffic incident management activities ranging from unplanned events to regional roadway construction work.

Staff will provide an update on 2019 planned activities including signal-timing efforts on a variety of corridors, its latest partnerships, and details regarding the sharing of traffic signal data to third party vendors, specifically the recent MoDOT efforts with Audi and Traffic Technology Services.

BUDGET CONSIDERATIONS
None

RECOMMENDATION
None. Information only.

STAFF CONTACT
Ray M. Webb
ISSUE:
REPORT: Preparing for Complex Coordinated Terrorist Attacks (CCTA)

BACKGROUND:
The Kansas City region is one of 28 communities across the country that received grant funds from the Federal Emergency Management Agency to support enhanced planning, preparedness and response capabilities for responding to CCTAs (multiple intentional attacks resulting in loss of life and injuries). MARC applied for funding on behalf of the Regional Homeland Security Coordinating Committee (RHSCC) and local governments in the Kansas City region, and received $2.2 million from FEMA for a three-year CCTA program.

The grant enables the region to:
• Conduct local assessments for 14 jurisdictions using a common assessment tool to evaluate their ability to prevent and respond to CCTAs.
• Refine local community plans to include CCTA annexes for Local Emergency Operations Plans.
• Develop a new annex to the region’s Regional Coordinate Guide to address coordinated regional response to a CCTA event.
• Evaluate regional communications systems to determine ways to maximize information sharing and effective communications in a CCTA event.
• Establish a community outreach program, using educational materials and a media campaign to raise awareness of vulnerabilities and prevention and response activities.
• Conduct training for first responders, senior command and community partners to develop proficiency within and across disciplines and jurisdictions.
• Exercises –Design and conduct a series of tabletop, functional and full-scale exercises with local first responders and other community partners.

A report on recent and forthcoming planning, training and exercise activities will be presented at the meeting. The report will include information about an outreach program targeted to event facility managers and to the public in 2019.

RECOMMENDATION
None. For information only.

STAFF CONTACT
Diana Mendoza Cauley
Erin Lynch
ISSUE:
REPORT: Regional coordination of local policies related to the legalization of medical marijuana in Missouri

BACKGROUND:
On Nov. 6, 2018, Missouri voters approved Amendment 2, a Missouri constitutional change to permit state-licensed physicians to prescribe marijuana for medical purposes to patients with serious illness and medical conditions. The Missouri Department of Health and Senior Services (DHSS) is the administrative agency for the program and is responsible for setting rules to implement the provisions of this new section of the Missouri Constitution. DHSS is in the process of drafting rules and will release initial drafts for public input before they are finalized. DHSS will begin accepting applications for cultivation, manufacturing and dispensing facilities on Aug. 3, 2019. Medical marijuana will be available for purchase as early as January 2020.

The new law has enforcement implications for cities and counties in Missouri in areas including, but not limited to, business licensing, land use, zoning, public health, public safety, building codes and human resources. At the request of several member cities, on Jan. 25, 2019, MARC convened a regional dialogue on the implementation of Amendment 2 in Missouri. More than 60 attendees representing 22 jurisdictions participated. The session resulted in a summary report (available upon request) that catalogs issues requiring regulation and response at the local level. Many of the issues that must be addressed at the local level are contingent upon the state rules. MARC is offering the following support to member communities on the issue:

1. MARC will act as a repository for adopted ordinances, research and model regulations. Communities may share or access materials by contacting Lauren Palmer at lpalmer@marc.org.
2. MARC requested that DHSS conduct a public input session regarding draft rules in the Kansas City region. If there is interest, MARC offered to convene a small working group of representatives from diverse cities and fields to draft a joint position statement to DHSS with recommended considerations for drafting rules.
3. MARC contacted the Missouri Municipal League (MML) to understand and coordinate with any statewide advocacy efforts on behalf of municipalities.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Lauren Palmer
Marlene Nagel
ISSUE:
REPORT: Update on 911 legislation in Missouri and Kansas

BACKGROUND:
In 2018, the Missouri General Assembly and Governor Parsons passed legislation that enabled counties to submit an issue to their voters to collect a 911 surcharge on all devices capable of calling 911. The legislation also established a 3 percent surcharge on pre-paid wireless devices and related costs beyond an initial $15 cost. Part of the pre-paid surcharge revenues would be returned to the county where the sales took place and part would go into a state fund to support grants to 911 systems in the state that do not meet current national standards.

Two bills have been introduced in the Missouri Legislature to address some needed changes in the law — SB291 and HB883. Collectively referred to as the clean-up bill, this legislation would clarify a number of issues regarding the new sales tax on pre-paid wireless communications services.

- The pre-paid sales tax is for services over an initial $15 per sale. The bill clarifies whether a county or a 911 board is able to opt out of the pre-paid sales tax. Counties that use sales tax to pay for 911 services and did not opt out of the 911 prepaid wireless fee are exempt from the 911 pre-paid sales tax. The Missouri Department of Revenue will administer the prepaid service charge, and require the state 911 service board to set the rate annually.

- The 2018 bill had a 3-year sunset on the pre-paid surcharge; the clean-up bill extends the sunset by one year. If a county decided to opt out from collecting the pre-paid surcharge in November 2018, the clean-up bill would allow the county to vote and change its position on the pre-paid fee if action is taken by December 2019.

- The 2018 bill had a provision limiting counties, including Cass County, from increasing an existing sales tax after the tax has reached a sunset requirement. The clean-up bill will address this issue.

Legislation has been introduced in Kansas (KS2084) to increase the surcharge on wireless devices, with some funds going to counties and some into the state fund. The bill would increase the monthly per phone fee of $.23 for the 911 Coordinating Council to continue to cover the costs of the statewide NextGen 911 system. Costs for monthly subscribers goes to $1.03 to help address the rising cost of doing business at the local level. This change moves the local share from $.60 to $.80 (the additional $.23 being for the statewide NG911 system). The bill proposes to change the minimum amount that the state provides back to each county from $50,000 per year to $60,000, to address rising costs in the rural areas.

A report on the current legislation will be made at the board meeting.

RECOMMENDATION
None. For information only.

STAFF CONTACT
Eric Winebrenner
ISSUE:
REPORT: Comments on Missouri legislation to update vehicle registration fees

BACKGROUND:
With the defeat of the gas tax increase, or Proposition D, in Missouri, one alternative option that lawmakers have discussed is an increase to the vehicle registration fees. There is also discussion about switching from a scale based on taxable horsepower to a scale based on fuel economy (MPG), where higher fuel economy means higher fees. Two bills are currently filed in the state of Missouri that attempt to update vehicle registration fees to be based on fuel economy.

MARC’s Clean Air Action Plan strategies call for increased use of electric vehicles in the region. The Air Quality Forum has concerns regarding possible disincentives that may result from the proposed vehicle registration fee schedule for owners of fuel-efficient vehicles (including electric vehicles) and discourages potential buyers.

