



Board of Directors MEETING NOTICE

Mid-America Regional Council • 600 Broadway, Suite 200 • Kansas City, Missouri 64105 • 816/474-4240

November 22, 2022

Board Member Meeting: 12:00 p.m.

In-person attendees in MARC's Board Room with a remote option via Zoom

- Members of the public who wish to participate in this meeting: please email McKenzie Neds at mnedes@marc.org by 9:00 a.m. on Tuesday, November 22, 2022 for instructions to join the teleconference.

AGENDA

1. Brief Self-Introductions
2. HEALTHY ENVIRONMENT
 - a. REPORT/DISCUSSION: Climate and Environment Council Priorities
 - b. REPORT: Resilient Success Stories Event on December 9, 2022
 - c. REPORT: Solid Waste Management District Annual Review & Priorities
3. CORE CAPACITIES
 - a. REPORT: Overview of the Revised 2022 and Proposed 2023 Budget
4. BRIEF REPORTS:
 - a. REPORT: Regional Broadband Infrastructure Analysis and Digital Equity Action Plan
 - b. REPORT: Current and projected impacts of COVID-19 / flu viruses in the Region
 - c. REPORT: 2022 Ozone Season
 - d. REPORT: National League of Cities Wrap-Up
5. Executive Director's Report

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

6. VOTE: Approve Consent Agenda
 - a. Approve Minutes of the October 25, 2022 Board Meeting
 - b. Authorize federal subrecipient grant agreements for U.S. Department of Health Human Services Substance Abuse and Mental Health Services Administration (SAMHSA) grant to enhance mental health mobile crisis response
 - c. Authorize acceptance of additional funds from the Kansas Department of Health and Environment (KDHE) for regional Community Health Worker (CHW) projects
 - d. Authorize a contract with Custom Lighting dba Black and McDonald for the Operation Green Light Traffic Signal Enhancement construction project in Kansas.
 - e. Authorize a contract with Custom Lighting Services dba Black and McDonald for the Operation Green Light Traffic Signal Enhancement project in Missouri.
 - f. Approve an agreement with Motorola Solutions to purchase VESTA 911 Backroom server to upgrade Kansas City South Patrol host site.



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- g. Approve the agreement with Motorola Solutions to purchase VESTA Next Generation 911 Routers Version 2.
- h. Authorize an application for a grant from the Marion and Henry Bloch Family Foundation for the Regional Housing Partnership (RHP).
- i. Authorize amendments to selected Aging Services SFY 2023 agreements to accommodate higher service volumes and contract ceilings.
- j. Authorize MARC to contract with Habitat for Humanity of Kansas City for home repair and modifications.
- k. Approve Amendments to Connected KC 2050 Plan and 2022-26 Transportation Improvement Plan for U.S. 69 Expansion Project.
- l. Approve proposed 2023 Unified Transportation Planning Work Program

7. Other Business

8. Adjournment

AGENDA REPORT

MARC Board of Directors

November 2022
Item No. 1

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.

MARC Board of Directors — Members and Alternates

Name	Jurisdiction	Title
Allen, Perry**	MoDOT	Asst. District Engineer
Bacon, John	City of Olathe	Mayor
Baird, Bill	City of Lee's Summit	Mayor
Boehm, Mike	City of Lenexa	Mayor
Boley, Damien	City of Smithville	Mayor
Bunch, Eric	City of Kansas City	Councilmember
Burnett, Scott	Jackson County	Legislator
Culbertson, Jeff	Leavenworth County	Commissioner
Dickey, David	City of Mission Hills	Mayor
Eilert, Ed	Johnson County	Commission Chairman
Ellington, Brandon	City of Kansas City	Councilmember
Fast, Becky	Johnson County	Commissioner
Fields, Vernon	City of Basehor	Councilmember
Garner, Tyrone	Unified Government of WyCo/KCK	Mayor/CEO
Grummert, Holly	City of Overland Park	Councilmember
Hall, Heather	City of Kansas City	Councilmember
Hanzlick, Janeé	Johnson County	Commissioner
Harrington, Jeff	City of Bonner Springs	Mayor
Heley, Logan	City of Overland Park	Councilmember
Hobart, Dan	City of Independence	Councilmember
Hurlbert, Victor	Clay County	Auditor
Huston, Bob	Cass County	Presiding Commissioner
Jarrold, Dick**	KCATA	Vice President
Johnson, Harold	Unified Government of WyCo/KCK	Commissioner
Johnson, Ryan	Cass County	Commissioner
Kane, Mike	Unified Government of WyCo/KCK	Commissioner
King, Bob	Ray County	Presiding Commissioner
Koehn, Leroy**	KDOT	District Engineer
Lucas, Quinton	City of Kansas City	Mayor
Lopez, Beto	City of Lee's Summit	Mayor Pro Tem
Makinen, Robbie**	KCATA	President/CEO
Markley, Angela	Unified Government of WyCo/KCK	Commissioner
McDonough, Mike	City of Raytown	Mayor
McKiernan, Brian*	Unified Government of WyCo/KCK	Commissioner
Mikkelson, Eric	City of Prairie Village	Mayor
Moriarty, Michael**	KDOT	Chief of Transportation Planning
Nolte, Jerry	Clay County	Presiding Commissioner
Pogue, Randy	City of Kearney	Mayor
Roberts, Rob	Miami County	Commission Chairman
Ross, Carson	City of Blue Springs	Mayor
Rowland, Rory	City of Independence	Mayor
Schieber, Ron	Platte County	Presiding Commissioner
Silvester, David**	MoDOT	District Engineer
Skoog, Curt	City of Overland Park	Mayor
Smith, Doug	Leavenworth County	Commission Chairman
Turnbow, Kristofer	City of Raymore	Mayor
Vogt, Marge	City of Olathe	Councilmember
Walker, Rick	City of De Soto	Mayor
White, Frank	Jackson County	County Executive
Wood, Dagmar	Platte County	Commissioner
Vaughan, Tyler	Miami County	Commissioner

*Public Transit Representatives (Voting) **Public Transit Advisory Representatives (Non-Voting)

AGENDA REPORT

MARC Board of Directors

November 2022
Item No. 2a
Healthy Environment

ISSUE:

DISCUSSION: Climate and Environment Council Priorities

BACKGROUND:

Following the adoption of the Regional Climate Action Plan, the MARC Board approved the formation of the Climate and Environment Council (CEC) in February 2022 to shepherd plan implementation. After participating in open application process, new council members have met twice during the fall of 2022. The committee is co-chaired by Roeland Park Mayor Mike Kelly and Smithville Mayor Damion Boley, and jointly overseen by MARC and Climate Action KC.

This report will provide an overview of council membership and initial discussions to date. The council is comprised of 35 members, with extremely diverse membership. Council members represent diverse geographies, areas of expertise and communities - from artists and community organizers to experts in building technology, water resources, renewable energy, transportation, public health, urban food systems and more.

The community is expected to establish initial committee priorities at its third meeting in December 2022. The unequivocal top priority of the group focuses on the intersection of social equity, environmental justice, and community engagement. The group is anticipated to support a variety of other priorities as well, such as:

- providing guidance on federal grant opportunities across the spectrum of opportunities
- developing a communications plan
- creating a policy development pathway to facilitate local governments consideration of new issues
- establishing clear performance metrics and targets
- facilitating capacity and leadership through an expanded “Academy of Sustainable Communities” and the launch of a “Rapid Prototyping Academy.”

ISSUES FOR DISCUSSION:

1. How might the Climate and Environment Council help the region scale up and accelerate climate resilience efforts in ways that also support other regional goals?

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

None

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Tom Jacobs

AGENDA REPORT

MARC Board of Directors

November 2022
Item No. 2b
Healthy Environment

ISSUE:

REPORT: Resilient Success Stories Event on December 9, 2022

BACKGROUND:

MARC and Climate Action KC will host the first Resilient Success Stories event at the Kauffman Foundation on Friday December 9, 2022 from 8:30 - 10:30am. The event will celebrate outstanding efforts to advance climate resilience in metro Kansas City. Building on ten previous Sustainability Success Story events, the event will create an opportunity for 200 expected participants to learn about local best practices and network with their peers. The event will also celebrate the leadership transition at Climate Action KC.

Nine organizations were selected to share their success stories by a subcommittee of the Climate and Environment Council. Projects broadly focus on energy efficiency, green infrastructure and water resource management, resilience planning, and municipal and nonprofit innovation. Highlighted projects selected by the committee include:

- Climate Action KC - Regional Building Energy Exchange Accelerator Program
- Gladstone - Big Shoal Farm
- Johnson County - Forest Restoration Project, Stormwater Master Plan, Tomahawk Creek Wastewater Treatment Facility - Sidestream Treatment Process
- KCMO -Climate Protection and Resiliency Plan, Solarize Kansas City, and Neighborhood Clean Up Assistance Programs
- City of Merriam - Residential Sustainability Grant Program
- City of Mission - Facility Conservation Improvement Program
- Kompas Kapital - Sustainability-focused Office Building Modernization
- Kansas City Public Library - Climate Action Planning Dashboard
- City of Lee's Summit - Downtown Green Infrastructure Improvements
- Heartland Conservation Alliance - Nature Action Crew

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

None

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Tom Jacobs

AGENDA REPORT

MARC Board of Directors

November 2022
Item No. 2c
Healthy Environment

ISSUE:

REPORT: Solid Waste Management District Annual Review & Priorities

BACKGROUND:

The MARC Solid Waste Management District (district) receives grant funds from the Missouri Department of Natural Resources (MDNR) to support waste reduction and recycling efforts. The district conducts planning, administers grants to encourage waste reduction and recycling and promotes various programs for area residents, including the Regional Household Hazardous Waste Program (HHW) and RecycleSpot.org. Several initiatives are underway to support the district's solid waste management plan including food waste planning and education, compost and recycling market development, illegal dumping, paint stewardship and pharmaceuticals management.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

The district represents Cass, Clay, Jackson, Platte, and Ray counties and all cities therein.

