February 25, 2020
Board Member Lunch: Noon / Meeting: 12:15 p.m.
MARC Conference Center - 2nd Floor - Board Room

***REVISED AGENDA***

1. Introductions and Board Sharing Time

2. Recognition of MARC Employee

3. THRIVING OLDER ADULTS AND COMMUNITIES
   a. VOTE: Authorize an agreement to provide administrative support to the Kansas City Health Collaborative

4. HEALTHY ENVIRONMENT
   a. VOTE: Authorize a Memorandum of Understanding with Climate Action KC to conduct regional climate action planning and submission of a grant application to the Shumaker Foundation for climate action planning work

5. EFFICIENT TRANSPORTATION AND QUALITY PLACES
   a. REPORT: Update on draft county population and employment projections through 2050
   b. VOTE: Approve the updated 2020 Safety Performance Targets for the MARC metropolitan area

6. BRIEF REPORT
   a. REPORT: Briefing on the Kansas FORWARD Transportation Program
   b. REPORT: Update on the acceptance of nominations for the 2020 Regional Assembly and Leadership Awards

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

7. VOTE: Approve Consent Agenda
   a. Approve minutes of the January 28, 2020 board meeting
   b. Approve the 2020 Special Amendment #1 to the 2020-24 Transportation Improvement Program
   c. Authorize an agreement with Surdex Corporation to conduct the 2020 aerial imagery project
   d. Authorize an agreement with ETI, Inc. for Operation Green Light field network communication support services
   e. Authorize a contract with TransCore ITS Inc. for Operation Green Light regional traffic signal system software support
   f. Authorize a contract with two consulting firms, Olsson and Iteris, Inc., for traffic signal timing and engineering support services
   g. Authorize the acceptance of funds from participating local governments for the regional water quality public education program
   h. Approve the purchase and installation of workstations and servers for the regional 911
i. Authorize an application to the Missouri Department of Transportation for SFY 2021 Missouri Elderly & Handicapped Transportation Assistance Program funds

j. Authorize a Managed Services Network agreement with Blue KC to provide wraparound social health interventions to insurance members

k. Approve a contract extension with the University of Missouri allowing MARC’s Head Start program to continue to conduct Parent Café work

8. Other Business

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

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

BACKGROUND:
Scott Cutshall is celebrating 10 years at MARC and is a Traffic Signal Analyst 1 in the Transportation and Environment Department. Scott will be recognized at the meeting for his contributions to the agency.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
David Warm
ISSUE:
VOTE: Authorize an agreement to provide administrative support to the Kansas City Health Collaborative

BACKGROUND:
Recently, three emerging regional initiatives clarified their roles in collaborative efforts to improve health care quality, including responses to social determinants of health in vulnerable communities.

Data and Strategy
- The Kansas City Health Collaborative (KCHC) has a stated mission of improving the experience of care and health of populations while reducing per capita cost. They are structured as a nonprofit regional health improvement collaborative (RHIC) and have a primary focus on unified data as a tool to identify opportunities for improvement and gauge efficacy of initiatives.

Implementation and Evaluation
- The Quality and Value Innovation Consortium (QVIC) seeks to apply implementation science and research-level evaluation to regional quality initiatives. Implementation science ensures that interventions take hold in complex health systems, where success depends on day-to-day tasks and key portions of existing workflows aligning with new ideas.

Services
- In partnership with regional community-based organizations (CBOs), MARC’s Managed Services Network (MSN) creates a social health intervention delivery apparatus. The MSN works to provide technical and practical support to CBOs as the health care field increasingly focuses efforts and finances on the community.

MARC is involved with the leadership groups of each initiative and is lending support wherever possible. The Kansas City Health Collaborative has approached MARC to provide focused administrative support as they launch a new 501(c)(3).

BUDGET CONSIDERATIONS:
MARC staff is working through an agreement to provide administrative, primarily fiscal support, to the KCHC. Final terms and costs remain under negotiation. The following are estimates based on covering our costs for financial staff time.

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<th>REVENUES</th>
<th>Source</th>
<th>KC Health Collaborative</th>
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<th>PROJECTED EXPENSES</th>
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<td>Personnel (salaries, fringe, rent)</td>
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<td>Pass-Through</td>
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<td>Other (supplies, printing, etc.)</td>
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<tr>
<td>Total</td>
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<td>$ 5,760</td>
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RECOMMENDATION:
Authorize the Executive Director to sign an agreement with the Kansas City Health Collaborative for fiscal and administrative support.

STAFF CONTACT:
Carol Gonzales
James Stowe
ISSUE:
VOTE: Authorize a Memorandum of Understanding with Climate Action KC to conduct regional climate action planning and submission of a grant application to the Shumaker Foundation for climate action planning work

BACKGROUND:
In the past year, the region has made substantial progress with respect to regional climate action planning. In March of 2019, the board authorized MARC to join the Global Covenant of Mayors for Climate and Energy (GCoM), in order to provide support and technical assistance for Climate Action KC (CAKC). Since that time, MARC has secured technical support from GCoM to assist in developing a greenhouse gas inventory, a climate risk and vulnerability assessment and a climate action plan for the region. Additionally, MARC and CAKC have collaborated on a variety of efforts, including the Climate Action Summit in September 2019 and the publication and rollout of the Climate Action Playbook in December 2019. MARC staff will provide an overview of current efforts to develop a regional climate action plan, which is expected to be completed by September 2020.

Given the interdependent nature of the collaboration between MARC and CAKC to promote activities that advance climate resilience in the region, the two organizations jointly developed a Memorandum of Understanding (MOU) to formalize their respective commitments to continued collaboration on climate action planning. Key elements of the MOU are described below.

- The MOU, and accompanying scope of work, define collaborative activities for the next 12 months.
- MARC’s Executive Director will designate staff to serve as a non-voting member of the CAKC Executive Board.
- Joint fundraising activities will be carried out to support continued planning and initial implementation.
- MARC will serve as the fiscal and administrative manager for CAKC. Once CAKC obtains its 501c3 status, the two organizations will jointly review future management strategies.
- CAKC will compensate MARC for staff time and other CAKC-approved indirect costs for program and fiscal management as described in the Scope of Services.

CAKC identified the local Shumaker Foundation as a potential funder for regional climate action planning and implementation activities. MARC and CAKC jointly prepared a letter of interest to support this year’s planning activities. The total of the request is $35,000 of which $30,000 would support staff time and $5,000 would cover direct expenses for community engagement and planning activities. If the Shumaker Foundation is supportive, MARC will prepare a detailed application for their consideration.

BUDGET CONSIDERATIONS:
MARC and CAKC will jointly conduct fundraising activities with local and national public, philanthropic and corporate entities. CAKC and MARC will work together to define and oversee relevant workplans.

RECOMMENDATION:
Authorize the execution of a Memorandum of Understanding with Climate Action KC to conduct regional climate action planning and implementation. Authorize a grant application to the Shumaker Foundation for climate action planning activities in the amount of $35,000, and accept funds if awarded.
AGENDA REPORT
MARC Board of Directors

STAFF CONTACT:
Tom Jacobs
Carol Gonzales
Ron Achelpohl
Karen Clawson
ISSUE:
REPORT: Update on draft county population and employment projections through 2050

BACKGROUND:
Connected KC, the region’s long-range transportation plan, requires MARC to estimate the demand for travel along road and transit networks in 2050. In turn, that requires MARC to forecast the number and location of people, homes and jobs in 2050. MARC uses a top-down process to make these forecasts. It starts with a forecast for the region, based on a regional economic model of how the region competes against other parts of the country for a share of the nation’s economic growth. MARC then allocates the regional forecast to counties based on examining the trends in each county’s share of the region’s growth. Finally, MARC distributes the county forecasts to sub-county areas called Transportation Analysis Zones (TAZ), using a model that considers the attractiveness to and capacity for development in each TAZ.

