October 22, 2019
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 MARC Employee

3. THRIVING COMMUNITIES
   a. REPORT: Introduction and update on the KC Health Collaborative --
      Presented by Henry Hodes, Community and Professional Engagement Liaison, Blue Cross Blue
      Shield of Kansas City and Mary Jo Condon, Senior Consultant at Freedman HealthCare LLC

4. EFFICIENT TRANSPORTATION
   a. REPORT: Briefing on the RideKC Next System Redesign -
      Presented by a representative from the Kansas City Area Transportation Authority (Robbie
      Makinen, President and Chief Executive Officer or Chuck Ferguson, Vice President Regional
      Planning)

5. HEALTHY ENVIRONMENT
   a. VOTE: Overview of regional solid waste management strategies, and approve the FY2020
      Memorandum of Understanding with the MARC Solid Waste Management District

6. EFFECTIVE LOCAL GOVERNMENT
   a. VOTE: Approve the 2020 state legislative agendas

7. BRIEF REPORTS
   a. VOTE: Briefing on the Metropolitan Planning Organization Self-Certification Statement
      regarding federal regulatory compliance
   b. VOTE: Approve the 2019 Title VI Program Non-Discrimination Policy Statement and Assurance
   c. REPORT: Briefing on the Government Finance Officers Association Distinguished Budget
      Presentation Award

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

8. VOTE: Approve Consent Agenda
   a. Approve minutes of the September 24, 2019 Board meeting
   b. Approve the release of the October Special Amendment to the FFY 2018- 2022 and FFY 2020 -
      2024 Transportation Improvement Programs for public review
   c. Authorize a one-year contract extension with TransCore ITS Inc. for Operation Green Light
      regional traffic signal system software support

www.marc.org
d. Approve an agreement with Jewish Vocational Services for in-home and on-site language interpretation services for 14 Head Start and Early Head Start programs

e. Approve a contract extension with the Family Conservancy for professional development services for Head Start and Early Head Start staff

f. Authorize an application to the Health Forward Foundation of Greater Kansas City to support the community health worker project and amend the subcontractor’s agreement

g. Authorize an agreement with Nutmeg Consulting LLC for Homeless Management Information technical services and training

h. Authorize a grant application with the Health Forward Foundation to support organizations assisting residents to enroll in the federal health insurance marketplace

i. Authorize a grant proposal to the Robert Wood Johnson Foundation for research and evaluation of the Managed Services Network

j. Authorization to submit the SFY 2020 Aging Area Plan Budget, Amendment #1

9. Other Business

10. Adjournment
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*Public Transit Representatives (Voting)  **Public Transit Advisory Representatives (Non-Voting)
ISSUE:
Introductions and Board Sharing Time

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

BACKGROUND:
Nancy Weitzel-Burry is celebrating 20 years at MARC and is the Human Resources Program Director in the Finance and Administration Department. Nancy will be recognized at the meeting for her contributions to the agency.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
David Warm
ISSUE:
REPORT: Introduction and update on the KC Health Collaborative --
Presented by Henry Hodes, Community and Professional Engagement Liaison, Blue Cross Blue Shield of Kansas City and Mary Jo Condon, Senior Consultant at Freedman HealthCare LLC

BACKGROUND:
The KC Health Collaborative (KCHC) aims to provide a trusted Community Table to foster collaboration among stakeholders and utilize data to promote access to high-quality, affordable healthcare for all. The model for this work is commonly referred to as a Regional Health Improvement Collaborative (RHIC). The Midwest Health Initiative (MHI) in St. Louis is an existing collaboration that covers a portion of the Kansas City market and has created a voluntary all-payer claims dataset (APCD).

The KC Health Collaborative aims to leverage the MHI dataset but also add new partners to explore whether and how data could be augmented with clinical outcomes and social determinants of health. In some cases, the KC Health Collaborative will partner with organizations such as MARC, local universities, local governments, and local public health departments to leverage their extensive datasets, researchers and relationships in the greater Kansas City area.

All-payer claims databases allow regional total cost of care evaluations and benchmarking to occur. Using such evaluations in communities, de-identified data is shared with local stakeholders who can respond with new initiatives, collaborative learning or access improvement projects. For example, reducing avoidable emergency department visits has been a priority in other communities. Stakeholder-specific interventions to avoid these visits is possible using the all-payer claims databases.

An advisory panel and implementation workgroup presently guide initial KC Health Collaborative launch activities. The following four core values have been identified:

- Trusted Insights
- Shared Priorities
- Collective Impact
- Coordinated Action

RECOMMENDATION:
None, information only.

STAFF CONTACT:
James Stowe
Marlene Nagel
Frank Lenk
Carol Gonzales
ISSUE:
REPORT: Briefing on the RideKC Next System Redesign --
Presented by a representative from the Kansas City Area Transportation Authority (Robbie Makinen, President and Chief Executive Officer or Chuck Ferguson, Vice President Regional Planning)

BACKGROUND:
The Kansas City Area Transportation Authority is conducting a review and update of public transportation services in Kansas City, Missouri. The RideKC Next system redesign project will establish a policy-based balance within available budget constraints between services intended for high ridership and efficiency and services intended for lifeline coverage in areas with low ridership demand.

A consulting team lead by Jarret Walker Associates has conducted public opinion surveys and design charrettes to inform the system redesign. The Smart Moves 3.0 regional public transit vision was used as reference material in this work. More information about the project is available at: https://ridekc.org/planning/ridekc-next

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
The Regional Transit Coordinating Council was briefed on this project on September 18, 2019.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Laura Machala
ISSUE:
VOTE: Overview of regional solid waste management strategies, and approve the FY2020 Memorandum of Understanding with the MARC Solid Waste Management District

BACKGROUND:
The MARC Solid Waste Management District receives grant funds from the Missouri Department of Natural Resources (MDNR) to support waste reduction and recycling efforts for Cass, Clay, Jackson, Platte and Ray counties and cities within those counties. The district conducts planning, administers grants to encourage waste reduction and recycling, and promotes various initiatives to area residents, including the Regional Household Hazardous Waste Program (HHW) and RecycleSpot.org. MARC provides administrative, organizational and planning support for district activities under an annual Memorandum of Understanding. The fiscal year begins January 1, 2020. Several new initiatives are underway regarding food waste, compost and recycling market development, and pharmaceuticals management.

BUDGET CONSIDERATIONS:
The MARC Solid Waste Management District will oversee a total of $890,836 for its district grant activities in 2020, including carryover 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 $382,000 for 2020. The Memorandum of Understanding provides $572,203 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 fulltime MARC staff members.

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<td>Other (supplies, printing, etc.)</td>
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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 regional education and solid waste planning, 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 2020 to encumber unused grant funds held by MDNR. MARC will serve as the fiscal administrator for the awarded grants.
AGENDA REPORT  
MARC Board of Directors

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<td>Midwest Recycling Center</td>
<td>Optimization of Electronics Recycling Services $39,580</td>
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<td>Rick Caplan</td>
<td>Environmental Education Curricula $10,013</td>
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<td>Lincoln High School</td>
<td>Waste Reduction in Cafeterias $10,106</td>
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<td>Bridging The Gap</td>
<td>Business Recycling and Waste Reduction $86,352</td>
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<td>Product Stewardship Institute</td>
<td>Medicine Stewardship Strategy $39,873</td>
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<td>Composting and Organics Association of Missouri</td>
<td>Compost Use Workshop $5,000</td>
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<td>Hispanic Economic Development Corp.</td>
<td>Waste Reduction Initiative $7,842</td>
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<td>KC Can Compost</td>
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<td>ScrapsKC</td>
<td>Textile Waste Diversion $35,253</td>
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<td>Total Approved Open Call Grant Projects</td>
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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 2020, MARC will accept and administer approximately $382,000 on behalf of the district to compensate the cities of Kansas City (approx. $367,000) and Lee’s Summit (approx. $15,000) for HHW services rendered at the close of 2020.

COMMITTEE ACTION:
The district’s executive board approved the FY20 MARC SWMD Work Plan & Budget and Memorandum of Understanding at its meeting on October 9, 2019.

RECOMMENDATION:
Authorize the executive director to sign the Memorandum of Understanding with the MARC Solid Waste Management District, and accept, administer and disburse funds as described above.

STAFF CONTACT:
Lisa McDaniel
Tom Jacobs
ISSUE:
VOTE: Approve the 2020 state legislative agendas

BACKGROUND:
Each year, the MARC Board adopts a state legislative agenda for Missouri and Kansas, after receiving input from MARC committees, local governments and other regional groups on issues of importance to the Kansas City region. By adopting a broad legislative agenda, the MARC Board enables the organization to comment on legislation that may affect the Kansas City area. The legislative agendas are included in the board report.

Priority issues to focus on in 2020 include:

**Missouri**
- Local government home rule authority
- Transportation funding
- Early learning
- Health and medical - time critical diagnosis funding
- Funding for Area Agencies on Aging to provide services

**Kansas**
- Local government home rule authority
- New state transportation plan and funding
- Early education
- Health and medical - reimbursement to EMS for Medicaid patients

RECOMMENDATION:
Approve the 2020 state legislative agendas for Missouri and Kansas.

