



Board of Directors MEETING NOTICE

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

September 28, 2021
Board Member Meeting: 12:00 p.m.
Remotely via Zoom

- **Members of the public who wish to participate in this meeting: please email Karina Bielecki at kbielecki@marc.org by 9:00 a.m. on Tuesday, September 28, 2021 for instructions to join the teleconference.**

AGENDA

1. Introductions and Board Sharing Time
2. REPORT: Update on Regional COVID-19 Response and Recovery Initiatives
 - COVID Fund Advisory Board update
 - i. VOTE: Accept Funds from the COVID-19 Response and Recovery Fund to Support Public Health
3. COMPETITIVE ECONOMY
 - a. REPORT and VOTE: Authorize an Application for the Economic Development Administration Build Back Better Program
4. EFFECTIVE LOCAL GOVERNMENT
 - a. REPORT: Preview of 2022 State Legislative Agendas
5. EFFICIENT TRANSPORTATION AND QUALITY PLACES
 - a. REPORT and VOTE: Approve Regional Priorities for Missouri Unfunded Transportation Needs
6. BRIEF REPORTS:
 - a. REPORT: Briefing on 2021 USDOT Certification Review
 - b. VOTE: Authorize a Federal Cost Share Agreement with the U.S. Army Corps of Engineers to Administer and Facilitate Phase One of the Little Blue River Watershed Feasibility Study
 - c. REPORT: 2021 Transportation Performance Measures Update

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

7. VOTE: Approve Consent Agenda
 - a. Approve Minutes of the August 24, 2021 Board Meeting
 - b. Authorize a Grant Application to the Department of Housing and Urban Development to Support Homelessness Management Information System Work
 - c. Authorize Solicitation and Acceptance of Funds from the States of Kansas and Missouri to Support the Air Quality Program
 - d. Approve Updates to the Functional Classification System
 - e. Authorize a Contract to Provide Support to The Family Conservancy's Start Young Program



Board of Directors MEETING NOTICE

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

- f. Approve Actions Taken at the June 14, 2021 and September 13, 2021 Joint Head Start Policy Council and Advisory Committee Meetings
- g. Authorize MARC Head Start to Implement a Retention Pay Plan for Direct Service Providers' Staff in Response to COVID-19

8. Other Business

9. Adjournment

MARC Board of Directors — Members and Alternates

Name	Jurisdiction	Title
Allen, Perry**	MoDOT	Asst. District Engineer
Alvey, David	Unified Government of WyCo/KCK	Mayor/CEO
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
Eilert, Ed	Johnson County	Commission Chairman
Ellington, Brandon	City of Kansas City	Councilmember
Fields, Vernon	City of Basehor	Councilmember
Gallagher, Danny	Miami County	Commissioner
Gerlach, Carl	City of Overland Park	Mayor
Hall, Heather	City of Kansas City	Councilmember
Hanzlick, Janeé	Johnson County	Commissioner
Harrington, Jeff	City of Bonner Springs	Mayor
Hobart, Dan	City of Independence	Councilmember
Huston, Bob	Cass County	Presiding Commissioner
Jarrold, Dick**	KCATA	Vice President
Johnson, Harold	Unified Government of WyCo/KCK	Commissioner
Johnson, Ryan	Cass County	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
McTaggart, John	City of Edwardsville	Mayor
Moriarty, Michael**	KDOT	Chief of Transportation Planning
Nolte, Jerry	Clay County	Presiding Commissioner
Pogue, Randy	City of Kearney	Mayor
Preisinger, Mark	City of Leavenworth	City Commissioner
Roberts, Rob	Miami County	Commission Chairman
Ross, Carson	City of Blue Springs	Mayor
Schieber, Ron	Platte County	Presiding Commissioner
Schwach, Paula	City of Westwood Hills	Mayor
Shute, Steve	City of Gardner	Mayor
Silvester, David**	MoDOT	District Engineer
Skoog, Curt	City of Overland Park	Councilmember
Smith, Doug	Leavenworth County	Commission Chairman
Spears, Fred	City of Overland Park	Councilmember
Turnbow, Kristofer	City of Raymore	Mayor
Vogt, Marge	City of Olathe	Councilmember
Walker, Rick	City of De Soto	Mayor
Walters, Jim	Unified Government of WyCo/KCK	Commissioner
Weir, Eileen	City of Independence	Mayor
White, Frank	Jackson County	County Executive
Wood, Dagmar	Platte County	Commissioner

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

AGENDA REPORT

MARC Board of Directors

September 2021
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.

AGENDA REPORT

MARC Board of Directors

September 2021
Item No. 2 and 2-i

ISSUE:

REPORT: Update on Regional COVID-19 Response and Recovery Initiatives
and VOTE: Accept Funds from the COVID-19 Response and Recovery Fund to Support Public Health

BACKGROUND:

MARC staff will give short updates on regional efforts in which we are engaged to support and coordinate regional response and recovery to the COVID-19 pandemic, including:

COVID-19 General Updates

- MAC-G Meeting on September 21
- Vaccination and Communications Strategies

MARC is working with United Way of Greater Kansas City, the Local Investment Commission (LISC), and the Greater Kansas City Community Foundation to support grants to help residents impacted by the pandemic and economic downturn. The Fund raised approximately \$18 million and distributed grants to over 300 organizations.

MARC received a grant of \$500,000 in 2020 to support public health testing, communications, the regional data hub, and emergency assistance to disadvantaged residents. A report on the use of these and other foundation funds awarded to MARC will be provided.

The Advisory Board for the COVID-19 Regional Response and Recovery Fund is raising additional funds to support local public health with three projects, including (1) continued support for the regional data hub and analysis; (2) grants to emergency assistance agencies to help residents impacted due to the disease; and (3) incentive grants to local public health to support vaccination efforts.

RECOMMENDATION:

Authorize the acceptance of \$500,000 in funds to support COVID-19 public health response and recovery efforts.

STAFF CONTACT:

Marlene Nagel
Jennifer Sutherlin

AGENDA REPORT

MARC Board of Directors

September 2021
Item No. 3-a
Competitive Economy

ISSUE:

VOTE: Authorize an Application for the Economic Development Administration Build Back Better Program

BACKGROUND:

The US Economic Development Administration (EDA) announced several grant opportunities through the American Rescue Plan in August, including the Build Back Better (BBB) program. The BBB is intended to assist regions to invest in targeted industry clusters to recover from the pandemic and strengthen area economies. The application is two-phased, with the Phase One grant providing up to \$500,000 to support coalition building and project design, enabling regions to prepare for Phase Two. Between three and eight large projects may be identified in the Phase One application, and MARC or individual partners would apply for between \$25 and \$75 million for the large projects. MARC has worked with KC Rising, non-profits, colleges and universities, and other partners to draft an application for the biosciences industry cluster. The investments would be focused on research and development, commercialization, manufacturing and clinical trials, supply chain and logistics, and workforce development. The Phase One application is due October 19, 2021 and awards for approximately fifty-to-sixty applicants are expected by the end of the year. The Phase Two applications are due March 15, 2022 and up to thirty regions are expected to receive significant EDA funds.

BUDGET CONSIDERATIONS:

The initial \$500,000 would be used for MARC staff support for coalition building, convening, and project planning. Subcontracts would be awarded for architecture, engineering, planning, and other professional services to further develop the projects identified for major investment.

RECOMMENDATION:

Authorize the application to the EDA and, if awarded, acceptance of \$500,000 in funds to support planning and investments in the biosciences industry cluster in partnership with KC Rising, area non-profits, colleges and universities, and other organizations.

STAFF CONTACT:

Marlene Nagel
Beth Heslowitz

AGENDA REPORT

MARC Board of Directors

September 2021
Item No. 4-a
Effective Local Government

ISSUE:

REPORT: Preview of 2022 State Legislative Agendas

BACKGROUND:

Each year, the MARC Board adopts state legislative agendas for Missouri and Kansas after seeking input from local governments, regional committees, partners, and state groups. The information is then shared with partner organizations and local governments, and when opportunities arise, MARC shares information about issues with state legislators.

In September, the board is asked to provide input to the agendas and identification of priority, ongoing, and emerging issues. MARC staff is still soliciting input from committees and outside partners. The complete draft state legislative agendas will be presented to the MARC Board in October with a request for adoption.

Possible issues for focus in 2022 include:

Missouri

Budget/Financial/Home Rule

- Address needs of the Kansas City region and local governments in the allocation of American Rescue Plan (ARP) and other federal COVID relief funds.
- Maintain home rule authority for local governments.

Health and Human Services

- Provide funding for local public health systems; build capacities at state and local levels.
- Protect state funding to Area Agencies on Aging (AAAs) to support home-delivered meals and other services to vulnerable older adults.
- Increase resources for community mental health centers and behavioral health programs for children and youth, strengthen peer support programs, and require parity by insurance carriers for mental health services.
- Support legislation for Emergency Medical Services (EMS), including update of Time Critical Diagnosis (TCD) legislation and inclusion of PTSD in workmen's compensation for first responders.

Transportation

- Maintain the existing motor fuel taxes and vehicle registration fees to address the state's growing transportation needs, including system maintenance, multi-modal transportation, and job access.
- Encourage adoption of fuel-efficient and zero-emission vehicles to improve air quality and increase climate resilience. (Recommendations from Connected KC 2050 and the Climate Action Plans)
- Support transportation safety legislation to restrict use of wireless phones to hands-free technology and broaden restrictions on texting while driving to apply to drivers of all ages. Consider support for other safety measures around primary seat belt law and safety for transit operators.
- Enable safe and effective deployment of autonomous and connected vehicles. Policies and regulations should promote local innovation, maintain the integrity of local transportation systems, and be compatible with adjoining states.

AGENDA REPORT

MARC Board of Directors

Early Learning

- Sustain the Child Care Subsidy sliding eligibility rates that have been put in place during the pandemic, increasing the reimbursement rate for childcare subsidies to 75% of the current market rate for low-income working families.
- Support home visitation funding for high quality programs to increase access for more Missouri families.

Energy Conservation and Renewable Energy

- Support legislation to encourage greater investment in energy conservation, renewable energy, and energy efficient technologies.