EXHIBITS:

Power Point

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Lisa McDaniel
Tom Jacobs
Ron Achelpohl

AGENDA REPORT

MARC Board of Directors

November 2022
Item No. 3a
Core Capacities

ISSUE:

REPORT: Overview of the Revised 2022 and Proposed 2023 Budget

BACKGROUND:

The draft 2023 Budget is being prepared for review by the Budget and Personnel Committee. The 2023 Budget and Work Plan document models the GFOA Distinguished Budget Award format, with the overarching goal of clearly communicating our financial condition and operations to the public. As is our practice, we use this budget process as an opportunity to ensure we are directing resources toward the policy goal areas that support our vision, as well as toward organizational goals of increasing technical capacities, integrating systems and strategies, having responsive processes and nimble structures and equity at the core of everything that we do.

Since August, key committees have reviewed their accomplishments and identified goals for the upcoming year. Some, like 911 and Operation Green Light have approved 2023 budgets, which are folded into this MARC budget. The Policy Goal Area section provides a comprehensive summary of accomplishments in 2022 and priority work for 2023. At the Board meeting, staff will review those workplans and highlight projects that will be particularly impactful in 2023.

The Budget and Personnel Committee meeting will include a review of the Budget Highlights section which provides narratives regarding the most significant information included in this Revised 2022 and Proposed 2023 Budget, including grants that are ending or beginning, staffing additions and changes and reflections on revenue outlook for the upcoming year.

The current draft 2023 Budget and Work Plan document is available [here](#). Over the next few weeks, hopefully you will review the document and ask any questions that you have. The December Board meeting will include high level financial information and the Budget and Personnel meeting will include detail on the sources and uses of revenue.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

[Draft 2023 Budget and Work Plan](#)

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Carol Gonzales
Joanne Bussinger
Darlene Pickett
Amanda Rehani

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 4a

Thriving Older Adults and Communities

ISSUE:

REPORT: Regional Broadband Infrastructure Analysis and Digital Equity Action Plan

BACKGROUND:

Congress has authorized over \$100 billion to support addressing broadband infrastructure and digital equity needs. States and local communities recognize the importance of quality, reliable, affordable internet for businesses and residents. The states of Missouri and Kansas are using some American Rescue Plan dollars for broadband infrastructure, particularly to improve connections in rural areas. Applications from a number of Internet Service Providers (ISP) have been submitted to both state broadband offices to expand services in the KC metro area.

With the availability of the federal funds over the next 3 to 4 years, MARC, KC Rising, and the Federal Reserve Bank of Kansas City launched an effort to identify unserved and underserved portions of the metro area where infrastructure investments are needed, and to look at investments to increase adoption by households with barriers, including affordability, lack of devices and need for training. There are sizable resources coming from the federal government for investments in broadband infrastructure and digital equity. The lack of clear plans and funding proposals limit the region's ability to be able to secure a portion of the funds being directed to the states of MO and KS.

Work underway includes:

Gaps in Broadband Infrastructure - MARC contracted with Black and Veatch to analyze unserved and underserved neighborhoods and areas in the Kansas City region using private and public data. A detailed report will be shared at a meeting hosted by Black and Veatch on December 9. KC Digital Drive is assisting MARC in meeting with several the ISP providers to understand their plans for expansion and interest in possible partnerships.

Review of Assets and Civic/Government Interest - Interviews have been conducted with 18 local governments and 10 libraries to understand their perceptions of needs in their jurisdictions to improve broadband infrastructure and help households with digital adoption support. In general, local governments did not see a specific role in broadband infrastructure and digital equity. Libraries have been very involved over the past two years in supporting digital adoption by making computers and free WI-FI available in their facilities and loaning out computers and hot spots to patrons and providing training. Libraries are interested in doing more but have limited staff and other resources.

Digital Equity - MARC held five virtual workshops and eight in-person workshops in September and October to engage stakeholders and residents in understanding barriers to access and adoption and identifying possible projects for federal funds. MARC hosted two in-person workshops in early November for the Missouri Broadband office. The planning work will identify possible project ideas and organizations that could help increase digital access and adoption for households in the metro area.

AGENDA REPORT

MARC Board of Directors

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT:

Marlene Nagel

AGENDA REPORT

MARC Board of Directors

November 2022
Item No. 4b
Safe and Secure Communities

ISSUE:

REPORT: Current and projected impacts of COVID-19 / flu viruses in the Region

BACKGROUND:

Impacts to the health care system are ongoing and expected to increase throughout the fall and winter. Projections show due to the convergence of COVID, flu, and RSV impacts to the healthcare system will exceed strain previously seen at prior peaks of COVID-19 in Fall and Winter of 2021 through 2022. The MARC Region Health Care Coalition (HCC) has increased communication and pre-planning activities due to current and projected impacts to the health care system.

BUDGET CONSIDERATIONS:

None

COMMITTEE ACTION:

The MARC HCC recommended briefing the MARC Board on the current and projected situation for awareness and projected workforce impacts.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

Power Point

RECOMMENDATION:

None. For information only.

STAFF CONTACT:

Jennifer Sutherlin
Erin Lynch

AGENDA REPORT

MARC Board of Directors

November 2022
Item No. 4c
Healthy Environment

ISSUE:

REPORT: 2022 Ozone Season

BACKGROUND:

The 2022 Ozone Season ran from March 1 to October 31st. While there were two ozone alerts during this time, the eight-hour ozone concentrations did exceed the 70 part-per-billion (ppb) standard six days during the season. Based on monitor values, the Kansas City region's 3-year average ground-level ozone concentration is now 68 parts per billion (ppb), an increase from last year's ozone concentration of 66 ppb. The 2015 National Ambient Air Quality Standard (NAAQS) set by the EPA for ozone pollution is 70ppb, meaning the region continues to meet the national health-based standard.

While ground-level ozone is the criteria pollutant of most concern in the Kansas City region, MARC's Air Quality Program tracks poor air quality events related to PM2.5 (particulate matter) that impacted our community. The only notable regional-scale PM2.5 event occurred in mid-June and was caused by Saharan dust.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

EXHIBITS:

[2022 Ozone Season Summary](#)

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Karen Clawson

AGENDA REPORT

MARC Board of Directors

November 2022
Item No. 4d
Effective Local Government

ISSUE:

REPORT: National League of Cities Wrap-Up

BACKGROUND:

The City of Kansas City, MO hosted the National League of Cities annual conference November 16-19 in partnership with area cities and support from many businesses and civic organizations. MARC staff will highlight some key outcomes, and MARC Board members will be invited to share any insights.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC Region.

EXHIBITS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Lauren Palmer

AGENDA REPORT

MARC Board of Directors

November 2022
Item No. 6a

ISSUE:

VOTE: Approve minutes of the October 25, 2022 Board meeting

BACKGROUND:

The minutes of the October 25, 2022 meeting are enclosed.

RECOMMENDATION:

Approve the minutes of the October 25, 2022 meeting.

STAFF CONTACT:

David Warm
McKenzie Neds

MARC

MID-AMERICA REGIONAL COUNCIL
BOARD OF DIRECTORS MEETING SUMMARY
October 25, 2022
12:00 p.m.

BOARD MEMBERS PRESENT

Mayor Carson Ross, Blue Springs, Mo. - MARC Board 1st Vice Chair
Commissioner Janeé Hanzlick, Johnson County, Kan. - MARC Board 2nd Vice Chair
Mayor Pro Tem Beto Lopez, Lee's Summit, Mo. - MARC Board Treasurer
Mayor Damien Boley, Smithville, Mo. - MARC Board Secretary
Mayor Curt Skoog, Overland Park, Kan.
Commissioner Jeff Culbertson, Leavenworth County, Kan.
Victor Hurlbert, Auditor, Clay County, Mo.
Mayor Mike McDonough, Raytown, Mo.
Councilmember Daniel Hobart, Independence, Mo.
Mayor Mike Boehm, City of Lenexa, Kan.
Mayor Kristofer Turnbow, City of Raymore, Mo.
Councilmember Vernon Fields, City of Basehor, Kan.
Commissioner Becky Fast, Johnson County, Kan.
Councilmember Logan Heley, Overland Park, Kan.
Mayor Rick Walker, City of DeSoto, Kan.
Commissioner Doug Smith, Leavenworth County, Kan.
Mayor Eric Mikkelson, Prairie Village, Kan.
Councilmember Brandon Ellington, Kansas City, Mo.
Mayor Randy Pogue, Kearney, Mo.
Presiding Commissioner Jerry Nolte, Clay County, Mo.
Commissioner Rob Roberts, Miami County, Kan.
Councilmember Eric Bunch, Kansas City, Mo.
Councilmember Holly Grummert, Overland Park, Kan.

STAFF PRESENT

Executive Director David Warm and other MARC staff

OTHERS

Greg Kindle, Wyandotte Economic Development Council
Marshanna Smith, Public Information Officer, Jackson County
Juan Yin, KC District Planning Manager, MODOT
Dick Jarrold, KCATA

INTRODUCTIONS AND BOARD SHARING TIME

Mayor Carson Ross called the meeting to order at 12:00 p.m. and welcomed attendees. Due to the meeting being held remotely, Mayor Ross provided instructions for participation. He reported that staff would present on all the agenda items, provide an opportunity for comments and questions after each item, and ask for approval of all agenda items, as well as the consent agenda, with one vote at the end of the meeting. Members will have an opportunity to abstain or object to any items necessary during the final vote. Self-introductions were made, and members shared items of interest from their jurisdictions.