STAFF CONTACT:
Marlene Nagel
GENERAL POLICY POSITIONS

LOCAL GOVERNMENT AUTHORITY

Local Government Home Rule

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

TRANSPORTATION

New State Transportation Plan and Funding

**Recommendation:** Support the adoption of a new transportation program that provides long-term, stable and committed sources of funding to meet multi-modal needs, including regional priorities. The Kansas Legislature passed T-WORKS in May 2010 to support continued investment in the state’s transportation system. The Kansas Department of Transportation outlined a $4.3 billion plan to ensure the preservation of the state’s highways and bridges. KDOT is now working with stakeholders on FORWARD KANSAS to raise the necessary resources and implement effective multi-modal transportation program that meets the state and region’s needs.

MARC supports the implementation of an effective multi-modal transportation program aligned with the region’s priorities, measures to encourage regional approaches to public transit and transportation planning, and the practice of long-term multi-year comprehensive transportation programs developed in collaboration with local governments and other stakeholders. State investment in the regional transportation system will facilitate business access to workforce, access to goods and services and access to external markets for local products. A well-funded, well-planned and well-maintained multi-modal transportation system will enhance regional competitiveness by helping attract, retain and grow area businesses.

Automated Vehicles

State legislators must consider the potential opportunities and challenges that early adoption of automated vehicle technologies could offer businesses, residents and communities in Kansas and Missouri. Potential opportunities include enhanced safety and efficiency in highway, freight and public transportation operations. Potential challenges include increased infrastructure maintenance costs, impacts to state and local revenues, new traffic and pedestrian safety concerns and uncertainty about liability and insurance requirements for driverless vehicles. Transportation innovations including autonomous and connected vehicles hold promise to improve safety, decrease operating costs and enhance regional economic competitiveness for key sectors including design professional services, automotive manufacturing and freight and logistics businesses. **Recommendation:** Develop state policies to enable and encourage safe and effective deployment of autonomous and connected
vehicles. Policies and regulations should promote local innovation, maintain the integrity of local transportation systems, and be compatible in both Missouri and Kansas.

EARLY LEARNING
Children’s Initiatives Fund and the Kansas Endowment for Youth Fund
The Kansas Endowment for Youth Fund (KEY) and Children’s Initiatives Fund (CIF) were created by the Legislature in 1999 and serve as the cornerstone of funding for the Kansas early care and education system. The KEY Fund is designed to serve as an endowment for investments in early education and is funded by annual payments from the Master Tobacco Settlement Agreement. Money flows from the KEY fund into the CIF, and from there is distributed to early childhood programs. This infrastructure has created a successful system that the Kansas Legislature’s own efficiency audit described as a gold standard for government accountability. Maintaining the state’s investment in the CIF and ensuring that all future KEY funds are invested in the CIF will ensure that today’s children will be equipped to lead Kansas toward a more prosperous future. Recommendation: Support efforts to protect existing funding for the CIF and KEY funds and work to secure future funding to protect these critical investments in early childhood programs across Kansas.

ENVIRONMENT
Energy Conservation
Communities in the Kansas City region and throughout the state have adopted energy efficiency initiatives to save money, drive investment, create jobs and reduce environmental impacts. The adoption of a state energy plan should include clean energy generation, and support affordable, reliable energy with opportunities to attract high-paying energy jobs to the state. Continued investment in energy efficiency programs translate into economic returns for the state. Creative implementation of renewable energy and energy efficient technologies offer the potential to create a state and local communities that are environmentally sustainable and economically prosperous. Energy efficiency saves money, drives investment across all sectors of the economy, creates jobs and reduces the environmental impact of energy use. Energy efficiency programs for residential customers include property-assisted clean energy (PACE). Recommendation: Support legislation to encourage greater investment in energy conservation and renewable energy and energy efficient technologies.

EDUCATION AND WORKFORCE DEVELOPMENT
Education at the K-12 and college and university levels is changing to better align educational outcomes with the needs of students to become career-ready and to better meet the needs of the region’s employers. Recommendations:

- Support state education policy that encourages school districts to adopt curriculum and teaching methods to help students be ready to enter the workforce, and develop career pathways, internships and apprenticeships aligned to local workforce needs.
- Support measures to stimulate career, technical, and trade education in the state including STEM education and workforce development initiatives.
- Support policy to enable high school students to gain college credit and/or postsecondary certifications and training at any public and not-for-profit institutions in the Kansas City area that offer appropriate programming to support their career interests.
SPECIFIC LEGISLATIVE ACTIONS

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

Alternative Property Valuation
The Mid-America Regional Council supports the position of local governments to ensure a fair and consistent approach to the appraisal of property values, and further supports proven techniques to value commercial properties at their highest and best use. Property valuation should be based on fair-market value as currently defined in Kansas statute. MARC opposes caps in property valuations as unconstitutional and inequitable.

TRANSPORTATION
Transportation Safety
Safety is a growing concern among transportation professionals, law enforcement and others. The legislature is urged to address a number of safety issues in 2020, including: retain the current 75 mph speed limit (not increasing it); amend current law to include liability protection for Child Passenger Safety Technicians and their agencies; support helmets for children under 18 years of age using ATVs; and encourage attentive driving.

EARLY LEARNING
Child Care Subsidies
One of the primary obstacles to keeping parents in the workforce is the availability of affordable child care. If Kansas children do not have child care, their parents cannot work. Without access to child care assistance, many low-income working parents must choose between their work and the wellbeing of their children. The average annual cost of infant care in Kansas is $11,222. Infant care costs 28.4% more per year than in-state tuition for a four-year public college. In FY 2018, Kansas received a historic $19.2 million increase in Child Care Development Block Grant funding. With this funding, Kansas raised the subsidy reimbursement rate from the 40th percentile of 2014 markets to the 65th percentile of 2017 markets. However, subsidy reimbursement rates for providers in many regions of the state are still below 75% of the actual market rates for child care. These lower rates make it difficult for providers to serve subsidy eligible children and nearly impossible for many low-income families to access quality child care programs for their children. Recommendations: (1) Increase the child care reimbursement rate for child care subsides to 75 percent of the current market rate; and (2) Reduce barriers to subsidy access through modification of eligibility requirements.

Expand Access to Quality Home Visiting Programs:
Research shows high quality home visiting programs provide parents with children under the age of five with parenting support and child development knowledge help prepare children for school at a time when the child’s brain is developing at its most rapid pace. Although recent changes now allow the Parents as Teachers (PAT) program to serve more families, budget cuts over the past decade have restricted PAT and other quality home visiting programs from reaching all the families that could benefit
from these vital services. **Recommendation:** Support efforts to expand funding for high quality home visiting programs to increase access for more Kansas families.

**HEALTH AND MEDICAL**

**Support the Expansion of Health Care Insurance Coverage**
Fourteen states — including Kansas — have not expanded Medicaid under the terms of the Affordable Care Act (ACA). In 2017, the Kansas Legislature passed a Medicaid expansion bill that was vetoed by then-Governor Sam Brownback. The Kansas House passed a bill in 2019 to expand Medicaid, but the Senate did not take action. It is estimated by the Kansas Health Institute that nearly 130,000 Kansans (including 90,000 adults and 40,000 children) would enroll in KanCare if Medicaid is expanded, an increase of 31 percent in the number of program enrollees. Of the projected new enrollees, about 75,000 were previously uninsured, while about 55,000 were already insured and expected to switch to KanCare. **Expand Medicaid coverage to increase health care access for low- and moderate-income residents that are not currently covered by the program.**

**Remove ambulance services from KanCare as a step to seek to qualify for a GEMT Medicaid Supplement program**
Currently, ground ambulance services are paid by the KanCare insurance companies using the Medicaid rates set by the Kansas Department of Health and Environment. However, there are different rules with each company making the process cumbersome and time consuming without any savings to Kansas due to the nature of the ground ambulance operations. The payment structure for an EMS agency is limited and the KanCare insurance companies deal with many transactions of relatively small payments. Ground ambulance services would benefit through a simplified and singular billing process instead of the variations between the three KanCare providers as well as KDHE. The key benefit to the ground ambulance services is that presently CMS will not allow Kansas to utilize any of the Medicaid supplement programs that currently are available to EMS agencies, which could lead to increased payment rates without any cost to Kansas. Around the nation, many states have gotten CMS approval to use either a Certified Public Expenditure (CPE), an Intergovernmental Transfer (IGT) or a Federal Reimbursement Allowance (FRA or also known as a provider tax such as what the Kansas hospitals and nursing homes presently use under Kansas law). Removing the ground ambulance services from the KanCare program would allow KDHE to establish a program that will benefit the ambulance services in Kansas over $9 million/year. **Recommendation:** Remove ambulance services from KanCare and enable KDHE to provide direct reimbursement under Medicaid so that ground ambulance services may pursue a Medicaid supplement program and allow for more reasonable Medicaid rates for Kansas ground ambulance services.