Solid Waste and Recycling

- Continue support for solid waste management districts in order to protect local government rights to develop and implement local and regional integrated solid waste management systems and strategies. These include waste disposal and materials diversion facilities and services, which are designed to protect human health and the environment and to maximize waste reduction and diversion.
- Avoid legislation to preempt or erode the ability of local governments to address solid waste challenges such as plastic bag bans, bag fees, and other waste management policies.
- Product Stewardship - Ensure that those who manufacture, design, consume, or sell products are also responsible for minimizing the product's environmental impact throughout all stages of the products' life cycle, including end of life management.

Climate Adaptation/Hazard Mitigation

- Encourage the development of state and local plans and support investments in infrastructure to ensure that residents and businesses are protected from the risk of loss of life or damage to property due to more extreme weather conditions.

Education and Workforce Development

- Maintain higher education resources in the Kansas City area, including programs at the University of Missouri-Kansas City, University of Central Missouri, and Metropolitan Community College that support a skilled labor force for the region's employers.
- Maintain funding for the region's K-12 system and support state education policy that encourages school districts to adopt curriculum and teaching methods to help students be ready to enter the workforce. School districts should also be encouraged to develop career pathways, internships, and apprenticeships aligned to local workforce needs.
- Support appropriations of Access Missouri and Missouri A+ Scholars programs to ensure all eligible students can receive meaningful tuition support.
- Support legislation to allow qualifying students to seek state financial aid for college courses taken prior to high school graduation, and support policy changes that would simplify the current process for certifying teachers to teach these dual credit courses and improve access by removing geographic restrictions.
- Support continued funding for the FastTrack program for adult learners.

Affordable Housing

- A sufficient supply of attainable and diverse housing types is critical for robust workforce and economic development.
- Support policy and innovative strategies to achieve safe, stable, and attainable housing.
- Enable local jurisdictions to dedicate public funds to support the development, rehabilitation, and preservation of attainable housing.
- Support the Low-Income Housing Tax Credit (LIHTC) program for the acquisition, rehabilitation, and construction of rental housing for lower-income households.

AGENDA REPORT

MARC Board of Directors

- Support policy and innovative strategies that lower the cost of housing through energy efficiency and transportation improvements.

Broadband/Digital Access

- Support investments from federal funds to ensure that the Kansas City region (including urban, suburban, and rural areas) have high quality broadband infrastructure.
- Support investments from federal funds to support low-income households with digital access to education, employment, telehealth, civic engagement, and social interaction services through support for devices, internet connections, and digital training.

Kansas

Budget/Financial/Home Rule

- Address needs of the Kansas City region and local governments in the allocation of American Rescue Plan (ARP) and other federal COVID relief funds.
- Maintain home rule authority for local governments.

Transportation

- Preserve and strengthen the Eisenhower Legacy Transportation program enacted in 2020 to address multi-modal needs, including regional priorities, by doubling the minimum funding dedicated to public transportation operations and capital expenses and providing full funding for the other elements of the program.
- Encourage adoption of fuel-efficient and zero-emission vehicles to improve air quality and increase climate resilience.
- Address safety issues, including restricting the use of wireless phones to hands-free technology; retain and do not increase the current 75 mph speed limit; amend current law to include liability protection for Child Passenger Safety Technicians and their agencies; support helmets for children under 18 years of age using ATVs; and encourage attentive driving.
- Develop state policies to enable and encourage safe and effective deployment of autonomous and connected vehicles. Policies and regulations should promote local innovation, maintain the integrity of local transportation systems, and be compatible with adjoining states.

Energy Conservation and Renewables

- Encourage greater investment in energy conservation, renewable energy, and energy efficient technologies.

Climate Adaptation/Hazard Mitigation

- Encourage the development of state and local plans and support investments in infrastructure to ensure that residents and businesses are protected from the risk of loss of life or damage to property due to more extreme weather conditions.

Early Education

- Decrease barriers to childcare subsidy access by modifying eligibility requirements for families.
- Protect existing funding for the Children's Initiative Fund (CIF) and the Kansas Endowment for Youth (KEY) Fund; work to secure future funding to protect these critical investments in early childhood programs across Kansas.
- Expand access to quality home visitation programs.

Health and Human Services

- Expand Medicaid to enable more Kansas residents to have access to affordable health care.
- Establish funding programs that enable Medicaid payments for government-owned ambulances (Intergovernmental Transfer) and provide for an FRA Medicaid supplement funding program for all ambulance services.

AGENDA REPORT

MARC Board of Directors

Education and Workforce Development

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

Affordable Housing

- A sufficient supply of attainable and diverse housing types is critical for robust workforce and economic development.
- Support policy and innovative strategies to achieve safe, stable, and attainable housing.
- Enable local jurisdictions to dedicate public funds to support the development, rehabilitation, and preservation of attainable housing.
- Implement a dedicated, sustainable funding source for the State Housing Trust Fund (SHTF) to serve Kansas families and communities.
- Support the Low-Income Housing Tax Credit (LIHTC) program for the acquisition, rehabilitation, and construction of rental housing for lower-income households.
- Support policy and innovative strategies that lower the cost of housing through energy efficiency and transportation improvements.

Broadband/Digital Access

- Support investments from federal funds to ensure that the Kansas City region (including urban, suburban, and rural areas) have high quality broadband infrastructure.
- Support investments from federal funds to provide low-income households digital access to education, employment, telehealth, civic engagement, and social interaction services through support for devices, internet connections, and digital training.

RECOMMENDATION:

None. Request Input to 2022 State Legislative Agendas.

STAFF CONTACT:

Marlene Nagel
Lauren Palmer

AGENDA REPORT

MARC Board of Directors

September 2021

Item No. 5-a

Efficient Transportation and Quality Places

ISSUE:

VOTE: Approve Regional Priorities for Missouri Unfunded Transportation Needs

BACKGROUND:

The Missouri Department of Transportation (MoDOT) has communicated to MARC that it seeks to update its unfunded transportation needs list by adding a third tier of road and bridge unfunded state system priorities and a new set of multimodal priorities. The goal of this unfunded needs list is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of projects which represent where additional funding could be used. MoDOT has asked MARC to provide these prioritized project listings prior to September 30th.

MoDOT district staff have worked with MARC to validate the previously approved listings for the first and second tiers for road and bridge projects and to develop an additional unfunded needs list for tier 3 (road and bridge) and multimodal projects. During this report, staff will provide an overview of the process MARC has undertaken with stakeholders to arrive at an updated prioritized project listing.

The following pages include the following:

- Recommendation for Tier I and Tier II unfunded road and bridge needs
- Recommendation for Tier III unfunded road and bridge needs
- Recommendation for multimodal (transit, bike & ped and freight) unfunded needs

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

A number of transportation programming and planning committees have participated in the development of prioritized lists of projects over the summer. The Total Transportation Policy Committee (TTPC) has reviewed and approved a recommendation for the Kansas City region unfunded needs project list, based on this prior committee work.

RECOMMENDATION:

Approve Missouri unfunded needs Tier I, II, III and multimodal priority project listing, as recommended by MARC's Total Transportation Policy Committee.

STAFF CONTACT:

Martin Rivarola

Ron Achelpohl

AGENDA REPORT

MARC Board of Directors

Missouri Unfunded Needs - Tier I & Tier II	
Project Name	Cost
Tier 1 Regional Priorities	
I-70 Corridor Improvement, Asset Management and EIS implementation	\$100,970,000
Subtotal	\$100,970,000
Tier 2 Regional Priorities	
I-70 (435-470) - Corridor Improvements	\$90,000,000
Rte. 1 - Pavement Reconstruction from 64th St. to 72nd St.	\$7,500,000
Rte. D - Pavement Reconstruction from Ambassador Dr. to east of I-435	\$8,000,000
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$41,000,000
MO 92 - Pavement Reconstruction from Marshall St. to Kentucky Ave.	\$5,300,000
I-49 - Pavement Reconstruction from Blue Ridge Blvd to 163rd St.	\$75,500,000
I-29 and I-35 Corridor Improvements	\$144,000,000
Subtotal	\$371,300,000

Missouri Unfunded Needs - Tier III Priorities	
Project Name	Cost
I-70 and I-470 Interchange Improvement	\$66,000,000
I-35 (I-435 to US 69) Corridor Improvements	\$60,000,000
I-49 Capacity Project (155th St. to North Cass Parkway)	\$41,040,000
I-70 Capacity Project (MO 7 to Rt. F)	\$63,480,000
Missouri Route 9 from 3rd Street to Admiral	\$18,000,000
23rd Street (M-78) Complete Streets	\$24,000,000
Safety Improvements Across Bruce R. Watkins	\$24,840,000
Interchange operation and safety improvements	\$72,000,000
Subtotal	\$369,360,000

AGENDA REPORT

MARC Board of Directors

Missouri Unfunded Needs - Multimodal (Transit)	
Project/service route or program	Project / Program Cost
Interjurisdictional Transit Service Operations	\$36,000,000
Interjurisdictional Transit Capital Projects	\$36,000,000
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)	
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)	
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)	
Other routes and services	
Total	\$72,000,000

Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".

Missouri Unfunded Needs - Multimodal (Bike/Ped)	
Project	Cost
Strategic pedestrian safety improvements	\$25,000,000
Regional Bicycle Network - Cass County	\$5,775,000
Regional Bicycle Network - Jackson County	\$16,275,000
Regional Bicycle Network - Clay County	\$7,525,000
Regional Bicycle Network - Platte County	\$5,425,000
Total	\$60,000,000

Note: Protected bicycle facilities preferred for bicycle network improvements.

Missouri Unfunded Needs - Multimodal (Freight)	
Project	Cost
Intermodal Freight Program (improvements for ports, aviation, and rail)	\$50,000,000
Total	\$50,000,000

AGENDA REPORT

MARC Board of Directors

September 2021

Item No. 6-a

Efficient Transportation and Quality Places

ISSUE:

REPORT: Briefing on 2021 USDOT Certification Review

BACKGROUND:

Federal planning regulations require the Federal Highway Administration (FHWA) and Federal Transportation Administration to review and certify every region's metropolitan planning process every four years. These reviews provide an opportunity to demonstrate compliance with metropolitan planning regulations, highlight commendable practices, and identify opportunities for improvement among the regional planning partners.