REPORT/DISCUSSION: Review Raising WYCO Initiative

Ms. Jovanna Rohs, Director of Early Learning and Head Start introduced Greg Kindle, President of the Wyandotte Economic Development Council. The Wyandotte Economic Development Council has been engaged in the topic of the need for affordable, quality childcare to advance business. They are formalizing an initiative called Raising WYCO.

Mr. Greg Kindle stated that he has spoken to the Board previously about topics related to barriers to employment. He will be discussing why childcare is important in relation to economic development. The Wyandotte Economic Development Council is a public and private organization with a goal of growing the overall economy in Wyandotte County. There are four key areas that they focus on: traction, business retention and expansion, marketing and promotions, and workforce solutions. Childcare programming falls within workforce solutions. Having childcare is required to bring in workforce and talent pipelines. Wyandotte County has the second highest wages paid in the state of Kansas, but when you look at household income, they are in the bottom quarter. Not everyone is benefitting from the economic successes that the county has seen. Wyandotte County is known as a healthcare community, with logistics coming in second.

They are missing a large number of women in the workforce due to the lack of childcare. The original KC Rising discussion began in 2013. They began to partner with the Family Conservancy to activate a business plan that transitioned into the WYCO Childcare Collaborative in 2020 thanks to a United Way grant. They began to align with legislative components, the local Chamber of Commerce, Greater KC Chamber, and Kansas Action for Children. Mr. Kindle explained that there were two pieces involved: investment mapping which located existing childcare facilities, where and how they were funded and developing an education campaign that addressed how the message would get out and who needed to be engaged.

This year, the campaign has transitioned to Raising WYCO. Raising WYCO takes what happened due to Covid-19 into consideration and what policies need to be built in Wyandotte County to see real movement in childcare opportunities. Childcare can cost up to a quarter of household income in Wyandotte County. Mr. Kindle shared his own family's personal experience with childcare expenses and the challenges presented. The costs effected where they could live and whether his wife could remain in the workforce. There are many social issues at play when you talk about childcare. Most childcare providers are church based, non-profit or home based, not

within a childcare center. If a child is not ready for kindergarten, the school district has to get them up to speed and there is a fairly good chance, they may not be able to catch up.

Mr. Kindle stated that if they don't find a model to address this disadvantage, they will continue to replicate poverty. They need to be able to raise median household income and find a way to make sure that children are prepared for kindergarten. This is why they are strongly advocating for early childhood funding. Childcare providers can't continue to add more children due to strict regulations, large amounts of paperwork and the challenge of retrofitting a home or facility to serve more kids. Mr. Kindle shared that 5,100 childcare slots are needed and they currently only have a little over 3,000. After the pandemic, they are down to meeting only 26% of the need for childcare in Wyandotte County. Oftentimes, women will stay at home to care for their own children and in turn, bring in other children to care for as well. This removes them from the outside workforce.

Raising WYCO is starting to discuss offering childcare solutions with businesses as part of their benefits programs. The childcare programs would need to meet certain criteria and quality and would offset their employees living costs. Most of the companies in Wyandotte County are operated by men who do not live in the county. These men need to become more engaged in this discussion in order to improve their talent pipeline. Childcare is an important piece of our infrastructure.

Mr. Kindle shared that there is a tax credit available to companies who offer childcare solutions, and they will be sharing that information more prevalently. They are prioritizing childcare in economic development discussions asking employers, how they are going to positively impact the community and be able to hire people locally. He also stated that they will be working on the barriers to providing quality childcare and working on incentives and solutions.

Commissioner Janeé Hanzlick asked about the source of the statistics that Mr. Kindle provided and added that they were having difficulties finding statistics for Johnson County. Mr. Kindle stated that the Family Conservancy has provided them with the data, as well as assisted in moderating these discussions. They have identified "childcare deserts" and are able to examine if the resources are in place to implement childcare facilities, rather than build new ones from the ground up. The census data provided to them, identifies that there are many single mothers, states the ages of their children, and identifies where there is a need. Ms. Rohs offered to share a tool called the Greater Kansas City Early Learning Landscape with Board members. This resource identifies where the childcare deserts are, how many children under six years of age are in single parent homes and how many parents in the household are working.

Mr. Kindle stated that most of the conversations conducted have been with manufacturing and logistics companies and due to the nature of the positions, don't allow for the option to work from home. Part of the challenge is getting residents to stop leaving the county to take low-wage jobs and to take the jobs within the county that provide higher wages. If employers could find ways to provide childcare solutions, it will help to attract local talent.

Mr. Kindle stated that metro Kansas City is a logistics hub, and many positions are not able to be done remotely. The population that they have focused on are the working poor and they are less likely to be working remotely. In this case, due to low wages and the high costs of childcare, oftentimes only one parent in the household is able to go to work, in turn taking a lot of people out of the labor force.

Commissioner Rob Roberts shared that he operated a childcare center for almost ten years. He also sits on the Kansas Workforce Development Board of Directors. He stated that the availability of childcare was the number one topic at their recent annual meeting. They have challenged the State Workforce Board to put funding into this marketplace. Qualified individuals are needed to fill the roles of childcare providers. He encouraged local workforce boards to invest money into teaching and training individuals who may be interested in starting and operating a childcare business that is licensed by the state. Locating available buildings to host childcare centers are the second hurdle. Commissioner Roberts added that every county in Kansas has this issue.

Commissioner Hanzlick stated that the Johnson County Board of Commissioners recently voted to allocate about \$2.2 million of federal Covid-19 funding to provide training to develop new childcare businesses and help existing providers with their needs. 225 small business grants of up to \$20,000 will be made available

REPORT/DISCUSSION: Overview of Suburban Homelessness Action Plan for Eastern Jackson County, Missouri

Ms. Lauren Palmer, Director of Local Government Services, stated that the Eastern Jackson County Shared Services initiative consists of five communities. They have identified homelessness as a common issue and are working collaboratively on solutions. The number of unsheltered people in Jackson County tripled from 243 in 2019 to 711 in 2022 and there is no indicated that this rise is going to slow any time soon. In August, MARC engaged Triveece Penelton to work with the cities and homelessness stakeholders in Eastern Jackson County to identify opportunities for collaboration and develop a joint action plan. A draft report is currently under review by partners and will be shared when it is finalized.

Ms. Palmer shared some highlights of the work to encourage discussion and help to inform next steps. Participants in the initiative include city officials and service providers, including social services, faith-based organizations, and schools. These conversations generated ideas and Ms. Palmer highlighted a few that seemed the most promising. She explained that one idea is to provide forums to expose what is really needed. The second idea is expanding partnerships and a greater understanding about the network of assets. The third idea is elevating public awareness to create dialog, education to combat stigmas, and a better understanding of the complexity of the issue. Another idea was expanding existing service-oriented response models to connect people in crisis with services. The mental health co-responder model that all five of these police departments have implemented is an example.

Ms. Palmer stated that there are key challenges with the complexity of homelessness. The public is weary with sanitation issues that impact communities. There is more education and advocacy that needs to be done in order to understand that homelessness is a societal problem that requires shared buy in for solutions. In

addition, there are solutions that have worked in other suburban communities, but they are primarily preventative measures to subsidize housing before people experience homelessness or intensive wraparound support services for chronically homeless who often suffer from substance use disorder or a mental health diagnosis. That type of response can be a tough sell due to the expenses and being beyond the scope of traditional municipal services. It is also difficult to quantify the cost-benefit analysis for these resources.

Ms. Palmer shared that some of the ideas that surfaced that seem to have the most potential for cooperative action include working with social service agencies to identify and resource small scale cold-weather emergency shelters. There currently isn't emergency shelter space in Eastern Jackson County. UMKC's Center for Nonprofit Leadership is under contract to create a homelessness asset inventory. There is a desire to work with and promote this resource and sustain maintenance of the database. Focusing on prevention, they are asking what resources that cities currently have, that can be brought to the table. This would include data, for example late or delinquent utility bills that indicate residents could benefit from preventative services.

Ms. Palmer asked the Board what they are working on related to homelessness in their communities and what recommendations that they may have. In August, Kansas City, Missouri introduced their Zero KC Plan to end homelessness. Ms. Palmer asked if there were other areas of alignment that might yield broader regional collaboration. There is a link to the Zero KC Plan in the Board memo. Common themes in the plan include the need for more affordable housing, recognizing that prevention is key, a need for more funding and staff to support greater wraparound services, and the need for emergency shelter space that is farther from the urban core.

Councilmember Eric Bunch stated that the need for emergency shelter was one of the most critical identified in the Zero KC Plan. The plan outlines that living outside is dangerous and unhealthy, however there is a high barrier to entry into shelters which needs to be lowered. i.e., participants must sober up before they can enter a facility. Prevention is key and should be the first step. It is far cheaper to keep people in housing versus rehousing once they get to that point. There is still a lot of work to do, and we need to find the political will to invest in solutions.

Mayor Boehm stated that Lenexa now has a homeless shelter in place for the cold weather months. The owner of the Olathe Ford dealership started an organization called Project 1020 that started in Olathe but then moved to Lenexa due to neighborhood complaints. The shelter serves about 30 to 35 people. Lenexa worked with Project 1020 and the church where it is located to write the code. They are currently investigating to see if there is an old hotel or facility available to provide this shelter in a more planned, strategic, and outcome-driven way. The shelter operates on the backs of the volunteers and the church's space. Unsheltered individuals are picked up and transported to the shelter and then returned the next day. Some of the individuals stay on site and wind up wandering to the mall. They are not being provided with county resources, so they are not receiving any treatment or wraparound services. There are two categories that they see: those with a permanent need for shelter and those transitional needs. If they are not able to provide these individuals with wraparound services, they are only dealing with symptoms and not

the root cause of the issue.