**Support proper funding of Trauma program**
In 2014 dedicated funding for the Trauma program was shifted to other state programs leaving the program with a pending shortfall. It is estimated that the program will run out of funds in 2020 or 2021. **Recommendation:** We urge KDHE to restore the minimum funding provided prior to the 2014 cuts and consider steps to initiative efforts to better support the inclusion of all hospitals in the trauma program.

**Public Health Funding**
The state of Kansas provides little state funding to support local public health departments. The funding is important to ensure that the public’s health is protected from disease outbreaks and that the public’s
health is improved through preventive programs and services. **Recommendation: Increase financial support for local public health.**

**WORKFORCE DEVELOPMENT**  
**Dual Credit and Dual Enrollment Access**  
There is a need to increase opportunities for high school students to earn college credit hours from public or nonprofit postsecondary institutions in the Kansas City area. **Recommendation: Support legislation to allow qualifying students to seek state financial aid for college courses taken prior to high school graduation, and support policy changes that would simplify the current process for certifying teachers to teach these dual credit courses and improve access by removing geographic restrictions.**
LOCAL GOVERNMENT AUTHORITY

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

TRANSPORTATION

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

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

Transportation innovations, including autonomous and connected vehicles, hold promise to improve safety, decrease operating costs and enhance regional economic competitiveness for key sectors including design professional services, automotive manufacturing and freight and logistics businesses. Recommendation: Develop state policies to enable and encourage safe and effective deployment of autonomous and connected vehicles. Policies and regulations should promote local innovation, maintain the integrity of local transportation systems, and be compatible in both Missouri and Kansas.
ENVIRONMENT
Solid Waste and Recycling
The MARC Solid Waste Management District is one of 20 such districts in Missouri charged to supporting local communities to increase waste reduction and recycling to reduce the material going to landfills. **Recommendation:** Continue support for solid waste management districts in Missouri in order to protect local government rights to develop and implement local and regional integrated solid waste management systems and strategies, including waste disposal and materials diversion facilities and services, which are designed to protect human health and the environment and to maximize waste reduction and diversion.

WORKFORCE DEVELOPMENT
Education at the K-12 and college and university levels is changing to better align educational outcomes with the needs of students to become career-ready and to better meet the needs of the region’s employers. **Recommendations:** Support state education policy that encourages school districts to adopt curriculum and teaching methods to help students be ready to enter the workforce, and develop career pathways, internships and apprenticeships aligned to local workforce needs. Support appropriate funding of Access Missouri and the Missouri A+ Schools Program to ensure that all eligible students can receive meaningful tuition support.

ENVIRONMENT
Energy Conservation
Communities in the Kansas City region and throughout the state have adopted energy efficiency initiatives to save money, drive investment, create jobs and reduce environmental impacts. The adoption of a state energy plan should include clean energy generation, and support affordable, reliable energy with opportunities to attract high-paying energy jobs to the state. Continued investment in energy efficiency programs translate into economic returns for the state. Creative implementation of renewable energy and energy efficient technologies offer the potential to create a state and local communities that are environmentally sustainable and economically prosperous. Energy efficiency saves money, drives investment across all sectors of the economy, creates jobs and reduces the environmental impact of energy use. Energy efficiency programs for residential customers include property-assisted clean energy (PACE). **Recommendation:** Support legislation to encourage greater investment in energy conservation and renewable energy and energy efficient technologies.

SPECIFIC LEGISLATIVE ACTIONS

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

TRANSPORTATION
Transportation Safety
There is increasing support to address the use of wireless devices by drivers. Other safety issues: support a primary seat belt law; maintain current law requiring helmet use for motorcycles; and strengthen protections for transit operators from workplace violence. **Recommendation:** Support legislation that will restrict use of wireless phones to hands-free technology and broaden restriction
on texting while driving to apply to drivers of all ages. Consider support for other safety measures around motorcycle helmet use, primary seat belt law and safety for transit operators.

EARLY CHILDHOOD EDUCATION

Child Care Subsidies
Quality early learning is critical to helping children to be ready to enter kindergarten and thrive in school and in life. Access to quality child care creates a more productive workplace as well. Parents who trust that their child is well cared for while they are working and who have access to quality, reliable child care are more productive employees and are less likely to miss work due to child care concerns. But the cost of child care can be prohibitive for many parents. In 2019, the average annual cost of infant care in Missouri is $10,041. Infant care in Missouri costs 19.7% more per year than in-state tuition for a four-year public college. In order to help parents work and to provide children with safe, quality child care, Missouri provides child care assistance to qualifying families based on income. Without this assistance, quality child care options would be out of reach for many of Missouri’s most at-risk families. Nationwide, the average income eligibility for child care is 180 percent of the federal poverty level. Eligibility for Missouri’s child care assistance program has long been lower than most other states, ranking 49th in 2014. Although lawmakers did increase eligibility levels, Missouri still lags behind most other states, including most neighboring states. In addition, subsidy reimbursement rates for providers in many regions of the state are still below 75 percent of the actual market rates for child care. These lower rates make it difficult for providers to serve subsidy-eligible children, making it nearly impossible for many low-income families to access quality child care programs for their children.

Recommendations: (1) Support efforts to increase the income eligibility rate for families who qualify for child care subsidies to 185 percent of the Federal Poverty Level; (2) Increase the child care reimbursement rate for child care subsidies to 75 percent of the current market rate; and (3) Ease the sudden loss of subsidy eligibility that can be triggered by minor income increases (the “cliff effect”).

Quality Rating and Improvement Systems (QRIS)
Quality Rating and Improvement Systems provide a framework for a comprehensive early childhood system by measuring and setting benchmarks for quality; developing infrastructure to provide targeted and coordinated quality improvement supports to programs; and providing families with useful information to help them make informed child care choices. In 2017 Missouri passed legislation to develop and pilot an early learning quality assurance report. And in 2019, funding was provided to pilot a Quality Assurance Report (QAR). The QAR is a helpful start to measuring and supporting quality, however, due to differences that are present in needs, structures, and resources throughout the state, a framework that allows for regional customization could provide important support for quality improvement efforts. Recommendation: Support efforts to fund the development and full implementation of a QRIS framework for the state of Missouri while advocating for regional customization.

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

Recommendation: Support efforts to expand funding for high quality home visiting programs to increase access for more Missouri families.
HEALTH AND MEDICAL

Medicaid support for Community Paramedic and Community Health Worker
National studies show that helping connect patients with non-medical social and community services as well as helping them follow their doctor’s directions can improve patient outcomes and reduce health care costs. EMS agencies are establishing programs targeted to those residents who call for emergency transports by EMS agencies to help them prior to the 911 call. These community paramedic programs enable EMS agencies to help residents get connected to community services and understand and follow doctor directions. Similarly, health care and other community organizations employ frontline health care workers called Community Health Workers to help connect patients with community-based services and learn how to manage their health care. Neither of these services are currently able to be reimbursed by Missouri Medicaid when the patient is covered by that insurance. A change to Missouri’s Medicaid Plan would enable reimbursement for EMS agencies and community organizations to improve services to patients and reduce health care costs. **Recommendation: Seek a Medicaid State Plan amendment to allow for reimbursement for Community Paramedic and Community Health Worker services.**

Revise Do Not Resuscitate Law to allow for TPOPP
TPOPP is based on the belief that individuals have the right to make their own health care decisions. The Transportable Physician Orders for Patient Preferences (TPOPP) initiative is designed to honor values and goals of care for persons living with serious illness. It is designed to address the needs of seriously ill patients by translating patient goals and preferences into medical orders, whether the person is in a hospital setting, skilled nursing facility or living independently in their own community. The Do Not Resuscitate Law in Missouri does not allow for TPOPP. **Recommendation: Revise Missouri DNR laws to enable seriously ill patients and their families to work with their physicians to translate their preferences into medical orders.**

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

Support the Expansion of Health Care Insurance Coverage
Missouri did not expand Medicaid (MO HealthNet) under the Affordable Care Act (ACA). Non-disabled adults without children are not eligible for Medicaid regardless of how low their income is, and parents with dependent children are only eligible with incomes that don’t exceed 22 percent of the poverty level. Only Texas and Alabama have lower Medicaid eligibility caps, at 18 percent. If Missouri were to expand Medicaid, an estimated 200,000 people would be newly eligible for coverage. Missouri is one of 14 states that have not yet expanded coverage (Idaho and Nebraska are counted among the states that have expanded coverage, although their coverage expansions don’t take effect until 2020).
There are 124,000 people in Missouri who are in the coverage gap and have no realistic access to health insurance. **Recommendation: Expand Medicaid coverage to increase health care access for low and moderate income residents that are not currently covered by the program.**

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

**Public Health Funding**
The state of Missouri provides little state funding to support local public health departments. The funding is important to ensure that the public’s health is protected from disease outbreaks and that the public’s health is improved through preventive programs and services. **Recommendation: Increase state financial support for local public health.**

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

**WORKFORCE DEVELOPMENT**
There is a need to increase opportunities for high school students to earn college credit hours from public or nonprofit postsecondary institutions in the Kansas City area that offer programming that supports their career interests, including skilled trades. **Recommendation: Support legislation to allow qualifying students to seek state financial aid for college courses taken prior to high school graduation, and support policy changes that would simplify the current process for certifying teachers to teach these dual credit courses and improve access by removing geographic restrictions.**
ISSUE: 
VOTE: Briefing on the Metropolitan Planning Organization Self-Certification Statement regarding federal regulatory compliance

BACKGROUND: 
Federal transportation regulations require that MARC, as the region’s metropolitan planning organization (MPO), certifies that it is carrying out the continuing, cooperative and comprehensive transportation planning process outlined in federal law and regulation. The certification must occur at least every four years, concurrent with the submittal of the Transportation Improvement Program (TIP) to US Department of Transportation. The statement, which MARC includes in the TIP, is attached as well as a self-certification checklist that has been developed by staff to assess MARC’s compliance with federal requirements. The checklist demonstrates that the primary products of the metropolitan planning process have been completed and are current.