The 2017 certification review identified one critical action related to the Coordinated Public Transportation Human Services Transportation Plan which was resolved soon after the review. It included commendations for MARC's work to formalize transit representation on the MARC board of directors, regional planning partners' proactive use and reporting of performance measures, and MARC's holistic approach to scenario planning in the development of the metropolitan transportation plan (MTP). It also included helpful recommendations for improvements to the regional partnership agreement, relationship of the MTP and transportation programming process, MTP environmental justice analysis, resource agency consulting process, ties between the Transportation Improvement Program (TIP) and performance targets, MTP environmental analysis and state funding processes for FHWA National Highway Performance Program Funds. Each of these recommendations has been addressed in some measure.

The 2021 Kansas City area certification review took place on August 17-20. MARC staff will share the review's findings at the meeting.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

Martin Rivarola

AGENDA REPORT

MARC Board of Directors

September 2021
Item No. 6-b
Healthy Environment

ISSUE:

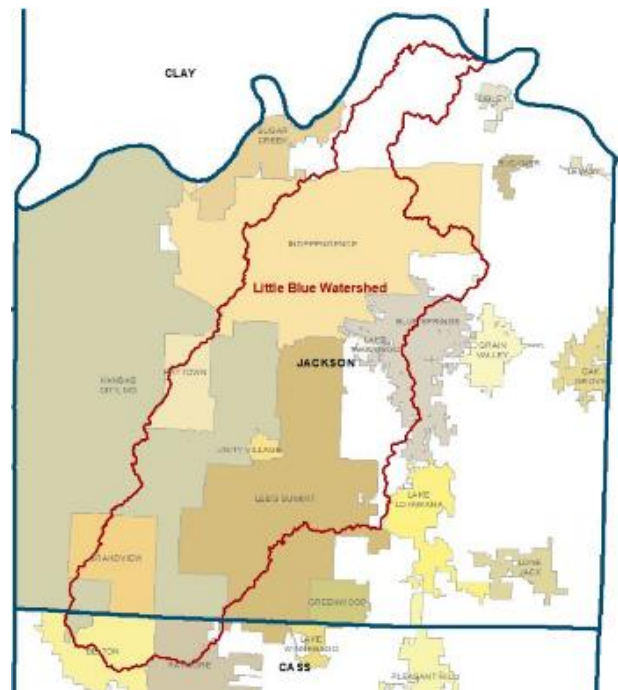
VOTE: Authorize a Federal Cost Share Agreement with the U.S. Army Corps of Engineers to Administer and Facilitate Phase One of the Little Blue River Watershed Feasibility Study

BACKGROUND:

The Little Blue River Watershed is a 224 square-mile watershed, comprised of 12 jurisdictions with Kansas City, Missouri, Jackson County, Lee's Summit, and Independence making up 81% of the land area in the watershed. The watershed includes many substantial regional assets, including Longview and Blue Springs Lakes, and important recreational and habitat values tied to the Little Blue Trace Trail. Significant challenges in the watershed exist include flooding, water quality, sedimentation in the lakes, and erosion in the banks and bed of the main stem of the Little Blue and its tributaries.

Given the substantial historic federal investment in the watershed, the U.S. Army Corps of Engineers received congressional authorization and appropriations to launch a watershed feasibility study. The study will evaluate the causes and dynamics of identified problems, then evaluate and prioritize alternative solutions. Once the study is completed, the Corps would work with local communities to implement solutions, with a cost share rate of 65% federal to 35% local. Study goals articulated to date include:

- Long-term viability of federal infrastructure investments
- Reliable flood protection along the Little Blue River and its tributaries
- Stable tributary channels, river banks, and bed elevation, and
- Natural habitat and ecosystem protection and restoration.



Similar to a previous collaboration with the Corps on the River Bed Degradation Study, local communities requested that MARC serve as the formal study sponsor. In this role, MARC will administer and manage the project, and facilitate discussions among the Corps and participating communities. Participating communities will contribute the required 50% of project costs through a formula based on the percentage of land area in the watershed attributable to each community. Participating communities at this time include Belton, Blue Springs, Independence, Jackson County, Kansas City, Missouri, Grandview, Lee's Summit and Raytown.

The overall project is estimated to cost between one and three million dollars. Given the uncertainty regarding the details of overall project scope and cost, communities agreed to collaborate in an initial process to clarify the project's scope and budget. Total phase one costs will be \$70,000. Local communities will contribute a total of \$45,000, and federal resources will provide a match of \$25,000. MARC will retain \$20,000 for administration, project management, and facilitation. This process is anticipated to be completed by the end of the first quarter of 2022. MARC will facilitate conversations

AGENDA REPORT

MARC Board of Directors

with all partners to ensure that local and federal interests are appropriately addressed. At the conclusion of Phase One, staff will report back to the Board about outcomes and next steps.

BUDGET CONSIDERATIONS:

REVENUES	
Amount	\$45,000
Source	Local community contributions
Amount	\$25,000
Source	Federal contribution through USACE
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$20,000
Pass-Through	\$50,000

RECOMMENDATION:

Authorize memoranda of agreement with participating communities and execute a federal cost share agreement with the U.S. Army Corps of Engineers for \$50,000 to complete the Phase One Scoping process for the Little Blue River Watershed feasibility study.

STAFF CONTACT:

Tom Jacobs

AGENDA REPORT

MARC Board of Directors

September 2021

Item No. 6-c

Efficient Transportation and Quality Places

ISSUE:

REPORT: 2021 Transportation Performance Measures Update

BACKGROUND:

In support of a performance-based transportation planning process, the region's long-range transportation plan (Connected KC 2050) includes a set of regional performance measures related to the vision and goals defined in the plan's Policy Framework. Since 2010, MARC has produced regular Performance Measures Reports to monitor trends and help MARC and regional transportation stakeholders better understand and evaluate progress towards achieving the plan goals.

The 2021 Performance Measures Report looks at a subset of the performance measures identified in Connected KC 2050, concentrating on the measures most relevant to decisions that will come before MARC over the next year. A copy of the 2021 Performance Measures Report is attached.

MARC staff will introduce the 2021 Performance Measures Report, highlighting a selection of key findings and trends.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Chris Upchurch



Performance Measures Report

Mid-America Regional Council
Transportation Department

2021

MARC
MID-AMERICA REGIONAL COUNCIL

PERFORMANCE MEASURES

Performance based planning is where we measure performance, based on our goals, and use the results to inform future planning. The Kansas City region's long-range transportation Plan, Connected KC 2050, defines our goals: access to opportunity, public health and safety, healthy environment, transportation choices and economic vitality.

Based on those goals we have identified many performance measures. This report looks at a subset of those measures using updated data to inform our planning decisions, especially how we choose to spend federal funding coming to our region.

Performance measures at a glance

This chart gives a general indication of the trend of each measure — green means we're moving in the desired direction, yellow means we're not getting better or worse and red means we're heading the opposite way we'd like to be.

Moving in the desired direction:

- Travel Time Reliability

Not getting better or worse:

- Work Trips by Alternative Modes
- Ozone
- Vehicle Miles Traveled per Capita
- Interstate Pavement Condition

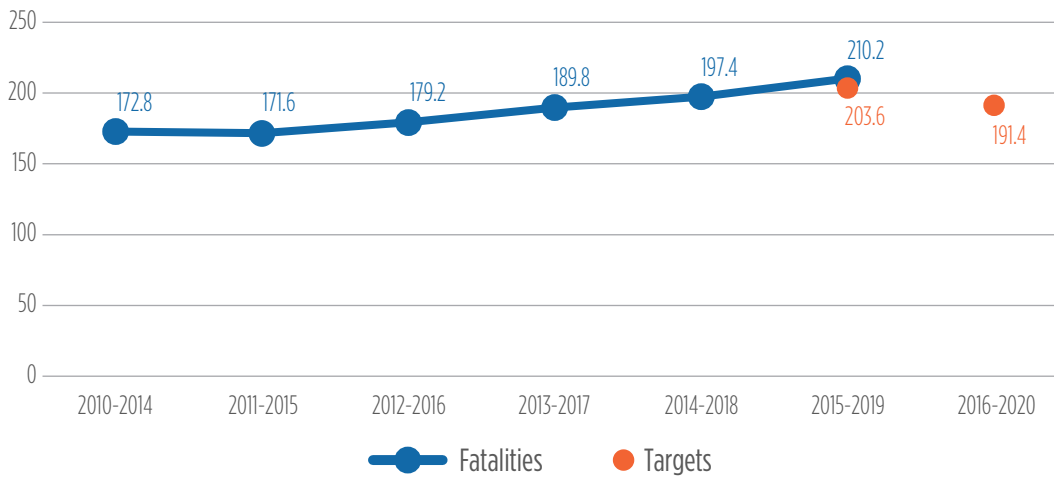
Moving in the opposite direction of our targets:

- Safety
- Miles of Streets with Protected Bike Facilities
- Other Major Roadways Pavement Condition
- Bridge Condition

SAFETY

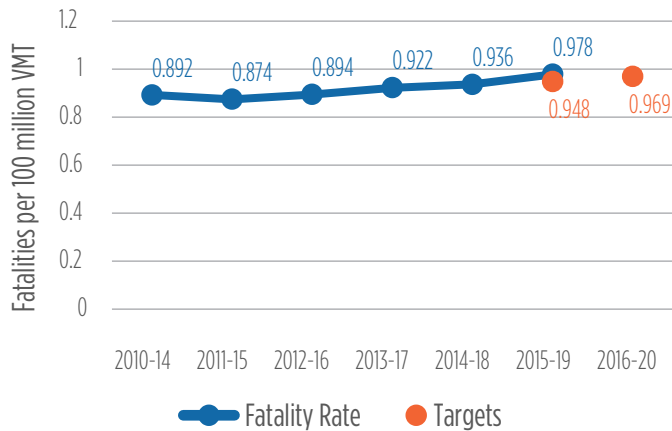
Traffic fatalities in the region have been rising consistently over time.

