



Board of Directors BUDGET & PERSONNEL

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

November 22, 2022
10:45 a.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 mneds@marc.org by 9:00 a.m. on Tuesday, November 22, 2022 for instructions to join the teleconference.

AGENDA

1. Approve Contracts, Grants, and Other Major Expenditures

CORE CAPACITIES

- a. VOTE: Overview of the Revised 2022 and Proposed 2023 Budget

SAFE AND SECURE COMMUNITIES

- b. 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
- c. VOTE: Approve an agreement with Motorola Solutions to purchase VESTA 911 Backroom server to upgrade Kansas City South Patrol host site.
- d. VOTE: Approve the agreement with Motorola Solutions to purchase VESTA Next Generation 911 Routers Version 2.

EFFECTIVE LOCAL GOVERNMENT

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

THRIVING OLDER ADULTS AND COMMUNITIES

- f. VOTE: Authorize acceptance of additional funds from the Kansas Department of Health and Environment (KDHE) for regional Community Health Worker (CHW) projects
- g. VOTE: Authorize amendments to selected Aging Services SFY 2023 agreements.
- h. VOTE: Authorize MARC to contract with Habitat for Humanity of Kansas City for home repair and modifications.

EFFICIENT TRANSPORTATION AND QUALITY PLACES

- i. VOTE: Authorize contract with Custom Lighting dba Black and McDonald for the Operation Green Light Traffic Signal Enhancement construction project in Kansas.
- j. VOTE: Authorize contract with Custom Lighting dba Black and McDonald for the Operation Green Light Traffic Signal Enhancement construction project in Missouri.
- k. VOTE: Approve Amendments to Connected KC 2050 Plan and 2022-26 Transportation Improvement Plan for U.S. 69 Expansion Project.
- l. VOTE: Approve proposed 2023 Unified Transportation Planning Work Program



Board of Directors **BUDGET & PERSONNEL**

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2. VOTE: Approve Consent Agenda (Administrative Matters and Minor Expenditures)
 - a. Approve the Minutes of the October 25, 2022 Meeting
3. Other Business
4. Adjournment

AGENDA REPORT

Budget and Personnel Committee

November 2022
Item No. 1a
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

Budget and Personnel Committee

November 2022

Item No. 1b

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.

AGENDA REPORT

Budget and Personnel Committee

EXHIBITS:

None.

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

Budget and Personnel Committee

November 2022
Item No. 1c
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
(continued on next page)

AGENDA REPORT

Budget and Personnel Committee

- Independence Police Department
- 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

Budget and Personnel Committee

November 2022

Item No. 1d

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

Budget and Personnel Committee

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

Budget and Personnel Committee

November 2022
Item No. 1e
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

Budget and Personnel Committee

November 2022

Item No. 1f

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 ES Advisors LLC (\$25,000); CGA Consulting LLC (\$34,000); Point Productions (\$6,000); GTI (\$20,000); Spanish Translation (\$25,000)	\$110,000
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

Budget and Personnel Committee

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

Budget and Personnel Committee

November 2022

Item No. 1g

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize amendments to selected Aging Services SFY 2023 agreements

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

Budget and Personnel Committee

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

Budget and Personnel Committee

November 2022

Item No. 1h

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

Budget and Personnel Committee

November 2022

Item No. 1i

Efficient Transportation and Quality Places

ISSUE:

VOTE: Authorize 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

Budget and Personnel Committee

November 2022

Item No. 1j

Efficient Transportation and Quality Places

ISSUE:

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

Budget and Personnel Committee

November 2022

Item No. 1k

Efficient Transportation and Quality Places

ISSUE:

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

Budget and Personnel Committee

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.

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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.

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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.

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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.

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AGENDA REPORT

Budget and Personnel Committee

November 2022

Item No. 11

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

AGENDA REPORT

Budget and Personnel Committee

November 2022
Item No. 2a

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



BUDGET AND PERSONNEL COMMITTEE
Meeting Summary
October 25, 2022
10:45 a.m.

COMMITTEE 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 Curt Skoog, Overland Park, Kan.
Mayor Damien Boley, City of Smithville, Mo.
Commissioner Becky Fast, Johnson County, Kan.
Commission Chairman Doug Smith, Leavenworth County, Kan.
Councilmember Daniel Hobart, Independence, Mo.

