



Board of Directors MEETING NOTICE

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

August 23, 2022

Board Member Meeting: 12:00 p.m.

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

- **Members of the public who wish to participate in this meeting: please email Karina Bielecki at kbielecki@marc.org by 9:00 a.m. on Tuesday, August 23, 2022 for instructions to join the teleconference.**

AGENDA

1. Brief Self-Introductions
2. COMPETITIVE ECONOMY
 - a. REPORT: Regional Cooperation to Secure New Panasonic Battery Facility in DeSoto, Kansas
3. EFFICIENT TRANSPORTATION AND QUALITY PLACES
 - a. DISCUSSION: 2023 Transportation Planning Work Program Development
4. EFFECTIVE LOCAL GOVERNMENT
 - a. DISCUSSION: Update on the Regional Housing Partnership
5. BRIEF REPORTS:
 - a. REPORT and VOTE: Acceptance of Funds from Parade of Hearts
 - b. REPORT: 2022 #CityHallSelfie Day Report
 - c. REPORT: 2022 Eastern Jackson County Shared Services Initiative Update
6. Executive Director's Report

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

7. VOTE: Approve Consent Agenda
 - a. Approve Minutes of the June 28, 2022 Board Meeting
 - b. Authorize an Agreement for a Human Resources Project to Develop a Comprehensive Compensation Strategy
 - c. Accept a Proposal from CityWide for a Concrete and Asphalt Repair Project at Thomas Roque Early Education Center
 - d. Approve Purchase of Four Early Intervention Combo Kits to Provide Hearing and Vision Screenings for Early Learners
 - e. Authorize a Grant Application to the Ewing Marion Kauffman Foundation to Support Quality Early Learning
 - f. Approve Fiber Connection Agreements for 911 Public Safety Answering Points
 - g. Approve an Agreement with Motorola to purchase a Disaster Recovery System for the Regional 911 System
 - h. Approve SFY 2023 Contract Amounts for Palestine Senior Activity Center



Board of Directors MEETING NOTICE

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- i. Authorize a Grant Proposal to the Robert Wood Johnson Foundation to Understand the Impact of Integrated Care
 - j. Authorize Purchase of Four Meal Delivery Cargo Vans from Mercedes-Benz of Kansas City
 - k. Authorize Solicitation and Acceptance of Funds from the States of Kansas and Missouri for MARC's Air Quality Program
8. VOTE: Approve Administrative Actions from July 2022 Memo
- a. Authorize an Application to the U. S. Department of Health and Human Services Substance Abuse and Mental Health Services Administration to Enhance Mental Health Mobile Crisis Response
 - b. Accept a Grant from the Sunderland Foundation to Support the Regional Housing Partnership
 - c. Authorize a Professional Services Agreement with Marlborough Community Land Trust for Developing a Regional Business Plan around the Community Land Trust Model or Similar Model
 - d. Approve Contracts with Multiple Contract Aging Assessors
 - e. Approve a Contract with Missouri Department of Social Services for Value-based Medicaid Re-assessments
 - f. Approve Updated Care Management Reimbursement Rate for Contracted Agencies
 - g. Approve Connected KC 2050 Amendment #4
 - h. Approve the 2022 3rd Quarter Amendment to the FFY 2022-2026 Transportation Improvement Program
9. Other Business
10. Adjournment

MARC Board of Directors — Members and Alternates

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

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

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 1

ISSUE:

Brief Self-Introductions

BACKGROUND:

Time has been reserved on the agenda for Board members and presenting staff members to make brief self-introductions. The Board Chair encourages board members to note issues of general concern or interest.

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 2-a
Competitive Economy

ISSUE:

REPORT: Regional Cooperation to Secure New Panasonic Battery Facility in DeSoto, Kansas

BACKGROUND:

On July 13, Kansas Governor Laura Kelly announced that the Panasonic Corp had selected a site in DeSoto for a major new manufacturing facility to produce electric vehicle batteries for Tesla and other carmakers. Representing an economic development investment of up to \$4 billion for the region, the facility will redevelop a portion of the former Sunflower Ammunition Plant and will augment the region's role as a hub for advanced manufacturing as the automotive industry transitions towards electric vehicles.

Securing the facility through Panasonic's competitive site selection process required significant behind-the-scenes cooperation of multiple parties representing state and local governments and economic development organizations and others on both sides of state line.

Tim Cowden, President and CEO of the Kansas City Area Development Council, will share insights about the important role of regional cooperation to successfully securing this project.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 3-a
Efficient Transportation and Quality Places

ISSUE:

DISCUSSION: 2023 Transportation Planning Work Program Development

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. The current 2022 UPWP is available at:

<https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program>

Major Transportation Planning Initiatives initially anticipated for 2023 include:

- Respond to new planning provisions in the **Bipartisan Infrastructure Law**, approved by Congress in the fall of 2021.
- Initiation of the **Connected KC 2050 Update**, the region's long range metropolitan transportation plan. This plan was previously approved by the Board in 2020 and is due for an update by June of 2025.
- Development of the **2024-2028 Transportation Improvement Program**, which includes major projects to be funded by state and local jurisdictions, through the pending allocation of MARC administered federal programs and other federal programs.
- Update the region's **economic, demographic and travel demand forecast** to support metropolitan transportation planning activities.
- Conform with the federally required process to establish certain safety, system condition and **performance measures and targets**. This also includes the exploration of additional voluntary measures and targets.
- Support regional **active transportation planning activities** such as the publication of regional bikeway maps, update of long-range plans, educational activities, etc.
- Conduct **regional freight planning** to integrate freight transportation issues and concerns within the overall metropolitan transportation planning process.
- Implement traffic safety education and enforcement strategies from the recently completed **Regional Safety Blueprint**.
- Implement **Smart Moves Transit Plan** recommendations to build on higher capacity transit services, supported by variety of local efforts.
- Support efforts to plan for **transit services to new KCI terminal and for the 2026 World Cup**, in a manner which supports long-standing regional goals.
- Initiate **Bi-State Sustainable Reinvestment Corridor Planning**, a 24-mile-long east-west bistate corridor through Kansas City, KS, and Kansas City, Independence and Sugar Creek MO, funded by recently awarded federal RAISE grant.

This list is not exhaustive and will be expanded as the draft UPWP is developed for review by TTPC and the public by October 2022. MARC staff will solicit information about planning studies and planning priorities from partner agencies in August and September. Local planning initiatives provided to MARC for use as non-cash match for Federal planning funds may be used to offset MARC project fees for Federal funds to be awarded in 2024.

AGENDA REPORT

MARC Board of Directors

ISSUES FOR DISCUSSION:

Board members will be invited to discuss planning priorities for TTPC and staff to consider in developing the work program. Discussion will center around these questions:

- Of the planning initiatives listed above, are there any that should receive priority attention for the region?
- Are their new developments, local planning objectives or other expected activities that need to be added to this list?

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts the entire metropolitan region of Kansas City.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 4-a
Effective Local Government

ISSUE:

DISCUSSION: Update on the Regional Housing Partnership

BACKGROUND:

MARC works with the Greater Kansas City Local Support Corporation (LISC) to support the work of the Regional Housing Partnership (RHP). The RHP is mobilizing individuals and organizations to enact systems-level change to grow the supply of affordable housing for cost-burdened households. The work undertaken is organized around seven elements of an effective regional housing system: (1) data and analysis; (2) networked leadership; (3) financing tools; (4) production capacity; (5) rental & homeowner resources; (6) public policy; and (7) public engagement.

MARC hired a Housing Program Manager at the end of 2021. Many projects funded by philanthropic donors have started to take shape. Additionally, necessary foundational work setting up the program is underway. The presentation will cover the scope of work under the Regional Housing Partnership program, current funding, work to date, envisioned future work, and how communities can stay engaged with the RHP work.

Staff will leave time for discussion around these questions:

- What are the pain points your community is facing related to housing?
- What housing planning work is underway or being contemplated in your communities?
- What questions are you left with in your housing work that you wish you had better information around?

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts the entire Kansas City region.

EXHIBITS:

PowerPoint slides that will be shared at the Board meeting are available on MARC's website.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Katie Killen
Lauren Palmer

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 5-a
Quality Early Learning

ISSUE:

REPORT and VOTE: Acceptance of Funds from Parade of Hearts

BACKGROUND:

The Parade of Hearts was a region wide public art experience intended to unite the region after the events of 2020-21. Held from March to June 2022, the parade centered around the KC Heart marketing campaign and its historical connection to the Kansas City Monarchs Negro Leagues baseball team. One hundred and fifty-six hearts were placed around the Kansas City Region for heart hunters. Upon the parade's conclusion, the hearts were auctioned to raise additional funds for the parade beneficiaries.

- The University of Kansas Health System: The University of Kansas Health System cardiovascular service line plans to utilize any Parade of Hearts funding for the purchase of imaging equipment which will be an important tool during and following the COVID-19 pandemic as we continue to study and treat the impact of the virus on the heart.
- AltCap: Provide direct grants and business advisory services for minority and women-owned small businesses, giving them the tools and resources for recovery and growth.
- Visit KC Foundation: Funds allocated to the Visit KC Foundation would go towards supporting local hospitality partners who were impacted most.
- Arts and Culture: Each of the chosen artists were given a financial stipend for their heart creation. The Parade also shined a light on the entire artistic community to highlight the artistic talent and diversity that resides and works in our region.
- MARC: Will ensure that all dollars raised and received from Parade of Hearts will be returned to the community, through a grant process, to support the education and care of young children.

We recently learned that MARC will receive \$125,000 for the first installment of funds from the Parade of Hearts. MARC is fortunate to have the opportunity to be a beneficiary of the Parade of Hearts. Over the past two years, our region has lost over 5,000 slots due to program closure, both temporary and permanent. MARC will pass through all funds by awarding small grants to family child care providers and small early childhood centers, serving low to moderate income families, to provide tools and resources needed to successfully reopen, continue, or expand services.

BUDGET CONSIDERATIONS:

REVENUES	
Amount	\$125,000
Source	Parade of Hearts
PROJECTED EXPENSES	
Grant Passthrough	\$125,000

RELATED JURISDICTIONS:

This item impacts the entire Kansas City region.

RECOMMENDATION:

Approve MARC's acceptance and disbursement of funds generated from the Parade of Hearts in the amount of \$125,000 as well as additional disbursements that may be received.