Staff will report on analysis of the proposed fee schedule for vehicle registration fees and share the attached comment letter approved by the Air Quality Forum that responds to these bills.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
The MARC Air Quality Forum approved this comment letter at its February meeting and submitted it in advance of legislative hearings.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Karen Clawson
February 12, 2019

Re: Proposed changes to motor vehicle registration fees in Missouri

To Whom It May Concern:

The Mid-America Regional Council (MARC) Air Quality Forum, created in accordance with Section 174 of the Clean Air Act to coordinate the development and implementation of air quality policy in the Greater Kansas City region, offers the following comments on efforts to increase transportation funding through an update of the motor vehicle registration fee system.

We recognize that revenues for Missouri’s state highway system are insufficient and that the continued erosion of state fuel tax revenues, due in part to increased fuel efficiency of the vehicle fleet, is a significant factor. We support efforts to increase and “future-proof” funding for transportation in the state, seeking funding solutions that are fair — when possible, tying sources of revenue to their use and ensuring that everyone pays their share.

Recently, transportation funding discussions among state leaders have focused on addressing decreasing fuel tax revenues by changing the method used to determine vehicle registration fees. We agree that the current system of basing vehicle registration fees on taxable horsepower is antiquated and should be updated, but we are concerned that a registration fee based on miles per gallon — in which owners of more fuel-efficient vehicles are charged higher fees — creates a disincentive for owners of fuel-efficient vehicles and discourages potential buyers.

Encouraging the use of more fuel-efficient vehicles directly supports strategies outlined in MARC’s Clean Air Action Plan and is critically important to both the Kansas City region and the State of Missouri for several reasons:
1. **Non-attainment of federal pollution standards would impact jobs and economic development.** The Kansas City region has struggled to meet the EPA’s National Ambient Air Quality Standards (NAAQS) for ozone pollution for many years. While the region is currently designated in attainment for the 2015 standard, monitored values indicate we are barely attaining this standard and must continue to work to reduce ozone precursor emissions from all sources to remain in compliance. Increased fuel efficiency and use of alternative fuels have helped the Kansas City region remain in compliance with the ozone NAAQS until now. Falling out of compliance would increase the regulatory burden on businesses, discouraging economic development.

2. **Increased fuel efficiency reduces emissions that harm public health.** The EPA sets pollution standards at levels designed to protect public health. Motor vehicle registration fees that serve as a disincentive to fleet owners and individual vehicle owners would result in higher levels of harmful emissions, with a detrimental impact on public health in the region, particularly for vulnerable populations such as children, the elderly and those with existing respiratory conditions.

3. **Reducing greenhouse gas emissions is important to our climate.** The transportation sector is the leading generator of greenhouse gas emissions in the U.S. The largest sources of transportation-related greenhouse gas emissions include passenger cars and light-duty trucks, which account for over half of the emissions from the transportation sector. Encouraging fuel efficient vehicles and the electrification of the vehicle fleet are paramount in efforts to bring greenhouse gases to levels that help stabilize our climate.

We support updating Missouri’s current system that ties vehicle registration fees to vehicle horsepower, but we feel strongly that miles per gallon is not an appropriate fee basis. Currently only one other state (Oregon) uses miles per gallon to determine vehicle registration fees; however, Oregon has balanced this with a rebate program designed by its state legislature to encourage higher adoption of zero-emission vehicles to reduce air pollution.

On behalf of the MARC Air Quality Forum, we encourage legislators to consider alternative fee options — many used by neighboring states — such as vehicle weight, vehicle value or vehicle age. We believe that a vehicle weight basis provides the closest tie between the funding source and use of the revenue.

As transportation funding discussions continue, we would be happy to provide additional research and background necessary to help legislators make informed decisions. Please contact Karen Clawson, MARC Air Quality Program Manager at 816-701-8255 or kclawson@marc.org if we can be of assistance.

Sincerely,

Scott Burnett  
Angela Markley

County Legislature, Jackson County, Missouri  
Director, Unified Government of Wyandotte County/Kansas City, Kansas

Missouri Co-Chair, MARC Air Quality Forum  
Kansas Co-Chair, MARC Air Quality Forum
AGENDA REPORT
MARC Board of Directors

February 2019
Item No. 7d

ISSUE:
REPORT: Report on 2019 NARC policy conference

BACKGROUND:
MARC Board members Rob Roberts, Jimmy Odom, Harold Johnson, Marge Vogt and Curt Skoog and MARC staff members David Warm, Ron Achelpohl and Marlene Nagel recently attended the National Association of Regional Councils' Policy Conference in Washington. A report on the conference and timely federal issues will be reported on at the board meeting.

RECOMMENDATION
None. For information only.

STAFF CONTACT
David Warm
ISSUE:
VOTE: Approve minutes of the Jan. 22, 2019, Board meeting

BACKGROUND:
The minutes of the Jan. 22, 2019, meeting are enclosed.

RECOMMENDATION:
Approve the minutes of the Jan. 22, 2019, meeting.

STAFF CONTACT:
David Warm
Mary Laird
COMMITTEE MEMBERS PRESENT
Mayor Pro Tem Carol Suter, Gladstone, Mo. - MARC Board Chair
Commissioner Rob Roberts, Miami County, Kan. - MARC Board 1st Vice Chair
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
Presiding Commissioner Jerry Nolte, Clay County, Mo.
Mayor Pro Tem Tom Van Camp, Independence, Mo.
Councilmember Lee Barnes, Kansas City, Mo.
Councilmember Jermaine Reed, Kansas City, Mo.
Mayor Pro Tem Scott Wagner, Kansas City, Mo.
Mayor Pro Tem Beto Lopez, Lee’s Summit, Mo.
Mayor Holly Stark, Peculiar, Mo.
Chairman Doug Smith, Leavenworth County, Kan.
Mayor Rick Walker, De Soto, Kan.
Mayor Mike Boehm, Lenexa, Kan.
Mayor John Ye, Westwood, Kan.
Mayor Paula Schwach, Westwood Hills, Kan.

OTHERS PRESENT
Shane Krull, Miami County, Kan.

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

INTRODUCTIONS AND BOARD SHARING TIME
Mayor Pro Tem 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
Marlene Nagel has reached a significant milestone in her employment with MARC. Marlene is the Director of Community Development, and she is celebrating 45 years at MARC. David Warm recognized her many accomplishments and effectiveness in the community, and Mayor Pro Tem Suter presented her with a gift of appreciation.
REPORT AND VOTE: ELECT THE SLATE OF OFFICERS FOR 2019 AS RECOMMENDED BY THE NOMINATING COMMITTEE

MARC Board Officers are elected annually, although officers typically serve for two terms. Current officers are as follows:

2018 Officers:
- **Chair**: Carol Suter, Mayor Pro Tem, City of Gladstone, Missouri (served two terms)
- **First Vice Chair**: Rob Roberts, Commissioner, Miami County, Kansas (served two terms in this role)
- **Second Vice Chair**: Jimmy Odom, Associate Commissioner, Cass County, Missouri (served two terms in this role)
- **Treasurer**: Harold Johnson, Commissioner, Unified Government of Wyandotte County/Kansas City, Kansas (served two terms in this role)
- **Secretary**: Carson Ross, Mayor, City of Blue Springs, Missouri (served one term in this role)

At the December 2018 MARC Board meeting, Councilmember Carol Suter appointed the following MARC Board members to join her in serving as the Nominating Committee for 2019 Officers: Councilmember Marge Vogt, Councilmember Curt Skoog and Mayor Holly Stark. The committee met following the last Board meeting on Tuesday, December 18 and conferred by email in recent weeks. The Committee has nominated the following slate of officers for election by the MARC Board of Directors.