Commissioner Becky Fast stated that Johnson County recently allocated funding for a community strategic planning process. They are experiencing resistance from residents related to possible solutions for the unhoused in their community. They have discussed possibly renovating an older hotel to fit the needs and will currently provide vouchers for hotel rooms during the cold weather months. Commissioner Fast stated that their regional databases do not connect well in Johnson County, so they have funded a regional database to work more efficiently. Commissioner Hanzlick shared additional information on the funding and how portions of the funds will be directed towards unhoused solutions.

REPORT: Kansas City Regional Economic Forecast for 2023

Mr. Frank Lenk, Director of Research Services shared that the U.S. has fully recovered all of the jobs that were lost during the pandemic. That is not the case locally in the Kansas City region. Mr. Lenk referred to a chart and stated that job postings are beginning to decline and have returned to the same rate of unemployment that existed prior to the pandemic. There still appears to be racial disparities. Nationwide, women's workforce participation rates are back to pre-pandemic levels, but men's have not.

Inflation rates are well below what existed in the 1980's but remain at a 40 -year high. People do not expect the high inflation levels to last. The rise in cost of gas has caused angst and is at levels similar to 2012-2014. Supply chain issues are a worldwide problem, but that stress appears to be declining. The increase in rents has also contributed to inflation. High interest rates are anticipated to remain for quite a while.

Mr. Lenk presented some potential scenarios for the Board to consider, including the possibility of a recession and a stagflation scenario. The employment forecast shows that even with a flat GDP, there is a flat employment rate. The momentum of the economy is so strong, there still remains 1.6 jobs available for every unemployed person right now. The state has a more modest possibility of a recession. If there were to be a recession, that would bring the federal rate down much more quickly.

Mr. Lenk stated that locally, the region is not quite back to where it was prior to the pandemic. Employment growth has struggled to achieve pre-pandemic numbers. The economy in the KC region doesn't boom as high as other cities but also doesn't bust as low. He shared that another way of looking at the data is to make a comparison to peer metros that are mostly in the middle of the country and a similar size, that we compete against for economic development efforts. Mr. Lenk shared a chart that illustrated Kansas City compared to its peers related to industry growth. Kansas City's unemployment rate is much lower than the national average.

In relation to construction projects in the region, most are large industrial projects near the highways with some in the interior part of the region. Construction is expected to remain strong through the next year. Professional scientific, chemical services, transportation, warehousing and distribution and healthcare will also continue to remain strong. Arts and entertainment sectors are also expected to rebound. In order for the Kansas City region to grow, we need to continue to improve

our brand and that will help with attracting labor. We also need to find ways to employ more people that are already here, shifting them from lower paying jobs to higher paying jobs.

BRIEF REPORTS:

VOTE: Approve 2023 State Legislative Agendas

Ms. Marlene Nagel, Director of Community Development shared that the policy agendas for Missouri and Kansas were reviewed at last month's Board meeting, and they have been revised to make them more succinct and clearer. Platforms were evaluated to help explain MARC's role in key program areas and what our position would be regarding legislative policies.

Mayor Boehm praised the formatting and content of the agendas.

VOTE: Approve 2022 Missouri unfunded transportation needs list

Mr. Martin Rivarola, Assistant Director of Transportation and Land Use Planning stated that this request for approval was on behalf of the Total Transportation Policy Committee (TTPC). MoDOT has communicated to MARC that there are seeking to update the 2021 version of the needs list. The goal of the list at a statewide level is to be able to react quickly with deliverable projects, secure funding and provide a list of projects where funding can be used. This work is cyclical in nature. The list of needs was last updated in September of 2021 and includes three tiers of projects.

Mr. Rivarola explained that Tier One projects are estimated to move forward with implementation over the next five years. These are road and bridge priority projects. Tier Two projects are estimated to move forward towards implementation over the next ten years. Tier Three projects may fall outside of the ten-year planning timeframe, but may move up if funding conditions, policies or priorities change. Project lists have been developed in the Metropolitan Transportation Plan. The outcomes of the work that was done last year is provided as well. A list of Tier One, Two and Three projects were provided within the Board packet.

Mayor Turnbow inquired about the I-49 interchange project status. Mr. Rivarola stated that there was a project in the Tier Three list last year to conduct mainline improvements along I-49 and that has moved off of the current list altogether because that project is moving forward towards construction. This item listed in the Tier 3 chart is for the interchange improvements at I-49 and Route 58 intersection.

Mayor Boehm stated that he received an email from someone in Texas representing the Interstate 49 International Coalition and previously forwarded it to David Warm. Mayor Boehm said that the email was related to a bottleneck in the Kansas City area related to transport from south to north.

REPORT: Overview of Regional Homeland Security Coordinating Committee Leadership and Operational Model Analysis

Ms. Palmer stated that in May, a report was given on the organizational review process for the Regional Homeland Security Coordinating Committee (RHSCC). The intent of that independent review was to identify the optimal organizing framework to respond to the changing threats for the RHSCC since its inception in 2002. Ms. Palmer shared that they anticipated an organizational overhaul and the extensive

stakeholder engagement during the process affirmed that the RHSCC is a successful regional model and that the basic structure of the model is working well. The full report is included in the Board packet and includes strengths, areas for improvement and other recommendations.

Even though the basic organizational structure does not need an overhaul, there are a few recommendations that Ms. Palmer wanted to highlight. Under leadership, the RHSCC has benefited from consistent leadership from city and county managers and one of the recommendations is to institutionalize a succession plan strategy through subcommittee leadership to sustain that trend. The most notable recommendation is that they should be engaging in a three-year planning process to set priorities in an effort to reduce the overall number of grant projects year to year, to help maintain a more manageable workload for the program. Under organizational structure, even though the current committee structure is working well, improvements could be made by transitioning some standing committees to temporary working groups that would meet as needed and be more responsive to priorities that are coming out of the strategic plan. Related to engagement and participation, regular attendees in the RHSCC have a strong understanding of regional plans and coordination efforts. There are opportunities to improve awareness among other leadership levels, including elected officials and senior managers. RHSCC will work on training activities for different audiences to acclimate new leaders to regional response and their responsibilities. Regarding financial and MARC staff support, feedback from stakeholders affirmed value for their organizations by participating in the RHSCC, as well as support for their local emergency services/ local government dues. While modest compared to the overall scale of the budget, the dues are essential as a local match and provide flexible funding for the program.

Ms. Palmer stated that they were intentional about letting the consultant work independently and didn't sit in on the stakeholder interviews. Candid feedback was encouraged, and they were pleased to get positive feedback about the program and its value. In terms of next steps, the RHSCC Policy Committee will be reviewing the report in further detail at their next meeting, working on prioritizing the recommendations and developing a strategy to implement those.

REPORT: Community Meetings with the Missouri Office of Broadband Development to develop digital access plan

Ms. Nagel stated that over the last four months or so, staff has been communicating with communities and stakeholders about the need for improving broadband infrastructure and improving digital access for many households in the region who lack adequate support. They are currently working with the two State Offices of Broadband and Missouri has asked MARC to host listening sessions in the Kansas City area. They also expect to be working with the State of Kansas on a community engagement process.

EXECUTIVE DIRECTORS REPORT

Mr. Warm shared that MARC will be hosting the 12th Annual Workforce and Education Summit on November 16th, featuring Former Mayor Stephen Goldsmith from Indianapolis. If you would like to participate, please contact Marlene Nagel.

Mr. Warm stated that the National League of Cities will be hosted in Kansas City on November 17th, 18th and 19th.

This Wednesday there will be a press announcement at the Crossroads Hotel. The group that organized the very successful Parade of Hearts campaign earlier in 2022, is developing plans to continue this tradition and host a campaign on a smaller scale in 2023, with consecutive campaigns in years to follow.

MARC recently hosted the National Association of Regional Councils Executive Directors Conference. Mr. Warm thanked Ms. Palmer for her team's assistance with the event. The conference was successful and including walking and driving tours within the region.

Mr. Warm added that the remodeling projects within the MARC office are progressing, as well as the implementation of new technology in the meeting rooms

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

VOTE: Approve Consent Agenda

- a. Approve Minutes of the September 27, 2022 Board Meeting
- b. Approve the FY2023 Memorandum of Understanding with the MARC Solid Waste Management District
- c. Authorize an application to the Kansas Highway Patrol for Kansas State Homeland Security funding to support emergency services programs
- d. Authorize renewal of a contract with Rita Parker for cooperative purchasing coordination services for the Kansas City Regional Purchasing Cooperative
- e. Authorize an amendment to the City of Independence's Community Center Services agreement to accommodate the purchase and installation of a new commercial dishwasher
- f. Authorize submission of a home-delivered meal infrastructure spending plan to Missouri Department of Health and Senior Services
- g. Authorize a network provider agreement amendment with Blue Cross and Blue Shield of Kansas City's Medicare Advantage plan to provide social health services
- h. Authorize three Request for Proposals to the Missouri Department of Elementary and Secondary Education Office of Early Childhood to administer Childcare Collaborative Networks
- i. Approve Contract Extensions for Head Start and Early Head Start Support Services
- j. Authorize purchase of Creative Curriculum from Teaching Strategies for MARC Head Start Programs
- k. Authorize a contract extension with TransCore ITS Inc. for the Operation Green Light regional traffic signal system software development and support
- l. Approve Amendment #5 to *Connected KC 2050* long-range regional transportation plan
- m. Approve 2022 4th Quarter Amendment to the 2022 - 26 Transportation Improvement Program
- n. Approve Amendment #1 to the 2022 Unified Planning Work Program for

transportation

Mayor Mike McDonough moved for approval of all agenda items and the consent agenda, and Mayor Turnbow seconded. Mayor Ross asked if any member wanted to abstain or object to any of the agenda items. The motion passed.