AGENDA REPORT

MARC Board of Directors

STAFF CONTACT:

Jovanna Rohs

Lauren Palmer

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 5-b
Effective Local Government

ISSUE:

REPORT: 2022 #CityHallSelfie Day Report

BACKGROUND:

#CityHallSelfie Day is a social media event hosted by Engaging Local Government Leaders (ELGL) to celebrate pride in local government. Participants take a selfie, with a group or with a community member, in front of a local government building (city hall, county courthouse, etc.). The pictures are shared on social media with the hashtag #CityHallSelfieDay. Prizes are awarded by ELGL in categories that recognize fun, creativity and the most community pride. MARC has participated in #CityHallSelfie Day since 2020.

In honor of MARC's 50th anniversary, staff aimed to take selfies in as many cities and counties in the region as possible. Nearly 20 staff visited 79 cities across nine counties to highlight the work the region does together through MARC. Staff wish to thank Board members who participated and supported #CityHallSelfie Day in our region.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

MARC staff visited 79 cities across the nine-county MARC region. The event is nationwide.

EXHIBITS:

PowerPoint slides of #CityHallSelfie Day photos will be shown at the meeting.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Kristin Johnson-Waggoner
Lauren Palmer

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 5-c
Effective Local Government

ISSUE:

REPORT: 2022 Eastern Jackson County Shared Services Initiative Update

BACKGROUND:

MARC has a long history of working with local governments to develop cooperative approaches and shared solutions. Through MARC, local governments collaborate in a number of programs and systems that help them deliver public services more efficiently and effectively. These programs include the Regional 9-1-1 System, the Kansas City Regional Purchasing Cooperative, the Government Training Institute, Operation Green Light, and much more.

In 2018, the cities of Blue Springs, Independence and Lee's Summit in Eastern Jackson County, Missouri adopted by resolution a Statement of Common Purpose emphasizing government innovation and collaborative problem solving. In 2020, Grandview and Raytown adopted the Statement and joined the partnership. MARC assists the cities with administration and coordination support. MARC has responded to similar needs from sub-regional coalitions such as the First Suburbs Coalition and the CORE4 initiative.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

Blue Springs, MO; Grandview, MO; Independence, MO; Lee's Summit, MO; Raytown, MO

EXHIBITS:

A written report of recent partnership activity is available on MARC's website. The report was shared with the governing bodies of each city in July.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Lauren Palmer

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 7-a

ISSUE:

VOTE: Approve minutes of the June 28, 2022 Board meeting

BACKGROUND:

The minutes of the June 28, 2022 meeting are enclosed.

RECOMMENDATION:

Approve the minutes of the June 28, 2022 meeting.

STAFF CONTACT:

David Warm
Karina Bielecki



BOARD OF DIRECTORS
MEETING SUMMARY
June 28, 2022
12:00 p.m.

BOARD MEMBERS PRESENT

Commissioner Harold Johnson, Jr., Unified Government of Wyandotte/Kansas City, Kan. - MARC Board Chair
Mayor Carson Ross, Blue Springs, Mo. - MARC Board 1st Vice Chair
Commissioner Janeé Hanzlick, Johnson County, Kan. - MARC Board 2nd Vice Chair
Mayor Pro Tem Beto Lopez, Lee's Summit, Mo. - MARC Board Treasurer
Mayor Damien Boley, Smithville, Mo. - MARC Board Secretary
Mayor Curt Skoog, Overland Park, Kan.
Presiding Commissioner Jerry Nolte, Clay County, Mo.
Councilmember Daniel Hobart, Independence, Mo.
Mayor Eric Mikkelson, Prairie Village, Kan.
Commissioner Doug Smith, Leavenworth County, Kan.
Commissioner Becky Fast, Johnson County, Kan.
Councilmember Logan Heley, Overland Park, Kan.
Mayor Michael Boehm, Lenexa, Kan.
Councilmember Eric Bunch, Kansas City, Mo.
Auditor Victor Hurlbert, Clay County, Mo.
Dick Jarrold, KCATA
Councilmember Brandon Ellington, Kansas City, Mo.
Mayor David Dickey, Mission Hills, Kan.
Commissioner Angela Markley, Unified Government of Wyandotte/Kansas City, Kan.
Councilmember Holly Grummert, Overland Park, Kan.
Mike Moriarty, KDOT
Mayor/CEO Tyrone Garner, Unified Government of Wyandotte/Kansas City, Kan.

STAFF PRESENT

Executive Director David Warm and other MARC staff

OTHERS

Sylvia Stevenson, Jackson County Executive's Office
Miles Sandler, Kauffman Foundation
Jessica Schmitz, RubinBrown
Quinn Cole, WaterOne
Sijan McGinnis, Field Representative for Congresswoman Vicky Hartzler

INTRODUCTIONS AND BOARD SHARING TIME

Commissioner Harold Johnson, Jr. called the meeting to order at 12:08 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.

COMPETITIVE ECONOMY

REPORT: Briefing on the Kauffman Foundation's *Start Us Up: America's New Business Plan for 2022*

Mr. Ron Achelpohl, Director of Transportation and Environment at MARC, introduced Ms. Miles Sandler, Director of Policy and Engagement at the Kauffman Foundation. Ms. Sandler gave an overview of the Kauffman Foundation's *Start Us Up: America's New Business Plan*.