2019 Officer Nominations:
- **Chair**: Rob Roberts, Commissioner, Miami County, Kansas
- **First Vice Chair**: Jimmy Odom, Associate Commissioner, Cass County, Missouri
- **Second Vice Chair**: Harold Johnson, Commissioner, Unified Government of Wyandotte County/Kansas City, Kansas
- **Treasurer**: Eileen Weir, Mayor, City of Independence, Missouri
- **Secretary**: Carson Ross, Mayor, City of Blue Springs, Missouri

MOTION: Councilmember Skoog moved to elect the above slate of officers for 2019 as recommended by the Nominating Committee. It was seconded by Councilmember Vogt and carried.

REPORT: PRELIMINARY REVIEW AND INPUT ON THE 2019 FEDERAL LEGISLATIVE AGENDA

Marlene Nagel, Director of Community Development, said that 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 reviewed the preliminary draft at their December meeting. Mrs. Nagel noted the following priority areas:
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.

Mrs. Nagel also noted that Mayor Schwach identified a grammatical error in the body of the policy document, which will be corrected in the final version. Mr. Warm said that several Board officers and MARC staff will be attending the NARC Conference in Washington, D.C. in early February. They will be visiting with several members of our Congressional delegation to share the Federal Legislative agenda on behalf of the MARC Board.

MOTION: Mayor Pro Tem Wagner moved to approve the 2019 Federal Legislative Agenda as presented today. It was seconded by Councilmember Skoog and carried.

REPORT AND VOTE: AUTHORIZE APPLICATION TO THE REACH HEALTHCARE FOUNDATION AND HEALTH FORWARD FOUNDATION FOR FUNDING TO SUPPORT A REGIONAL COMPLETE COUNT INITIATIVE FOR THE 2020 CENSUS, AND AUTHORIZE FORMATION OF A REGIONAL COMPLETE COUNT COMMITTEE

Mrs. Nagel reported that in October, the Board heard a presentation from representatives of the REACH Healthcare Foundation and Health Forward Foundation on the importance of getting a complete count for the 2020 Census. Every 10 years, the U.S. Census Bureau conducts a census of all persons and households. The purpose of the decennial census defined in the U.S. Constitution is to apportion representation in Congress and allocate taxes among states. The 2020 Census presents new challenges, including changes in the way in which the Census will be conducted (persons will be asked for fill out the survey online); more people with limited English proficiency; greater distrust of government; and limited digital skills among certain populations.

The Census Bureau is encouraging local communities to form Complete Count Committees, asking community leaders to help organize communications efforts and promote a complete count. MARC has been asked by area foundations to assist in coordinating efforts for a complete count in the Kansas City region, and both providing assistance to local communities in forming their own
complete count committees and the formation of a Regional Complete Count Committee have been recommended.

The REACH Healthcare Foundation and the Health Forward Foundation have agreed to provide initial funding in the amount of $86,356 to MARC to support work around complete count committees, including data and analysis to identify hard-to-count areas, and convening of partner organizations to develop a communications plan for promotion beginning later this year and into the first and second quarters of 2020. The budget covers initial work for the first six months of 2019.

The Regional Complete Count Committee will include local government leaders, nonprofit organization and business representatives, faith-based leaders and others. Members of the MARC Board are asked to consider serving on the committee and recommending individuals from their communities who could help with a regional effort. The committee is expected to begin meeting in late February/early March and meet monthly through March 2020. Please respond to Marlene Nagel, at mnagel@marc.org or 816/701-8218 with your interest and suggestions.

MOTION: Commissioner Roberts moved to authorize the executive director to submit an application for $86,356 to the two health foundations as described above, and accept funds if awarded; and to authorize the formation of a Regional Complete Count Committee and consider board and community member representation. It was seconded by Mayor Walker and carried.

REPORT AND VOTE: AUTHORIZE MARC TO EXPRESS WILLINGNESS TO TAKE ON AN ADMINISTRATIVE ROLE IN THE KANSAS CITY, MISSOURI PRE-K INITIATIVE IF ASKED

Jovanna Rohs, Director of Early Learning, reported that in June 2018, Board members heard a brief report indicating that MARC had been approached about our willingness to play a key role in administering and implementing a potential Kansas City, Missouri, early learning program. While MARC is not expected to take a position on the ballot initiative itself, we were asked to indicate our willingness to consider administering the program, if voters approve the ballot issue and if the KCMO City Council subsequently confirms MARC’s role. After the June report, discussion was delayed as the city refined its approach and decided to move the ballot question on pre-K funding from November 2018 to April 2019.

As Mayor Sly James’ office has continued to engage additional community stakeholders and school districts to discuss issues and strengthen the plan, city staff have turned to MARC for additional information in order to clarify the administration and implementation components of the plan. MARC has provided research data and other relevant background information, as we often do for regional and community initiatives.

At the August 2018 Board meeting, we provided an update and let the Board know that they would be apprised of any new information about MARC’s potential role.

In December 2018, MARC was once again approached by Mayor James to consider serving as the program administrator if the Pre-K ballot initiative is approved by voters in April and if MARC is asked to do so by the City Council. MARC has the capacity to administer the program through a combination of internal staff and partnerships with community agencies, school districts and subcontractors, similar to how Head Start is managed. MARC also has similar experience managing other large-scale programs, such as 9-1-1, Operation Green Light and Emergency Services.
Ms. Rohs said that if contracted to administer the Pre-K initiative, MARC’s work would be guided by an Advisory Board made up of a diverse mix of early education experts and stakeholders, who would participate in designing and monitoring program implementation and impact. State statute also requires the city to establish a tax board, a volunteer board of five members — three appointed by the Mayor, one by school districts within KCMO, and one by the counties in which KCMO is located. The tax board would review the KC Pre-K Program Implementation Plan and make recommendations to City Council.

**MARC’s Capacity**

MARC’s Early Learning and Finance teams have evaluated the program expectations, and are comfortable with potentially carrying out the administrative roles for the tax, for several reasons:

- The role is consistent with MARC’s mission to facilitate collaborative community partnerships and with our expertise in early learning.
- The nature of the work is in line with MARC’s core competencies of financial management, systems development, program administration, and quality assessment and improvement.
- MARC already has trusted relationships with most of the early learning programs that would participate in the new program, and there is widespread support for our involvement.
- There are significant opportunities for economies of scale, and MARC can leverage improvement initiatives currently underway to enhance both the new program and the early learning systems throughout the region. This will result in improved quality assessment and professional practices, promulgation of kindergarten transition strategies, broadening of early learning workforce pipelines, and deeper community awareness and expectations of the impact of investing in quality early learning.