At each step of the way, the forecasts are reviewed by MARC’s Technical Forecast Committee (TFC), which is comprised principally of local government planners from around the region, who are involved in monitoring development trends. The development of regional and then county population totals, the number of households and employment, constrain the review at the TAZ level. If one portion of a county is felt to have too low a forecast, any adjustment upward must be matched by reductions elsewhere in the county. Constraining the review process in this way has repeatedly been shown to produce realistic forecasts.

The regional forecasts were presented to the MARC Board in March 2018. Recently, the TFC approved the county-level forecasts as part of its process for review of the TAZ level forecasts. These forecasts provide a useful and understandable method to communicate anticipated trends. These are considered draft forecasts while the review at the TAZ level is on-going. The final forecasts will be presented for adoption with the adoption of Connected KC.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
These forecasts have been approved by the Technical Forecast Committee.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Frank Lenk
ISSUE:
VOTE: Approve the updated 2020 Safety Performance Targets for the MARC metropolitan area

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

Final USDOT rules related to TPM established five performance measures for traffic safety (see attached memo for details). State DOTs are required to update safety performance targets on an annual basis for all five measures. Statewide Missouri and Kansas targets for a five-year rolling average ending in 2020, were set in August 2019. Municipal planning organizations (MPOs) have the option to (a) support the state targets, or (b) establish their own regional targets within 180 days of the establishment of state targets.

MARC has elected to update regional targets. Core reasons include the need to harmonize significantly different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical traffic safety trends, regional plans and programs, and emerging issues such as technology. The targets were developed in coordination with State DOTs and regional partners and are consistent with safety targets in the adopted 2018-2022 Regional Safety Blueprint, with exception of the target for the number of fatalities. Because the 2022 target was already met as of 2018, the Destination Safe Leadership Team elected to reduce that target by 5%. The five recommended MPO safety performance targets represent a rolling five-year average ending in 2020:

1. Number of fatalities — 191.4
2. Fatality rate per 100 million vehicle miles travelled — 0.869
3. Number of serious injuries — 1004.9
4. Serious injury rate per 100 million vehicle miles travelled — 4.481
5. Number of non-motorized fatalities and serious injuries — 102.1

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

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

BUDGET CONSIDERATIONS:
None.
COMMITTEE ACTION:
The recommended safety performance targets have been updated with input from the Destination Safe Leadership Team, approval from the Destination Safe Data Task Team, and Total Transportation Planning Committee will consider these targets on February 18, 2020.

RECOMMENDATION:
Approve the updated 2020 Safety Performance Targets for the MARC metropolitan planning area.

STAFF CONTACT:
Ron Achelpohl
Amanda Horner
2020 Safety Performance Measure Targets

The following graphs help to visualize the crash and injury data in the 5 required areas:

1. Crash fatalities
2. Crash fatality rate per 100M vehicle miles traveled (VMT)
3. Crash serious injuries
4. Crash serious injury rate per 100M VMT
5. Non-motorized crash fatalities and serious injuries

The purpose of these graphs is to assist in setting the 2020 performance measure targets for the MARC region. Additional information:

- Actual fatality and/or serious injury totals are shown in blue and/or gray bars
- Actual 5-year average, based on data starting in 2000 (except for VMT, which begins in 2007 and non-motorized data, which begins in 2008), is shown in the solid yellow line
- The 2018 and 2019 voted performance measure targets are shown as green diamonds
- The 5-year average trend line, based on data starting in 2000 (except for non-motorized data, which begins in 2008), is shown in the dotted yellow line
- The incremental steps to reach the “Together Toward Zero 2018-2022 Kansas City Regional Transportation Safety Blueprint 2022” target is shown in the orange dotted line

Because zero traffic crash fatalities and serious injuries is our ultimate goal, and the efforts of KDOT, MoDOT and all Destination Safe partners continue to work toward that goal, it is recommended that the 2020 Performance Measure targets are based on the “Together Toward Zero 2018-2022 Kansas City Regional Transportation Safety Blueprint 2022,” with the exception of the crash fatalities. The Regional Safety Blueprint target for crash fatalities for 2022, 197.4, was reached in 2018. For this reason, the Destination Safe Leadership Team voted to reduce the crash fatalities target by 5%. All 2020 performance targets are as follows:

1. Crash fatalities – 191.4
2. Crash fatality rate per 100M vehicle miles traveled (VMT) - .869
3. Crash serious injuries – 1004.9
4. Crash serious injury rate per 100M VMT – 4.481
5. Non-motorized crash fatalities and serious injuries – 102.1
2020 Federal Performance Measure Targets: Annual Crash Fatalities

**Annual Fatalities - MARC Region**

- **MO Fatalities**
- **KS Fatalities**
- **Regional Blueprint 2022 Target**
- **Approved Targets**
- **MARC 5 Year Average**
- **Trend**
- **2020 Target**

**Annual Fatality Rate per 100M VMT - MARC Region**

- **MPO Rate**
- **Approved Targets**
- **Regional Blueprint 2022 Target**
- **Trend**
- **2020 Target**
2020 Federal Performance Measure Targets: Annual Crash Serious Injuries

**Serious Injuries - MARC Region**

<table>
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<th>Year</th>
<th>MO Counties</th>
<th>KS Counties</th>
<th>MARC 5 Year Average</th>
<th>Approved Targets</th>
<th>Regional Blueprint 2022 Target</th>
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**Serious Injury Rate per 100M VMT - MARC Region**

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2020 Federal Performance Measure Targets: Non-Motorized Fatalities and Serious Injuries

Non-Motorized Fatalities and Serious Injuries

MARC Region
MARC 5 Year Average
Approved Targets
Regional Blueprint 2022 Target
Trend
2020 Target
ISSUE:
REPORT: Briefing on the Kansas FORWARD Transportation Program

BACKGROUND:
As the current Transportation Works for Kansas (T-WORKS) program comes to an end, the Kansas Department of Transportation has introduced legislation for a successor program, called FORWARD, to provide funding for highways, public transportation, rail, ports and emerging technology. Hearings on the proposed legislation were held on February 18, 2020, in the House Appropriations and Senate Ways and Means Committees. MARC provided testimony in support of the program and recommended that the share of funding for public transportation be doubled above the levels provided in T-WORKS.

A copy of this testimony is provided. Staff will provide more information at the meeting.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
The Mid-America Regional Council serves as the metropolitan planning organization and nonprofit association of city and county governments for the bistate Kansas City region, including Johnson, Leavenworth, Miami and Wyandotte counties. Each year, the MARC Board of Directors adopts state legislative platforms to highlight issues of importance to the region for state legislators in Missouri and Kansas. In addition, most local governments in the Kansas City metro actively support the legislative agendas of state municipal and county leagues. MARC’s regional platform is consistent with those agendas.

MARC supports the implementation of an effective multimodal 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 multimodal transportation system will enhance regional competitiveness by helping attract, retain and grow area businesses.

MARC congratulates the Kansas house, senate, governor and department of transportation for developing a well-considered framework to address the state’s most pressing transportation needs. The FORWARD program is broadly consistent with the transportation goals and priorities of the Kansas City region, and MARC was pleased to participate in its development.