OTHER BUSINESS

There was no other business.

ADJOURNMENT

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

MEETING SUMMARY APPROVED:

Commissioner Harold Johnson, Chair

Date

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 6b

Safe and Secure Communities

ISSUE:

VOTE: Authorize federal subrecipient grant agreements for U.S. Department of Health Human Services Substance Abuse and Mental Health Services Administration (SAMHSA) grant to enhance mental health mobile crisis response.

BACKGROUND:

MARC partnered with six certified community behavioral health organizations (CCBHOs) in Missouri and CommCARE (hotline operator) to develop a strategic plan to prepare for implementation of the 988 suicide and crisis lifeline. The strategic plan was completed in July 2022 concurrent with the launch of 988. Five of the project partners worked together to submit a successful SAMHSA grant application through MARC for funds to implement the strategic plan through a shared approach to enhancing mobile crisis response.

Staff seeks authorization to negotiate and execute federal subrecipient grants with the project partners to execute the grant deliverables. Staff seeks authorization to execute agreements in the not-to-exceed amounts listed below, pending final approval from SAMHSA of the post-award budget submission. This action is required now to meet the grant deadline to begin project implementation by December 31, 2022. In general, funds will be used by the agencies for staffing and equipment to enhance mobile crisis response capabilities to better address 988 calls.

- Burrell Behavioral Health (Comprehensive Mental Health Services) - \$273,544
- ReDiscover - \$582,941
- Swope Health - \$505,000
- Tri-County Mental Health Services - \$524,508
- University Health Behavioral Health - \$208,333

BUDGET CONSIDERATIONS:

The four-year SAMHSA grant award is allocated as follows:

REVENUES	
Amount	\$2,952,874
Source	U.S. Department of Health and Human Services (Award #1H79SM0872360-01)
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$673,454
Contractual (federal subrecipients)	\$2,094,326
Contractual (other)	\$178,512
Pass-Through	
Other (travel)	\$6,582

RELATED JURISDICTIONS:

The project area includes Jackson, Clay, Platte and Ray Counties in Missouri. Every effort will be made to share information and coordinate where feasible with other mental health providers including those in Kansas.

EXHIBITS:

None.

AGENDA REPORT

MARC Board of Directors

RECOMMENDATION:

Authorize execution of federal subrecipient grant agreements with project partners for the U.S. Department of Health Human Services Substance Abuse and Mental Health Services Administration (SAMHSA) federal award project to enhance mental health mobile crisis response.

STAFF CONTACT:

Lauren Palmer

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 6c

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize acceptance of additional funds from the Kansas Department of Health and Environment (KDHE) for regional Community Health Worker (CHW) projects

BACKGROUND:

MARC's regional health care access initiative supported a regional committee focused on developing community health workers as a key part of the health care system. Community Health Workers are individuals trained to work with patients to connect them to needed health care and community services to improve their health outcomes, including reducing re-admissions at hospitals. MARC has received funding over the past seven years 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 advocacy to encourage agencies to consider adding CHWs to their workforce; supervisory, CEU and other training and enrollment in a state credential for CHWs in both Missouri and Kansas to increase professionalism of those in the workforce; and preparation of a toolkit to help agencies understand how to use billing codes for reimbursement of CHW services as well as encouraging state agencies and private health payers to reimburse agencies for CHW services related to improving patient health outcomes.

MARC received \$228,000 from KDHE to support training, convening, communications outreach, and evaluation around increasing use of Community Health Workers in Kansas for the period from April 1, 2022, through December 31, 2022. In July, the board authorized the acceptance of an additional \$159,774 to support a 4-state CHW conference held in Overland Park in September. KDHE invited MARC to apply for annual funding beginning January 1, 2023.

BUDGET CONSIDERATIONS:

REVENUES	
Amount	\$214,248
Source	Kansas Department of Health and Environment
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$97,498
Contractual	\$110,000
ES Advisors LLC (\$25,000); CGA Consulting LLC (\$34,000); Point Productions (\$6,000); GTI (\$20,000); Spanish Translation (\$25,000)	
Other	\$6,750

MARC's work in building a strong Community Health Worker system across Missouri and Kansas has been largely funded by the Health Forward Foundation, which made a grant earlier this spring. The funding from KDHE has enabled MARC to expand its program and services.

RELATED JURISDICTIONS:

This item impacts all Kansas counties in the MARC region.

AGENDA REPORT

MARC Board of Directors

RECOMMENDATION

Authorize the acceptance of funds from the Kansas Department of Health and Environment of \$214,248 for continued support for the KC Regional Community Health Worker Collaborative's work around advocacy, training, and sustainability.

STAFF CONTACT

Marlene Nagel
Hannayd Ruiz

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 6d

Efficient Transportation and Quality Places

ISSUE:

VOTE: Authorize a contract with Custom Lighting dba Black and McDonald for the Operation Green Light Traffic Signal Enhancement construction project in Kansas.

BACKGROUND:

Operation Green Light (OGL) is a regional traffic signal coordination and operations system involving local governments and the State Departments of Transportation in Kansas. This initiative improves regional traffic flow, air quality and fuel consumption. OGL develops traffic signal timing plans for implementation by participating state and local governments and monitors over 750 traffic signals real-time operations on roadway intersections in the region.

The work under this contract shall consist of installation of fiber optic cable and traffic signal controllers in the five municipal jurisdictions. The contract includes listed items and peripherals needed to support the above-mentioned equipment. All equipment and materials are necessary for the Mid-America Regional Council (MARC) OGL system to add to or maintain operations that will enhance the existing system operations including repair, restoration, and replacement of existing areas or features that are disturbed during the construction activities.

On October 19, 2022, Kansas Department of Transportation (KDOT) handled the bidding services and opened bids from:

Custom Lighting Services dba Black and McDonald	\$764,026
Capital Electric	\$804,715
Phillips Southern Electric	\$823,290

BUDGET CONSIDERATIONS:

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

RELATED JURISDICTIONS:

The project will include the cities of Lansing, Leawood, Merriam, Mission, and Kansas City, in Kansas.

RECOMMENDATION:

Authorize the Executive Director to enter into a contract with Custom Lighting Service dba Black and McDonald for \$764,026 for the project construction.

STAFF CONTACT:

Ron Achelpohl
Ray Webb

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 6e

Efficient Transportation and Quality Places

ISSUE:

VOTE: Authorize a contract with Custom Lighting Services dba Black and McDonald for the Operation Green Light Traffic Signal Enhancement project in Missouri.

BACKGROUND:

Operation Green Light (OGL) is a regional traffic signal coordination and operations system involving local governments and the State Departments of Transportation in Missouri. This initiative improves regional traffic flow, air quality and fuel consumption. OGL develops traffic signal timing plans for implementation by participating state and local governments and monitors over 750 traffic signals real-time operations on roadway intersections in the region.

The work under this contract shall consist of installation of traffic signal controllers, CCTV's and vehicle detection. The contract includes listed items and peripherals needed to support the above-mentioned equipment. All equipment and materials are necessary for the Mid-America Regional Council (MARC) OGL system to add to or maintain operations that will enhance the existing system operations including repair, restoration, and replacement of existing areas or features that are disturbed during the construction activities.

The bids were advertised via Drexel Technologies. On October 20, 2022, MARC opened bids for construction services and were read as:

Custom Lighting Services dba Black and McDonald	\$776,915.58
Gerstner	\$787,285.00
Ewing Signal	\$856,163.50
Capital Electric	\$869,326.00

BUDGET CONSIDERATIONS:

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

RELATED JURISDICTIONS:

The project will include the cities of Belton, Gladstone, Independence, Lees Summit, North Kansas City, Kansas City, Raymore and Missouri Department of Transportation (MoDOT).

RECOMMENDATION:

Authorize the Executive Director to enter into a contract with Custom Lighting Services dba Black and McDonald for \$776,915.58 for the project's construction.

STAFF CONTACT:

Ron Achelpohl
Ray Webb

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 6f

Safe and Secure Communities

ISSUE:

VOTE: Approve an agreement with Motorola Solutions to purchase VESTA 911 Backroom server to upgrade Kansas City South Patrol host site.

BACKGROUND:

The MARC 911 system is comprised of four VESTA® call processing hosts, each host supports mapping intelligence several regional Public Safety Answering Points (PSAPs). Due to the critical nature of the system, the VESTA 9-1-1 hosts are refreshed on a four-year cycle, with one of the four hosts being upgraded every year. The South Patrol VESTA 9-1-1 host is due for replacement in 2022. The VESTA 9-1-1 hosts are where all end-user telecommunicator workstations connect to answer both emergency and non-emergency calls. This upgrade includes two redundant call processing servers, an analytics/log collection server and ancillary equipment.

The Public Safety program's contract with Motorola recognizes MARC as a direct customer, which allows purchasing direct from the manufacturer, for a cost savings. This distinction was the result of the Public Safety Communications Board's approval to move to MARC maintenance instead of contracted maintenance.

BUDGET CONSIDERATIONS:

The Motorola quote estimates a cost of \$123,362.57.

Funding for the replacement of the VESTA host equipment for the South Patrol location, is contained in the 2022 911 Allocation Budget/Capital Projects.

REVENUES	
Amount	\$123,362.57
Source	911 Allocation Budget (Capital Projects)
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	
Contractual	\$123,362.57
Pass-Through	
Other (supplies, printing, etc.)	