**DISCUSSION:**

Mayor Boehm said that he understands why MARC has been approached to provide administration for the program but asked how this relates to MARC’s practice of not taking positions on local ballot matters. Mr. Warm confirmed that MARC has no history of taking a position on a state or local ballot issue, and the action focuses only on the agency’s willingness to provide administrative services if the measure is approved by voters and if requested by the city council.

Commissioner Nolte expressed concern that by approving this recommendation, the MARC Board could be perceived as taking a position on the ballot initiative. He said that he did not think the Board should approve the administration of the Pre-K Program unless it is first approved by the voters. He asked what was driving the need to express our willingness to administer the program prior to the April election.

Mr. Warm said that the Mayor and business leaders have confidence in MARC’s ability to oversee revenue and administer the funds in an open and transparent way. He said there was some consensus among project supporters that resolving the administration issue now would allow discussion to focus on other aspects of the ballot issue. For example, while Kansas City area school superintendents strongly support early childhood education and understand MARC’s capabilities through our current collaborations in early learning, they have voiced significant concerns about the overall Pre-K plan which have been the focus of recent community discussion.

Mayor Pro Tem Wagner said that he shared Commissioner Nolte’s concern that expressing willingness to administer the program would imply tacit endorsement by both MARC and the Board. He felt it was not necessary for the MARC Board to vote on the financial management of the initiative today, and suggested waiting until the results of the April election.
Councilmember Reed noted that perception becomes reality to many citizens, and he also did not feel compelled to approve the issue today. He asked Mr. Warm for other examples where MARC has been involved in ballot issues. Mr. Warm advised that MARC supported initial community conversations around the formation of the Children’s Services Fund in Jackson County in 2016 and 2017. In addition, MARC was asked to convene community stakeholders around the bistate project to renovate Union Station in the late 1990s. In both instances, when these initiatives evolved into ballot issues, MARC pulled away from further participation since the agency does not become involved in ballot measures. Mr. Warm recommended that if there was not consensus around how to approach the matter, the Board should consider deferring action.

Mayor Pro Tem Wagner said that if the initiative is approved by voters in April, he would readily support MARC’s role in financial administration of the program, and Councilmember Reed agreed. Councilmember Barnes supported tabling the issue, noting that the KCMO Council has not taken a position on the initiative at this time.

Councilmember Skoog observed that MARC has always had a reputation for its collaborative community partnerships and expertise in many different core competencies. He said that MARC would be a trusted organization to take on this role if the public says yes to the ballot initiative in April.

MOTION: With no further discussion, Mayor Boehm moved to table the motion to authorize MARC’s executive director to indicate the agency’s willingness to administer the KCMO Pre-K program until a later date. It was seconded by Councilmember Reed and carried.

REPORT: UPDATE ON THE KCATA STRATEGIC PLAN AND REGIONAL SYSTEM REDESIGN
President/CEO of the KCATA Robbie Makinen was present to discuss the KCATA’s future. He said that KCATA has undertaken a strategic plan (Mobility Momentum 2021) that outlines a three-year work plan for the agency. The main objectives are to transform the Agency into a regional authority (work that has largely already been completed), create and deploy “mobility as a service” concepts to fill transportation gaps, and develop innovative funding models. As an example, Mr. Makinen said that the ATA, in cooperation with the city of Independence, announced the expansion of RideKC Freedom On-Demand Paratransit Services in Independence in late 2018. RideKC Freedom On-Demand launched in parts of Kansas City, and northeast Johnson County in May 2017. It has expanded to Wyandotte County and Johnson Counties in Kansas since then, and has provided more than 90,000 trips for people with disabilities. Now with the expansion into Independence, RideKC Freedom On-Demand can provide paratransit users with even more options, and is on track to surpass 100,000 rides. He added that veterans are riding the bus line now. They have to get their card from the VA or other related agency, and then they can ride for free which they have done in numbers that have exceeded initial expectations.

In addition, Mr. Makinen reported that the KCATA and three area school districts announced a new Student Pass Program that will give thousands of ninth through 12th graders free, unlimited access to public transportation throughout the region. The partnership between KCATA, Kansas City Public Schools, Hickman Mills C-1 School District and Center Public School District is a one-year pilot, designed to enhance current school bus transportation and allow students to connect to opportunities for jobs, internships and extra-curricular activities outside of regular school hours. The ATA is considering expanding this service north of the river. Mr. Makinen also said that the KCATA work plan contains three strategic areas of focus (ridership, revenue, and relationships) with 25 tactics for improvement. The Agency will track metrics quarterly. The vision established by the plan is to “deliver innovative solutions that enhance mobility and improve our community.”
As indicated by its name, Mobility Momentum should be fully executed by 2021. The primary goals for FY 2019 are: 1) Improve customer satisfaction to 92%, 2) Reduce costs by 3%, 3) Reduce safety & security incidents by 15%, and 4) Improve employee engagement.

Chief Strategy Officer Dave Johnson said that it is all about getting people to work or school. The ATA wants to be identified as the mobility-focused, multiple modes and providers transportation agency. He also noted that the region’s safety net providers have included the KCATA in federal grant proposals in order to provide access to under- and unserved clients to allow them access to area health care facilities and clinics.

Vice President Dick Jarrold said that the Regional System Redesign, which the Agency will select a consultant to develop in 2019, will rethink mobility in the Kansas City area by 1) Enhancing end to end travel, 2) Implementing Smart Moves 3.0, 3) Implementing the KCATA Strategic Plan, 4) Building on existing innovations, 5) Integrating mobility systems, and 6) Using multiple modes and providers. By redesigning the system consistent with the Smart Moves vision, the metro area can have more fast and frequent service that will reduce travel time for most people. For those areas that are not as cost effective to serve with traditional transit, the Agency intends to explore non-traditional service options to provide mobility, including partnering with private agencies (i.e., Uber, Lyft, bikes and E-bikes, RideKC mobile app and scooters). A consultant will be selected to help come up with alternatives and develop the implementation plan. KCATA held a preproposal workshop on 12/11/18 and expects to begin the effort in February 2019. Implementation and funding strategies will be an ongoing discussion throughout 2019 and 2020.

DISCUSSION:
Councilmember Reed asked how usage of the electric scooters is progressing. Mr. Makinen said they are equally distributed throughout the metro and are used quite frequently. Councilmember Vogt commented that this is the most comprehensive plan and survey for the KCATA she has seen, and that it is very exciting for the region.