Fatalities

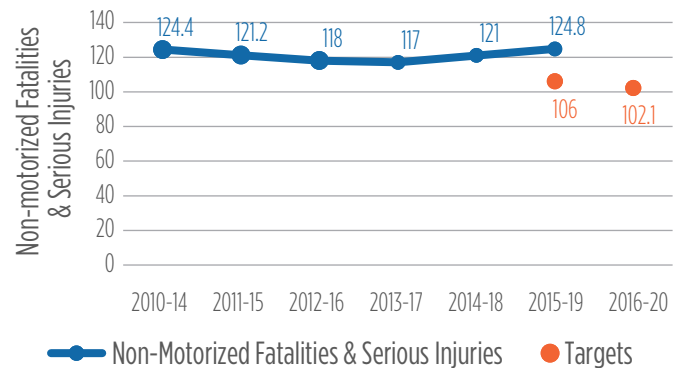


Other safety measures

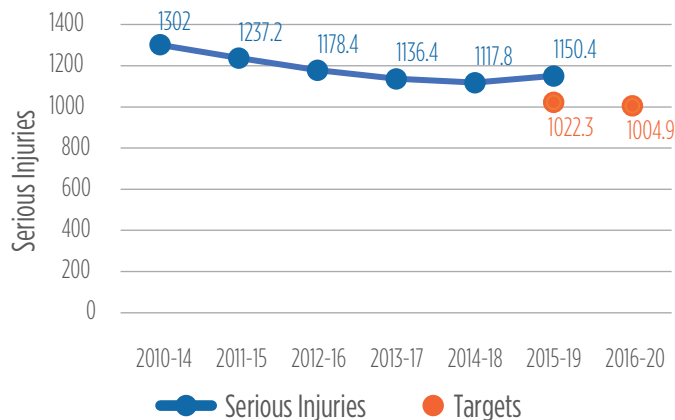
Fatality Rate



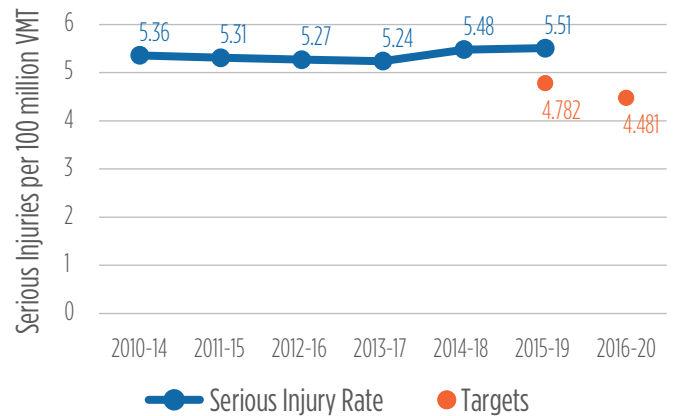
Non-Motorized Fatalities and Serious Injuries



Serious Injuries



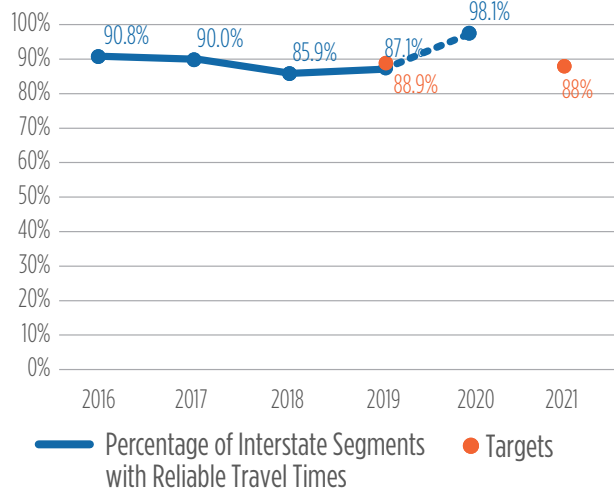
Serious Injury Rate



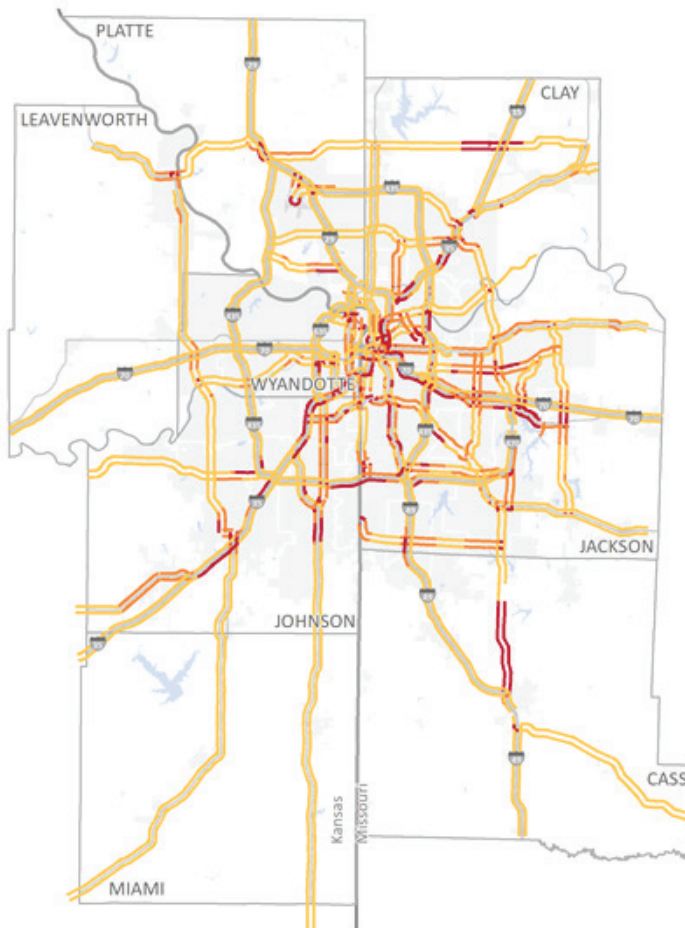
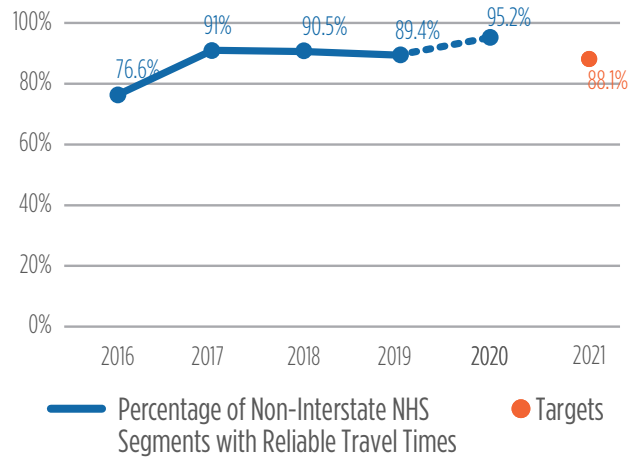
TRAVEL TIME RELIABILITY

Travel times in the region are highly reliable. More than 85% of interstate highway segments and almost 90% of the segments on other major roads provided reliable travel times in 2019.

Interstate Travel Time Reliability



Non-Interstate NHS Travel Time Reliability



Level of Travel Time Reliability (2019)

- Good (<1.25)
- Fair (1.25-1.49)
- Poor (>1.50)

Note that due to the pandemic, traffic volume was down significantly in 2020. This had the side effect of increasing reliability.

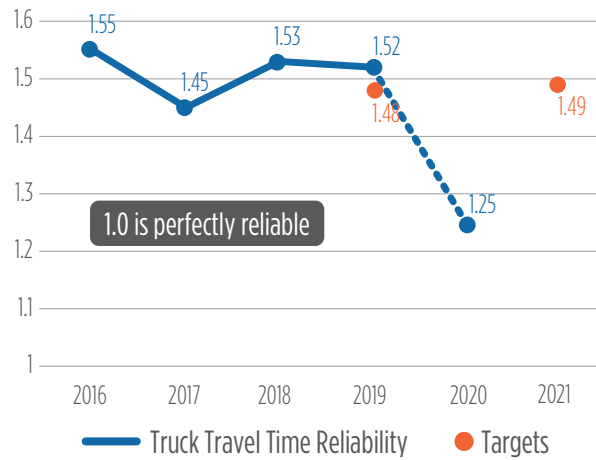
Source(s): INRIX
Date Prepared: 8/27/2021

Truck Travel Time Reliability

Truck travel times on major roads are also highly reliable. In 2019, even during the most congested times, truck travel times were only about 50% longer than average.

Note: Lower values are better. A travel time reliability index of 1.0 would indicate perfectly reliable travel times.

Data from the National Performance Management Research Data Set

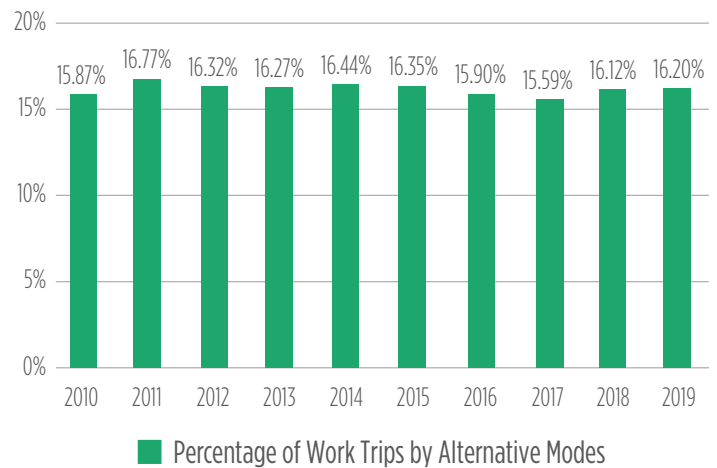


TRANSPORTATION CHOICES

Percentage of work trips by alternative modes

The proportion of trips to work in the region by alternative modes such as transit, carpooling, biking or walking has remained steady at around 16%.

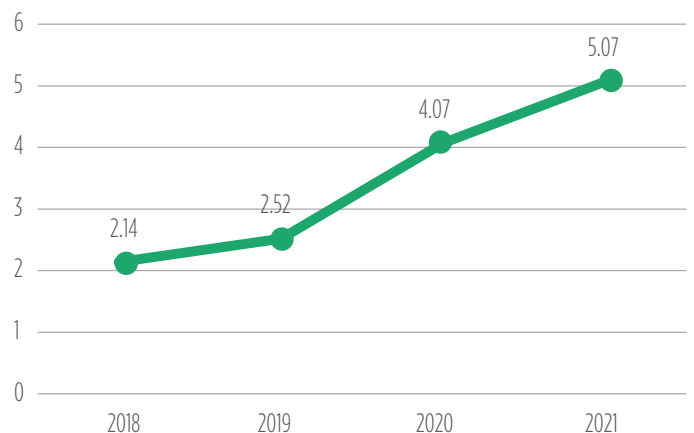
Data from the American Community Survey



Miles of streets with protected bike facilities

The region currently has more than 150 miles of bike lanes. Just over 5 miles of streets have bike facilities separated from traffic with a physical barrier. These protected bike lanes make cycling comfortable for a much wider array of riders.