America's New Business Plan, as created by the Foundation, is a nonpartisan policy roadmap to create a more inclusive economy by building a prepared workforce and concentrating on entrepreneur-focused economic development. The plan has four access pillars: access to opportunity, access to funding, access to knowledge, and access to support. The plan is intended as a guide to be utilized by policymakers and advocacy groups. Organizations in states such as Arkansas and Oregon have taken the plan and adapted it to fit their state.

The opportunity pillar is defined as access to opportunity to level the playing field and reduce barriers. Strategies include streamlining the entrepreneurial process, creating opportunity with infrastructure investment, improving connection to the digital economy, accelerating the workforce and job-creating power of immigrants, reforming noncompete agreements, reining in occupational licensing, and reducing debt-imposed barriers to entry.

The funding pillar is defined as access to funding that takes a holistic approach, balancing the reality of debt and equity while encouraging new, innovative funding solutions. Strategies include investing in local financial institutions, developing non-debt entrepreneurial capital catalyst grants, promoting online tools to drive equitable alternative funding opportunities, and protecting entrepreneurs from truth-in-lending laws.

The knowledge pillar is defined as access to knowledge to equip Americans with the real-world skills necessary to be a successful entrepreneur or employee. Strategies include developing inclusive entrepreneur support mechanism, preparing students with an entrepreneur mindset, and fostering a prepared workforce equipped with entrepreneurial skills.

The support pillar is defined as access to support to help more Americans take care of their families and address financial concerns that limit risk-taking. Strategies include increasing access to caregiving, providing health care options to early-stage entrepreneurs, and enabling entrepreneurs to save for retirement.

Presiding Commissioner Jerry Nolte commended the plan and its goal of encouraging entrepreneurship among young people. There were no further questions or comments.

CORE CAPACITIES

VOTE: Review and Accept the Annual Audit for 2021

Ms. Carol Gonzales, Director of Finance and Administration at MARC, introduced Ms. Jessica Schmitz with RubinBrown to report on the final audit for 2021. Mr. Kaleb Lilly presented information regarding the Annual Comprehensive Financial Report (Annual Report) for fiscal year 2021 at the May Budget and Personnel meeting and MARC Board meeting. Mr. Schmitz also provided a report that contained “required auditor communications.”

The Draft 2021 Annual Comprehensive Financial Report and the following reports are available on the MARC website at <https://www.marc.org/about-marc/financial-information> :

- 2021 DRAFT Federal Uniform Grant Guidance Supplemental Financial Report
- 2021 Auditor Communications and Other Considerations Resulting from Financial Audit

The 2021 Annual Report will be submitted to the Government Finance Officers Association for compliance with the Certificate of Achievement for Excellence in Financial Reporting.

Board members with questions about the draft report were encouraged to contact Ms. Gonzales, Ms. Darlene Pickett or Mr. David Warm at MARC, or Mr. Lilly at RubinBrown.

QUALITY EARLY LEARNING

VOTE: Authorize MARC Head Start to Submit a Core Operations Continuation Application to the Office of Head Start for MARC’s Head Start and Early Head Start Programs

Ms. Kasey Lawson, Head Start ERSEA Manager at MARC, reported that by August 1, 2022, MARC Head Start is required to submit a continuation application for the final period of its current five-year Federal Head Start/Early Head Start grant that was initially awarded in July 2018. The upcoming budget period is November 1, 2022, to July 31, 2023.

This grant supports the enrollment of 1,811 Head Start (HS) and 473 Early Head Start (EHS) children in programs managed by 17 direct service providers (DSPs) at locations in Clay, Platte, and Jackson counties. MARC will pass through most of the funding to the DSPs.

Individual contracts with the DSPs are reimbursed at an annual per-child rate based on their level of service (Tier 1, 2, and 3) and program options (HS and/or EHS, as well as center-based or home-based). The total amount of annual funding available is \$27,886,444 and incorporates a 2.28% cost of living adjustment (COLA) increase to the non-training portion of the budget (\$610,778), as well as quality improvement funds (\$131,861). Included in the total are funds to support program operations, training, and technical assistance. MARC non-personnel costs are budgeted to support contracts for specialized services for staff and families covering mental health and disabilities, education, health and nutrition, professional development, and family engagement services.

During the past program year, the following new initiatives have been implemented:

- KidsCARE, a collaboration between MARC Head Start and Swope Health Services is helping children get back on track with their well-child visits.
- Fatherhood literacy project to support reading interactions between fathers and/or male figures and their children.
- Workforce development program in collaboration with KC Degrees to support parents with children in Head Start to increase skills to advance within their chosen career fields.

Ms. Lawson requested authorization to submit a HS/EHS Core Operations continuation application in the amount of \$27,886,444; and, if awarded accept and expend these funds during the period of November 1, 2022, through July 31, 2023. Commissioner Janeé Hanzlick inquired if training was provided by MARC or another organization; Ms. Lawson replied that most training is provided by MARC but they also rely on outside organizations for additional expertise. There were no further questions.

REPORT: Early Learning Workforce Pipeline

Mr. Warm reported that based on the number of early learning program closures since March 2020, MARC staff estimates that our region needs four hundred teachers to enter the early learning and care workforce to lead classrooms for reopening. If we consider future demand, it is estimated that our region will need a little over 800 child care workers, preschool teachers, and teaching assistants.

To work towards meeting this need, MARC is convening an Early Learning Workforce Action Tank to align and operationalize a regional early learning and care workforce strategy. This action tank's charge is to frame strategies that will bring 400 teachers into the early learning and care workforce pipeline while simultaneously ensuring the pipeline accommodates the advancement of those currently in the workforce.