REPORT: UPDATE ON HOUSEHOLD TRAVEL SURVEY TO SUPPORT TRANSPORTATION PLANNING
Director of Transportation and Environment Ron Achelpohl said that MARC periodically conducts regional household travel surveys to obtain detailed information about the socio-economic characteristics and travel behavior of persons living in the Greater Kansas City region. The information collected is used as the foundation for developing travel demand forecasts, a key requirement of federal metropolitan transportation planning regulations. The last regional household travel survey was completed in 2004. There were 60,000 surveys mailed out in the region, and 4,000 people responded. Since that time the region has experienced significant shifts in travel behavior due to changing demographics, generational preferences, and the emergence of new modes such as transportation network companies (i.e., Uber and Lyft), bike share and the KC Streetcar.

MARC, in partnership with KDOT and MoDOT, has contracted with Westat to conduct this work. In addition to updating regional travel behavior information, this project will include the development of a methodology for comparing household survey data with results produced by the Sidewalk Labs Replica model (and similar products using mobile device data). The project is anticipated to last approximately 12 months, and will be completed by late 2019. Within the next few weeks, Westat will initiate testing of the survey materials by mailing test versions to 2,500 households within the region. Based on feedback on these materials, the contractor plans to distribute the final survey materials to more than 80,000 households in spring of 2019.
REPORT AND VOTE: ADOPTION OF THE SANTA FE, OREGON AND CALIFORNIA NATIONAL HISTORIC TRAILS CONCEPT STRATEGY PLAN
Marlene Nagel, Director of Community Development, reported that over the past 18 months, MARC has worked with the National Park Service, local governments and local trails organizations to prepare a strategy concept plan for retracing the three historic trails through the Kansas City region - Santa Fe, Oregon and California. The purpose of the project is to create a system alignment that, once implemented at the local level, can be used by the public to explore these historic routes and connect with historic and community assets. The full report and executive summary are on the MARC website at http://marc.org/Environment/MetroGreen-Parks/Current-Projects/Historic-Trail-Retracement

The plan incorporates historic trails through the following communities:
- Jackson County: Sugar Creek, Independence, Raytown and Kansas City
- Johnson County: Leawood, Overland Park, Olathe, Gardner, Lenexa, Prairie Village, Westwood, and Fairway

With adoption by TTPC and the MARC Board, the plan will be incorporated as part of future Metropolitan Transportation Plans. Local communities will be asked to consider passing a resolution in support of the plan, and to determine how to incorporate the plan’s recommendations into local plans and policy documents. The plan would be used as resource in evaluating and scoring projects proposed for federal transportation funding.

MOTION: Councilmember Skoog moved to adopt the Santa Fe, Oregon and California National Historic Trails Concept Strategy Plan as an input to future Metropolitan Transportation Plans, and for use as an Active Transportation Plan to review projects for the transportation programming process. It was seconded by Councilmember Vogt and carried.

REPORT AND VOTE: APPROVE THE 2019 COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY PLAN (CEDS)
Mrs. Nagel said that the U.S. Economic Development Administration (EDA) provides funding to regional organizations and local communities for targeted economic development planning and investments that respond to priority needs. In 2002, MARC prepared and submitted a Comprehensive Economic Development Strategy plan to the EDA, outlining economic development needs of the Kansas City region.

EDA approved an Economic Development District designation for the Kansas City region in 2006, and EDA awarded the first of a series of annual planning grants to MARC. The district designation is important as it allows MARC’s Community Services Corporation and local agencies to apply for EDA funding.

The planning grant funds have been used to conduct economic analysis about the region, to update the CEDS plan in cooperation with local officials, to provide targeted assistance to small cities, and to support the Regional Workforce Intelligence Network and GradForce KC in offering information and analysis for local economic development organizations and working on strengthening the region’s workforce system.

MARC is required to update the CEDS plan every five years. The plan includes an overview of the metro area, an analysis of economic challenges and opportunities, goals and objectives for the region’s economic progress, community and private sector involvement in the plan and its implementation, strategic projects, programs and activities, a plan of action, and performance
measures. EDA approved the last plan in 2015, and a new plan must be submitted to EDA for approval by February 2019.

MARC used the Regional Workforce Intelligence Network as the advisory committee to provide input to the plan’s policy framework and to review the plan. The plan’s goals, objectives and strategies are consistent with the KC Rising vision plan and the policy framework adopted by the MARC Board for the new long-range transportation plan.

In addition, the Sustainable Places Policy Committee provided input and the draft plan was released on the MARC website for public input in December. Area chambers, economic development organizations, city and county administrators and managers and planners were asked to review the draft plan. Feedback and has been incorporated into the final draft. The draft policy framework and analysis documents are available on the MARC website at www.marc.org/CEDS2019.

MOTION: Councilmember Vogt moved to approve the 2019 Comprehensive Economic Development Strategy Plan as presented. It was seconded by Mayor Pro Tem Wagner and carried.

REPORT: ANNUAL REFRESHER OF THE MARC CONFLICT OF INTEREST AND WHISTLEBLOWER POLICIES
Mr. Warm reported that each year, MARC’s Conflict of Interest and Whistleblower policies are included on the key policy committee agendas to provide an opportunity to review the policies and inform new members of the board.

The Conflict of Interest Policy is designed to help board members, officers, employees and volunteers who have a decision-making role in disbursing MARC funds. If there is a personal financial interest, it must be disclosed to the appropriate body, and that individual must recuse themselves from decisions regarding that particular arrangement. The policy makes clear that dual representation by the members of the MARC Board on other public bodies (e.g., local jurisdiction, sewer district, park or fire board) involved in disbursing funds is not inherently a conflict of interest.

Mr. Warm noted that Councilmember Skoog is employed by the Institute for Building Technology Services (IBTS). MARC contracts with IBTS for local government services, and Mr. Skoog removes himself from the discussion and decision-making about that relationship.

The Whistleblower Policy encourages employees, committee members and volunteers to make known any improprieties that they observe in the agency. MARC also participates in an external hotline program called “WeTip”, which is an anonymous call and is provided free of charge by Midwest Public Risk, MARC’s insurance carrier. Any reports submitted to the “WeTip” program will be forwarded to the executive director, financial affairs director, human resources manager and MARC Board Chair.