COMMITTEE ACTION:

This work is a typical expense anticipated in the 911 system maintenance budget, which was approved by the Public Safety Communication Board on September 8, 2021

RELATED JURISDICTIONS:

Local jurisdictions served by this request: This request supports the 11 county MARC regional 911 network and will specifically serve PSAPs connected to the South Patrol host.

- Cass County Sheriff's Office
 - Excelsior Springs Police Department
 - Gladstone Public Safety
 - Grandview Police Department
 - Independence Police Department
- (continued on next page)

AGENDA REPORT

MARC Board of Directors

- Kansas City Kansas Fire Department
- Kansas City Kansas Police Department
- Kansas City Missouri Fire Department Backup
- Kansas City Missouri Police Department Backup
- Lee's Summit Police Department
- Lenexa Police Department
- Liberty Police Department
- North Kansas City Police Department
- Pleasant Hill Police Department
- Raytown Police Department
- Riverside Police Department.

EXHIBITS:

[Motorola Solutions VESTA 911 Proposal](#)

RECOMMENDATION:

Approve the agreement with Motorola Solutions to purchase VESTA 911 Backroom server equipment in the amount of \$123,362.57 to replace existing host equipment at the Kansas City South Patrol host location.

STAFF CONTACT:

Eric Winebrenner

AGENDA REPORT

MARC Board of Directors

November 2022
Item No. 6g
Safe and Secure Communities

ISSUE:

VOTE: Vote to approve the agreement with Motorola Solutions to purchase VESTA Next Generation 911 Routers Version 2.

BACKGROUND:

The MARC 911 system processes over 1.5 million 911 calls annually. The regional system has two selective routers for the handling of wireless, VoIP and other non-wireline emergency calls. 92% of those 1.5 million emergency calls pass through the two selective routers. Motorola has indicated the need for the regional 911 system to upgrade to VESTA Router version 2 towards the end of 2023 because the support for version 1 platforms will no longer be available. Due to the critical nature of this equipment, upgrading the selective routers is essential. Motorola VESTA Router version 2 is a part of the Next Generation Core Services (NGCS) suite which meets Next Generation 911 (NG911) requirements such as geospatial routing, future support for multimedia, and aligns with long-term regional plans.

The Public Safety Communications Board first reviewed the proposal to upgrade to Motorola VESTA Router version 2 at the August 31, 2022 meeting and approved the purchase on October 26, 2022.

The total cost of the five-year agreement is \$7,080,287.44, which includes one-time equipment costs of \$1,745,664.04. Entering into a five-year agreement allows us to lock in pricing and not be subject to fluctuations year to year which would negatively impact our ability to predict our yearly budget. Included in this cost are new hardware, software, and licenses.

BUDGET CONSIDERATIONS:

Funding for the upgrade of the VESTA Router, is included in the proposed 2023 911 Allocation Budget/Capital Projects.

REVENUES	
Amount	\$7,080,287.44
Source	911 Allocation Budget (Capital Projects)
PROJECTED EXPENSES	
Contractual (60-month period)	\$5,334,623.40
Other (one-time equipment payment)	\$1,745,644.04

COMMITTEE ACTION:

This work has been reviewed by the Public Safety Communications Users Committee and recommended for approval. The Public Safety Communication Board approved the agreement with Motorola on October 26,2022.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

AGENDA REPORT

MARC Board of Directors

EXHIBITS:

[MARC Upgrade Proposal with Location Services](#)

RECOMMENDATION:

Approve the agreement with Motorola Solutions to purchase Motorola VESTA Router version 2 in the amount of \$7,080,287.44 to upgrade version 1 equipment and software.

STAFF CONTACT:

Eric Winebrenner

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 6h

Effective Local Government

ISSUE:

VOTE: Authorize an application for a grant from the Marion and Henry Bloch Family Foundation for the Regional Housing Partnership (RHP).

BACKGROUND:

The RHP is an initiative convened and coordinated by MARC and LISC Greater Kansas City. The RHP seeks to mobilize individuals and organizations to enact systems-level change to grow the supply of affordable housing for cost-burdened households. This work is organized into a framework around seven elements of an effective housing system: (1) data and analysis; (2) networked leadership; (3) financing tools; (4) production capacity; (5) rental & homeowner resources; (6) policy; and (7) education.

The Marion and Henry Bloch Family Foundation was the initial funder for the Regional Housing Partnership with \$560,000 awarded to fund projects for a portion of 2021 and through 2022. This grant application is for an additional \$560,000 and will continue to fund projects and positions for 2023.

The grant for 2023 will support key staff positions including the Housing Program Manager and a portion of the Lead Regional Economist. Additionally, this grant is intended to support regionalizing the housing locator tool that the City of Kansas City, Missouri is launching; to support the continued build out and development of the regional housing data hub; and to fund initial work around the policy element of the seven elements of the Regional Housing Partnership framework.

BUDGET CONSIDERATIONS:

REVENUES	
Amount	\$560,000
Source	Marion and Henry Bloch Family Foundation
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$253,000
Contractual	\$300,000
Other (supplies, printing, etc.)	\$7,000

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Authorize the application, and acceptance if awarded, of a grant from the Marion and Henry Bloch Family Foundation for the Regional Housing Partnership in the amount of \$560,000.

STAFF CONTACT:

Katie Killen

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 6i

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize amendments to selected Aging Services SFY 2023 agreements to accommodate higher service volumes and contract ceilings.

BACKGROUND:

Under experience earned from the success of the Mid-America Community Support Network model, MARC staff worked to align Older Americans Act services and reimbursement structures to an integrated care model for SFY 2023. The primary change is a shift from hourly care management rates to a flat monthly case rate.

A case rate reduces administrative burden by standardizing reporting and reduces risk for clients who may require intensive support. Under this arrangement, clients tend to receive an average of four hours of care management services each month.

Two providers, Kansas City Shepherd’s Center (KCSC) and Jewish Family Services (JFS) are providing more services than anticipated and require amendments to their contract ceilings to continue providing services during SFY 2023. The root cause of higher-than-anticipated service delivery is that these two organizations are among the few who have staff capacity to receive referrals.

KCSC and the Cass County Council on Aging (CCCOA) also hold an agreement for Community Center Services and Home-Delivered Meals. Under that agreement, KCSC is overperforming under the Assessment service (determining initial and renewal client eligibility and priority) and require an increase to their contract ceiling, and CCCOA desires to begin this service for clients who reside in Harrisonville.

Shortfalls in staffing capacity continue to limit the service lines, as is the case across MARC Aging contracts and engagements.

BUDGET CONSIDERATIONS:

Beginning September 1, 2022 (remaining SFY 2023)

Title III B

CASE MANAGEMENT:

To support higher volume care management Community-Based Organizations under the new case rate approach to care management.

Kansas City Shepherd’s Center

Total Value of care management contract not to exceed \$95,000

Jewish Family Services

Total Value of care management contract not to exceed \$95,000

AGENDA REPORT

MARC Board of Directors

Beginning September 1, 2022 (remaining SFY 2023)

Title III C.1 & III C. 2

COMMUNITY CENTER SERVICES & HOME-DELIVERED MEALS:

To support higher volume Assessment services (\$40,000 for Kansas City Shepherd’s Center; \$2,000 for Cass County), and the purchase of a \$3,040 range for Cass County’s on-site kitchen.

Kansas City Shepherd’s Center
Total Value of overall contractnot to exceed \$167,000

Cass County Council on Aging (Harrisonville, MO)
Total Value of overall contractnot to exceed \$110,180

COMMITTEE ACTION:

The MARC Commission on Aging did not meet for November and December due to a low volume of action items. However, the COA will review this item at their January meeting and will have the opportunity for recommendations at that time.

RELATED JURISDICTIONS:

Cass, Clay, Jackson, Platte, and Ray counties.

EXHIBITS:

None.

RECOMMENDATION:

Authorize amendments to selected Aging Services SFY 2023 agreements, to accommodate higher service volumes and contract ceilings.

STAFF CONTACT:

James Stowe

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 6j

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize MARC to contract with Habitat for Humanity of Kansas City for home repair and modifications.

BACKGROUND:

MARC accepts responses to its Integrated Care Network Partner Services RFP on a rolling basis. MARC received responses from the following provider for the home repair and modifications service line:

Habitat for Humanity of Kansas City

Reimbursement is provided on a per project basis and is usually capped at \$5,000. Providers usually braid additional resources to contribute to individual projects.

BUDGET CONSIDERATIONS:

REVENUES (total program funding through September 30, 2021)	
Older Americans Act Titles IIIB Supportive Services and IIIE National Family Caregiver Support	\$125,000
PROJECTED EXPENSES (expenses for three listed partners only)	
Personnel (salaries, fringe, rent)	-
Contractual	\$125,000
Pass-Through	-
Other (supplies, printing, training sessions, travel for trainings)	-

COMMITTEE ACTION:

The MARC Commission on Aging (COA) did not meet for November and December due to a low volume of action items. However, the COA will review this item at their January meeting and will have the opportunity for recommendations at that time.

Two members of the Commission served on a proposal review panel and recommended Habitat for a contract.

RELATED JURISDICTIONS:

Cass, Clay, Jackson, Platte, and Ray counties.

EXHIBITS:

None.

RECOMMENDATION:

Authorize MARC to contract with Habitat for Humanity of Kansas City for home repair and modifications.

STAFF CONTACT:

James Stowe

Sarah Albin

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 6k

Efficient Transportation and Quality Places

ISSUE:

VOTE: Approve Amendments to Connected KC 2050 Plan and 2022-26 Transportation Improvement Plan for U.S. 69 Expansion Project.