MARC supports the key elements of the proposed Kansas FORWARD program:

- **Coordination with local officials on regional priorities.** Regular local consultation and coordination with regional transportation plans will ensure that KDOT remains attuned to the highest shared priorities for transportation investments throughout the state. A list of priority projects totaling over $2.3 Billion developed through the Kansas City metropolitan planning process is attached for your reference in Table 1 below.

- **Preservation of the transportation system.** Good stewardship of Kansas’ existing roads and bridges is vital to support statewide economic activity, safety and personal mobility. Weight-limited bridges impede commerce and rough pavements damage vehicles and increase costs for travelers. We support increased investment in system preservation as proposed in this program.
• **Flexible, rolling program.** Emerging technologies, an aging population, climate change and extreme weather will all have increasing impacts on communities across Kansas, so the state’s transportation program must be flexible, resilient and responsive to changing demands over time. Development of a pipeline of projects that may be periodically added to or adjusted in the program will better position the state to address these changing needs.

• **Focus on safety.** Traffic-related deaths and injuries are tragic and unnecessary. As recently as 2018 there were 63 lives lost to traffic crashes on the Kansas side of our region. By focusing state resources on data-driven safety strategies and partnering with regional coalitions such as Destination Safe, resources dedicated through FORWARD will enable KDOT and its partners to continue to make progress on reducing crashes and saving lives.

• **Commitment to fund multimodal transportation investments, especially transit.** Public transportation plays a growing role in providing access to jobs, a skilled workforce and healthcare services, as well as creating economic development and other opportunities; the state plays a vital role in supporting these services in urban and rural areas. Ridership and demand for public transportation is growing on the Kansas side of our region and so continued state investment in these services is critical to regional prosperity.

Public transportation is the most significant mobility gap in the Kansas City area. Our business community has identified workforce transportation as a key need for regional economic growth. Currently less than 10% of jobs in our region are accessible by public transportation, which in turn limits our businesses access to skilled labor. The transportation needs of older adults continue to grow and change in all parts of the state. As more older adults choose to age in place, alternatives to driving become more urgent and necessary in rural and urban communities of all sizes.

In a recent review of peer regions throughout the U.S., we found that funding for public transit in Greater Kansas City is less than half that of comparable areas. While the weighted average for transit spending of U.S. states is $61.85 per capita, Kansas spends only $3.78, ranking 29th of 51 states including the District of Columbia. The funding levels for public transportation currently proposed in FORWARD, while vitally needed and greatly appreciated, will not keep pace with these growing demands.

*Therefore, we would encourage the Kansas legislature to further strengthen the FORWARD program by doubling the minimum funding dedicated to public transportation.*

Thank you for your attention to the vital transportation needs of Kansans. We encourage you to support and strengthen the FORWARD program to provide long-term, stable and committed sources of funding to meet these multimodal needs and regional priorities. If you have any questions about MARC’s position on this program, please feel free to contact executive director, David Warm, or director of transportation and environment, Ron Achelpohl, at 816-474-4240.
Table 1. Draft Financially Constrained State System Project Priorities – Connected KC 2050 Regional Transportation Plan.

<table>
<thead>
<tr>
<th>Projects</th>
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<tbody>
<tr>
<td>US 56 &amp; I-35 Interchange Improvements</td>
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<tr>
<td>175th and US-169/K7 Interchange</td>
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<tr>
<td>183rd and US-169/K7 Interchange</td>
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<tr>
<td>K-10 Hwy and Cedar Creek Parkway Interchange</td>
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<tr>
<td>Santa Fe and Parker/K-7 Intersection</td>
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<tr>
<td>US-56, Moonlight Rd to I-35 &amp; New Century interchange</td>
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<tr>
<td>US 56 Improvements- West City Limits to Poplar</td>
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<tr>
<td>Johnson County Gateway Phase 2; inclusive of K-10/K-7 Interchange</td>
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<tr>
<td>US-69 Improvements Phase 1: 135th Street to I-435</td>
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<tr>
<td>I-70/K-7 Interchange KA-1003-10 (Phase 5)</td>
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<tr>
<td>I-70/K-7 Interchange KA-1003-11/15 (Phases 6 and 10)</td>
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<tr>
<td>I-70/K-7 Interchange KA-1003-12 (Phase 7)</td>
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<td>Woodland Road and K-10 Interchange</td>
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<tr>
<td>135th Street and I-35 Interchange</td>
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<td>119th and K-7 Interchange</td>
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<td>167th and US-169/K-7</td>
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<tr>
<td>Moonlight Road/Prairie Star Parkway and K-10 Interchange</td>
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<tr>
<td>I-435/State Ave Diverging Diamond Interchange (DDI)</td>
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<tr>
<td>18th Street Bridge Replacement</td>
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<tr>
<td>I-35 and Gardner Road Diverging Diamond Interchange (DDI)</td>
</tr>
<tr>
<td>Lewis and Clark Viaduct Phase 2</td>
</tr>
<tr>
<td>Turner Diagonal Corridor Improvements, K-32 to Leavenworth Rd.</td>
</tr>
<tr>
<td>Various State Highway System Improvements in Wyandotte County</td>
</tr>
</tbody>
</table>
ISSUE:
REPORT: Update on the acceptance of nominations for the 2020 Regional Assembly and Leadership Awards

BACKGROUND:
Each year since 1992, the Mid-America Regional Council has recognized individuals and institutions that have made outstanding contributions to the region with Regional Leadership Awards. MARC is now accepting nominations for 2020 award recipients, which will be presented at the 24th Annual Regional Assembly on June 5 at the Sheraton Crown Center.

The deadline for nominations is March 6. MARC is looking for individuals and organizations with a strong track record of outstanding contributions to the Greater Kansas City region — those who have gone above and beyond their jobs and their work in their own communities to advance a regional vision of excellence. Past recipients have included elected officials, local government professionals, civic leaders and organizations, nonprofit leaders and agencies, volunteer leaders, educators and educational institutions.

The MARC Board officers will meet in March to review nominations and select recipients. Selection criteria includes recognizing leadership in:

- Advocating regional concepts, approaches and programs
- Addressing regional challenges
- Applying innovative solutions to regional problems
- Advancing a regional vision of excellence and opportunity

MARC Board members are asked to submit nominations and disseminate information about the awards to colleagues to encourage them to submit their nominations.

RECOMMENDATION:
Submit nominations online at www.marc.org/nominations.htm by March 6, 2020.

CONTACT:
Amy Strange
Lauren Palmer
ISSUE:
VOTE: Approve minutes of the January 28, 2020 board meeting.

BACKGROUND:
The minutes of the January 28, 2020 board meeting are enclosed.

RECOMMENDATION:
Approve the minutes of the January 28, 2020 meeting.