The Action Tank is focused on the following strategies:

- Exposure: Summer training institutes for middle and high school students to explore the field
- High School Career and Technical Education: Expanding high school CTE programs to include early learning as a career track that graduates students with a work ready credential, the Child Development Associate (CDA)
- Learn & Earn: Registered apprenticeships for youth and adults that provide on-the-job training that leads to the attainment of a CDA or associate degree
- Advance: Stackable credit bearing bundled courses that provide incremental credentials that build toward a certificate or degree attainment

Partners in this bi-state work include early learning and care providers, school districts, institutions of higher education, state departments, support agencies, and philanthropy.

EFFECTIVE LOCAL GOVERNMENT

REPORT: Update on Strategic Planning to Facilitate a Shared Approach to 988 Across Missouri Community Mental Health Centers

Ms. Lauren Palmer, Director of Local Government Services at MARC, reported that in July 2020, the FCC adopted rules designating 988 as a nationwide number for Americans in crisis to connect with suicide prevention and mental health crisis counselors. Phone service providers will direct all

988 calls to the existing National Suicide Prevention Lifeline by July 16, 2022. MARC is supporting the six Community Mental Health Centers (CMHCs) that serve the Missouri side of the region with a strategic planning process to prepare for 988 implementations. CommCARE is the behavioral health crisis hotline operator for four of five counties and is also a member of the project strategic planning committee.

The committee will present its findings and recommendations in a report to community stakeholders on Friday, July 15 at 1:00 p.m. at Midwest Public Risk (19400 E Valley View Pkwy, Independence, MO 64055). The report summarizes best practices, ideas and research collected through focus groups, data analysis, interviews and steering committee meetings. A few of the highest level recommendations require ongoing, sustained coordinated work as a cohort:

- Develop standard definitions, protocols, and operating procedures for mobile response units using guidelines in this report as a starting place
- Develop a shared staff model for mobile response that coordinates not just among the six community mental health centers in the Kansas City, Missouri region, but also with law enforcement and emergency medical services serving that area
- Co-locate 988 call takers within 911 public safety answering points (PSAPs) or introduce a warm, consent-based transfer policy between 911 and 988
- Implement a collective mental health information exchange system so shared patient data could be accessed by all appropriate care providers
- Create metrics and goals surrounding joint operations

Although Kansas communities did not participate in this scope of work, they are also working on 988 implementations. Mental health services, suicide hotline calls and county 911 PSAPs are managed at the county level in Kansas. Johnson and Wyandotte Counties are already working to embed 988 call takers within their 911 PSAPs. Further coordination is required to support this approach in Missouri. A committee of representatives from Missouri and Kansas PSAPs is meeting regularly to share information about 988 implementations.

Mayor Michael Boehm inquired if 988 calls include the same location information as 911 calls, expressing concern that people may be reluctant to call for mental health help if they feel their information is being tracked. Ms. Palmer replied that 988 service only transfers calls to the existing hotline. Commissioner Hanzlick expressed appreciation for Mayor Boehm's comments and noted that it may help to identify the suicide and crisis lifeline as confidential. Asked if the new hotline would lead to a decrease in 911 calls, Ms. Palmer responded that it is unknown but that the goal of the 988 number is to get needed services to people more quickly. There were no further questions.

BRIEF REPORTS

VOTE: Authorize Acceptance of an Urban Area Security Initiative Grant

Ms. Palmer reported that the Urban Area Security Initiative (UASI) Grant Program originated following the attacks of September 11, 2001. The UASI program provides funding to enhance regional preparedness and capabilities in designated high-threat, high-density areas to build, sustain, and deliver the capabilities necessary to prevent, prepare for, protect against, and respond to acts of terrorism. Eligibility is determined yearly through an analysis of relative risk of terrorism faced by the 100 most populous Metropolitan Statistical Areas (MSAs) in the United

States, in accordance with the *Homeland Security Act of 2002*, as amended. This year 36 areas were designated for funding, six more than the year before including Kansas City, Indianapolis, New Orleans, Pittsburg, Cleveland, and Cincinnati. The last time the region was eligible was 2014.

The Kansas City Urban Area was eligible to apply for \$1.5 million in FY 2022. The application was due to the State of Missouri on June 6th. Due to that deadline, there was not adequate time to request authorization from the MARC Board of Directors prior to submitting the application. The Regional Homeland Security Coordinating Committee (RHSCC) serves as the Urban Area Working Group for the UASI program and worked with MARC staff to prepare the application. Because the area was designated through the UASI program, the region was not eligible to apply for the Missouri State Homeland Security funds (MO SHSGP) and Law Enforcement Terrorism Prevention Activities (LETPA) funds of approximately \$725,035. The RHSCC had already approved the expected FY 2022 MO SHSGP projects earlier in the year, so the foundation of the UASI application was the MO SHSGP and LETPA projects.

The UASI program requires that 30% of funds must be allocated to Law Enforcement Terrorism Prevention Activities (LETPA), and 3% each to the following national priorities of enhancing the protection of soft targets/crowded places; enhancing information and intelligence sharing and analysis; combating domestic violent extremism; and enhancing community preparedness and resilience. The urban area must allocate the remaining 70 percent of its funding to gaps identified through the Threat and Hazard Identification and Risk Assessment (THIRA) and Stakeholder Preparedness Review (SPR) process.