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

a. Approve minutes of the December 18, 2018 Board meeting
b. Approve actions taken at the January 2019 Head Start Advisory Committee meeting
c. Approve a contract extension with The Family Conservancy for the Head Start Central Intake System
d. Authorize an application to the Administration for Children and Families for a waiver of remaining FY17 matching funds for Head Start

e. Authorize submission of the SFY 2019 Aging Area Plan Budget Amendment to the Missouri Division of Senior and Disability Services

f. Authorize release of selected SFY 2020 Aging and Adult Services requests for proposals and annual renewal of selected services

g. Accept subrecipient grant funds from the Health Resources and Services Administration for collaboration with the Geriatric Workforce Education Center at Saint Louis University

h. Authorize agreements with consultants for four Planning Sustainable Places projects in Gladstone and Kansas City, Mo. and Roeland Park and Shawnee, Kan.

i. Approve the 2019 1st Quarter Amendment to the 2018-22 Transportation Improvement Program

j. Authorize submission of a grant application to the U.S. Environmental Protection Agency (EPA) for a Regional Brownfield Coalition Assessment

k. Authorize application to the Council for Adult and Experiential Learning for funding and technical assistance to incorporate inclusive prosperity into regional workforce development/human capital work

l. Authorize application to HUD for funding to support capacity building for the Homelessness Management Information System (HMIS)

m. Authorize a contract with AT&T to provide Ethernet Service for Regional 911 Public Safety Answering Points

n. Authorize grant applications to Kansas and Missouri agencies to support the Mid-America Local Emergency Planning Committee and the regional Health Care Coalition

o. Authorize equipment purchases to support law enforcement specialty response teams and mass fatality management

EXECUTIVE DIRECTOR’S REPORT

Mr. Warm noted the following items:

The impact of the Federal Government shutdown has delayed actions and reimbursements from nine federal departments, with which MARC has five relationships. The Planning Sustainable Places grants have been put on hold, as has an Environmental Protection Agency grant request. The Federal Transit Administration is working, although the Federal Highway Administration is not, which affects approval of MARC’s Transportation Improvement Program project amendments. MARC has begun work on affordable housing and there are a number of contracts with private multi-unit housing owners to provide subsidies for low-income elderly and families. Without HUD working, housing payments have ceased. Head Start and Aging Services payments are going out but federal payments are not being reimbursed. The board will continue to be updated in the weeks to come.

The next meeting of the MARC Board of Directors is Tuesday, February 26, 2019 at noon.

PASSING OF THE GAVEL FROM OUTGOING CHAIR, MAYOR PRO TEM CAROL SUTER

Mayor Pro Tem Suter has served two terms as chair of the MARC Board, the typical term for the chair. She said it has been a privilege serving as chair, and the MARC board members give her hope that they can continue to discuss issues with civility and respect by putting aside political partisanship. Chairman-Elect Roberts presented her with a plaque of appreciation for her service from 2017-2019. Commissioner Roberts said that he has spent 27 years in public service, and looks forward to the MARC Board meetings. He also commented that it is his intent to visit all counties in the MARC during his tenure to acquaint them with MARC’s role in the region.
OTHER BUSINESS
No other business was discussed.

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

MEETING SUMMARY APPROVED:

Rob Roberts, Chair

Date
ISSUE:
VOTE: Approve contract renewal with Jason White to support EMS-related regulatory and legislative needs and other EMS outreach projects

BACKGROUND:
MARCER, the regional committee composed of Emergency Medical Services and hospital representatives, strives to ensure high quality pre-hospital emergency medical care. Changes at the state and federal levels in professional practice standards, insurance/liability issues, and funding for EMS services have required MARCER to focus greater attention on state and federal regulatory and legislative issues.

At MARCER’s request, MARC has engaged a contractor, Jason White, since April 26, 2010, to assist MARCER with EMS-related regulatory and legislative needs with the states of Missouri and Kansas and at the federal level. Mr. White has built an expertise around the region’s EMS systems and Missouri and Kansas laws and regulations. MARCER wishes to continue to rely on him to assist them in monitoring policy in both states and advancing their positions when necessary.

MARCER requests approval to again contract with Jason White to continue to support for the work for EMS-related legislation and implementation and other EMS outreach projects from Jan. 1, 2019, to Dec, 31, 2019, in an amount not to exceed $120,000, approved by MARCER at their Dec, 21, 2018, meeting.

The Kansas City, Missouri Fire Department provided funding for the contractor expenses, including MARC coordination services, in the amount of $240,000 for the May 1, 2010, to June 30, 2012, time period. MARCER funds covered the remaining portion of the contract amount from July 1, 2012, through Dec, 31, 2017. Mr. White’s early work focused on Missouri issues, and work beginning in 2013 has supported policy work in both Missouri and Kansas.

BUDGET CONSIDERATIONS
MARCER requests approval to contract with Mr. White for 2019 services in an amount not to exceed $120,000.

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>Amount</th>
<th>$120,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Source</td>
<td>MARCER</td>
<td></td>
</tr>
</tbody>
</table>

PROJECTED EXPENSES
Contractual $120,000

RECOMMENDATION:
Authorize contract as listed above.

STAFF CONTACT:
Erin Lynch
Cynthia Allen
ISSUE:
VOTE: Authorize expenditures for the Homeland Security/Emergency Services program to send 23 officers to counter-terrorism training

BACKGROUND:
In 2017, MARC was awarded the Complex Coordinated Terrorist Attack (CCTA) grant from the U.S. Department of Homeland Security. The three-year grant is intended to increase regional and local capabilities to deter, respond to and recover from multiple coordinated terrorist threats. Assessments have been completed for each of the counties and largest jurisdictions, and work is underway to develop training to address gaps for local agency personnel. One of the gaps identified by law enforcement agencies is the lack of training in specialized tactics for police officers to engage and counter-maneuver against trained, motivated attackers.

The Direct-Action Resource Center (DARC) in Arkansas offers training to fill this gap. The Center has trained police officers in counter-terrorism at their facility since 1996, and their facility is built exclusively for tactical urban training. The identified weeklong training is the Law Enforcement Counter Terrorism Course Level 1 (LECTC-1). The course expands the officer’s scope of knowledge against a trained attacker and their reaction to counter measures, engagement and combat against multi-attackers. Officers who train at the facility in the LECTC-1 course will return to the region to develop a regional framework and participate in trainings for 4,000 officers across the metro area.

MARC Emergency Services sent 33 officers to LECTC-1 the week of Nov. 11, 2018. Although limited, there is still a budget to train additional officers to help with regional delivery. To increase the training cadre, a second LECTC-1 class has been reserved. Due to the limited budget, several departments will be assisting with the tuition cost. The supplies, lodging and travel will be covered by the CCTA grant. One of the supplies needed for the training is simulated munitions to enable those being trained to fully train and test their capabilities for tactical urban response in a realistic yet safe environment.

BUDGET CONSIDERATIONS
The approved CCTA budget to train the additional 23 officers will be $61,475.04.

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Source</td>
<td>$61,475.04</td>
</tr>
<tr>
<td>PROJECTED EXPENSES</td>
<td></td>
</tr>
<tr>
<td>Supplies, Lodging, Travel for Training</td>
<td>$61,475.04</td>
</tr>
</tbody>
</table>

COMMITTEE ACTION
The Regional Homeland Security Coordinating Committee has included these expenses in the CCTA budget.

RECOMMENDATION
Authorize expenditure of $61,475.04 from the CCTA grant to send 23 officers to counter-terrorism training.

STAFF CONTACT
Erin Lynch/Diana Mendoza-Cauley
ISSUE:
VOTE: Authorize year two costs of five-year agreement with GeoComm, Inc., for 911 mapping services

BACKGROUND:
GeoComm is the provider of the region’s 911 mapping software, GeoLynx, which resides on every 911 position at each Public Safety Answering Point (PSAP). Along with providing software maintenance and support for GeoLynx, the company maintains map data related to cell towers and sectors, and is responsible for pushing updated map data out to PSAPs on a weekly basis.