STAFF CONTACT:
David Warm
Kerry Kudron
BOARD MEMBERS PRESENT
Commissioner Rob Roberts, Miami County, Kan. - MARC Board Chair
Commissioner Jimmy Odom, Cass County, Mo. - MARC Board First Vice Chair
Commissioner Harold Johnson Jr., Unified Government of Wyandotte County/Kansas City, Kan. - MARC Board 2nd Vice Chair
Mayor Eileen Weir, Independence, Mo. - MARC Board Treasurer
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.
Councilmember Curt Skoog, Overland Park, Kan.
Councilmember Vernon Fields, Basehor, Kan.
Mayor Holly Stark, Peculiar, Mo.
Mayor Rick Walker, De Soto, Kan.
Mayor Michael Boehm, Lenexa, Kan.
Mayo Paula Schwach, Westwood Hills, Kan.
Presiding Commissioner Jerry Nolte, Clay County, Mo.
Commissioner Jim Walters, Unified Government of Wyandotte County/Kansas City, Kan.
Commissioner Dagmar Wood, Platte County, Mo.
Councilmember Eric Bunch, Kansas City, Mo.
Commissioner Brian McKiernan, Unified Government of Wyandotte County/Kansas City, Kan.
Councilmember Lee Barnes Jr., Kansas City, Mo.
Mayor David Alvey, Unified Government of Wyandotte County/ Kansas City, Kan.
Mayor John “Tiny” McTaggart, Edwardsville, Kan.
Councilmember Vernon Fields, Basehor, Kan.
County Legislator Scott Burnett, Jackson County, Mo.
Commissioner Janee Hanzlick, Johnson County, Kan.
Councilmember Brandon Ellington, Kansas City, Mo.
Commissioner Jeff Culbertson, Leavenworth County, Kan.
Mayor Steve Shute, Gardner, Kan.

OTHERS PRESENT
Mike Webb, City Manager, Edwardsville, Kan.

STAFF PRESENT
Executive Director David A. Warm and other MARC staff
INTRODUCTIONS AND BOARD SHARING TIME
Commissioner Roberts called the meeting to order at 12:15 p.m. and welcomed attendees. Self-introductions were made, and members shared items of interest from their jurisdictions.

RECOGNITION OF MARC EMPLOYEE
David Warm, Executive Director at MARC, recognized Ms. Barbara Hensley, Public Affairs Program Director at MARC, for her upcoming retirement after 21 years of service with MARC.

Mr. Warm then introduced Tonya Boston, who is celebrating 20 years at MARC, and thanked her for her years of service. Ms. Boston is the Aging Systems Specialist in the Aging and Adult Services Department.

RECOGNITION OF OUTGOING BOARD MEMBER
Commissioner Rob Roberts recognized Lee Barnes Jr. for his time and service on the MARC Board. Commissioner Roberts shared several significant accomplishments and highlights of Councilmember Barnes’ career in the region.

MARC BOARD 2020 LEADERSHIP POSITIONS
VOTE: Election of 2020 MARC Board Officers
Mayor Carol Suter reported on behalf of the Nominating Committee, that the current MARC Board officers have agreed to serve for a second year. The committee has nominated Commissioner Rob Roberts, Commissioner Jimmy Odom, Commissioner Harold Johnson Jr, Mayor Eileen Weir and Mayor Carson Ross for election.

MOTION: Presiding Commissioner Jerry Nolte moved for approval and Councilmember Curt Skoog seconded. The motion passed.

VOTE: Appoint Members to Serve as Transit Representatives on the MARC Board
Commissioner Rob Roberts reported that Councilmember Eric Bunch from Kansas City, Missouri and Commissioner Brian McKiernan from Unified Government of Wyandotte County have been asked to serve as MARC Board transit representatives for their respective states and requested approval.

MOTION: Mayor Carson Ross moved for approval and Mayor David Alvey seconded. The motion passed.

FEDERAL AND STATE POLICY AGENDAS
VOTE: Approve the 2020 Federal Policy Agenda for Greater Kansas City
Ms. Marlene Nagel, director of Community Development at MARC stated that a slightly revised version of the 2020 Federal Policy Agenda was being presented. Most of the items were discussed at the December board meeting. Any items that have been changed since then and any additions to the agenda will be discussed today. Ms. Nagel thanked the board for their discussion and feedback that helped to shape the changes that have been implemented. The revised agenda better reflects the breadth of the communities in the Kansas City metropolitan area, and encompasses urban, suburban and rural cities.

The policy agenda is more specific about the reauthorization of the Federal Transportation Law that expires on September 30, 2020. MARC is hopeful that Congress will take action for a longer-term reauthorization that would increase resources to the Highway Trust Fund. Other priorities relate to Head Start and Early Learning resources. An additional priority is the reauthorization of the Older Americans Act which expired in 2019. The 2020 Census was fully funded by Congress last
year, but staff heard recently on a National Association of Regional Councils call, that in order to address data issues, the Census Bureau is expecting to make some modifications to the 2020 census numbers as they come out. A concern was raised by other regional councils about the process that may be used to make these adjustments, based on protecting the identities of individuals in smaller geographic areas. MARC is urging the Congressional delegation to monitor and understand these adjustments to make sure that they are in the best interest of the nation.

Some changes were made to the language under transportation and funding for special projects, in order to make a broader statement versus identifying specific projects. Another item that was added was a suggestion by Councilmember Bunch regarding rate-payer assistance. Some residents of our communities are sometimes challenged to be able to pay for water, sewer and storm water fees, so there is an opportunity for legislation to assist certain households with those costs. Lastly, under emergency services and safety, MARC received a copy of a letter from the entire Missouri Congressional delegation to FEMA toward the end of 2019. Under the Disaster Recovery Reform Act of 2018, there is a new section that encourages FEMA to support communities where disasters occur over a period of months. The state of Missouri asked for residential declarations for a number of counties including Platte, and those declarations were not approved. Implementing this section of the new federal law would help communities like Platte County, to ensure that their needs are addressed.

MOTION: Mayor Boehm moved for approval and Mayor Schwach seconded. The motion passed.

DISCUSSION: County Legislator Scott Burnett relayed that the Census Bureau has had a difficult time filling open positions. The bureau is attempting to hire 700 people in Jackson County and the positions pay fairly. They have employed 300 and encourage people to share this information. Mayor Eileen Weir stated that she submitted an application in December 2018 and never received a response. In an effort to better understand the process, Mayor Weir has asked others to submit applications and it appears to be an on-going issue. MARC has convened with Kansas and Missouri at census meetings and the Missouri side seems to be struggling and falling behind with staffing. Mayor Weir added that they are good-paying positions for temporary employment, but she is hesitant to continue to encourage people to apply when there is no response. Legislator Burnett added that he had made a contact at the Census Bureau and would follow up with them regarding these concerns. Mayor Suter added that the rate of unemployment is at 3% which may be a contributing factor.

REPORT: Missouri and Kansas State Budget Highlights and Legislative Outlook
Ms. Nagel reported that there were handouts provided outlining highlights from the state budgets, released by Governor Parsons and Governor Kelly last week. Staff will be tracking state budget work in the coming months. Governor Parsons verbally announced his support for funding of the new Buck O’Neil Bridge. Governor Parsons focused on three areas in his budget plan including public safety and mental health, workforce and education, and infrastructure. Under infrastructure, he spoke to the need for funding to support local communities in addressing public road and bridge projects. Governor Kelly’s budget plan focused on four areas. These included the state’s fiscal responsibility, reducing reliance on the State Highway Fund by $73 million dollars in 2020, and not having that money transferred to the general fund. Other areas included an expansion of Medicaid in Kansas, the need to fund K - 12 and higher education, and investments in public safety.
SAFE AND SECURE COMMUNITIES
Ms. Diana Mendoza-Cauley, Emergency Services Program Manager at MARC reported that MARC has a three-year Complex Coordinated Terrorist Attack (CCTA) grant that started in 2017 and will end this year. MARC has always been very involved in preparing the region for emergency and disaster-related events. After 911, the rate of intentional attacks has increased. In 2016, MARC applied for and was awarded a CCTA grant. This funding has been used to prepare different disciplines through planning, training and exercises. Last summer, it was suggested that elected officials should receive preparation and training to determine what their roles would be in the event of an attack. The training will prepare officials to be able to help their local chiefs, directors and organizations. The training will examine what can be done before an attack to reduce risks, as well as what can be done to help a community to recover. Ms. Mendoza-Cauley reported that a flyer has been provided with each board packet including further information regarding registration. A short video is being produced that features several chiefs and elected officials, to advertise the seminar.