BACKGROUND: CONNECTED KC2050 AMENDMENT #6

In June of 2020, the MARC Board approved Connected KC 2050 (CKC2050), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). This plan describes how the region will manage, operate, and invest in its multimodal transportation system over the next 30 years. CKC2050 describes the anticipated surface transportation needs of the metropolitan area and identifies proposed transportation investments. Amendments are made to CKC2050 as new projects, funding, or programs arise.

KDOT request: Amend CKC project #1137, US69 (103rd to 151st)

The U.S. 69 expansion project seeks to address safety, travel time reliability, and congestion issues in the corridor. Project elements will include building one new express toll lane in each direction adjacent to the existing general-purpose lanes. The project is a medium priority financially constrained project in CKC2050 with a cost of \$375 million. However, bids submitted for project construction have exceeded project costs as currently described in the MTP. Current project costs are now anticipated to be \$613 million, an increase of \$238 million.

KDOT has submitted a MTP amendment request to revise anticipated costs for this project from \$375 to \$613 million. The scope for this project has not changed from how it is currently described in the MTP.

POLICY CONSIDERATIONS:

Metropolitan Transportation Plan amendments should follow policy guidance from CKC2050, and policies adopted therein.

Financial Capacity

CKC2050 includes a financial capacity analysis intended to demonstrate sufficient resources to advance various projects in the plan. An updated analysis indicates that anticipated expenditures would exceed revenues during the initial decade of the plan. However, overall revenues plan would still exceed expenditures over the life of the plan by approximately \$475 million. As an added note, KDOT is provided flexibility to expend additional funds on projects across the state above amounts forecasted by our analysis.

Given KDOT's ability to flex additional dollars into the region and given positive revenues in financial assumptions overall, sufficient financial capacity appears to exist to support this amendment request. However, opportunities to accommodate cost escalation in any future MTP amendments may be limited.

AGENDA REPORT

MARC Board of Directors

2022 SPECIAL AMENDMENT #2 TO THE 2022-26 TIP - BACKGROUND:

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

The proposed 2022 Special Amendment #2 to the 2022-2026 TIP includes the following:

- #380194 - Alt Delivery: US-69 Johnson Co-151st St north to 103rd St
- #380208 - US-69 from 151st Street North to 103rd Street and 167th Street interchange in Overland Park in Johnson County
The amendment will modify the schedule and budget of the above projects to reflect the most recent estimates for the project
- #380224 - US-69 from 151st Street North to 103rd Street and 167th Street Interchange in Overland Park in Johnson County - Open Road Tolling Integration
The amendment will add this as a new project

Details of these projects are available for review on the Internet at: www.marc.org/TIP

PUBLIC COMMENTS FOR BOTH PROPOSED AMENDMENTS:

MARC's Public Involvement Plan requires proposed amendments to the MTP and TIP be released for public review and comment prior to adoption. TTPC released these proposed amendments for review and comment on October 19, 2022. Eight comments were received from the public, all of which expressed concern or were in opposition to the proposed amendment. These comments remain consistent with feedback received in support of adoption of the overall MTP, where respondents and participants of various engagement activities "*heavily favor finding new money to invest in transit and did not favor spending money on new roadway capacity to serve possible future development*" (<https://connectedkc.org/plan-development/>).

All received comments and proposed MARC responses are included.

COMMITTEE ACTION:

TTPC approved action on this item on November 15, 2022.

RECOMMENDATION:

Approve Connected KC 2050 Amendment #6 and 2022 Special Amendment #2 to the 2022-26 Transportation Improvement Program.

STAFF CONTACT:

Martin Rivarola
Marc Hansen

MTP Amendment #6 & TIP Special #2 Technical Addendum

Financial Capacity Analysis

CKC2050 includes a financial capacity analysis intended to demonstrate sufficient resources to advance various projects in the plan. CKC2050 assumes certain level of expenditures by KDOT in the MARC region based on past historical trends and current expenditure levels. Based on these assumptions, addition of anticipated costs due to this amendment would yield a negative anticipated balance of approximately \$550 million in the 2020-2030 time period. In other words, our analysis indicates that anticipated expenditures would exceed revenues during this initial decade of the metropolitan transportation plan. However, overall revenues over the life of the 30-year plan would still exceed expenditures by \$475 million, approximately.

As an added note, the current legislation in Kansas provides KDOT flexibility to expend additional funds on projects across the state above amounts forecasted by our analysis. There are no statewide funding formulas capping the amount of funds any area may receive above the minimum allocation and below total program revenues. Given this ability of KDOT to flex additional dollars into the region to advance projects selected through its local consult process and given positive revenues in financial assumptions overall, sufficient financial capacity appears to exist to support this amendment request. However, opportunities to accommodate cost escalation in any future MTP amendments may be limited.

Financial Capacity Analysis - Additional detail is shown in Table 1.

Table 1. Kansas State Summary Table				
(All #' in Thousands \$\$\$)		2020-2029	2030 - 2039	2040 - 2050
Revenues	Revenue estimate in CKC2050 (Fed/State)	\$ 1,730,000	\$ 1,600,000	\$ 1,600,000
	Revenues (New IJJA Revenues)	\$ 294,100	\$ 272,000	\$ 272,000
	IKE (New Revenues)	\$ 182,800	\$ 212,100	\$ 272,900
	US 69 Toll rev	\$ 20,000	0	0
	Total Revenues	\$ 2,226,900	\$ 2,084,100	\$ 2,144,900
	Constrained Rehab/Recon*	\$ 582,300	\$ 846,600	\$ 661,800
Expenditures	O&M	\$ 70,000	\$ 90,000	\$ 130,000
	TAM	\$ 760,000	\$ 1,030,000	\$ 1,530,000
	Constrained High/Medium	\$ 1,706,226	\$ 375,336	\$ 52,250
	Total Expenditures	\$ 2,536,226	\$ 1,495,336	\$ 1,712,250

* TAM includes Constrained Rehab/Recon projects

Balance	\$ (309,326)	\$ 588,764	\$ 432,650
Total Balance over the life of the plan (including Amendments 1, 2, 3, 4, 5)			\$ 712,088
Amendment 6 - Adding \$238 M to US69	\$ (547,326)	\$ 588,764	\$ 432,650
Total Balance after Amendments 6			\$ 474,088

**Connected KC 2050 Amendment #6
Transportation Improvement Program 2nd Special Amendment
Public Comments and Proposed Responses**

TTPC Released CKC2050 Amendment #6 and Special TIP Amendment #2 for public review and comment on October 19, 2022. Eight comments were received from the public, all of which expressed concern or were in opposition to the proposed amendment. Reasoning provided for these concerns included:

- propensity of highway expansion projects to disperse land use patterns (create sprawl),
- propensity of highway expansion projects to generate induced growth in traffic,
- desire to reduce vehicle miles traveled.
- impacts on climate due to growth in greenhouse gas emissions,
- high project cost and financial resources
- opportunity costs and desire for increased investments on bicycling infrastructure and public transit (including rail),
- highway capacity investments leading to inequity in access to transportation by non-drivers and public health concerns,

These comments remain consistent with feedback received in support of adoption of the overall plan, where respondents and participants of various engagement activities “heavily favor finding new money to invest in transit and did not favor spending money on new roadway capacity to serve possible future development” (<https://connectedkc.org/plan-development/>)

All received comments and proposed MARC responses are included below:

Name: Ron McLinden

Comment #1

“How would this plan change if the Kansas City Region were to adopt a policy to limit outward expansion (AKA sprawl) as part of a Climate Action KC strategy to reduce VMT and GHG emissions?”

Proposed Response to Comment #1: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #6. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. MARC shares concerns about any project’s potential impacts of induced traffic demand, growth in dispersed land use patterns and emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy does not currently seek to limit outward expansion of urban footprint. However, MARC policy favors the focus of energy around key activity centers and the corridors that connect them to help promote livable, vibrant resilient and adaptable places. Further, MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies, as is the case with this project.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Planning](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Name: Adam Rossi

Comment #2:

“I am disappointed in MARC's approach to reduce congestion. Adding toll lanes will only encourage people to use cars to get places, which is not a forward-thinking way to address Kansas City's transportation issues. When I think of toll lanes, I think of DC and Atlanta, places with altogether too much traffic. I would prefer to see investment in public transportation, and particularly rail transportation. The passenger rail infrastructure in and around Kansas City is severely lacking. Simply making more passenger car lanes is a bandaid to a problem, and could just make the problem worse by encouraging yet more people to drive. Investing in public rail transportation would be a much more transformative approach and result in a much more long-term solution.”

Proposed Response to Comment #2: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #6. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit and roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies, as is the case with this particular project.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Planning](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Name: Liam Liam

Comment #3

“DO NOT support any projects that expand lane miles including 69 expansion”

Proposed Response to Comment #3: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #6. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit and roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies, as is the case with this particular project.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Planning](#). This guide is designed to help area residents

understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Name: Adam Rossi

Comment #4

“I would generally like to see a larger focus on transformative changes, not temporary bandages. I don't like the idea of just tolling a road in the area; I like the idea of more investment in public transportation, particularly rail travel. Instead of investing in this project, what if we took all the money and instead invested it in a more reliable bus service? What if we invested it in more streetcar lines or a light rail system? These would both be much better investments than putting more dollars towards cars on the road.”

Proposed Response to Comment #4: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #6. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit and roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies, as is the case with this particular project.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Planning](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Name: Robin Ganahl

Comment #5

“I'm a resident of Kansas City, MO and I strongly urge MARC to not pursue projects that use public money to widen highways for several reasons. First, it is simply way too expensive. Second, it encourages more sprawl, which increases greenhouse gas emissions from transportation. Third, widening highways induces more demand and, therefore, does not alleviate traffic congestion. Highway widening is a waste of public money, especially in Kansas City where we already have more highway lanes per capita than most cities. MARC should be investing those funds in public transportation and biking/walking infrastructure instead. Please do not pursue these projects.”