BUDGET CONSIDERATIONS: 
Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the region to continue to receive federal transportation funds.

COMMITTEE ACTION: 
None.

RECOMMENDATION: 
Approve MARC’s self-certification statement to be submitted to the US Department of Transportation.

STAFF CONTACT: 
Marc Hansen  
Ron Achelpohl
ISSUE:
VOTE: Approve the 2019 Title VI Program Non-Discrimination Policy Statement and Assurance

BACKGROUND:
As the Kansas City Metropolitan Planning Organization, MARC is required to maintain and update a policy, outlining procedures related to Title VI of the Civil Rights Act of 1964 (Title VI). Title VI focuses on the statement:

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. (See Policy Statement and Authorities).

The current MARC Title VI Program expires in October 2019. The updated program will run from 2019 to 2021. MARC staff has prepared a draft update of the program for review and comment by the Total Transportation Planning Committee, the MARC Board and our partner transit agencies. It is not required that MARC release the document for public review and comment. Once adopted by the agency, the policy will be available to the public on the MARC website or as a hard copy by request.

The draft Title VI Program document may be viewed online by going to: https://www.marc.org/Transportation/Equity/Programs/LEPP

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION:
The Total Transportation Policy Committee considered this issue at their October meeting and recommend approval by the MARC Board.

RECOMMENDATION
Approve the 2019 Title VI Program’s Policy Statement and Assurance.

STAFF CONTACT
Darryl Fields
Ron Achelpohl
ISSUE:
REPORT: Briefing on the Government Finance Officers Association Distinguished Budget Presentation Award

BACKGROUND:
The Government Finance Officers Association (GFOA) represents public finance officials throughout the United States and Canada. Their mission is to advance public excellence in public finance and as part of that work, they provide a comprehensive review process for public entities’ annual financial reports and for their annual budgets. These review processes encompass nationally recognized guidelines for best practices in financial reporting. MARC has submitted their annual audit for review and has received the Certificate of Achievement for Excellence in Financial Reporting for over 30 years.

This past year, the MARC budget was recreated, and the budget document was designed based on the four categories of best practices: to serve as a policy document, a financial plan, an operations guide and a communications device. The 2019 MARC budget was submitted to the GFOA process and was reviewed by a team of finance professionals. Clear review criteria outlined and include the understandability and usability of the document, but also encompass the process for budget development, financial policies and good accounting practices.

With support from the Budget and Personnel Committee, a team of Finance and Public Affairs staff led the 2019 budget process. Multiple MARC staff members contributed to this work. The MARC 2019 budget was deemed to be proficient in the four critical categories, and in the fourteen mandatory criteria within those categories that are evaluated.

The organization is pleased to announce that MARC has been awarded, for the first time, the Distinguished Budget Presentation Award for the 2019 MARC budget.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Becky Hall
Katelyn Click
Joanne Bussinger
Barbara Hensley
Carol Gonzales
ISSUE:
VOTE: Approve minutes of the September 24, 2019 Board meeting

BACKGROUND:
The minutes of the September 24, 2019, meeting are enclosed.

RECOMMENDATION:
Approve the minutes of the September 24, 2019 meeting.

STAFF CONTACT:
David Warm
Kerry Kudron
BOARD MEMBERS PRESENT
Commissioner Jimmy Odom, Cass County, Mo. - MARC Board 1st Vice Chair
Commissioner Harold Johnson Jr., Unified Government of Wyandotte County/Kansas City, Kan. - MARC Board 2nd Vice Chair
Mayor Carson Ross, Blue Springs, Mo. - MARC Board Secretary
Mayor Carol Suter, Gladstone, Mo. - MARC Immediate Past Board Chair
Commissioner Doug Smith, Leavenworth County, Kan.
Commissioner Bob King, Ray County, Mo.
Mayor Pro Tem Beto Lopez, Lee’s Summit, Mo.
Councilmember Curt Skoog, Overland Park, Kan.
Councilmember Marge Vogt, Olathe, Kan.
Commissioner Janee Hanzlick, Johnson County, Kan.
Mayor Paula Schwach, Westwood Hills, Kan.
Mayor Holly Stark, Peculiar, Mo.
Commissioner Jerry Nolte, Clay County, Mo.
Mayor John Ye, Westwood, Kan.
Mayor Rick Walker, De Soto, Kan.
Councilmember Lee Barnes Jr., Kansas City, Mo.

OTHERS PRESENT
Sheri Gonzales Warren, Civic Council of Greater Kansas City Vice President & Director of KC Rising
Perry Allen, Project Director, MoDOT
Commissioner Mike Stieben, Leavenworth County, Kan.
Jeff Fox, Editor, The Examiner

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

INTRODUCTIONS AND BOARD SHARING TIME
Commissioner Roberts was unable to attend so Commissioner Odom led the meeting in his absence. Commissioner Odom called the meeting to order at 12:11 p.m. and welcomed attendees. Commissioner Odom asked to observe a moment of silence on behalf of former MARC Executive Assistant, Mary Laird. Self-introductions were made, and members shared items of interest from their jurisdictions. Mr. Warm, Executive Director at MARC informed members that a videographer was available in the adjacent conference room to film brief clips, encouraging people to participate in the census. The video clips will be used for general outreach and copies will be
made available to members to use for their own outreach to constituents.

**RECOGNITION OF MARC EMPLOYEE**

Mr. Warm introduced Lisa Danbury, who is celebrating 20 years at MARC, and thanked her for her years of service. Ms. Danbury is a Small Cities Program Manager in the Community Development Department.

**COMPETETIVE ECONOMY**

**REPORT: KC Rising Status Report and Vision Statement by Sheri Gonzales Warren, Civic Council of Greater Kansas City Vice President and Director of KC Rising**

Mr. Warm reminded board members that KC Rising is a business and civic partnership led by MARC, the Civic Council, the Greater Kansas City Chamber of Commerce and the Kansas City Area Development Council. He added that there has been an effort to retool KC Rising to move in new directions and introduced Sheri Gonzales Warren.

Ms. Gonzales Warren reported that Mr. Warm and MARC have been very engaged in KC Rising’s work. In January 2019, Mr. Warm presented five A’s to the KC Rising Steering Committee, that serve as key roles. These include:

- Articulate a regional vision and strategy for economic prosperity
- Align regional assets and initiatives
- Advocate for outcomes at the civic, regional, state and federal levels
- Analyze process through metrics
- Act when necessary to fill in gaps and address new opportunities

The partnership has focused mainly on the first point. KC Rising is a shared vision of regional prosperity and they are taking the time to articulate what that vision is. The evidence-based, strategic framework is borrowed from the Brookings Institute. In the early years of KC Rising, they focused exclusively on the drivers of a regional economy including trade, ideas and people: the goods and services sold, ideas that generate new goods and services, and talent development. KC Rising views itself as the steward of a public square that is business led but not business exclusive. Individuals from government, education, and health and human-service organizations have been asked to participate in KC Rising committees to work towards regional prosperity for all.

KC Rising has three horizon goals: becoming a top-10 metro among its peers in regional gross domestic product, median household income and quality jobs. The steering committee has been revamped and along with a survey of regional residents and community engagement, members are determining priorities. Based on the survey, 88% of Kansas Citians believe that the region will be more prosperous by 2030. Participants indicated that we need better integration, to address division for women and minorities and for Kansas City to be looked at as one entity. Ms. Gonzales Warren reported that the Kansas City region needs to be viewed as a hub and examine what makes the region competitive in the Midwest as well as in the global economy. A focus will be on areas of excellence and sectors that we can rally around that make the Kansas City metro unique. There is a need for local workforce training and development.