DISCUSSION: Commissioner Roberts emphasized that this seminar is created specifically for elected and appointed officials and encouraged attendance on May 20. Commissioner Roberts added that he spent three months assisting with the recovery effort from a natural disaster after the Osawatomie flood. He was deployed to the area to help people figure out how to rebuild their homes, locate safe places to stay, get food and the resources that they needed. 400 homes were damaged or destroyed due to the flooding. FEMA offered $28,500 towards the rebuild of each home and landlords did not receive payments. Renters were provided with $800 from the Salvation Army to help with relocation, which was not a lot. Commissioner Roberts stated that attending the seminar will be extremely beneficial for elected officials in providing first steps.

Councilmember Vernon Fields added that when a tornado went through Leavenworth County, they also needed to let their citizens know what resources were available to them. Commissioner Roberts also recommended that mayors revisit their city disaster plans with councilmembers to determine everyone’s role in the case of an emergency. Mayor Paula Schwach asked if board members would receive an email regarding the training with a live link to register. Ms. Mendoza-Cauley stated that the flyer includes the registration link and an email will also go out with updates and the opportunity to register. Commissioner Roberts suggested that Ms. Kerry Kudron, Executive Assistant at MARC, email the registration link to board members following the meeting. Mr. Warm added that MARC staff will send a reminder at a later date as well.

EFFICIENT TRANSPORTATION AND QUALITY PLACES
REPORT: Review Transportation Project Priorities for a New Long-Range Plan, Connected KC 2050
Mr. Martin Rivarola, Assistant Director of Transportation and Land Use Planning at MARC reported that he would provide an update on the regional transportation plan. Mr. Rivarola will provide a refresher on the importance of this work and then discuss the focus on the project prioritization process over the last year.

A long-range regional transportation plan is a federally required document that is adopted by MARC’s Board every five years. The department has been working under the Transportation Outlook brand for 20 years and they are currently operating under the Transportation Outlook 2040 plan. A transition is on the horizon to operate under the Connected KC 2050 brand moving forward. Connected KC 2050 is a plan that establishes a regional vision for transportation investments, develops policies and strategies for implementing that vision and will ultimately
identify regionally significant, financially constrained projects. Mr. Rivarola added that these are projects that will have the financial resources to be implemented and correspond with the vision.

Objectives for the transportation plan update include being able to respond to future driving forces such as changing demographics, climate change and emerging technologies. The plan needs to be able to adapt to challenges and leverage driving forces that may create change. The plan focuses on vibrant activity centers and corridors and develops scenarios for new revenues. These objectives were set as the work began three years ago, with the board adoption of a revised vision statement. The vision statement has informed the future phases of work, the needs assessment and the policy framework that was adopted by the board two years ago. The sensitivity of the regional travel demand model has been tested through various scenarios. The results of those tests informed a call for projects process that was launched a year ago. There has been extensive public engagement throughout the process including public presentations, meetings, online social media outreach, in-person and online surveys. The work should culminate in the next three to six months. The plan will be presented to the board for review, opened for public review and comment in April and hopefully adopted in June.

Mr. Rivarola reported that recurring strategies were identified to help advance and meet policy goals, with a focus on the prioritization of investments and project prioritization. A call for projects was conducted one year ago for transportation project ideas. Over 400 projects were submitted, totaling over $15 billion dollars in investments over thirty years. The work within the plan aligns with the financial forecast and includes projects that would be affordable. There is an estimated $57 billion dollars in revenues over the life of the plan and about $50 billion in expenses, leaving about $6.5 billion for projects that can be implemented. For Kansas state system projects, there is some financial capacity to implement some of the projects that were proposed. For the Kansas local system projects, there appears to be sufficient capacity to implement a majority or all of the projects that were submitted. For the Missouri state system projects, there is no financial capacity according to the financial forecast, to implement any of the system expansion projects that were submitted. For the Missouri local system projects, there is a limited capacity for some of the submitted projects. On the transit projects, there is no financial capacity to expand the transit system beyond what exists today.

The list of proposed projects will need to be constrained and prioritized. Planning and policy committees inform the work and make recommendations. The projects that were submitted received a score based on pre-established criteria and the planning committee determined the priority level for each project based on a matrix. Projects were divided into quadrants based on how they scored and their prioritization level. Projects in the high priority quadrant that were financially feasible were included in the financially constrained project list. Projects in the list were organized by rehabilitation and replacement of existing systems and high priority projects that were financially feasible, sorted by decade. Projects that were not found to be high priority or were not financially feasible will continue to be acknowledged and will be included in an illustrative project list of varying priority. There are a number of steps over the next few months prior to completion. They will continue to work on performance measures and programming process adjustments. A soft launch of the final plan is scheduled to take place in about six weeks, followed by a public review in April or May. There will be a transition to a call for funding in April and in June, the Connected KC 2050 plan will be presented to the MARC Board for approval.
BRIEF REPORT
REPORT: Update on the Buck O’Neil Bridge Replacement
Mr. Ron Achelpohl, Director of Transportation and Environment at MARC reported that recent progress has been made on the Buck O’Neil Bridge project. Governor Parsons in his State of the State address earlier this month, announced that MoDOT and the State of Missouri will be conducting the bridge project. The Governor’s Bridge Bonding program passed last session and was used to fund some of the existing bridge projects on MoDOT’s state system. This freed up about $300 million of revenue that has been reallocated. The Kansas City area will receive about $60 million of that revenue, and that will be applied to the state’s share of the cost of the Buck O’Neil project. Currently, the state has identified $110 million of their own resources for the project, $40 million was committed in Surface Transportation Program (STP) funds for this project in 2017, the City of Kansas City, Missouri, is looking at about $60 million as a city contribution to the project and there was a successful application for a federal BUILD grant of $25 million. There is around $235 million available for the construction of the project. The project is currently awaiting release of a draft environmental assessment document. MoDOT will be announcing dates for a public hearing next month which will trigger project development work. A project director has been hired for the design and build project and they will issue a request for qualifications for design and build teams to do the project in the spring and request for proposals for the project in the summer with an eye towards meeting the deadline requirements of the federal BUILD grant. In the environmental assessment, there are three options other than no-build that are being considered. All provide accommodations for bicyclists and pedestrians across the bridge. There will be one final step on our end regarding funding. The federal STP funds have a contingency that MoDOT and the city come up with the rest of the funding package.

REPORT: Annual Board Review of the Conflict of Interest Policy, Whistleblower Policy and the Board Liability Advisory
Mr. Warm stated that once a year, the board is presented with a copy of the Conflict of Interest Policy and the Whistleblower Policy. He encouraged board members to review the policies. If a board member has a financial interest, there needs to be disclosure and nonparticipation in decision making. The Whistleblower Policy is available for board members as well as MARC employees to report items of concern anonymously without resulting in any repercussions. Mr. Warm stated that he reports once a year on known conflicts of interest and the only one that he is aware of is Councilmember Skoog is employed by a company that has a small contract with MARC. He has disclosed this and handled this appropriately.