Data from the Mid-America Regional Council

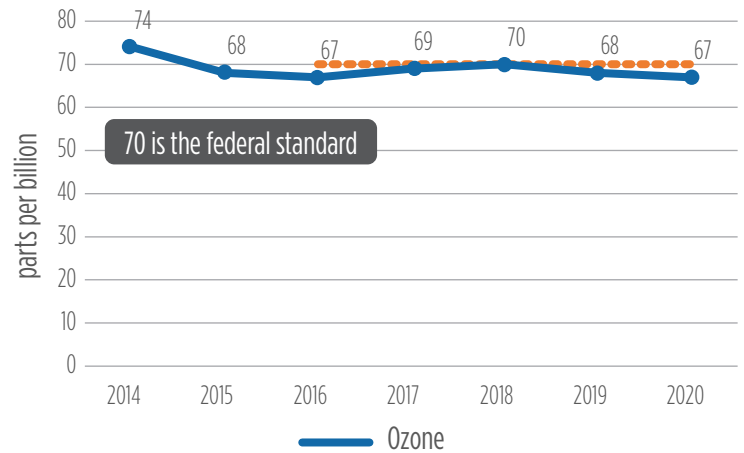


HEALTH & ENVIRONMENT

Ozone

Levels of ozone pollution in the region have been trending downward in recent years. We have been at or below the federal standard of 70 parts per billion since 2015.

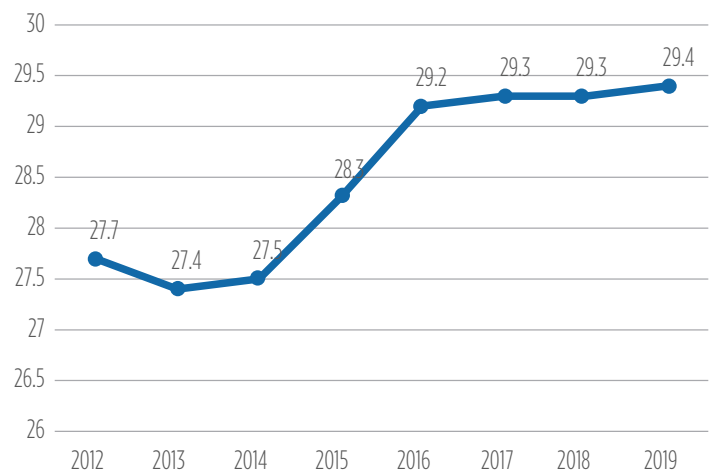
Data from Kansas Department of Health and Environment and Missouri Department of Natural Resources



Daily Vehicle Miles Traveled per Capita

The average number of miles driven climbed between 2012 and 2016, before stabilizing around 29 miles per person per day from 2016 to 2019.

VMT data from the Kansas Department of Transportation and Missouri Department of Transportation, Population data from the American Community Survey

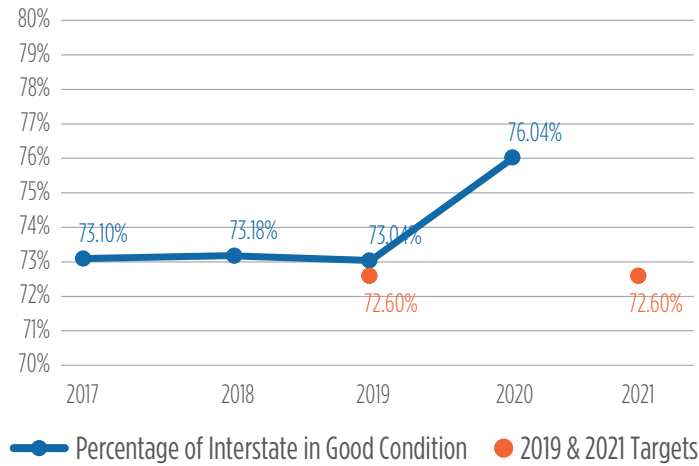


INFRASTRUCTURE CONDITION

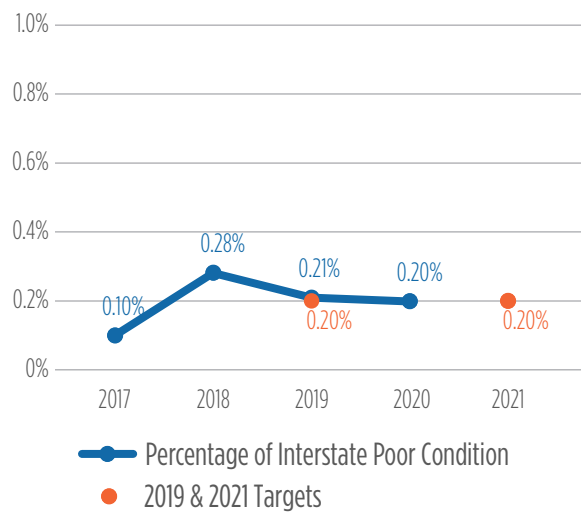
Pavement Condition

The pavement condition of the region's Interstate Highways is quite good, with more than 75% in good condition and just 0.2% in poor condition.

Percentage of Interstate in Good Condition



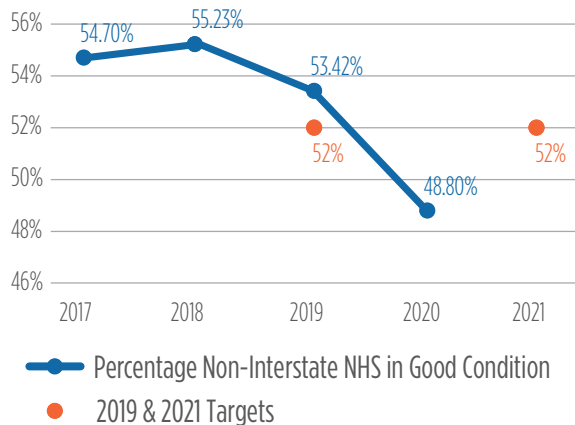
Percentage of Interstate in Poor Condition



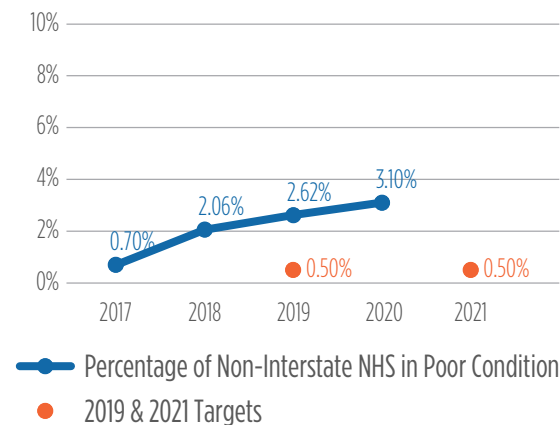
Pavement conditions on other major roadways in the region are not doing as well. Less than half are in good condition and more than 3% are in poor condition.

Data from the Kansas Department of Transportation and Missouri Department of Transportation

Percentage Non-Interstate NHS in Good Condition



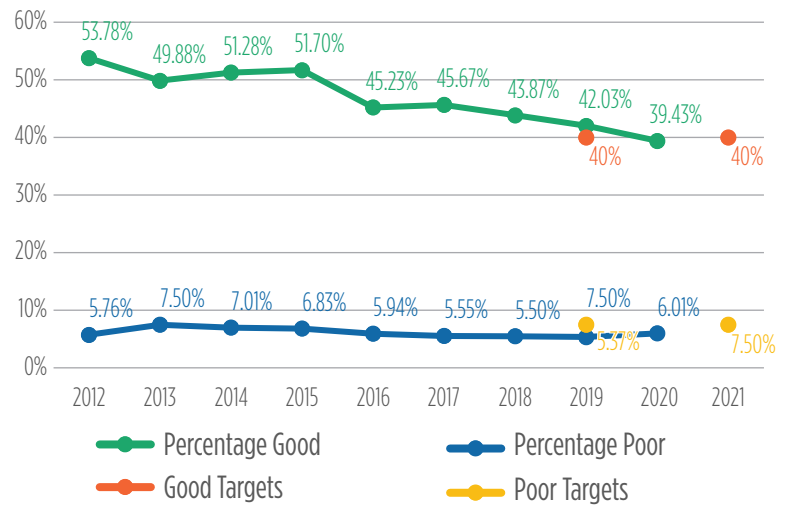
Percentage of Non-Interstate NHS in Poor Condition



Bridge Condition

The percentage of the region's bridges in good condition has been steadily declining over time. The condition of bridges on major roads (the National Highway System) has dropped from 50% to less than 40% over the past five years. During that time the percentage of bridges in poor condition has largely held steady.

Data from the National Bridge Inventory



AGENDA REPORT

MARC Board of Directors

September 2021
Item No. 7-a

ISSUE:

VOTE: Approve minutes of the August 24, 2021 Board meeting

BACKGROUND:

The minutes of the August 24, 2021 meeting are enclosed.

RECOMMENDATION:

Approve the minutes of the August 24, 2021 meeting.

STAFF CONTACT:

David Warm

Karina Bielecki



BOARD OF DIRECTORS
MEETING SUMMARY
August 24, 2021
12:00 p.m.