Ms. Gonzales Warren referred to a draft in the packet, describing how KC Rising defines regional prosperity. There are seven elements that have surfaced as part of the shared vision. These include quality education, safe neighborhoods and housing, transportation options, economic
inclusion, economic empowerment, sector strength and celebrating Kansas City’s unique character and culture. The idea is to learn from other regions but not replicate them, making Greater Kansas City an area where people choose to move to and stay. The partnership came up with an operative model that includes a steering committee, advisory committee and policy committees. MARC has been pivotal in creating the metrics provided and is also participating on the data analytics team.

Mr. Warm added that in the vision statement, as well as in the committee structure, are policy areas including transportation, housing, and issues of design and sustainability. This creates a more precise public agenda that ties into the trade and economic development agendas. KC Rising is moving towards an integrated, clear strategy that will allow others to think about what they are investing in and promoting to help build a stronger region of prosperity.

DISCUSSION: Mr. Odom stated that he attended the last KC Rising event and he found it very informative. On a local level, Mr. Odom has invited KC Rising to present an update to Cass County officials. Mr. Warm added that they are planning on doing more outreach and board members can reach out to him to coordinate presentations.

EFFECTIVE LOCAL GOVERNMENT
REPORT: Preliminary discussion of 2020 state legislative and administrative policy positions
Ms. Nagel, MARC’s Director of Community Development reported that the MARC Board of Directors identifies state and federal legislative policy issues that are important to the region. Much of the regional work that the organization does includes input provided by committees and local governments and that information is shared when appropriate, to speak out on legislation. The first draft of MARC’s 2020 state legislative positions has been provided for board consideration. In preparation for adopting a platform at the October board meeting, MARC would like to identify the priorities that are most important to address and collect feedback from the board. Issues including transportation planning, funding for 9-1-1 and early education were some of the priorities that were identified in 2019.

Ms. Nagel encouraged feedback and requests for clarification as she reviewed the issues for 2020. In both Kansas and Missouri, there is continuing concern about preempting local authority and preempting home rule. In Kansas, there are three transportation issues that include continuing to locate new resources to support the state’s transportation system including public transit, making sure our region is in a good position to take advantage of new transportation technologies, and continuing to look at ways to make transportation and roadways safer.

In Kansas, there are three issues related to early education that include encouraging the state to look at the federal child care development block grant and the subsidies available to low-income, working families so that they can take advantage of child care assistance and reduce barriers in other ways; protecting the Children’s Investment Fund and the Kansas Endowment for Youth Fund, which have been raided for other state needs, and encourage the state to use them for early education programs; and increasing funding for quality home-visiting programs based on positive evidence-based outcomes.

Health and medical issues include items that would affect ground ambulance services, the continuation of the expansion of Medicaid in both Kansas and Missouri, switching from
reimbursement for services from KanCare companies to the Kansas Department of Health and Environment, along with a higher level of reimbursement to ambulance providers. The state of Kansas previously eliminated some important funding for trauma-based programs. MARC would like to see resources allocated to provide the extra assistance to patients that is needed. Ambulances have concerns about the ability to bill for services and services being adequately reimbursed. In both Missouri and Kansas, there is little funding for public health and a growing need for high-quality public health services. A newer issue is the presumption of eligibility for workers comp for firefighters who contract cancer due to exposure to chemicals and smoke in the field. They are currently covered for disability and retirement benefits but not for workers compensation. There are 33 states that now provide this coverage and MARC would like to encourage Missouri and Kansas to do so as well.

Energy conservation is an area that will help our communities. In relation to workforce development, it’s important to work with the state to make sure young people are properly educated and can take advantage of community college and other programs to prepare them for the workforce.

Ms. Nagel reported that unlike Kansas, Missouri does not currently collect state sales tax on online purchases. MARC would like to support legislation to collect tax for online retail purchases in the state. Missouri’s transportation issues are similar to the Kansas agenda. MARC has been working with the State of Missouri for a number of years on a quality rating and improvement system in early education. MARC would like to encourage full funding for the implementation of this framework. MARC supports the solid waste management district for the five Missouri counties. There is a state legislative committee that is reviewing the solid waste districts around the state and the way the state agencies work with those districts. MARC would like to continue encourage the use of that mechanism to meet the need of communities. In Missouri, EMS agencies, local nonprofits and health organizations are looking at ways to connect patients to community resources to assist with health care costs and improve health outcomes. Missouri Medicaid doesn’t currently reimburse for these assistive services. The recommendation is to seek an amendment to the state plan for Medicaid that would allow reimbursement. There is no ability for seriously ill patients or their families to have a do-not-resuscitate rule if they are moved from one setting to another, so we would like to see changes that make it easier for the family and patient to have their wishes addressed. Last year, the state of Missouri reduced funding for the time-critical diagnosis program that helps to ensure that patients get to the right hospital. MARC supports funding to continue this program as well as a prescription drug monitoring program that registers the use of opioids. Missouri is the only state left without this sort of program. MARC also supports funding organizations that provide home-delivered meals and transportation services for the aging population.

DISCUSSION: Councilmember Skoog reported that Overland Park is looking at adding an issue to its Kansas legislative agenda in response to legal challenges based on the “Dark Store” theory of commercial property valuation. The bill has not been drafted yet but is in process. Mr. Warm added that he would reach out for more information. Mayor Stark reported that there has been some legislation introduced on the Missouri side in past sessions that didn’t get any traction but it’s being talked about so it’s important to address.
Councilmember Barnes commented that he didn’t see any notes addressing public safety at a state level. He added that this a big issue in Kansas City as well as in surrounding municipalities and asked if there had been any discussions about what can be done on a legislative level regarding public safety. Ms. Nagel reported that in previous years, legislation was secured to allow law enforcement to cross the state line in the case of emergencies. She added that MARC works closely with local law enforcement across the metro area on homeland security on preparations for civil disturbances and active shooters. Ms. Nagel stated that she had not been able to see the legislative agenda for Kansas City, Missouri, yet but that may help MARC better understand law enforcement issues that may be a priority. She added that if there are specific issues that board members would like to see addressed, MARC staff welcomes feedback.

Mayor Ye added that all law enforcement needs to communicate with one another and not expect much from a state level. The Westwood police chief communicates with other municipalities regularly and works with no fewer than nine other departments. Mr. Warm reported that MARC has pushed for 911 funding in the past as well. He suggested that after reviewing the Kansas City, Missouri, draft legislative agenda, we bring forward any issues that may appear to be priorities next month. Ms. Nagel agreed to follow up with Councilmember Barnes.

Mayor Suter asked what the process involved to determine MARC’s legislative priorities. Ms. Nagel explained that MARC usually refers to regional committees and talks with key staff about the issues we feel we may have the opportunity to make progress on. Mayor Suter stated that if home rule is not protected, then municipalities can’t succeed at anything else. She added that when cities get creative locally on how to solve some of these problems, the state legislature can be a roadblock. There must be a focus on preemption due to frustration at a local level. Commissioner Nolte asked if there were any members of the delegation on the Missouri side that are members of the local government committee in Jefferson City. He added that this may be a healthy place to start. Ms. Nagel reported that she would look into this and that the board has the benefit of having a number of former state-elected officials at the table which has been helpful in providing guidance on specific issues. Commissioner Odom reported that he is on the board of the Missouri Association of Counties and that they are about to interview lobbyists who will represent them, so this is good information to share. Councilmember Skoog stated that he was at the Missouri Municipal League Annual Conference and Dan Ross, the executive director said for the first time in the Missouri legislature, there is going to be a local government conference due to enough former city council members and mayors who are now state legislators. He suggested that this may be a group to connect with.

EFFICIENT TRANSPORTATION AND QUALITY PLACES
REPORT: Update on state and regional transportation funding initiatives
Ron Achelpohl, MARC’s Director of Transportation and Environment provided a brief overview on three different items that are being discussed at a state and regional level, around transportation funding as well as updates on the regional transportation plan. Forward Kansas grew out of a legislative task force in 2018 as a process to update the statewide transportation plan. The key goal is to develop a successor to the T-WORKS program that will end in 2020. A local consult process began in August. Some ideas that are emerging are potentially looking at the concept of a rolling program rather than a solid ten years of projects that KDOT has traditionally done in the past, in order to respond to some of the uncertainties. A big aspect will be identifying new revenue sources, one of which may be the pilot project of a road user charge. More information
needs to be collected and it may be something to prioritize in the legislative agenda. There is uncertainty about how far the discussions will get next year. The Greater Kansas City Chamber has been working on transportation issues and they are currently focused on four key areas that include workforce access, revenues and investment strategies, transportation safety and advocacy. Mr. Achelpohl has been participating in the workgroup on revenue discussions. There is a lot of interest in the concept of regional transportation authorities. There is similar interest in the road user charge pilot program.