STAFF PRESENT

David Warm, Executive Director
Carol Gonzales, Director of Finance and Administration
Lisa McDaniel, Solid Waste Management Program Manager
John Davis, Fiscal Administrator
Lauren Palmer, Director of Local Government Services
Jovanna Rohs, Director of Early Learning and Head Start
Steven Lewis, Head Start Program Director
Ron Achelpohl, Director of Transportation and Environment
Martin Rivarola, Asst. Director of Transportation and Land Use Planning
Marlene Nagel, Director of Community Development
James Stowe, Director of Aging and Adult Services
Kristin Johnson-Waggoner, Public Affairs Program Director
Catherine Couch, Public Affairs Coordinator
Nordia Epps, Media Planning and Buying Coordinator
Katie Killen, Housing Program Manager
Katy Crow, Accountant
John Hwang, Network Administrator II
Kerry Kudron, HR Coordinator
Brad Gaeddert, Grant Manager
McKenzie Neds, Executive Assistant

OTHERS

CALL TO ORDER

Mayor Pro Tem Beto Lopez called the meeting to order at 10:52 a.m.

Due to the meeting being conducted remotely, Mayor Pro Tem Lopez 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 with one vote at the end of the meeting. Members would have an opportunity to abstain or object to any items necessary during the final vote.

Approve Contracts, Grants, and Other Major Expenditures

VOTE: Approve the FY2023 Memorandum of Understanding with the MARC Solid Waste Management District

Ms. Lisa McDaniel, Solid Waste Management Program Manager, stated that the Solid Waste Management District serves the five counties on the Missouri side and works cooperatively with the State of Kansas. The district has a budget of \$1.3 million through the Missouri Department of Natural Resources. Ms. McDaniel outlined the budget allocations. The grants that the district has awarded are listed in the Board memo. MARC will have an estimated \$10,000 in matching funds. Funding that MARC receives will be used to keep district in compliance, administer the state grant program, and operate a regional household hazardous waste program.

VOTE: Authorize an application to the Kansas Highway Patrol for Kansas State Homeland Security funding to support emergency services programs

Mr. John Davis, Emergency Services Fiscal Administrator, stated that MARC is applying for these funds prior to the funding release notification so the amount applied for may change slightly. This amount is based on what was applied for last year. This funding is for projects in Kansas. Similar funding will be applied for, for projects in Missouri in 2023. The application has been reviewed by Regional Homeland Security, as well as local partners.

Mayor Carson Ross asked if the Missouri projects will be funded through the Missouri State Highway Patrol or MODOT. Mr. Davis stated that the application for Missouri projects will be with the Department of Public Safety. He added that the projects on the Missouri side have already been identified based on how much funding they may apply for.

VOTE: Authorize renewal of a contract with Rita Parker for cooperative purchasing coordination services for the Kansas City Regional Purchasing Cooperative

Ms. Lauren Palmer, Director of Government Services shared that MARC has utilized Rita Parker for many years. An RFP was issued in 2020, and she was selected through that process. The contract amount is for \$61,545. This includes a 3.6% increase for her hourly fees, as well as miscellaneous expenses such as mileage and professional certifications.

VOTE: Authorize an amendment to the City of Independence's Community Center Services agreement to accommodate the purchase and installation of a new commercial dishwasher

Mr. James Stowe, Director of Aging and Adult Services stated that the City of Independence Palmer Center is in need of a new dishwasher. This was previously approved under a special funding initiative but due to supply chain constraints, the purchase was delayed to fiscal year 2023 so re-approval is required.

VOTE: Authorize submission of a home-delivered meal infrastructure spending plan to Missouri Department of Health and Senior Services

Mr. Stowe shared that this was a new funding opportunity in the state of Missouri. Preliminary plan for facility expansion, requesting approval. The project is made possible by legislation that appropriated \$15.1 million statewide, to support the expansion of home-delivered meal infrastructure. A preliminary high-level plan has been created for a facility expense, related equipment and supplies to submit to the state. A team is working on further details related to siting a meal re-pack facility, determining specific equipment that may be needed, and a statewide effort to collaborate on cooperative purchasing.