BOARD MEMBERS PRESENT

Commissioner Harold Johnson, Jr., Unified Government of Wyandotte/Kansas City, Kan. - MARC Board Chair
Commissioner Janeé Hanzlick, Johnson County, Kan. - MARC Board 2nd Vice Chair
Mayor Eileen Weir, Independence, Mo. - MARC Board Treasurer
Mayor Pro Tem Beto Lopez, Lee's Summit, Mo. - MARC Board Secretary
Commissioner Rob Roberts, Miami County, Kan.
Councilmember Curt Skoog, Overland Park, Kan.
Commissioner Doug Smith, Leavenworth County, Kan.
Mayor Paula Schwach, Westwood Hills, Kan.
Mayor Michael Boehm, Lenexa, Kan.
Mayor Kristofer Turnbow, Raymore, Mo.
Commissioner Jim Walters, Unified Government of Wyandotte County/Kansas City, Kan.
Councilmember Daniel Hobart, Independence, Mo.
Councilmember Fred Spears, Overland Park, Kan.
Mayor Randy Pogue, Kearney, Mo.
Mayor Damien Boley, Smithville, Mo.
Michael Moriarty, Chief of Transportation Planning, KDOT
Mayor Mike McDonough, Raytown, Mo.
Mayor Steve Shute, Gardner, Kan.
Mayor/CEO David Alvey, Unified Government of Wyandotte/Kansas City, Kan.
Councilmember Brandon Ellington, Kansas City, Mo.
Councilmember Eric Bunch, Kansas City, Mo.
County Executive Frank White Jr., Jackson County, Mo.
Councilmember Vernon Fields, Basehor, Kan.
Perry Allen, District Construction Engineer, MoDOT

STAFF PRESENT

Executive Director David Warm and other MARC staff

OTHERS

Chris Redline, MoDOT
Kay Heley, WaterOne

INTRODUCTIONS AND BOARD SHARING TIME

Commissioner Harold Johnson called the meeting to order at 12:00 p.m. and welcomed attendees.

Due to the meeting being held remotely, Commissioner Johnson 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: Update on Regional COVID-19 Response and Recovery Initiatives

Ms. Marlene Nagel, Director of Community Development at MARC, introduced Ms. Jennifer Sutherlin, Emergency Services Public Health Program Manager at MARC, who shared key COVID-19 situational updates. She noted that length of stay for COVID patients is three-to-four times that of non-COVID patients. Admission rates continue to exceed discharge rates, and ventilator utilization is greater than in previous COVID waves. Hospitalized patients are younger than previous waves, including pediatric patients. The region has also seen a sharp increase in hospital diversion times. The FEMA ambulance strike team in the area has expanded from six to eleven ambulances; they've completed 161 transports as of August 23, 2021. Monoclonal antibody infusion capacity is expanding in the region. Missouri's DHS is funding two infusion site expansions in Kansas City and Sedalia. Ms. Sutherlin noted the addition of more mitigation and protective measures in several local government jurisdictions, school districts, and the private sector.

The Centers for Medicare & Medicaid Services (CMS) is developing an emergency regulation requiring staff vaccinations within Medicare- and Medicaid-participating nursing homes. Third doses of vaccines have been authorized by the CDC for immunocompromised individuals and are available without physician order or referral. All individuals who have been vaccinated for more than eight months will soon be eligible to receive a booster dose of either Pfizer or Moderna vaccine. Finally, Ms. Sutherlin noted that the Pfizer vaccine received full FDA approval for patients sixteen and older yesterday. Emergency use authorization is still in place for those between the ages of twelve and sixteen; studies of the vaccine in those younger than twelve are ongoing. Pfizer may be able to apply for emergency use authorization in those younger than twelve by the end of September.

Ms. Nagel shared that, at the request of the area's Chief Medical Officers (CMOs), MARC helped host a briefing for the region on August 6th. Almost 600 individuals listened in to the briefing, which helped the audience better understand the situation with area hospitals. Ms. Nagel shared that for ICU beds in area hospitals, COVID patient use was at an all-time high last week. She noted the concern from area hospitals about their capability to serve patients in ICU and ER spaces, as well as their ability to provide important surgeries for non-COVID patients. MARC received feedback that the briefing was helpful in understanding the reproductive rate of the Delta variant. Ms. Nagel also noted that MARC is working with the advisory board of the KC Regional COVID-19 Response and Recovery Fund to continue supporting urgent needs in the community. She paused for questions, but there were none.

EFFICIENT TRANSPORTATION AND QUALITY PLACES

REPORT: Update on Coronavirus Response and Relief Supplemental Appropriations Act Recommendations

Mr. Ron Achelpohl, Director of Transportation and Environment at MARC, shared an update on recommendations for the use of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding. \$10 billion was appropriated for highway infrastructure programs; funding was suballocated to metropolitan areas based on population. The Kansas City region will receive

\$5,316,676 on the Kansas side and \$8,393,333 on the Missouri side. Funds are authorized through September 30, 2024. Project eligibility requirements for the funds are the same as the Surface Transportation Block Grant program. At the discretion of the states, special authority also exists for other uses, such as preventive maintenance, debt service, and coverage for other revenue losses.

The Transportation committees discussed a number of approaches to using the funds. The Kansas Surface Transportation Program Priorities Committee recommended using \$1,002,644 to fully fund the city of Edwardsville's 98th Street Corridor project (which was previously only approved for partial funding) and using \$4,314,032 to partially fund Overland Park's 167th Switzer Road to Antioch Road operations project. The projects are included in the third quarter Transportation Improvement Plan Amendment.

VOTE: Approve the Use of Missouri Coronavirus Response and Relief Supplemental Appropriations Act Funds to Establish a Roadway Preventive Maintenance Program

Mr. Achelpohl requested approval to use Missouri Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds to supplement deferred maintenance work that was unable to be completed in 2020 due to the COVID-19 pandemic. The Missouri Surface Transportation Program (STP) Priorities Committee directed MARC to coordinate a set of mill and overlay projects in the region utilizing CRRSAA dollars. Approximately \$8.4 million will be available for this work in Missouri. The Total Transportation Policy Committee (TTPC) recommended approval of this fund usage at its July 2021 meeting. MoDOT will disburse funds to MARC, who will acquire contracts for needed engineering and construction services and enter into agreements with local governments to fund work on roadway systems. MARC anticipates distributing the funds with minimum allocations of \$50,000 to communities with populations between five-to-ten thousand, and other allocations to larger communities based on population. Mr. Achelpohl requested approval to set up the program and enter into an agreement with MoDOT to receive the available funding. He paused for questions, but there were none.

REPORT: Transit Zero Fare Impact Analysis

Mr. Achelpohl reported that, at the request of the Kansas City Area Transportation Authority, MARC recently completed an analysis of the impacts of the zero-fare transit program implemented on regional fixed-route transit services since the start of the COVID-19 pandemic. The study was completed in partnership with the UMKC Henry W. Bloch School of Management and KU Transportation Center.

The study team found that the program was popular with riders and was correlated with positive impacts to the regional economy, transit ridership, safety, and security, but that additional revenues or cost savings would need to be identified for the program to be financially sustainable. 88.3% of those surveyed were either satisfied or highly satisfied with zero fare in 2020. Community leaders interviewed were predominantly supportive of continued zero fare, with some concerns about opportunity cost of lost fare revenue. Lost fare revenue was estimated between \$8-10 million regionally. Net operating costs grew by \$1.2 million due to increased ADA complementary paratransit service demands. Continuing zero fare is likely to raise regional employment, increase economic output, and increase personal income in the region. KC ridership was more resilient during the pandemic than it was in peer regions, demonstrating a positive effect of zero fare. Zero fare could increase travel demand in the region by up to 31%, and increased ridership could reduce approximately 7,000 tons/year of carbon dioxide emissions. Security incidents declined by 39% from 2019 to 2020. Incidents per 100,000 riders also declined by 17%. Given current rider demographics, the primary beneficiaries of suspended fare collection in 2020 were people of color

and people with low incomes. Nearly three-fourths of passengers reported not having a car available to them.

For the zero-fare program to be sustainable, either additional revenues or new cost savings will be needed. Equity impacts of revenue or service changes necessary to continue or change the zero-fare program should be investigated in more detail. Qualitative impacts (such as increased access to employment, educational opportunities, and health care) should also be investigated in more detail.

The full report is available at: <https://www.marc.org/Transportation/Plans-Studies/pdfs/Transit-Zero-Fare-Impact-Analysis.aspx>. Mayor David Alvey inquired if all potential savings, such as time spent looking for correct fare change, were identified and measured. Mr. Achelpohl replied that on-time performance was examined, and in 2020 it increased across the system. Late arrivals and early arrivals also increased, and Mr. Achelpohl indicated it would be worth studying in more detail over time. Commissioner Janeé Hanzlick thanked Mr. Achelpohl for his presentation on the zero-fare study. She shared that in Johnson County, barriers to increased usage of their transit system include low frequency of trips, no weekend service, short hours, and late arrivals. She indicated that zero-fare is one tool the County is looking at using to create a better, more usable transit system. There were no further questions.

COMPETITIVE ECONOMY

REPORT: A First Look at Data from the 2020 Census

Mr. Frank Lenk, Director of Research Services at MARC, provided a first look at data from the 2020 Census results. The MARC region's population is now 2,103,419, up from 1,920,474 a decade ago and continuing a pattern of modest but steady growth. Regionally, the white, non-Hispanic population still accounts for about two-thirds of the total population. Mr. Lenk noted that in this year's census, the Census Bureau asked about race and ethnicity in a new way allowing for richer responses and an increase in percent of respondents identifying as multiracial. Examining the region's population change by race and ethnicity, Mr. Lenk noted that the region's largest gains occurred in Hispanic and multiracial populations. He noted that population and household data figures are available by city and county.

Mr. Lenk also shared some maps depicting population density by census block, as well as broken out by race and ethnicity. He noted that long-standing racial dividing lines, such as Troost Avenue, are becoming more blurred. Examining change in population by census tract, Mr. Lenk noted that established areas in the urban core, which used to be declining, are now growing.

In summary, the region continues to grow steadily but modestly. Most growth remains concentrated in new suburbs. The region remains highly segregated by race, but there are significant changes as well. The region is seeing greater integration of racial groups as population growth is being driven by people of color. These changes will bring new issues to the forefront, such as gentrification, housing cost and attainability, and inclusiveness of opportunity. Councilmember Eric Bunch inquired if population growth could be depicted in percentages per census block to better depict change; Mr. Lenk shared that more detailed maps will be made available as there is more time. Councilmember Curt Skoog inquired how these data compared to projections; Mr. Lenk responded that the region's growth was under-forecast by about 14,000. Johnson County was over-forecast, and the big surprises were Wyandotte and Jackson Counties which grew faster than anticipated. Mayor David Alvey inquired if there was a way to correlate this data to the amount of affordable housing available, hypothesizing that Wyandotte County's growth may be due to a supply of affordable housing. Mr. Lenk responded that MARC would need

to research to confirm such a hypothesis, but that it held interest. There were no further questions.