The conversation about zero-fare transit is getting started. Mayor Lucas is enthusiastic about the idea. Details still need to be worked out, but this is based on the potential of not collecting fares on buses in Kansas City, Missouri. The potential benefits are increased ridership, decreased cost for bus riders who are often low-income, improving the operation of the system by reducing conflicts between drivers and riders about fares and maintaining better on-time performance. There is also the potential to avoid a very costly upgrade to the equipment used to collect fares and the ongoing cost to manage that amount of cash. Some of the considerations on the other side include an estimated loss of $8-11 million in fare revenues. The plan is to replace those revenues. This could also raise security issues on the vehicles. Long term sustainability must be considered. Once zero-fare transit has been provided, it will be difficult to go back to charging a fare if necessary, in the future.

A call for projects was conducted for the regional transportation plan in April 2019. MARC received about $15 billion in project requests. The estimated revenues available for the region make it difficult to fund all the project ideas that were submitted without considering additional revenues. Some of the revenue options that are being investigated include sales tax on internet sales, fuel sales taxes, road user charges, tolling and pricing strategies. The bottom line is that something needs to be identified to generate revenue in order to develop a financially constrained project list for the long-range plan. Next steps are to finalize the revenue estimates and prioritize the applications that have come in. A workshop is scheduled for October 17 for MARC transportation committee members and stakeholders to review and prioritize projects. Apart from the amount of revenue that new options may raise, policy issues associated with each one will need to be considered such as legislative action at the state level in order to enact them. A draft plan will be prepared for board review next year with the final plan expected to be complete in the summer of 2020. Mr. Achelpohl asked the board to share their feedback regarding other new funding source ideas that should be considered as well as what key policy decisions they may be interested in.

DISCUSSION: Commissioner Hanzlick asked how the zero-fare proposal will potentially impact transit systems outside of Kansas City and how those systems would work together. Mr. Achelpohl reported that a lot of work has been done over the last several years to harmonize the fare structures across all the transit operators in the region. If Kansas City doesn’t collect fares with their system, it brings some issues about what the other providers would do, and that level of detail doesn’t seem to be addressed yet. Mr. Warm added that the proposal is only being explored for fixed routes within Kansas City, Missouri. The ATA is working with local governments, economic development corporations and employers to develop more flexible job access and services that would be tailored to particular employment centers, specifically on the edges of the region. These routes would require some new funding source such as a fare. KCATA is also going through a service redesign, focusing primarily on Kansas City, Missouri, and trying to identify the routes that
Commissioner Hanzlick stated that she is a big proponent of public transit and expanding to meet the needs in Johnson County but it seems that some of the messaging has gotten ahead of itself. Commissioner Hanzlick added that she has already had people ask her when they will have access to free fares in Johnson County. She cautioned that the messaging needs to be handled carefully due to people having the expectation that free fares are coming next month to the entire metro area.

REPORT: Briefing on the draft 2020 -2024 Transportation Improvement Program for public review and comment
Marc Hansen, Principal Transportation Planner at MARC reported that the TIP is one of the core products of the metro planning organization (MPO) process. The TIP is a five-year planning document developed cooperatively among local governments, states and transit operators and implements the strategies and policies of our long-range transportation plans. The TIP includes surface transportation projects that receive federal funding and any project deemed regionally significant regardless of how that project may be funded. It also includes project descriptive information, a fiscally constrained financial plan that lists projects with committed funding, an environmental justice analysis and a discussion on performance targets.

There are 44 different federally funded or regionally significant projects, 383 total projects and almost $2 billion worth of projected expenditures. Over $4 billion in revenues have been identified to implement the TIP. The TIP is consistent with Transportation Outlook 2040 in many ways. The project selection process for the TIP are aligned with long-range transportation planning. The program projects line up with the investment decisions made in TO 2040 as well as the financial foundation. Mr. Hansen shared a snapshot of some of the projects with the largest expenditures including the Buck O’Neal Bridge. By county, transit makes up the largest package of investments due to being projected through 2024. Performance measures are required under the FAST Act and must meet federal guidelines. An environmental justice analysis is required and considers the distribution of proposed investments to prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations. We try to be comprehensive in our approach. With the proposed 2020-2024 TIP, we see no disproportionately high or adverse human health or environmental impacts including social or economic impacts. The Total Transportation Planning Committee (TTPC) has authorized the release of the TIP for public review and comment. Any comments received will be reviewed at the October TTPC meeting and a recommendation will be made to the MARC Board to approve the TIP.

DISCUSSION: Mayor Schwach asked, given the increased emphasis on both bus and rail safety and the asset management emphasis from the FAST Act, if there was much money available to expand systems. Mr. Hansen explained that there is not as much funding as there used to be. There are still programs that are available to help with expansion needs.

THRIVING COMMUNITIES
REPORT: Briefing on the 2019 Kansas City Area Quality of Life Survey
MARC Senior Researcher Jeff Pinkerton reported on a quality of life survey conducted by the Kauffman Foundation. 1,000 people throughout the Kansas City area were surveyed with over 20 questions on a variety of issues. These questions included how they rated their community based on different factors, the quality of education in their community, how connected they felt, how often they utilize community amenities and how the region is performing as a whole. 77% of
respondents said that their quality of life was good or excellent. The responses are broken down by race, age, income level and location. The survey found that black respondents who rated their quality of life as good or excellent increased from 52% last year to 62% this year. The Hispanic, Asian and other respondents declined from 80% last year to 72% this year. For those 65 years and older, 88% found their quality of life to be good or excellent whereas only 70% of 18-24-year olds did so. Based on income, quality of life levels increased with income up to the $75,000 mark and then leveled off which mirrors the results of a Princeton survey. Johnson County and Platte County had the highest share of their population saying that their quality of life was good or excellent. The most important community issue was education and public schools, followed by crime or violence, other issues, economics and health care. When asked what amenity individuals would like to see in the Kansas City area, the highest response was mass transit as the issue they would like to see improved. That was followed by trails, outdoor festivals, recreational facilities, city parks and green spaces. This information can be found at www.kcqualityoflife.org

BRIEF REPORTS
REPORT: Review of the Metro KC Climate Action Coalition Summit
Tom Jacobs, Environmental Program Director at MARC, reported that the Climate Action Summit held on Sept. 14 was successful and extraordinarily well attended. 500 people were in attendance for the morning portion and 750 attended the afternoon keynote. Attendees included several MARC Board members and dozens of local, state and federal elected officials. The Kansas Lieutenant Governor kicked off the event, U.S. Rep. Sharice Davids was in attendance and KCMO Mayor Quinton Lucas presented on a panel with the mayor of Carmel, Indiana, a suburb of Indianapolis. The conversation displayed the bi-partisan nature of the opportunity. Paul Hawken, author of the book Drawdown, served as the keynote speaker. His message was incredibly hopeful and he looked for all of the solutions that are tested and have a positive cost-benefit analysis. These solutions have the potential to solve the problems in front of us and Hawken’s remarks generated energy to continue to work on this set of issues. Next steps include the development of a climate action plan this fall. A regional greenhouse gas inventory and a climate risk and vulnerability assessment will be conducted as part of the regional climate action plan to be completed by the fall of 2020. Mr. Jacobs thanked the Government Training Institute staff for all of their hard work behind the scenes to make the event successful.

DISCUSSION: Commissioner Stieben asked if there was any discussion about the conflict between attracting more industry and manufacturing into the country and trying to implement these environmental regulations. Mr. Jacobs responded that he didn’t hear any conversation that was specific to this point. The general nature of the conversation was one in which people were looking for win-wins. There was no indication of not wanting more industry or manufacturing but more about how to advance that in ways that have a softer impact on the planet while creating opportunities for more prosperity and jobs. Mr. Jacobs added that there is a platform for a lot of creativity to try to find solutions. Commissioner Hanzlick added that she was at one of the breakout sessions and they discussed business opportunities with participants including IKEA, Burns & McDonnell and the Chamber of Commerce. She shared that there were some substantial conversations that took place about how businesses and industry can work in tandem to achieve these goals. Commissioner Stieben stated that there is a conflict between trying to get low-skill, high-paying jobs back in America that tend to be the “old rustbelt” jobs. Mr. Jacobs agreed that it is a difficult issue but at the same time, there are opportunities for creativity and problem solving. Mayor Schwach asked if there was some connection between the kind of language used at
the summit versus the language used in the proposed legislative agenda. Rather than referring to energy conservation, she suggested a slightly broader term can be used to head up that particular initiative. Mr. Warm stated that is a good point and he felt that the tone was positive at the event. He added that the focus wasn’t on how to stop certain industries but rather, how to grow as an economy and do it in ways that have a softer impact on the environment. As MARC puts together a platform, Commissioner Stiebens’ point is well taken and MARC will be sensitive to that.

REPORT: Update on Government-to-University (G2U) and the Governmental Effectiveness Advanced Research (GEAR) Center Challenge

Lauren Palmer, Program Director of Local Government Services at MARC, reported that the G2U Steering Committee has been convened since last May. This steering committee is composed of about 30 members representing a broad cross-section of government and university partners. The steering committee oversees the work of three workgroups that are focused on three priorities including a public sector talent-to-industry exchange, a regional recruitment strategy and a regional data academy.