Proposed Response to Comment #5: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #6. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered

as part of the project scope and implemented by sponsoring agencies, as is the case with this particular project.

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Name: William Davies

Comment #6

“As a resident of Kansas City, MO and active volunteer in city and regional transportation, environmental, and other policy, I write to oppose this amendment and ask that it be rejected. At the launch of Connected KC 2050, I saw many of my neighbors speak out against spending more millions of dollars on expanding highways, and for good reason. The region is plagued by issues related to the sprawling expansion of highways that has developed over the last century, which happened at the same time other modes of transportation, particularly transit, saw disinvestment.

Connected KC and MARC have stated protecting public health and environmental quality, while supporting a more connected region that does not depend on personal automobiles, is a key goal of the project. This amendment to pour more money into highways (that could be used for truly innovative and far more beneficial projects supporting transit and active transportation) directly conflicts with that.

Recently an old map of the interurban electric rail system of Kansas City (that connected folks throughout the region at its peak), made its way across social media, inspiring folks about what was and could be. I urge MARC to thoroughly consider ways to connect us in ways that does not rely on personal autos, which is the desire of the region and its jurisdictions. This can start with making the choice to NOT waste more money on paving more land with unnecessary highways.

Please reject the proposed amendment. Thank you for your service.”

Proposed Response to Comment #6: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #6. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project’s potential impacts of induced traffic demand, growth in dispersed land use patterns, emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies.

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Name: Michael Kelley

Comment #7

“We know all too well that highway expansion only supports drivers while excluding the needs of all other road users (pedestrians, transit riders, people with disabilities, and cyclists). We also know that transportation is the largest source of GHG emissions in the region and that one of the largest sources of those emissions come from cars, trucks, and SUVs.

There is a growing desire and need for more people to move through Overland Park and northeast Kansas in a form beyond driving alone. We have to prioritize policies, planning, projects and corresponding funds to support those needs. For all of these reasons and more I strongly urge the rejection of this proposed amendment.

I oppose this amendment to the Connected KC 2050 plan.”

Proposed Response to Comment #7

Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #6. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project’s potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies.

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Name: Shawn Tolivar

Comment #8

“I would like to comment and say that expansion of highway 69 is a terrible idea. The cost has already doubled since the initial presentation last year. Homes will be destroyed, this will only create more GHG emissions as it induces more demand, and further exacerbates poor land use decisions by incentivising people to live further away from jobs and the city. There is literally no upside to this project other than to save a few drivers a few minutes on their commute, which will likely be wasted as many move further away negating any savings. We are in a climate emergency, highway expansion is climate change denial. We should be investing in electrified commuter rail and electrified BRT for these outlying areas.

Please scrap this dated idea of highway expansion.”

Kansas

TIP #: 380208		Juris: KDOT		Location/Improvement	
State #: KA-5700-03		Fed #:		Co: JOHNSON Project Typ	
Phase	Year of Obligation	Type	Source	Cost(\$1,000's)	
Engineering	2022	Non-Federal	STATE-KS	\$9,000.0	
Engineering	2022	Non-Federal	STATE-KS (AC)	\$36,000.0	
Construction	2023	Non-Federal	STATE-KS	\$113,512.3	
Construction	2023	Non-Federal	STATE-KS (AC)	\$454,049.0	
Conversion	2024	Federal	NHPP-KS	\$98,009.8	
Credit	2024	Non-Federal	CREDIT	(\$98,009.8)	
Conversion	2025	Federal	NHPP-KS	\$98,009.8	
Credit	2025	Non-Federal	CREDIT	(\$98,009.8)	
Conversion	2026	Federal	NHPP-KS	\$98,009.8	
Credit	2026	Non-Federal	CREDIT	(\$98,009.8)	
Conversion	2027	Federal	NHPP-KS	\$98,009.8	
Credit	2027	Non-Federal	CREDIT	(\$98,009.8)	
Conversion	2028	Federal	NHPP-KS	\$98,009.8	
Credit	2028	Non-Federal	CREDIT	(\$98,009.8)	
Federal Total: \$490,049.0		Non-Federal Total: \$122,512.3		Total: \$612,561.3	

Proposed Response to Comment #7

Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #6. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in dispersed land use and emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Planning](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

AGENDA REPORT

MARC Board of Directors

November 2022

Item No. 6l

Efficient Transportation and Quality Places

ISSUE:

VOTE: Approve proposed 2023 Unified Transportation Planning Work Program

BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state, and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones, and products. A draft of the 2023 UPWP is available at: www.marc.org/UPWP

Major Transportation Planning Initiatives proposed for 2023 include:

- Respond to new planning provisions in the IIJA - Tasks 1.1, 2.2, 3.9, 4.1, and 5.5
- Initiation of the *Connected KC 2050 Update* - Task 2.2
- Development of the *2024-2028 Transportation Improvement Program* - Task 4.1
- Economic, Demographic and Travel Demand Forecasting - Tasks 2.1 and 3.1
- Performance Measures and Targets - Tasks 2.2, 3.9, and 4.1
- Regional Active Transportation Planning - Task 3.4
- Regional Freight Planning - Task 5.4
- Regional Safety Blueprint Implementation - Task 3.6
- Smart Moves Transit Plan Implementation - Tasks 5.1 and 5.2
- Bi-State Sustainable Reinvestment Corridor - RAISE Grant - Task 5.18

MARC's Public Involvement Plan requires that the proposed 2023 UPWP be released for public review and comment prior to adoption. Two comments were received. The comments received and proposed responses from MARC are attached for your review.

BUDGET CONSIDERATIONS:

The Draft 2023 UPWP has been developed based on funding levels resulting from the passage of IIJA and the 2020 Census counts for urbanized area populations in Kansas and Missouri.

COMMITTEE ACTION:

TTPC considered action on this item on November 15, 2022.

RECOMMENDATION:

Approve the 2023 Unified Planning Work Program and authorize the Executive Director to enter agreements with KDOT, MoDOT and others to receive Federal Consolidated Planning Grant funds not to exceed \$5,577,317.

STAFF CONTACT

Marc Hansen

2023 Unified Planning Work Program Public Comments and Proposed Responses

Adam Rossi

Comment #1

“It seems to me like transforming the way we drive cars would provide enough work to put everyone to work for a really long time. We need every gas station to become a charging station. This alone is a gargantuan project. I think this needs to be at the forefront of our planning when we think about jobs and transportation infrastructure.”

Proposed Response to Comment #1

Thank you for your recent comments regarding the proposed *2023 Unified Planning Work Program (UPWP)*. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

MARC agrees with your assessment and has made planning for continued implementation of electric vehicles and charging infrastructure a priority in both the *Connected KC 2050* metropolitan transportation plan and *SmartMoves 3.0*, the Kansas City region’s 20-year plan for transit and mobility. Acting on the vision and direction of these plans, the 2023 UPWP includes electric vehicle planning activities in the following tasks to assess current conditions and future needs across transportation modes including public transit and freight, access to charging stations, equity and workforce considerations, and public engagement.

- 5.11 - RideKC Bi-State Green Corridor Planning Investments
- 5.15 - Electric Vehicle Readiness Plan
- 5.16 - Regional Freight Plan
- 5.17 -- Bi-State Sustainable Reinvestment Corridor

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

2023 Unified Planning Work Program Public Comments and Proposed Responses

Pam Curtis

Comment #2

“Downtown Kansas City Kansas is becoming increasingly isolated and difficult to navigate due to bridge closings and road conditions. With both the Central Avenue Bridge and the Kansas Avenue Bridge closed, access for many of our residents to get to work, medical appointments and wherever they need to go is significantly more difficult. There are businesses located between an active railroad track and the closed Kansas Avenue Bridge which creates a dangerous situation. The Central Avenue Bridge provides critical interstate access and is a route for many to get to work. People are now walking across the James Street Bridge, which has no room for pedestrians, going to work in the CID area. Vehicles that navigate across James Street are met with railroad tracks to cross at Stateline that has no doubt damaged many cars. In addition, the 18th Street Bridge will be closed beginning next year.

Downtown KCK infrastructure needs attention/investment and planning to lessen the negative impact. Both in the short term and long term with better communication to the public, particularly the residents and businesses in the area, so that they can plan accordingly.”

Proposed Response to Comment #2

Thank you for your recent comments regarding the proposed *2023 Unified Planning Work Program (UPWP)*. We shared your comments with the Unified Government of Wyandotte County/Kansas City, KS, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

MARC shares your concerns regarding the condition of our transportation infrastructure, the safety and reliability of the system, and availability of alternate modes of transportation. These issues are identified as priorities in both the *Connected KC 2050* metropolitan transportation plan and *SmartMoves 3.0*, the Kansas City region’s 20-year plan for transit and mobility. Acting on the vision and direction of these plans, the 2023 UPWP includes a wide range of planning activities to monitor and improve system performance, identify and enhance transportation choices, and to coordinate the operation and management of the transportation system.

- 2.2 - Metropolitan Transportation Plan
- 3.4 - Safe and Accessible Transportation Options
- 3.6 - Transportation Safety Planning
- 3.8 - Transportation System Operations & Management Planning
- 3.9 - Transportation System Performance and Target Setting

In addition to those ongoing efforts, MARC will also partner with the Unified Government of Wyandotte County/Kansas City, KS and the cities of Independence and Kansas City, MO to coordinate the development of a bistate sustainable reinvestment corridor connecting key activity centers and neighborhoods in need of redevelopment and mobility services along State and Independence Avenues from Village West to Truman Square. This activity is described in more detail as task 5.17 in the 2023 UPWP.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council