The total amount that will be requested is \$2.962 million. The bulk of this would go towards the facility purchase, upfitting costs and renovations, and the rest is largely equipment costs. In the future, Title III dollars will be utilized to support sustainability, maintenance, and operations of the facility.

VOTE: Authorize a network provider agreement amendment with Blue Cross and Blue Shield of Kansas City's Medicare Advantage plan to provide social health services

Mr. Stowe stated that an amendment was being requested to the Medicare Advantage contract with Blue Cross Blue Shield of Kansas City. MARC's Community Care Hub offers a variety of social health services for their plan members from educational courses to the engagement of services after a hospitalization. The amount is \$65,000 due to plan membership still being fairly low.

VOTE: Authorize three Request for Proposals to the Missouri Department of Elementary and Secondary Education Office of Early Childhood to administer Childcare Collaborative Networks

Ms. Jovanna Rohs, Director of Early Learning and Head Start stated that MARC currently administers the Educare contract that works with childcare providers who accept subsidies to support the work they are doing in their homes or within small centers. The Office of Childhood has redesigned what the program will look like and has created three separate programs, all based on collaborative networks; a home-based focus, an infant/ toddler focus, and a preschool focus. MARC falls within the Northwest Region. There are other Educare providers that have been a part of the work and have serviced these counties so as part of MARC's proposal, have created what is called the Northwest Network Consortium. The Consortium consists of the St. Joseph Youth Alliance, the local Investment Commission, MARC and the Family Conservancy. The total of the three RFPs is slightly over \$3 million. About \$580,000 of that total would be kept in house for personnel and administrative costs. The remaining amounts would pay for subcontracts with the Consortium providers. There is a focus on quality interactions that include training, technical assistance on site and coaching.

Commissioner Janeé Hanzlick asked if these services were focused on existing childcare. Ms. Rohs said they were, as well as any new childcare providers. Educare is focusing on getting programs online. The Office of Childhood has decided to keep that with their subsidy work and are rolling out this advanced technical assistance.

VOTE: Approve contract extensions for Head Start and Early Head Start Support Services

Mr. Steven Lewis, Head Start Program Director, stated that these contracted services include education coaching, mental health services for classrooms, therapeutic services for children and families and early intervention services for children with special needs and diagnosed disabilities, translation and interpretive services. The total cost is \$387,840. The services would be provided between November 1, 2022 to October 31, 2023.

VOTE: Authorize purchase of Creative Curriculum from Teaching Strategies for MARC Head Start Programs

Mr. Lewis shared that three providers have requested the use of the Creative Curriculum. Teaching Strategies publishes the curriculum for infants, toddlers, twos and preschoolers. Total cost to provide the curriculum is \$91,000.

VOTE: Authorize a contract extension with TransCore ITS Inc. for the Operation Green Light regional traffic signal system software development and support

Ron Achelpohl, Director of Transportation and Environment stated that this extension would also include some work to provide upgrades to the software that would not exceed \$300,000. This is the first of a few extensions. MARC worked with the Operation Green Light (OGL) Committee to look at other software providers and landed back on the system that has been used since the OGL system was initially started.

Mayor Pro-Tem Lopez asked if the contract been in place for a while? Mr. Achelpohl said that is has and that there is a finite number of extensions that are written into the original agreement. This provides the opportunity to look at the market for other tools while using the existing contract. The group had interest in a couple of other software packages, but they weren't completely developed yet. The current extension is good for another year, and they may revisit it at that time.

VOTE: Approve Consent Agenda (Administrative Matters and Minor Expenditures)

Approve the Minutes from the September 27, 2022 meeting

Mayor Curt Skoog moved for approval of all agenda items and Mayor Carson Ross seconded the motion. The motion passed.

Other Business

David Warm introduced McKenzie Neds as his new Executive Assistant. He also mentioned that some printed packets were provided today. They will provide them in the future as an additional resource.

Adjournment

Mayor Pro Tem Lopez adjourned the meeting at 11:08 a.m.

MINUTES APPROVED:

Mayor Pro Tem Beto Lopez, Chair

Date