The regional data academy work group will initially focus on implementation of an award announced this month. The U.S. General Services Administration and the Office of Management and Budget selected the G2U initiative as one of three grand prize winners of the Government Effectiveness Advanced Research (GEAR) Center Challenge. The Volcker Alliance will receive $300,000 to partner with Johns Hopkins University Centers for Civic Impact and the Kansas City G2U regional coalition, through MARC, to develop a training academy for 250 federal employees in the Kansas City region to gain the tools and skills to use data to inform decisions. The training academy will be launched locally but will be designed to be able to be used on a national scale as well as replicated in other communities. The goal of the training is to help mid-career employees in public service learn how to better utilize and leverage the power of big data in everyday decision making to enhance government effectiveness. Mayor Suter congratulated MARC staff for their work on GEAR and the award.

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

VOTE: Approve Consent Agenda

a. Approve minutes of the August 27, 2019, board meeting
b. Approve actions taken at the September 11, 2019, Head Start Advisory Committee meeting
c. Authorize a grant agreement with Kansas Highway Patrol’s State Homeland Security for emergency services work
c2. Authorize grant agreement with the Missouri Department of Public Safety / Office of Homeland Security for Emergency Services work
d. Authorize MARC’s Department of Early Learning to contract with The Family Conservancy (TFC) to provide support to TFC’s Start Young program
e. Authorize a grant agreement with Missouri Department of Health and Senior Services for Emergency Services’ Healthcare Coalition work
f. Briefing on the Mid-America Head Start Central Intake Transition
g. Approve ten contractual agreements for on-site support services for Head Start and Early Head Start classrooms
h. Authorize MARC’s Department of Early Learning to submit a grant application to the Ewing Marion Kauffman Foundation to support the regional early learning system
i. Authorize an agreement with Johnson County Emergency Communications to support recordings of ambulance to hospital radio transmissions

MOTION: Mayor Ross moved for approval and Mayor Suter seconded. The motion passed.

EXECUTIVE DIRECTOR’S REPORT
Mr. Warm reminded board members to film a short census video if they haven’t done so already.

OTHER BUSINESS
There was no other business.

ADJOURNMENT
The meeting was adjourned at 1:32 p.m.

MEETING SUMMARY APPROVED:

Rob Roberts, Chair

Date
ISSUE:
VOTE: Approve the release of the October Special Amendment to the FFY 2018-22 and FFY 2020-24 Transportation Improvement Programs for public review

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

The proposed October Special Amendment to the FFY 2018-22 and FFY 2020-24 Transportation Improvement Programs includes the addition of three new projects in Jackson County, Missouri:

- #634080 - Helmig Road Bridge Replacement
- #634081 - Haines Street Bridge Replacement
- #634082 - Stoener Road Bridge Replacement

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


MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
Approve the release of the October Special Amendment to the FFY 2018-22 and FFY 2020-24 Transportation Improvement Programs for public review.

STAFF CONTACT:
Marc Hansen
Ron Achelpohl
ISSUE:
VOTE: Authorize a one-year contract extension with TransCore ITS Inc. for Operation Green Light regional traffic signal system software support

BACKGROUND:
Operation Green Light (OGL) is a MARC program that operates a regional traffic signal coordination program in partnership with local governments and the state departments of transportation in Kansas and Missouri. MARC staff currently assists in the management and operation of traffic signal timing for over 700 intersections in 26 jurisdictions throughout the region. The primary goal of this program is to coordinate traffic signal timing and operations to improve traffic flow, reduce fuel consumption and reduce emissions. As part of this work, OGL develops and implements traffic signal timing plans on all signalized intersections in the system and maintains and operates a wireless and fiber-optic communications network.

The traffic signal system software is “the sole and exclusive property of TransCore”. Neither MARC nor its partners own this software but have purchased a regional license for the usage and operation of the software system by the OGL project partners. TransCore provides continued technical support including new functionality as well as fixes on ongoing technical support to the OGL partners through this contracted service.

This is the third and final supplement of a multi-year contract. MARC has issued a request for proposals for a regional system software. Currently, a regional team of key agency personnel are evaluating the proposals, preparing for vendor interviews and setting up a system bench of the three proposed systems. A recommendation of award could be as early as November 2019.

BUDGET CONSIDERATIONS:
This contract will be funded through Federal Surface Transportation Program (STP) administered by the Kansas and Missouri Departments of Transportation. Partner agencies provide the matching funds.

RECOMMENDATION:
Authorize MARC to enter into a one-year contract extension with TransCore ITS Inc. for traffic signal system software support services for the Operation Green Light Program through October 31, 2020 with the extension amount not to exceed $80,000.

STAFF CONTACT:
Ron Achelpohl
Ray M. Webb
ISSUE:
VOTE: Approve an agreement with Jewish Vocational Services for in-home and on-site language interpretation services for 14 Head Start and Early Head Start programs

BACKGROUND:
The Office of Head Start requires that programs ensure all families, including those whose first language is not English, are able to fully participate in the program and its activities. Although programs seek to employ bi-lingual staff who speak the languages of the families they serve, this is not always possible. With increasing numbers of immigrant and refugee families who speak a wide variety of languages and dialects, there is a need for on-site interpretive services, particularly in home-visiting programs where staff work directly with parents. MAHS is requesting approval to contract with Jewish Vocational Services to provide in-home and on-site interpretive services for programs serving dual language families. Total of the contract is not to exceed $100,000 from November 1, 2019 through October 31, 2020.

BUDGET CONSIDERATIONS:
Funding for this contract was included in the MAHS budget for 2019-2020.

| REVENUES |
|-----------------|-----------------|
| Amount          | $25,210,117     |
| Source          | Administration for Children and Families |

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<td>Other (supplies, printing, etc.)</td>
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RECOMMENDATION: Approve a contract with Jewish Vocational Services for in-home and on-site interpretive services at 14 Mid-America Head Start programs, from November 1, 2019 through October 31, 2020 for a total amount not to exceed $100,000.

STAFF CONTACT:
Liz Smith
Jovanna Rohs
ISSUE:
VOTE: Approve a contract extension with The Family Conservancy for professional development services for Head Start and Early Head Start staff

BACKGROUND:
MARC has contracted with The Family Conservancy since August of 2018 to provide professional development services for the Head Start and Early Head Start staff at 14 direct service provider agencies. Services include a large group pre-service for up to 200 participants, a spring conference for up to 100 participants, individual training courses based on each agency’s training plan, continuing education coursework and support for identified teachers and teacher assistants. Costs are based on individual registrations and the number of participants is estimated based on training plans submitted by each of the 14 providers. The total maximum amount of this contract for the 12-month period of November 1, 2019 through October 31, 2020 is $100,000.

BUDGET CONSIDERATIONS:
Funding for the extension of this contract was included in the MAHS budget for FY19.

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<tr>
<td>Amount</td>
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<td>Other (supplies, printing, etc.)</td>
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RECOMMENDATION:
Approve a contract extension with The Family Conservancy to provide professional development services for Head Start and Early Head Start staff from November 1, 2019 through October 31, 2020, for a maximum contract amount of $100,000.

STAFF CONTACT:
Liz Smith
Jovanna Rohs
ISSUE:
VOTE: Authorize an application to the Health Forward Foundation of Greater Kansas City to support the community health worker project and amend the subcontractor’s agreement

BACKGROUND:
MARC’s regional health care access initiative supports a regional committee focused on developing community health workers (CHWs) as a key part of the health care system. Community health workers are individuals trained to work with patients, to connect them to necessary health care and community services to improve their health outcomes and reduce re-admissions at hospitals. MARC received funding in 2015, 2016, 2017, and 2018 to support the committee’s work, and has identified ongoing work to continue to advance the development of a trained workforce. The work over the past year has focused on support for efforts to establish a state credential for CHWs and to improve the existing training offered by community colleges throughout Missouri. Similar efforts have been initiated to build support in the state of Kansas as well.

Activities in 2018-2019 included continued support for the CHW Collaborative; work to enhance the CHW training curriculum and service learning in collaboration with statewide interests; work with St. Louis and other state interests to secure payer support for the use of CHWs as part of a health care team; and increased use of CHWs among local health care organizations. For 2019-2020, MARC will continue its current work and focus on implementing a new Missouri certification for CHWs; pursue Medicaid reimbursement for CHW services; and introduce current work for statewide implementation in Kansas.

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

| MARC Personnel (salary, fringe, indirect, rent) | $35,000 |
| Contractual | $85,000 |
| Meeting, Printing | $5,000 |
| Training (for Community Health Workers and those that provide training to CHWs) | $25,000 |
| Total | $150,000 |
RECOMMENDATION:
Authorize an application to the Health Forward Foundation of Greater Kansas City for the regional community health worker program in the amount of $150,000. If funds are awarded, authorize an amendment to the current agreement with ES Advisors LLC, adding $40,000 for a total of $263,471; and an amendment with Caitlin Allen of CGA Consulting adding $45,000 for a total of $157,000 to support community health workers.