Ms. Palmer requested authorization to accept the Fiscal Year 2022 Urban Area Security Initiative (UASI) Grant in an amount up to \$1.5 million, if awarded. There were no questions.

REPORT: Summary of Missouri Department of Health and Senior Services State Fiscal Year 2021 Aging Monitoring Results

Mr. James Stowe, Director of Aging and Adult Services at MARC, reported that the Missouri Department of Health and Senior Services (DHSS) conducted an on-site monitoring visit of MARC Aging and Adult Services for SFY 2021 operations.

Overall, DHSS was pleased with MARC's quality services to participants in the region and found the department to be meeting most requirements.

There was one minor finding from the visit related to MARC's monitoring forms used by subcontractors. These forms excluded some staff requirements (document on-file job descriptions), and one program requirement (document physical food inventory for nutrition programs) for subcontracted entities, which has been corrected in updated monitoring forms for next fiscal year. There were no financial findings.

REPORT: Update on MARC's Website Redesign

Ms. Amy Strange, Digital Communications Manager at MARC, reported that in January 2021, the MARC Board of Directors approved a contract with a web partner to redesign and restructure MARC.org. The goals were to create a website that is:

- Clean, modern, and visually pleasing

- Easy to navigate and search
- Mobile responsive and ADA compliant
- Easy to manage, including adding and editing pages and documents
- Able to organize and display a variety of content types including text, images, documents, events, and data

Ms. Strange gave a short demonstration of the redesigned website. There were no questions.

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

VOTE: Approve Consent Agenda

- a. Approve Minutes of the May 24, 2022 Board Meeting
- b. Approve a Renovation Project for MARC Offices
- c. Authorize the Application and Acceptance of an Assistant Secretary Preparedness and Response Grant and the Execution of Related Subcontracts
- d. Approve an Agreement with Unite Private Networks for 911 Fiber Connections
- e. Authorize Approval of State Fiscal Year 2022 Amendments and State Fiscal Year 2023 Contract Amounts and Rates for Selected Partners
- f. Authorize Grant Applications to the Department of Housing and Urban Development and Johnson County to Support the Homelessness Management Information System
- g. Authorize an Agreement with Vireo to Support the Regional Digital Equity Action Plan
- h. Approve Contractual Agreements for Renovations and Upgrades to Head Start Facilities to Meet Health and Safety Needs
- i. Authorize MARC to Enter a Six-Month Extension of an Existing Contract with the Local Investment Commission to Administer the Educare Program
- j. Authorize a Contract with The Family Conservancy to Provide Professional Development Trainings, Coaching, and Support for the Educare Program
- k. Approve Actions Taken at the June 21, 2022 Head Start Advisory Committee Meeting
- l. Approve a Contract with Tetra Tech to Conduct Brownfield Assessments as Part of an Environmental Protection Agency Grant
- m. Authorize an Agreement with the Kansas Department of Transportation for Federal Fiscal Year 2022 Kansas Consolidated Planning Grant Funds

MOTION: Mayor Pro Tem Beto Lopez moved for approval of all agenda items and the consent agenda, and Mayor Michael Boehm seconded. Commissioner Johnson asked if any member wanted to abstain or object to any of the agenda items. Mayor Pro Tem Beto Lopez abstained from item 7-e due to his employment with Guadalupe Centers. All others were in favor of approving agenda items 3-a through 7-m. The motion passed.

OTHER BUSINESS

There was no other business.

ADJOURNMENT

The meeting was adjourned at 1:23 p.m.

MEETING SUMMARY APPROVED:

Harold Johnson, Chair

Date

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 7-b
Core Capacities

ISSUE:

VOTE: Authorize an Agreement for a Human Resources Project to Develop a Comprehensive Compensation Strategy

BACKGROUND:

MARC has not completed a comprehensive compensation study since 2012. Interim smaller adjustments have been made, but the organization has changed and new positions have come onboard. Additionally, MARC needs to ensure it is attracting and retaining quality staff in the competitive job market.

A Request for Proposals was published seeking firms to update job descriptions and to develop a comprehensive compensation strategy and pay plan structure for the organization. The goals for this project are to ensure MARC has a compensation system based on accurate job descriptions that provides for internal and external equity and is competitive in the marketplace.

Seven proposals were received and evaluated. Each proposal was reviewed and evaluated based on the following criteria:

- Knowledge, expertise, and experience of key staff in the planning, project management, and execution of the services required.
- Efficient timeline proposed, which includes opportunities for benchmarks and check ins.
- Demonstrated understanding of project scope and MARCs primary objectives.
- Scope of services for the cost.

The selection team interviewed three firms and will make a final recommendation at the Budget and Personnel Committee and Board of Directors meetings on August 23.

BUDGET CONSIDERATIONS:

This project has been discussed for several years and was planned for 2023. Because of the current market conditions, staff has expedited this project and based on current projections there is adequate funds to cover this project with Indirect funds.

REVENUES	
Amount (not to exceed)	\$72,000
Source	Indirect Fund
PROJECTED EXPENSES	
Contractual	\$72,000

RECOMMENDATION:

Authorize an agreement with a selected vendor to complete a job description and compensation project at a cost not to exceed \$72,000.