THRIVING OLDER ADULTS AND COMMUNITIES

REPORT: Update on Double Up Food Bucks Heartland Program Expansion

Ms. Donna Martin, Public Health Senior Planner at MARC, shared an update on MARC's Double Up Food Bucks program. In April 2021, the USDA invited current grantees to apply for the new Gus Schumacher Nutrition Incentive Program COVID Response and Relief (GusNIP CRR) grant. The funding for this opportunity was appropriated to the USDA by the COVID Response and Relief Act of 2021. No local match was required for these funds. MARC submitted a proposal on behalf of the Double Up Heartland Collaborative in May 2021 with the following objectives to address areas that were not included in the 2020 application:

1. Expand the months customers can earn Double Up Food Bucks (DUFB) at the 32 grocery stores included in FY20, resulting in \$1.48 million additional incentive-related purchases.
2. Expand the incentive program to more grocery stores and farm stands in Kansas and west central Missouri, as communities with unmet needs and significant COVID-19 impacts are identified.
3. Expand the DUFB program to at least 17 Missouri farmers' markets to encourage better nutrition through purchases of fresh produce, resulting in \$300,000 in incentive expenditures.
4. Expand the DUFB program to at least 42 grocery stores in central, southern, and eastern Missouri, resulting in nearly \$1.3 million in incentive-related produce purchases.
5. Communicate with up to 600,000 additional low-income residents in Missouri and other newly identified communities to inform them of the incentive program.

The USDA has awarded MARC \$4,635,648 in GusNIP CRR grant funds to implement these expansions.

VOTE: Authorize an Agreement with the University of Missouri and the Addition of Funds for the University of Kansas Medical Center to Expand the Double Up Food Bucks Heartland Program
MARC staff requested authorization for a \$461,236 agreement with the University of Missouri Extension to administer the program in new regions and a \$450,610 agreement with the University of Kansas Medical Center to administer evaluation surveys in expanded locations. There were no questions.

BRIEF REPORTS

REPORT: Update on the Regional Housing Partnership

This report was held for time.

VOTE: Accept a Grant from the Bloch Charitable Foundation to Support the Regional Housing Partnership

Ms. Lauren Palmer, Assistant Community Development Director and Local Government Services Director at MARC, shared that MARC is working with the Kansas City Local Initiatives Support Corporation (LISC) to create a Regional Housing Partnership. The goal is to combine the housing expertise of LISC with the regional convening expertise of MARC to create the elements necessary for an effective housing system. Many organizations in the region are involved in good work to expand affordable housing, but these efforts are disconnected and could benefit from an

enhanced housing system that expands and sustains access to affordable, quality housing. This vision will be accomplished through seven elements: (1) market data and analytics; (2) networked leadership; (3) financing and development tools; (4) production capacity; (5) rental and ownership support systems; (6) supportive public policy and (7) public education. This work is an extension of the Regional Housing Summit and Report completed in 2019 with the First Suburbs Coalition.

MARC received a grant from the Marion and Henry Bloch Charitable Foundation to launch the partnership and fundraising is ongoing. The grant award will fund a full-time employee to staff this initiative and part-time support from MARC's local government services and research services. Ms. Palmer requested authorization to accept the \$560,000 grant award. There were no questions.

REPORT: Update on Federal Infrastructure Legislation

This report was held for time.

REPORT: Briefing on 2021 USDOT Certification Review

This report was held for time.

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

VOTE: Approve Consent Agenda

- a. Approve Minutes of the June 22, 2021 Board Meeting
- b. Authorize an RFP Release, Contract Extensions, and Purchases to Support Community Home-Delivered Meals
- c. Authorize an Application for a Safety Net Grant from Health Forward Foundation to Support the Community Health Worker Program
- d. Approve an Annual Contract with ChildPlus Software to maintain Head Start Records for the 2021-2022 Grant Year
- e. Approve the Purchase of Technology Equipment and Supplies for Head Start Direct Service Providers

VOTE: Authorize Administrative Actions Included in Memorandum Sent to the Board of Directors on July 29, 2021 (Other than those Included in Above Agenda Items)

- a. Approve the 2021 3rd Quarter Amendment to the 2020-24 Transportation Improvement Program
- b. Authorize an Amendment to the Contract with Kansas State University to Support Double Up Food Bucks
- c. Authorize Acceptance of a Grant from Anthem to Support Double Up Food Bucks
- d. Authorize Acceptance of Pass-Through Funds from Everytown to Support Aim 4 Peace
- e. Approve a Change Order to Purchase Radio Equipment for Upgrading the Microwave Network
- f. Approve the Purchase of Call-taking Hardware for Regional Workstations

MOTION: Commissioner Janeé Hanzlick moved for approval of all agenda items and the consent agenda, and Mayor Mike McDonough seconded. Commissioner Johnson asked if any member wanted to abstain or object to any of the agenda items. Mayor Pro Tem Lopez has a standing disclosure of his conflict of interest in contractual matters between MARC and his employer, Guadalupe Center, and he is recorded as having abstained from a vote on agenda item 7-e. All others were in favor of approving agenda items 3-a-i through 7-k. The motion passed.

OTHER BUSINESS

There was no other business.

ADJOURNMENT

The meeting was adjourned at 1:29 p.m.

MEETING SUMMARY APPROVED:

Harold Johnson, Chair

Date

AGENDA REPORT

MARC Board of Directors

September 2021

Item No. 7-b

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize a Grant Application to the Department of Housing and Urban Development to Support Homelessness Management Information System Work

BACKGROUND:

In 2015, the MARC Board authorized the organization to serve as the lead agency for the Homelessness Management Information System (HMIS) on behalf of the region's three Continuum of Care organizations serving much of the homeless population in the Kansas City region (Wyandotte County Homeless Services Coalition, Johnson County Continuum of Care, and Homeless Services Coalition of Greater Kansas City serving Jackson County). The Homeless Management Information System (HMIS) is an internet-based data collection software application designed to capture information about the numbers, characteristics, and needs of houseless people and those at risk of becoming unhoused over time. Agencies receiving federal grant funds are required to use the system to track and report on services.

MARC has secured grant funding from the U.S. Department of Housing and Urban Development (HUD) for several years in the past to support HMIS lead agency work, and MARC is eligible to apply for renewal for grant funding. MARC would use private funds and agency user fees to meet the required match. The funds would cover the HMIS system software license fee (CaseWorthy) and MARC staff support for a 12-month period. The annual fees charged to the thirty agencies using the system range from \$500 to \$6,000, depending on the number of programs included in the system.

BUDGET CONSIDERATIONS:

REVENUES	
Amount	\$62,632 HUD Grant \$15,658 Agency User Fees \$35,000 Other Federal Funds \$59,750 Local Funds
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$124,803
Other (travel)	\$2,500

RECOMMENDATION:

Authorize a grant application to HUD to support the HMIS Lead Agency responsibilities, for an amount not to exceed \$62,632.

STAFF CONTACT:

Marlene Nagel
Sherry Ellis

AGENDA REPORT

MARC Board of Directors

September 2021
Item No. 7-c
Healthy Environment

ISSUE:

VOTE: Authorize Solicitation and Acceptance of Funds from the States of Kansas and Missouri to Support the Air Quality Program

BACKGROUND:

MARC has been actively involved in air quality issues since the early 1970s and, since 1978, has served as the official air quality planning organization for the bistate metro area under section 174 of the federal Clean Air Act. Section 174 requires that states appoint an organization to coordinate local input to the development of the state air quality implementation plans.

MARC's air quality responsibilities include coordination, planning, technical analysis, and public information and education. MARC has no regulatory authority related to air quality issues but makes recommendations to the state air quality agencies concerning air quality planning and regulatory measures.

BUDGET CONSIDERATIONS:

Kansas and Missouri each provide planning funds to support regional air quality work on an annual basis. These amounts are consistent with previous years and scopes of work, and have been included in the MARC budget.

REVENUES	
Amount	\$108,710
Source	Kansas Department of Health and Environment & Missouri Department of Natural Resources
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$44,610
Contractual	\$62,750
Other (supplies, printing, etc.)	\$1,350

RECOMMENDATION:

Authorize solicitation and acceptance of funds, in an amount not to exceed \$108,710, from the Kansas Department of Health and Environment and the Missouri Department of Natural Resources for the MARC air quality program for the fiscal period October 1, 2021 through September 30, 2022.

STAFF CONTACT:

Karen Clawson

AGENDA REPORT

MARC Board of Directors

September 2021

Item No. 7-d

Efficient Transportation and Quality Places

ISSUE:

VOTE: Approve Updates to the Functional Classification System

BACKGROUND:

Functional classification is the process by which streets and highways are organized according to how they move vehicles across our transportation network. This designation is based on factors such as roadway volume and speed limit, among other criteria established by the Federal Highway Administration (FHWA). Functional classification is used in transportation planning, roadway design, and determining if a roadway project is eligible to receive federal funds.

As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification System of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC follows an established schedule of two updates per year. For more information see:

<https://www.marc.org/Transportation/Special-Projects/Resources/Functional-Class-Systems>

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Highway Committee reviewed and recommended approval of the requested functional classification changes in Kansas on July 28, 2021. The Total Transportation Policy Committee considered the updates at its September meeting and recommended Board approval.

RECOMMENDATION:

Approve Functional Classification System changes as presented.

STAFF CONTACT:

Chris Upchurch

AGENDA REPORT

MARC Board of Directors

September 2021
Item No. 7-e
Quality Early Learning

ISSUE:

VOTE: Authorize a Contract to Provide Support to The Family Conservancy's Start Young Program

BACKGROUND:

MARC's Department of Early Learning provides leadership for the development and implementation of a community-driven, outcomes-based plan for a comprehensive early learning system. The Family Conservancy (TFC) administers the Start Young program, a public-private collaborative designed to improve childcare in Wyandotte County, increasing access to high-quality, full-day, year-round childcare for working families.

TFC wishes to contract with MARC to provide Early Learning Program Profiles (ELPP) and professional development grants to Start Young partner programs. This project complements and supports other initiatives within MARC's Early Learning department. Most of the funds MARC receives will be passed through for ELPP classroom assessments and professional development grants. A portion of the funds will be used to support existing MARC staff time in the management and oversight of the project subcontracts and to support data entry and coordination of program supports.

BUDGET CONSIDERATIONS:

Funding from this contract was included in the 2021 and 2022 budgets.