STAFF CONTACT:
Marlene Nagel
ISSUE:
VOTE: Authorize an agreement with Nutmeg Consulting LLC for Homelessness Management Information technical services and training

BACKGROUND:
In 2016, MARC launched a new Homelessness Management Information System (HMIS) for agencies serving the homeless in Johnson, Jackson and Wyandotte counties. MARC worked for several months to transition existing data from the Mid-America Assistance Coalition’s MAAC-LINK system to the new Caseworthy system. 32 agencies have been set up in the new system. Due to MARC and Caseworthy staff changes, additional technical support and training is needed.

Nutmeg Consulting was brought into the Kansas City area by the Continuum of Care organization serving Jackson and Wyandotte counties, to review the HMIS database and offer advice on ways to strengthen the system. Nutmeg is an expert in the Caseworthy HMIS system, supporting over 1,000 agencies in the states of Connecticut, Massachusetts, South Dakota and Texas. Nutmeg began providing technical support through the invitation of the Continuum of Care to the Kansas City area, and MARC has continued to use their services. The Nutmeg Consulting team is now an integral part of the services being delivered for the Kansas City area HMIS system.

Earlier this year, MARC was awarded a HUD HMIS Capacity Building grant of $150,000. The grant is intended to enable MARC to strengthen its capacity to deliver HMIS Lead Agency services and address continued challenges in implementing the new HMIS system. Nutmeg would assist MARC in addressing new data standard requirements, including coordinated entry for homeless persons and families into services; data sharing issues and agreements among MARC and participating local agencies; and enhanced helpdesk support.

BUDGET CONSIDERATIONS:
MARC received a two-year capacity building grant from HUD totaling $150,000, to strengthen the HMIS system and services. These services will include:

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<td>Coordinated Entry/New HUD Data Standards Implementation</td>
<td>$20,000</td>
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<td>HMIS Project Set-up to support better data sharing among agencies</td>
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<td>HMIS Project Set-up review and guidance to enable enhanced reporting</td>
<td>$28,750</td>
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<td>Lead Staff Training</td>
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<td>Technical Assistance to Agencies</td>
<td>$45,000</td>
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RECOMMENDATION:
Authorize an agreement with Nutmeg Consulting LLC for Homelessness Management Information technical services and training for the period of 9/30/19 - 9/29/21, not to exceed a total amount of $115,000.

STAFF CONTACT:
Marlene Nagel
Sherry Ellis
ISSUE:
VOTE: Authorize a grant application with the Health Forward Foundation to support organizations assisting residents to enroll in the federal health insurance marketplace

BACKGROUND:
MARC has convened community stakeholders to increase access to health care for uninsured and underinsured residents through the Regional Health Care Initiative since 2006. In 2013, MARC began convening community organizations to raise awareness among area residents about the federal health insurance marketplace and to assist with enrollment. Representatives from area agencies have met regularly since that time, to coordinate their work and share information. MARC received funds from the Reach Healthcare Foundation and the Health Forward Foundation to support this work. MARC partnered with the United Way of Greater Kansas City to promote the use of 2-1-1 as a central phone number for residents interested in getting information or counseling assistance to be directed to the appropriate community agency.

MARC utilized foundation funds for staff support, media, special events, training for counselors, website support and other services. The Health Care Foundation has expressed interest in continuing to support MARC’s coordination services for the next enrollment period. The cost to provide those services and to continue to partner with United Way of Greater Kansas City for the 12 months beginning October 1, 2019 is $73,780. United Way’s 2-1-1 service will continue to provide services, referring callers to agencies with trained personnel to answer questions and assist them with enrollment. The media budget of $35,000 will allow for continued promotion in October, November and mid-December. For several years, the percentage of Kansas City area residents with health insurance continued to rise but the number declined last year. The federal government has reduced support for education about the marketplace and questions due to changes in coverage require additional outreach.

BUDGET CONSIDERATIONS:

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<td>MARC Personnel (salary, fringe, indirect, rent)</td>
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<td>United Way 2-1-1</td>
<td>$18,780</td>
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<td>Media purchases</td>
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RECOMMENDATION:
Authorize a grant application for $73,780 from the Health Forward Foundation to support community education and outreach efforts around the federal health insurance marketplace and subcontract with the United Way of Greater Kansas City to deliver related 2-1-1 services, not to exceed $18,780.

STAFF CONTACT:
Marlene Nagel
ISSUE:
VOTE: Authorize a grant proposal to the Robert Wood Johnson Foundation for research and evaluation of the Managed Services Network

BACKGROUND:
Over the past two years, MARC has cultivated a close collaboration with the Quality and Value Innovation Consortium (QVIC), specifically regarding the Managed Services Network (MSN) initiative, which seeks to integrate a network of community services providers with emerging health care payment mechanisms.

A key to this work is demonstrating system effectiveness using rigorous methodology in implementation and expert evaluation. The QVIC team hosts a group of researchers at multiple institutions across the KC metro (PharmD, MDs, and PhDs), who focus on understanding how the MSN impacts cost and the quality of transitions out of the hospital for individuals with congestive heart failure.

The Robert Wood Johnson Foundation’s “Systems for Action: Systems and Services Research to Build a Culture of Health” is a signature research program that awards grants to fund research and evaluation of innovative alignments of service delivery and financing mechanisms, with a particular focus on health equity, in order to support social drivers of health. Successful applicants can complete their research over a three-year period.

This funding opportunity is exceptionally competitive, with an award rate to fewer than 4% of applicants. However, the grant call this year requires an “outside-in” approach (i.e., from community to health care), which fits well with the structure of the MSN and improves the prospects of the MARC and QVIC collaboration.

BUDGET CONSIDERATIONS:
Most of this funding would be passed through to support QVIC scientists and associated research protocol costs in developing a robust evaluation of the MSN.

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<tr>
<th>REVENUES (3-year total award)</th>
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COMMITTEE ACTION:
On October 9, the Commission on Aging recommended that MARC submit a grant proposal to the Robert Wood Johnson Foundation Systems for Action program.
AGENDA REPORT
MARC Board of Directors

RECOMMENDATION:
Authorize submission of grant proposal to the Robert Wood Johnson Foundation for $500,000 to support research and evaluation of the MSN and authorize the acceptance and expenditure of funds, if awarded.

STAFF CONTACT:
James Stowe
Carol Gonzales
ISSUE:
VOTE: Authorization to submit the SFY 2020 Aging Area Plan Budget, Amendment #1

BACKGROUND:
Several times each year, MARC’s Department of Aging and Adult Services receives new allotment tables from the Missouri Division of Senior and Disability Services. These tables specify the best estimate for available state and federal funding for the state fiscal year. MARC periodically amends its budget based on the latest allotments.

The attached handout shows current revenues by source and budget by program based on the allotment table received in August. On October 3, MARC received a new allotment table, the third of the year, with additional funding not yet reflected in this amendment. As there currently is no federal budget or appropriations for FY 2020, we expect to receive more allotment tables throughout the course of this program year, which will end June 30, 2020.

BUDGET CONSIDERATIONS
The October allotment table reflects an additional $118,561 over the initial SFY 2020 funding information that was used to develop the original Area Plan Budget, which was submitted last May. This increase, although not yet fully committed under this amended budget, will be included in future amended budgets, contingent upon funds available under future allotment tables.

COMMITTEE ACTION
At its October meeting, the Commission on Aging reviewed the amendment and recommended that it be submitted to the state.

RECOMMENDATION
Authorize the Executive Director to submit a SFY 2020 Area Plan Budget amendment, based on the attached summary, to the Missouri Division of Senior and Disability Services.

STAFF CONTACT
James Stowe
Bob Hogan
Aging Area Plan
All Funding Sources — Amended October 2019

SFY 2020 REVENUES BY SOURCE

- Missouri Department of Senior and Disability Services Funds — $5,213,768
- In-Kind Match — $1,322,904
- Medicaid Funds — $884,750
- Project Income — $221,316
- Local Dues and Grants — $162,634
- Missouri Elderly and Handicapped Transportation Program (MEHTAP) — $123,515
- Other Income — $49,970

Includes Adopt-a-Senior donations, guest meals at nutrition sites, Silver-Haired Legislature sponsorships

TOTAL: $7,978,857

SFY 2020 BUDGET BY PROGRAM

- Nutrition Programs — $5,138,702
  Congregate and Home-Delivered Meals
- Supportive Services — $1,594,752
  Transportation, Information and Assistance, Legal, Personal Care, Advocacy, Case Management, Homemaker, Ombudsman
- Family Caregiver Support — $595,635
  Respite and Structured Respite, Case Management, Grandparents as Parents Counseling/Legal, Chronic Disease Self-Management, Personal Care, Legal Services
- Administration — $533,936
- Special Projects — $50,557
- Disease Prevention — $65,275
  Evidence-Based Programming: Stepping On, Chronic Disease Self-Management, HomeMeds

TOTAL: $7,978,857