STAFF CONTACT:

Nancy Weitzel-Burry
Carol Gonzales

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 7-c
Quality Early Learning

ISSUE:

VOTE: Accept a Proposal from CityWide for a Concrete and Asphalt Repair Project at Thomas Roque Early Education Center

BACKGROUND:

MARC owns the Thomas Roque Early Education Center building located at 3800 East 51st Street in Kansas City, Missouri. YMCA, one of MARC's Early Head Start subrecipients, uses the facility to provide care for 104 children ages 6 weeks to 3 years old.

YMCA building management staff maintains the building and manages larger capital projects, with authorization from MARC. In early 2021 a building assessment was completed which identified ongoing building needs and developed a preventative maintenance schedule. Concrete and asphalt repair work of sidewalks, drain inlets, parking lot, and playground is needed to correct tripping hazards and maintain the integrity of the paved surfaces.

YMCA staff solicited three Concrete/Asphalt proposals and received quotes as follows:

CityWide	\$74,995
Calverts	\$88,007
McConnell	\$74,875

The YMCA building maintenance staff recommends selecting CityWide due to their ability to schedule the work in a timely manner and be Davis-Bacon Act compliant. The YMCA has worked with CityWide in the past and had positive experience with their work.

BUDGET CONSIDERATIONS:

The current Head Start grant period ends October 31st, and the YMCA projects that they will have adequate funds to cover this needed project within their original allocation of \$5,020,049 approved in June 2021 for the 2021-2022 grant period. Because the project amount is less than 10% of the total amount of their grant, a budget modification is not required. Regional Head Start office approval is not required because it is a minor renovation at a cost less than \$250,000. Head Start requires that the prevailing wage be used in compliance with the Davis-Bacon Act, and that is included in these bids.

REVENUES	
Amount	\$ 74,995
Source	Administration for Children and Families YMCA HS Grant
PROJECTED EXPENSES	
Contractual	\$ 74,995

RELATED JURISDICTIONS:

The Thomas Roque Early Education Center is located in Kansas City, Missouri.

RECOMMENDATION:

Authorize MARC to accept the proposal from CityWide in the amount of \$74,995 and request the YMCA to engage with them for a concrete and asphalt repair at the Thomas Roque Early Education Center to be funded by the current YMCA Head Start grant.

AGENDA REPORT

MARC Board of Directors

STAFF CONTACT:

Steven Lewis

Carol Gonzales

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 7-d
Quality Early Learning

ISSUE:

VOTE: Approve Purchase of Four Early Intervention Combo Kits to Provide Hearing and Vision Screenings for Early Learners

BACKGROUND:

MARC Head Start provides direct health care services to fourteen Tier 1 and 2 Partners. The purchase of the hearing and vision screening equipment machines will allow the completion of on-site hearing and vision screenings for the Direct Service Providers. This will ensure timely scheduling on the screening for the Tier 1 and 2 programs to be completed within the first 45 days of each child's enrollment.

Direct Service Provider	
Blue Springs-Cub Care	Tier 1
Emmanuel Family Child Development	Tier 1
Excelsior Springs School District	Tier 1
Front Porch Alliance	Tier 1
Grandview School District	Tier 1
Guadalupe Center Inc.	Tier 1
Learn A Lot Academy	Tier 1
Lee's Summit School District	Tier 1
Raytown School District	Tier 1
Ability KC	Tier 1
Center School District	Tier 2
Family Conservancy	Tier 2
Early Start (United Inner-City Services)	Tier 2

BUDGET CONSIDERATIONS:

The cost of the equipment purchase is an allowable expense within the Head Start supplemental COVID-19 funding under the American Rescue Plan (ARP) Act and through the Administration for Children and Families. The acceptance of the grant was approved by the Board of Directors on 4/27/21. The grant will run for the period of 4/01/2021 through 3/31/2023.

REVENUES	
Amount	\$ 2,841,688
Source	Administration for Children and Families - ARP Act
PROJECTED EXPENSES	
Other (supplies, printing, etc.)	\$ 54,000

RELATED JURISDICTIONS:

MARC Head Start operates in Clay, Platte, and Jackson counties in Missouri.

RECOMMENDATION:

Authorize MARC Head Start to purchase the equipment through School Health for a total cost not to exceed \$54,000.

STAFF CONTACT:

Steven Lewis
Jovanna Rohs

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 7-e
Quality Early Learning

ISSUE:

VOTE: Authorize a Grant Application to the Ewing Marion Kauffman Foundation to Support Quality Early Learning

BACKGROUND:

MARC's Early Learning Department provides leadership to the development and implementation of a community-driven, outcomes-based plan for a comprehensive early learning system.

This grant application to the Ewing Marion Kauffman Foundation will support efforts to define, prioritize, and implement strategies that result in pregnant women and young children being healthy; children being ready to succeed in school and beyond; and children living in safe, stable, and nurturing families and communities.

To balance the need to define and prioritize strategic initiatives with continuing to support access to quality early learning and care programs, year one of the project period will focus on the following items:

Regional Strategic Plan: Development of a regional strategic plan, including prioritization of initial steps to create an Early Learning Region.

Program Quality: Continuation of the Early Learning Program Profile (ELPP) work in the absence of state-wide projects. ELPP includes external observations using CLASS assessments, basic health and safety checklist, and self-reported Program Quality Standards rubric. Funding for this portion of the project will support implementation of the ELPP in 10 programs.