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

VOTE: Approve Consent Agenda

   a. Ratify Actions Taken and Approve the Minutes of the December 17, 2019 Board Meeting
   b. Approve Actions Taken at the January 14, 2020 Head Start Advisory Committee Meeting
   c. Approve Grant Applications to the United Way of Greater Kansas City and the Stanley H. Durwood Foundation to Support the Regional Early Learning System
   d. Approve Contract Extensions with Commenco and RAMBIS to Maintain MARC’s 911 System
   e. Authorize a Contract with David Schemenauer for Emergency Services Hospital Preparedness Program
   f. Authorize Grant Applications to Kansas and Missouri Agencies to Support the Mid-America Local Emergency Planning Committee and the Regional Health Care Coalition
   g. Approve Payment for the Third Year of a Five-Year Agreement with GeoComm, Inc. for 911
Mapping Services

h. Approve a Contract with Jason White for EMS-Related Regulatory and Legislative Support
i. Approve an Agreement with Solera Health to Provide Home-Delivered Meals
j. Approve Contract Cap Increases for Two Aging and Adult Services Contract Assessors
k. Approve Submission of a Letter of Intent and Grant Application to the Health Forward Foundation to Support Green Infrastructure Efforts
l. Approve the 2020 1st Quarter Amendment to the 2020-24 Transportation Improvement Program
m. Approve Amendment #1 to the 2020 Unified Planning Work Program
n. Authorize and Application for a Federal Pedestrian Safety Data Grant to Improve Pedestrian Roadway Safety

MOTION: Mayor Schwach moved for approval and Councilmember Skoog seconded. The motion passed.

EXECUTIVE DIRECTOR’S REPORT
There was nothing to report.

OTHER BUSINESS
There was no other business.

ADJOURNMENT
The meeting was adjourned at 1:00 p.m.

MEETING SUMMARY APPROVED:

Rob Roberts, Chair

Date
Efficient Transportation and Quality Places

*** This report has been revised and should replace agenda item 7-b in the February 2020 board packet.

ISSUE:
VOTE: Approve the 2020 Special Amendment #1 to the 2020-24 Transportation Improvement Program

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

The proposed 2020 Special Amendment to the 2020-24 Transportation Improvement Programs includes 6 projects:

- 6 new Kansas projects to be added:
  - #280159 - I-435; Surfacing from the Wyandotte/Johnson County line to Leavenworth Rd
  - #280160 - I-635; Bridge repair at the K-32 junction
  - #380180 - I-635; Surfacing near the Wyandotte/Johnson County line
  - #380181 - I-435; Surfacing in Johnson County from K-10 to Midland Drive
  - #880008 - US-169; Bridge repair 1.66 miles north of K-7
  - #880009 - Kelly Parkway (Baptiste Drive) Improvements in Paola, KS

Details of these projects are available for review online at:

http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/20SA1amend.aspx

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. One comment in support of the amendment was received. The comment, and a proposed response from MARC have been included.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
The Total Transportation Policy Committee approved this amendment on February 18, 2020.

RECOMMENDATION:
Approve the 2020 Special Amendment #1 to the 2020-24 Transportation Improvement Program.

STAFF CONTACT:
Ron Achelpohl
Marc Hansen
AGENDA REPORT

MARC Board of Directors

February 2020
Item No. 7-c
Effective Local Government

*** This report originally appeared in the October 22, 2019 Budget and Personnel Committee packet. The agreement was approved by the B&P Committee and inadvertently left off the board consent agenda for the same date.

ISSUE:
VOTE: Authorize an agreement with Surdex Corporation to conduct the 2020 aerial imagery project

BACKGROUND:
Since 2008, MARC has coordinated a regional purchase of ortho-rectified aerial imagery every two years. An orthophoto or orthoimage is an aerial photograph that has been geometrically corrected, such that the scale is uniform. Local governments benefit from the lower costs associated with a larger project, while MARC benefits from gaining access to the aerial imagery for its planning and other purposes. The project is undertaken by MARC, acting on behalf of KC MetroGIS, the region’s consortium of public Geographic Information System (GIS) professionals. The imagery is purchased, owned and shared by the participating local jurisdictions.

The area for imagery to be captured in early 2020 may include Johnson, Wyandotte, Miami and Leavenworth Counties in Kansas and Platte, Clay, Jackson and a portion of Ray and Cass County in Missouri.

To help develop common specifications and provide oversight to the vendor selection process, MARC assembled an Imagery Workgroup as a subgroup of KC MetroGIS. The members of the Imagery Workgroup included representatives from Clay, Jackson, Platte, Johnson, Leavenworth and Wyandotte Counties, as well as a representative from the Missouri Department of Natural Resources and the City of Kansas City.

A request for proposal (RFP) was prepared for two types of imagery, orthophotography and oblique. In the MARC region, orthophotography is typically acquired every other year through a joint project and oblique imagery is offered as an option with each jurisdiction entering their own agreement with vendors if chosen.

Each member of the workgroup was provided access to the digital submissions from four vendor responses and given a preformatted scoring sheet that followed the requirements of the RFP process. Members of the workgroup scored the responses to the RFP and scores were tabulated resulting in a close ranking shown here.

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Points Possible</th>
<th>Surdex</th>
<th>Sanborn</th>
<th>Kucera</th>
<th>Nearmap</th>
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</thead>
<tbody>
<tr>
<td>Proposal Evaluation Score</td>
<td>84</td>
<td>76.0</td>
<td>74.0</td>
<td>69.1</td>
<td>29.3</td>
</tr>
</tbody>
</table>

Surdex, Sanborn and Kucera had the highest scores based on rankings related to quality of the proposal, product delivery, project management, experience, and other criteria. While Nearmap scored low on the response to the RFP, it was decided that the workgroup would still benefit from hearing what was different about their product and if we might consider an alternative approach in future imagery capture efforts. Vendors were brought in for presentations, interviewed and scored again by the workgroup. These results are shown in the table below.
A meeting of the entire workgroup was held, and members motioned to eliminate Nearmap. Subsequently, each workgroup member was asked to rank their vendor choice (of the three remaining) for orthophotography in order and the results are shown below. This produced Surdex as the top choice.

<table>
<thead>
<tr>
<th>Points Possible</th>
<th>Surdex</th>
<th>Sanborn</th>
<th>Kucera</th>
<th>Nearmap</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interview Evaluation Score</td>
<td>16</td>
<td>14.5</td>
<td>14.1</td>
<td>12.5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Orthophotography Score</th>
<th>Surdex</th>
<th>Sanborn</th>
<th>Kucera</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>30</td>
<td>25</td>
<td>1</td>
</tr>
</tbody>
</table>

The final cost of the 2020 project will depend, in part, upon specifications for flight height and building lean, the total number of local governments deciding to participate, and whether any partners want add-on imagery. Based on the proposal and current estimates of final specifications and project participants, it is estimated the cost of the 2020 project will not exceed $247,500 for approximately 3,300 square miles of orthophotography. If any local governments decide to purchase add-on imagery products, MARC staff will return to seek an amendment to this approval.

**BUDGET CONSIDERATIONS:**
This project is funded entirely through a cost-sharing arrangement amongst local governments. MARC collects a 2% fee for managing the project and acting as its fiscal agent. The dollars associated with this project will be used to help meet the local match requirements for federal transportation planning grants.

**COMMITTEE ACTION:**
This project was approved by the Imagery Workgroup subcommittee of KC MetroGIS. The workgroup recommends approval of a contract with Surdex by the MARC Board of Directors.

**RECOMMENDATION:**
Authorize an agreement with Surdex Corporation to conduct the 2020 orthophotography acquisition, processing and delivery in an amount not to exceed $247,500.