REVENUES	
Amount	\$70,162
Source	The Family Conservancy
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$14,507
Contractual	\$17,400
Other (supplies, printing, etc.)	\$38,255

RECOMMENDATION:

Authorize a contract agreement with TFC, in an amount not to exceed \$70,162, to support the Start Young program.

STAFF CONTACT:

Jovanna Rohs
Kyle Matchell

AGENDA REPORT

MARC Board of Directors

September 2021
Item No. 7-f
Quality Early Learning

ISSUE:

VOTE: Approve Actions Taken at the June 14, 2021 and September 13, 2021 Joint Head Start Policy Council and Advisory Committee Meetings

BACKGROUND:

The Head Start Policy Council and Advisory Committee reviewed the following program information reports at its June 14, 2020 meeting:

- Head Start Fiscal Reports
- Head Start Enrollment Reports for May 2021
- Self-Assessment Summary Report
- EHS Expansion & State EHS Grant / Budget Approval (previously approved by MARC Board)
- Slot Reduction Application of Ability KC to move slots to Emmanuel Family and Childhood Development Center - (previously approved by MARC Board)

The Head Start Policy Council and Advisory Committee reviewed the following program information reports at its September 13, 2021 meeting:

- Head Start Fiscal Reports for September 2021
- Head Start Enrollment Reports for September 2021
- 2021 Parent & Staff Survey Results
- 2021 Policy Council Open House

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

Approve the actions taken at the June 14, 2021 and September 13, 2021 Joint Head Start Policy Council and Advisory Committee meetings.

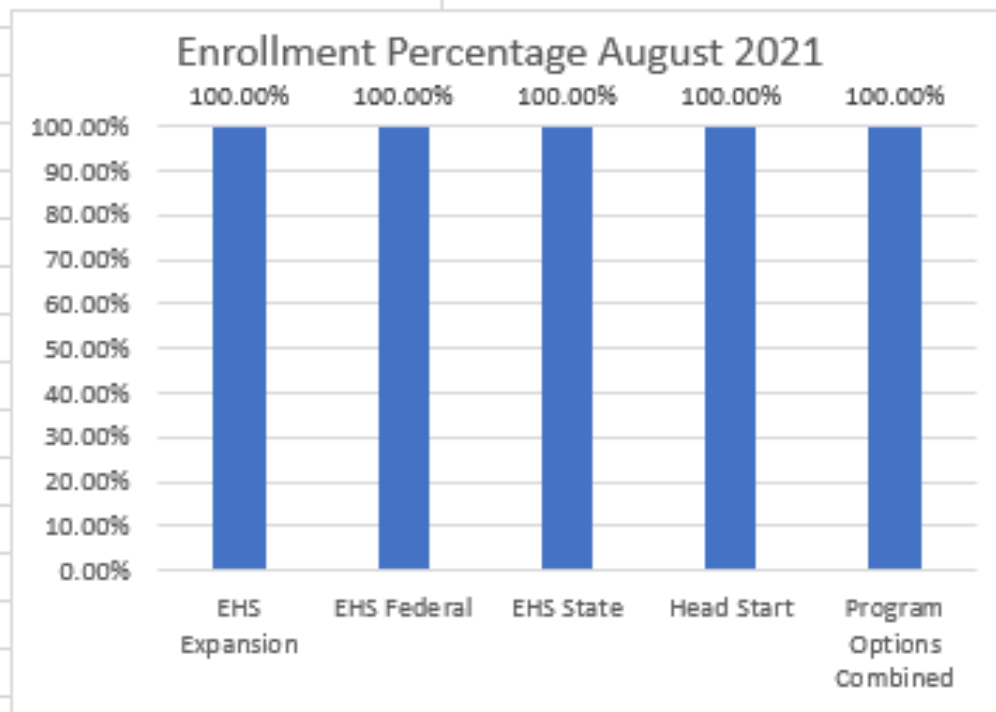
STAFF CONTACT:

Steven Lewis
Jovanna Rohs

August 2021 – Enrollment



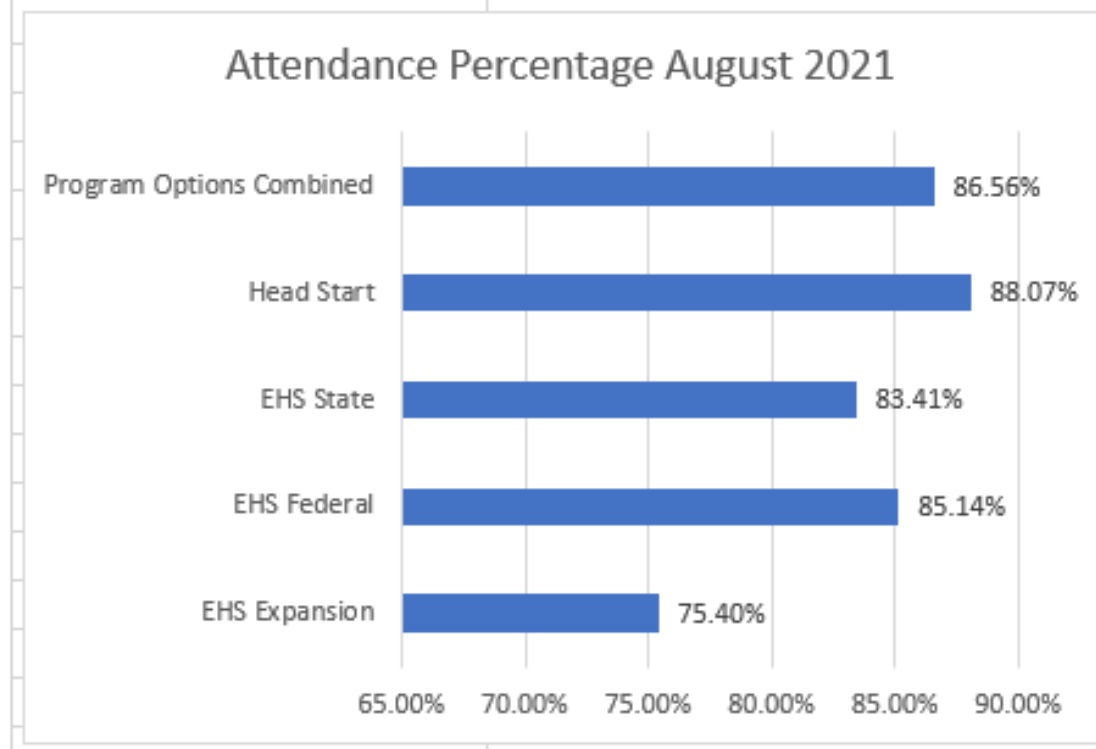
Program Option	Enrollment Percentage August 2021
EHS Expansion	100.00%
EHS Federal	100.00%
EHS State	100.00%
Head Start	100.00%
Program Options Combined	100.00%



August 2021 – Attendance



Program Option	Attendance Percentage August 2021
EHS Expansion	75.40%
EHS Federal	85.14%
EHS State	83.41%
Head Start	88.07%
Program Options Combined	86.56%



AGENDA REPORT

MARC Board of Directors

September 2021
Item No. 7-g
Quality Early Learning

ISSUE:

VOTE: Authorize MARC Head Start to Implement a Retention Pay Plan for Direct Service Providers' Staff in Response to COVID-19

BACKGROUND:

Throughout the COVID-19 pandemic, MARC Head Start has maintained services for children and families enrolled in all program options, and we continue to provide support to all 17 Direct Service Providers (DSPs) in our Head Start network by meeting their needs whenever possible. During this time, our providers have maintained varying degrees of in-person and/or virtual programming; some have maintained in-person classes throughout the pandemic, while others have recently re-opened classrooms or will be doing so soon.

One of the numerous challenges our DSPs face during this unprecedented time is retaining staff. As the Office of Head Start has allocated funds for COVID-related expenditures, MARC Head Start will continue to recognize the value of having a consistent and well-trained staff by implementing a quarterly retention payment plan. This plan will apply to most DSP staff members for whom Head Start funding covers any portion of their payroll expense. The number of regular hours worked by each eligible employee, excluding any paid leave, will be calculated at the end of the 90-day period. Within 30 days after the end of the quarter, MARC Head Start will provide to each participating provider an aggregate amount of \$2.00 per hour for each eligible employee for that timeframe. The provider is responsible for disseminating the appropriate payment amount to their individual staff members through their own payroll process. All applicable payroll taxes will be the responsibility of the DSPs.

The following eleven of MARC's Head Start and Early Head Start Direct Service Providers elected to participate and submitted data to determine the total budgetary impact for implementing a Retention Pay Plan for one full year (retroactive to July 2021):

Blue Springs School District	Tier 1 - Contractual
Emmanuel Family & Child Development Center	Tier 1 - Contractual
Front Porch Alliance	Tier 1 - Contractual
Guadalupe Centers	Tier 1 - Contractual
Learn-A-Lot	Tier 1 - Contractual
Raytown School District	Tier 1 - Contractual
Ability KC	Tier 2 - Contractual
United Inner City Services	Tier 2 - Contractual
Independence School District	Tier 3 - Subrecipient/Pass-Through
Operation Breakthrough	Tier 3 - Subrecipient/Pass-Through
YMCA	Tier 3 - Subrecipient/Pass-Through

The cost is expected to average \$398,750 per quarter, for a total one-year cost of \$1,595,000.

BUDGET CONSIDERATIONS:

The cost of this Retention Pay Plan is an allowable expense within the Head Start COVID-19 supplemental funding through the Administration for Children and Families, as authorized by the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan (ARP). MARC Head Start was awarded a combined total of \$3,556,489 from these funding sources, and the grant covers a two-year period through March 31, 2023.

AGENDA REPORT

MARC Board of Directors

REVENUES	
Amount	\$ 1,595,000
Source	Administration for Children and Families - CRRSAA and ARP
PROJECTED EXPENSES	
Subrecipient/Pass-Through	\$ 924,675
Contractual	\$ 670,325
	.
Total	<u>\$ 1,595,000</u>

COMMITTEE ACTION:

The MARC Head Start Policy Council and Advisory Committee approved this Retention Pay Plan during a joint meeting on September 13, 2021.

RECOMMENDATION:

Authorize MARC Head Start to implement a quarterly Retention Pay Plan and expend COVID-19 supplemental Head Start funds to cover a one-year period of July 2021 through June 2022.

STAFF CONTACT:

Steven Lewis
Jovanna Rohs