In 2017, the Public Safety Communications Board approved a new five-year agreement with GeoComm. The agreement included a mapping upgrade for all positions in the region. The contract scope included changing from a desktop-based mapping system to a web-based server system, which allows upgrades to the mapping software to occur simultaneously throughout the region. The mapping system also includes a satellite view that dispatchers and call takers use to locate all 911 calls in the region.

Year two of this agreement covers ongoing support and maintenance and includes support desk services, remote connection services and software updates and enhancements. MARC has been utilizing GeoComm mapping software in the region since 2002 and the current agreement expires in 2022.

BUDGET CONSIDERATIONS:
The year two costs of the five-year agreement total $113,360 for software support and maintenance. This expense will be charged to the 10 counties of the MARC region on a monthly basis as part of the 911 County Allocation Bill. (The 10 counties include the nine counties in the MARC region and Douglas County.)

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>PROJECTED EXPENSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount</td>
<td>Contractual</td>
</tr>
<tr>
<td>$113,360</td>
<td>$113,360</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Source</th>
<th>$113,360</th>
</tr>
</thead>
<tbody>
<tr>
<td>911 Operating Funds</td>
<td></td>
</tr>
</tbody>
</table>

COMMITTEE ACTION:
The Public Safety Communications Board approved this expenditure as part of the 2019 budget at its meeting in December 2018.

RECOMMENDATION:
Authorize payment for year two of software support and maintenance agreement with GeoComm, Inc. for 911 mapping services in the amount of $113,360 effective Jan. 1, 2019, through Dec, 31, 2019.

STAFF CONTACT:
Eric Winebrenner
ISSUE:
VOTE: Authorize an application to the Administration for Children and Families for a waiver of remaining FY18 matching funds for Early Head Start Expansion

BACKGROUND:
The Administration for Children and Families funds 80 percent of the total operating cost of Head Start grants. The remaining 20 percent must come from in-kind donations or matching funds from the community. These in-kind funds or contributions must come from nonfederal sources and must support necessary, reasonable and allowable costs for operating the program to be counted toward the 20 percent match. These contributions are generally in the form of volunteer services, donated or loaned equipment or space, or donated supplies, land or buildings.

Because MARC’s Mid-America Head Start program does not provide direct services, it is challenging to identify sources for the grantee match. The Office of Head Start recognizes the increasing difficulty posed by this requirement for all Head Start grantees and offers programs the option of requesting a waiver when they are unable to attain the full 20 percent match.

For FY18, the required federal match for the MAHS Early Head Start expansion grant was $599,711.00. MAHS identified contributions totaling $286,847.87, leaving a balance due of $312,863.13. MAHS is therefore seeking a waiver from the Administration for Children and Families for this remaining balance.

MAHS has successfully sought similar waivers in the past, but new regulations now require board approval.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
Approve Mid-America Head Start’s request to the Administration for Children and Families for a waiver of the remaining balance of the required nonfederal match for FY18 Early Head Start Expansion in the amount of $312,863.13.

STAFF CONTACT:
Liz Smith
Jovanna Rohs
ISSUE:
VOTE: Approve Mid America Head Start 2019 Cost of Living Adjustment (COLA) grant application to the Administration for Children and Families

BACKGROUND:
MARC received a funding opportunity announcement from the Administration for Children and Families on Jan. 11, 2019, for a 2019 COLA increase of $351,944.00 for Head Start and $87,986.00 for Early Head Start. In coordination with its partnering agencies, MARC has determined to use the additional dollars available from COLA funding for FY19 to ensure all partner programs:

1. Give staff an increase of 1.77 percent in their hourly rate of pay, at minimum.
2. Raise the base rates of pay for teacher assistant positions ($11.25).
3. Raise the base rates of pay for teacher positions ($14.75).

COLA funds will be directly allocated to participating partnering agencies. $277,048 will be allocated for personnel expenses.

Due to a tighter labor market, more programs hire staff without the required credentials for the position. $439,930 of the COLA funds will support the increased contracting costs of advancing credentials for current partner program staff.

The final portion of the COLA funds — $65,000 — will be utilized for increased costs related to facilities maintenance for partnering programs.

BUDGET CONSIDERATIONS:
COLA amounts are based upon the core Head Start and Early Head Start grant totals. These funds are in addition to the current grant award, and will be added to the based amount in future grant years.

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>$439,930.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Administration for Children and Families</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECTED CONTRACT EXPENSES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Partner agencies personnel (salaries, fringe)</td>
<td>$277,048</td>
</tr>
<tr>
<td>Partner agencies professional development</td>
<td>$439,930</td>
</tr>
<tr>
<td>Partner agencies facilities maintenance</td>
<td>$65,000</td>
</tr>
</tbody>
</table>

COMMITTEE ACTION:
MARC’s Head Start Policy Council approved this application on Feb. 14, 2019, and MARC’s Head Start Advisory Committee approved this application on Feb. 15, 2019.

RECOMMENDATION:
Approve Mid America Head Start’s application to the Administration for Children and Families for a Cost of Living Adjustment grant in the amount of $439,930.

STAFF CONTACT:
Liz Smith
Jovanna Rohs
ISSUE:
VOTE: Approve 2019 Air Quality Ozone Season public outreach campaign media purchases

BACKGROUND:
The Mid-America Regional Council conducts an air quality public outreach campaign to educate the public about actions they may take to protect their health and to reduce emissions that lead to air pollution. The Air Quality Program requests to make the following media campaign advertising purchases for the 2019 Ozone Season:

TV (KMBC, KCTV5, WDAF Fox 4, KSHB, KMC1, KUKC, KGKC) $78,750
Sponsorship (TV Weather and radio programming or event(s)) $33,750
Online (Targeted digital ads through various providers) $33,750
Radio (Cumulus, Steel City, Entercom, Carter, Reyes) $33,750
Transit (Adspospore) $18,000
Outdoor billboards (Outfront Media) $13,500
Social media $9,000
Print (Kansas City Star and minority newspapers) $4,500

TOTAL $225,000

Note the above amounts are estimates and are likely to shift through the course of negotiations. Approximately 16 percent of the $225,000 budget will be spent targeting minority populations.

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

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

STAFF CONTACT:
Karen Clawson
Barbara Hensley
Ron Achelpohl
ISSUE:
VOTE: Authorize submission of the SFY 2020 Missouri Elderly & Handicapped Transportation Assistance Program (MEHTAP) application

BACKGROUND:
The Missouri Department of Transportation funds the Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) to assist in the provision of transportation services for older people, as well as individuals who are 18 to 59 years old and living with a disability. MARC has been a long-term recipient of these funds, which are primarily designated for medical trips. The application deadline for funds to be received and expended during SFY 2020 is Feb. 28, 2019.