**STAFF CONTACT:**
Frank Lenk
Jay Heerman
ISSUE: Authorize an agreement with ETI, Inc. for Operation Green Light field network communication support services

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

MARC owns and maintains an extensive field network to support the regional traffic signal control system. The network consists of over 1200 network devices ranging from the licensed 18Ghz microwave backhaul equipment to unlicensed radios at the traffic signals and various network switches and supporting equipment. The components of the network are located throughout the region in 16 locations on water towers, rooftops and at traffic signals. Due to the specialized nature of the work that includes tower climbing, bucket truck work, testing equipment and specialized technical skills, this work continues to be contracted. The current contract with ETI, Inc. expires in March 2020.

On December 3, 2019, a request for proposal (RFP) was released and closed on January 3, 2020. A preproposal meeting was held on December 16, 2019. The RFP was advertised via DemandStar and MARC’s website as well as MoDOT’s Local Public Agency site. DemandStar notified 107 possible vendors. Proposals were received from C&C Group and Electronic Technologies, Inc. The selection considered factors including experience, project approach, references and cost. The selection committee recommended ETI, Inc.

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

COMMITTEE ACTION: The Operation Green Light Steering Committee met on January 27, 2020 and voted to recommend the selection of ETI, Inc.

RECOMMENDATION: Authorize MARC to enter into a two-year agreement with ETI, Inc. in an amount not to exceed $180,000 for the OGL field network support.

STAFF CONTACT:
Ron Achelpohl
Ray M. Webb
ISSUE:
VOTE: Authorize a contract 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. MARC’s OGL program utilizes this shared software on its server and supports 1500 traffic signals, including servers in Kansas City, Overland Park and Olathe.

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 region has utilized TransSuite system software since 2005. While this software has met the needs of the region for years, federal and state regulations require a system engineering review before continuing use of a system. During 2018 and 2019, the OGL agency partners assisted by the consulting firm Iteris, Inc., developed an extensive set of software requirements that would meet the needs of the region, in which a variety of traffic signal controllers are utilized.

A request for information (RFI) process was undertaken between November 21, 2018 and January 30, 2019 that provided the regions traffic signal system information and requested proposals from interested traffic signal system software vendors. Five vendors presented information about their traffic signal systems.

On August 22, 2019, MARC published a Request for Proposals (RFP) from vendors to provide traffic signal system software. A preproposal meeting was held on August 28, 2019. The RFP closed on September 17, 2019. Interviews were conducted on October 10, 2019 with three software vendors, Econolite, Intelight and TransCore. Vendors were asked to provide a test system that was set up in the Kansas City traffic operations center. Each vendors system was bench tested to verify against regionally developed system requirements. The bench testing concluded November 14, 2019.

The regions partners selected TransCore to provide the traffic signal software. The basis for the selection included mandatory and optional requirements as well as project approach, project team, cost, and references. 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 software fixes and ongoing technical support to the OGL partners through this contracted service.

BUDGET CONSIDERATIONS:
Funds for this purchase are included in the Operation Green Light operations budget. This procurement will be funded through federal grants administered by the Kansas and Missouri Departments of Transportation. Participating local governments provide matching funds for this grant.
COMMITTEE ACTION:
The Operation Green Light Steering Committee met on January 27, 2020 and voted to recommend the selection of TransCore ITS, Inc. for a two-year contract in the amount of $300,000.

RECOMMENDATION:
Authorize MARC to enter into a two-year contract with TransCore ITS Inc. for traffic signal system software support services for Operation Green Light, not to exceed $300,000.

STAFF CONTACT:
Ron Achelpohl
Ray M. Webb
ISSUE: Authorize a contract with two consulting firms, Olsson and Iteris, Inc., for traffic signal timing and engineering support services

BACKGROUND:
Operation Green Light (OGL) is a regional traffic signal coordination and operations program involving local governments and the State Departments of Transportation in Kansas and Missouri. This initiative improves regional traffic flow, air quality and fuel consumption. As a key part of this work, OGL develops and implements traffic signal timing plans in cooperation with participating state and local governments and monitors real-time operations on roadway intersections in the system. Continued traffic signal timing and engineering support services will be integral to the successful operation of the OGL program.

These services are needed to continue efforts to keep signal timing at its peak level of performance at the over 700 traffic signals that OGL currently supports for 26 agencies and over 1500 traffic signals supported by the regional software.

MARC has contracted with Olsson since 2016 which expires March 2020. MARC issued a Request for Qualifications on November 18, 2019 and recently conducted interviews that included Olsson, WSP, Bartlett & West, Walter P. Moore and Iteris, Inc. A selection committee comprised of key OGL partners selected two firms, Olsson and Iteris, Inc. based on advertised selection criteria. Olsson has performed key work for the program and was selected as well as Iteris Inc. This provides the region the ability to respond to peaks of regional needs for additional signal timing and engineering capacity.

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

COMMITTEE ACTION:
The Operation Green Light Steering Committee met on January 27, 2020 and voted to enter into a two-year contract with Olsson and Iteris, Inc., not to exceed $300,000 per contract.

RECOMMENDATION:
Authorize MARC to enter into a two-year contract with Olsson and Iteris Inc., for traffic signal timing and engineering support services for the Operation Green Light Program, not to exceed $300,000 per contract.

STAFF CONTACT:
Ron Achelpohl
Ray M. Webb
ISSUE:
VOTE: Authorize the acceptance of funds from participating local governments for the regional water quality public education program

BACKGROUND:
Since 2003, MARC has assisted area communities in complying with state and federal storm water permit requirements. As a part of those efforts, MARC convenes a Water Quality Education Committee, which develops and implements a coordinated public education campaign about the importance of clean water. The committee is comprised of representatives from local government and environmental groups with expertise in water quality. Funding for the committee and related water quality education and outreach activities is contributed by area local governments.

The Water Quality Education Committee will begin its 17th yearlong public education campaign. The 2020 campaign will support a combination of regional events, training programs, posters and brochures, media spots, giveaways, print materials and support staff time. The program budget for 2020 is $155,000. Communities anticipated to contribute to the 2020 program include:

- Clay County, Missouri
- Excelsior Springs, Missouri
- Gladstone, Missouri
- Peculiar, Missouri
- Platte County, Missouri
- Sugar Creek, Missouri
- Kansas City, Missouri
- Lake Lotawana, Missouri
- Liberty, Missouri
- Lenexa, Kansas
- Lee’s Summit, Missouri
- Overland Park, Kansas
- Independence, Missouri
- Jackson County, Missouri
- Johnson County, Kansas
- Raymore, Missouri
- Raytown, Missouri
- Unified Government of Wyandotte County / Kansas City, Kansas
- Weatherby Lake, Missouri

Member contributions are at rate of 10 cents per capita with Kansas City, Missouri and Johnson County, Kansas being the largest contributors at $45,000 annually. Johnson County, Kansas provides funding on behalf of the county and many of the smaller communities in Johnson County. Additional communities may join the program during the program year.

BUDGET CONSIDERATIONS:
Expenditures have been planned and approved by the Water Quality Education Committee and will be limited to match available resources from participating communities.
REVENUES

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Member Fees</td>
<td>$155,000</td>
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PROJECTED EXPENSES

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<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel (salaries, fringe, rent)</td>
<td>$75,000</td>
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<tr>
<td>Contractual (workshops /conference)</td>
<td>$20,000</td>
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<tr>
<td>Other (educational supplies, printing, etc.)</td>
<td>$35,000</td>
</tr>
<tr>
<td>Grant program</td>
<td>$25,000</td>
</tr>
</tbody>
</table>

RECOMMENDATION:
Authorize MARC to accept approximately $155,000 in funds from participating local governments to support the 2020 water quality education program.