BUDGET CONSIDERATIONS
MARC will incorporate this funding into the SFY 2020 Area Plan transportation budget. MARC received $117,700.76 under the SFY 2019 program. This application will request $125,000.

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Source</td>
<td>Missouri Department of Transportation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECTED EXPENSES</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel (salaries, fringe, rent)</td>
<td></td>
</tr>
<tr>
<td>Contractual</td>
<td>$125,000</td>
</tr>
<tr>
<td>Pass-Through</td>
<td>$125,000</td>
</tr>
<tr>
<td>Other (supplies, printing, etc.)</td>
<td></td>
</tr>
</tbody>
</table>

COMMITTEE ACTION
On Feb. 13, 2019, the Commission on Aging recommended that the MARC Board authorize the Executive Director to apply for and receive MEHTAP funds as allocated for the SFY 2020 program year.

RECOMMENDATION
Authorize the Executive Director to apply for and receive MEHTAP funds for the SFY 2020 program year.

STAFF CONTACT
James Stowe
ISSUE:
VOTE: Authorize acceptance of subrecipient grant funds from the Administration for Community Living for collaboration with the Missouri Department of Health and Senior Services in the delivery of chronic disease self-management education.

BACKGROUND:
Building upon MARC’s success as a 2018 subrecipient under this Administration for Community Living (ACL) funding mechanism, the Missouri Department of Health and Senior Services requested collaboration from the Missouri Association of Area Agencies on Aging (MA4) in developing a new proposal. The state intends to utilize MA4’s network of Chronic Disease Self-Management Education (CDSME) providers, including those managed by MARC in the Kansas City region, to train state Medicaid in-home service providers and the Medicaid recipients that they serve. MARC will continue its role as the network’s administrative hub, and handle processing of provider payments for program provision.

If the program proves successful, the state intends to apply for Medicaid certification of reimbursement for these activities in the coming years. Anticipated annual Medicaid revenue would exceed $8 million if ultimately approved by federal oversight authorities.

BUDGET CONSIDERATIONS

<table>
<thead>
<tr>
<th>REVENUES (Total, 3-year grant period)</th>
<th>Amount (MARC only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Source</td>
<td>$401,131</td>
</tr>
<tr>
<td>2019 Empowering Older Adults and Adults with Disabilities through Chronic Disease Self-Management Programs, financed by the Prevention and Public Health Fund, HHS-2019-ACL-AOA-CSSG-0311</td>
<td></td>
</tr>
</tbody>
</table>

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

COMMITTEE ACTION
On Feb. 13, 2019, the Commission on Aging recommended acceptance of subrecipient grant funds from the Administration for Community Living for collaboration with the Missouri Department of Health and Senior Services in the delivery of CDSME.

RECOMMENDATION
Authorize the Executive Director to accept and expend subrecipient grant funds from the Administration for Community Living for collaboration with the Missouri Department of Health and Senior Services in the delivery of Chronic Disease Self-Management Education.

STAFF CONTACT
James Stowe
ISSUE:
VOTE: Authorize the Executive Director to enter into a contract with Cambridge Systematics to provide on-call traffic modeling support services

BACKGROUND:
MARC maintains the regional travel demand model for the bistate, eight county metropolitan planning area. The current MARC model is an enhanced four-step trip-based model that focuses on daily travel patterns. In 2017, MARC led a planning and environmental linkage (PEL) study called Beyond the Loop, which included the development of a mesoscopic, dynamic traffic assignment (DTA) model. MARC is maintaining the DTA model to provide more detailed traffic information on the study area.

MARC is working to grow its in-house modeling capabilities. However, in the interim, supplemental consultant support is needed to aid in model updates and to conduct complex modeling associated with MARC’s RTP 2050 plan update. Contracted services may include:

1. Support for updates and refinements to the travel demand and DTA models.
2. Troubleshooting travel model issues.
3. Support for modeling for the RTP 2050 update.
4. Support for environmental emissions model development.
5. Suggestions for advanced model recommendations, analysis and improvements.

Using a qualifications-based competitive selection process, MARC advertised the project from Dec. 3-21, 2018, on DemandStar and MARC’s website. MARC received two consultant team proposals (WSP and Cambridge Systematics). A selection committee made up of representatives from KDOT, MoDOT and MARC selected Cambridge Systematics as the preferred team. The maximum annual compensation paid by MARC for services is not to exceed $49,871.32 with two one-year contractual options to renew.

BUDGET CONSIDERATIONS
This project will use 2019 programmed CPG funds not to exceed $49,871.32.

<table>
<thead>
<tr>
<th>REVENUES (Total = $50,000)</th>
<th>Amount</th>
<th>$50,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Source</td>
<td>Consolidated Planning Grant funds (CPG)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECTED EXPENSES</th>
<th>Personnel (salaries, fringe, rent)</th>
<th>Contractual</th>
<th>Pass-Through</th>
<th>Other (supplies, printing, etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$49,871.32</td>
<td>$49,871.32</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

RECOMMENDATION
Authorize the Executive Director to execute an agreement for an amount not to exceed $49,871.32 with Cambridge Systematics to provide on-call traffic modeling support services.

STAFF CONTACT
Eileen Yang
Martin Rivarola
ISSUE
VOTE: Authorization to enter into a one-year contract extension with Electronic Technology, Inc. for Operation Green Light field network support services

BACKGROUND
Operation Green Light (OGL) is an initiative that assists state and local governments that own and operate traffic signals on regional arterial roadways work together to coordinate traffic signal timing to improve traffic flow, reduce excessive fuel consumption and reduce emissions. MARC staff currently assists in the management and operation of traffic signal timing for over 700 intersections in 26 jurisdictions throughout the region.

MARC owns and maintains an extensive field network to support the regional traffic signal control system. The network consists of more than 1,200 pieces of equipment ranging from the licensed 18Ghz microwave backhaul equipment to unlicensed radios at the traffic signals and various network switches and supporting equipment. The components of the network are located throughout the region in 16 locations on water towers and rooftops.

MARC currently contracts with Electronic Technology, Inc. (ETI) to provide services to support preventative maintenance and all upgrade and troubleshooting work for the field network. This includes regional field communication system support and upgrades as the OGL program continues to upgrade its wireless radios and backbone technology to provide more advanced communications throughout the region.

The current contract with ETI will expire March 1, 2019, and ETI has provided excellent service under the current contract. Staff recommends extension of the agreement for an additional year. The contract ends in 2019 and will be rebid.

BUDGET CONSIDERATIONS
Funds for this purchase are included in the Operation Green Light operations budget. This procurement will be funded through Federal Grants administered by the Kansas and Missouri Departments of Transportation. Participating local governments provide matching funds for this program.

RECOMMENDATION
Authorize the Executive Director to enter into a contract extension with ETI, Inc. for OGL field network support through March 1, 2020, in an amount not to exceed $50,000.

STAFF CONTACT
Ron Achelpohl
Ray M. Webb