STAFF CONTACT:
Tom Jacobs
Alecia Kates
ISSUE:
VOTE: Approve the purchase and installation of workstations and servers for the regional 911 network

BACKGROUND:
With the direction of the Public Safety Communications Board, a four-year replacement schedule has been established for workstation equipment in the MARC Regional 911 network. Each year, 60 workstations will be replaced, which keeps all equipment under warranty and maintains current technology. This purchase includes all server and workstation equipment for the MARC Training Center, Raymore, Prairie Village and Leawood public safety answering points (PSAPs). MARC utilizes Commenco, Inc. for the purchase of the VESTA equipment as the region's authorized dealer.

BUDGET CONSIDERATIONS:
The total cost for this portion of the 2020 project, including all necessary hardware, software and installation costs, is $471,439.99. The expenditures will be made using existing dollars from the 9-1-1 Equipment Replacement Fund.

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Source</td>
<td>$471,439.99</td>
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<td></td>
<td>911 Allocation Budget</td>
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<tr>
<th>PROJECTED EXPENSES</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel (salaries, fringe, rent)</td>
<td>-</td>
</tr>
<tr>
<td>Contractual</td>
<td>$471,439.99</td>
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<tr>
<td>Pass-Through</td>
<td>-</td>
</tr>
<tr>
<td>Other (supplies, printing, etc.)</td>
<td>-</td>
</tr>
</tbody>
</table>

COMMITTEE ACTION:
The Public Safety Communications Board approved the use of these funds in the 2020 Regional 911 Budget.

RECOMMENDATION:
Authorize the purchase and installation of 60 workstations and servers from Commenco, Inc. in the amount of $471,439.99 to provide service for the regional 911 network.

STAFF CONTACT:
Eric Winebrenner
ISSUE:
VOTE: Authorize an application to the Missouri Department of Transportation for SFY 2021 Missouri Elderly & Handicapped Transportation Assistance Program funds

BACKGROUND:
Each year, MARC applies to the Missouri Department of Transportation for funds through the Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP). These funds are used to provide transportation services for older adults, as well as 18 to 59-year-old individuals with disabilities, primarily for medical trips. The application deadline for funds to be received and expended during SFY 2021 is March 31, 2020.

BUDGET CONSIDERATIONS:
MARC will incorporate this funding into the SFY 2021 area plan transportation budget. Currently, MARC receives $123,515 under the SFY 2020 program. This application will request $125,000.

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

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

COMMITTEE ACTION:
On February 12, the Commission on Aging recommended that MARC be authorized to apply for and accept MEHTAP funds as allocated for the SFY 2021 program year.

RECOMMENDATION:
Authorize MARC’s Executive Director to apply for Missouri Elderly & Handicapped Transportation Assistance Program funds from the Missouri Department of Transportation and accept up to $125,000 as allocated for the SFY 2021 program year.

STAFF CONTACT:
James Stowe
ISSUE:
VOTE: Authorize a Managed Services Network agreement with Blue KC to provide wraparound social health interventions to insurance members

BACKGROUND:
MARC’s integrated community services network, the Managed Services Network (MSN), is advancing discussions with Blue KC to provide wraparound social health interventions to health insurance members who are medically and socially complex.

Regionally, Blue KC covers approximately 700,000 lives, of which 11,000 are of the Medicare Advantage type. The remaining members are largely covered by commercial health insurance plans. The Spira Care plan is a recent market innovation that allows members to receive primary care and affiliated services from contracted Blue KC providers, housed in local neighborhood clinics throughout the region.

Presently, 28,000 members are covered under Spira, with an estimated increase to 50,000 members by the end of 2020. Blue KC has incentivized providers to screen for social determinants of health through value-based reimbursements. At Spira Care clinics, these screens are expected to result in 857 MSN-eligible members. However, Blue KC is beginning this program as a pilot and is expected to contract for services to be rendered to approximately 200 individuals.

The MSN will embed an Integrated Care Specialist at the three launch clinics (Liberty, Wyandotte, and Tiffany Springs), who will assist with referrals and helping providers to become familiar and comfortable with this new community system. Referrals will result in an in-home assessment, development of a community care management care plan, and possibility of pairing additional transportation and home-delivered meal services with the insurance member’s needs.

Blue KC has also approached MARC to provide similar services for their Medicare Advantage plan in 2021. That contract is awaiting further actuarial analysis to define contract amounts and scope.

BUDGET CONSIDERATIONS:
Final terms and costs remain under negotiation. The following are estimates only.

<table>
<thead>
<tr>
<th>SOURCE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>REVENUES (Annual, beginning 3/20/2020)</td>
<td></td>
</tr>
<tr>
<td>Blue KC</td>
<td>$305,600</td>
</tr>
<tr>
<td>Menorah Heritage Foundation, Health Forward Foundation, and Greater KC Community Foundation</td>
<td>$350,000</td>
</tr>
<tr>
<td>PROJECTED EXPENSES (for 200 clients)</td>
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<tr>
<td>Personnel (salaries, fringe, rent)</td>
<td>$159,300</td>
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<td>$156,200</td>
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<td>Pass-Through</td>
<td>$281,376</td>
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<td>Other (supplies, printing, etc.)</td>
<td>$6,250</td>
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<tr>
<td>Total</td>
<td>$603,126</td>
</tr>
</tbody>
</table>
COMMITTEE ACTION:
On February 12, the Commission on Aging recommended that MARC be authorized to finalize an agreement with Blue KC.

RECOMMENDATION:
Authorize MARC to enter into a Managed Services Network agreement with Blue KC to provide wraparound social health interventions to approximately 200 insurance members at an estimated cost of $603,126.

STAFF CONTACT:
James Stowe
VOTE: Approve a contract extension with the University of Missouri allowing MARC’s Head Start program to continue to conduct Parent Café work

BACKGROUND:
The Curators of the University of Missouri identified MARC’s Head Start program as a collaborative partner and contracted with them to implement the Parent Café approach within its assigned region. Parent Cafés are an adaptation of the World Café process which encourages deep self-reflection and peer-to-peer learning. Parent Cafés are a way to bring the Strengthening Families™ researched-based protective factors to parents and are one part of a larger strategy to encourage parent engagement and leadership.

An original contract was approved by the MARC Board in June of 2019 in the amount of $120,000 for services through December 31, 2019. The University would like to extend the contract through March 6, 2020 and provide an additional $49,650 to carry out the Parent Café work.

This project supports the expansion and implementation of Parent Café in Missouri. MARC Head Start staff will facilitate the Parent Café Training Institutes and will contract with individuals trained in implementing the Parent Café approach to facilitate the additional Parent Café series. The new total sum of MARC’s compensation for these services is not to exceed $169,664.00.

BUDGET CONSIDERATIONS:

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>Amount</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$169,664</td>
<td>University of Missouri</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECTED EXPENSES</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel (salaries, fringe, rent)</td>
<td>$25,000</td>
</tr>
<tr>
<td>Contractual</td>
<td>$125,000</td>
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<tr>
<td>Pass-Through</td>
<td>-</td>
</tr>
<tr>
<td>Other (supplies, printing, etc.)</td>
<td>$19,664</td>
</tr>
</tbody>
</table>

RECOMMENDATION:
Authorize MARC to extend an agreement with The University of Missouri to conduct the Parent Café series from June 1, 2019 to March 6, 2020, for a compensation amount not to exceed $169,664.00.

STAFF CONTACT:
Jovanna Rohs
Lynette Fowler