Expanding Access: The Early Childhood Refugee Engagement project was developed based on a defined need identified through a landscape analysis of programs supported by federally recognized refugee resettlement agencies in the Kansas/Missouri region. Within the current service offerings by resettlement agencies, there is a lack of programming that supports young children birth through five. The overarching goal of the project is to ensure the youngest, most vulnerable refugees receive the care and support needed to thrive in their new communities.

BUDGET CONSIDERATIONS:

REVENUES			
Amount	\$150,000 per year for 3 years		
Source	Kauffman Foundation		
PROJECTED EXPENSES			
	Year 1	Year 2	Year 3
Personnel (salaries, fringe, rent)	\$109,500	\$109,500	\$109,500
Contractual	\$40,500	\$40,500	\$40,500
Total	\$150,000	\$150,000	\$150,000
		Overall Total	\$450,000

RELATED JURISDICTIONS:

This item impacts the entire Kansas City region.

AGENDA REPORT

MARC Board of Directors

RECOMMENDATION:

Authorize MARC to submit a 3-year \$450,000 (\$150,000 per year) grant proposal to Ewing Marion Kauffman Foundation for one year of early learning program support.

STAFF CONTACT:

Jovanna Rohs

Kyle Matchell

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 7-f
Safe and Secure Communities

ISSUE:

VOTE: Approve Fiber Connection Agreements for 911 Public Safety Answering Points

BACKGROUND:

MARC 911 provides 911 calls to 43 Public Safety Answering Points (PSAPs) around the 11-county 911 service area. To ensure redundancy in connections to these PSAPs, MARC 911 ensures there are two pathways into each PSAP for 911 calls. If one method of connection fails, the other connection can deliver the 911 call to the PSAP.

This agreement with Unite Private Networks (UPN) will provide a total of six connections: redundant connections into Blue Springs Police Department, Leavenworth County Sheriff’s Office, and Raymore Police Department as well as Point to Point (PTP) connectivity for Grandview Police Department to Kansas City Missouri Police Department South Patrol Division, Jackson County Sheriff’s Office to Johnson County Communications Center, and Shawnee Police Department to LightEdge. These UPN connections will replace Point to Point (PTP) microwave links which have reached their lifecycle and need to be replaced.

The new UPN connections will increase bandwidth at each PSAP from 10Mbps to 300Mbps. The agreements for each PSAP are for 5 years (60 months) at \$1000 a month. Total agreement cost is \$360,000 (\$1000 per PSAP monthly; \$6000 total monthly X 60 months)

BUDGET CONSIDERATIONS:

Funding for these fiber connections is contained in the 2022 911 Allocation Budget and in future budgets.

REVENUES	
Amount	\$360,000
Source	911 Allocation Budget
PROJECTED EXPENSES	
Contractual	\$360,000

COMMITTEE ACTION:

The Public Safety Communications Board has approved the 2022 budget which includes fiber connections to PSAPs.

RELATED JURISDICTIONS:

Local jurisdictions served by this request: Blue Springs Police Department, Grandview Police Department, Kansas City Missouri Police Department, Jackson County Sheriff’s Office, Johnson County Kansas Communications Center, Leavenworth County Sheriff’s Office, Raymore Police Department, and Shawnee Police Department. This request also supports the regional 911 network.

RECOMMENDATION:

Approve the fiber connection agreements with UPN as described above.

STAFF CONTACT:

Eric Winebrenner

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 7-g
Safe and Secure Communities

ISSUE:

VOTE: Approve an Agreement with Motorola to purchase a Disaster Recovery System for the Regional 911 System

BACKGROUND:

The Public Safety Communications Board approved the purchase of a Disaster Recovery System to be included in the 2021 budget on September 9, 2020. The purchase of this service is to protect valuable data such as call records and configuration files, in the case of a hardware failure or data corruption.

Concurrent management of the VESTA Router and the Nokia microwave upgrade required a shift in priorities; delaying the implementation of the Disaster Recovery solution.

BUDGET CONSIDERATIONS:

The one-time cost estimate of \$144,210 was included in the 2021 budget. The proposal from Motorola for the Disaster Recovery System is \$115,811.79.

REVENUES	
Amount	\$115,811.79
Source	911 Allocation Budget (Cyber Security)
PROJECTED EXPENSES	
Contractual	\$115,811.79

COMMITTEE ACTION:

The Public Safety Communications Board approved the addition of a disaster recovery service to the 2021 budget at the September 9, 2020, meeting.

RELATED JURISDICTIONS:

The Regional 911 System currently serves the nine counties that are members of the Mid-America Regional Council, plus Atchison and Linn Counties in Kansas.

RECOMMENDATION:

Approve the agreement with Motorola to purchase a Disaster Recovery System for the regional 911 system in the amount of \$115,811.79.

STAFF CONTACT:

Eric Winebrenner

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 7-h

Thriving Older Adults and Communities

ISSUE:

VOTE: Approve SFY 2023 Contract Amounts for Palestine Senior Activity Center

BACKGROUND:

MARC regularly competitively procures partners to deliver services. For high performing service lines, or when there is little opportunity to improve the existing model, MARC seeks renewal of contracts for up to three years before seeking partners through the RFP process. Each proposal is scored by a review panel of MARC staff, members of the Commission on Aging, and community experts.

In May, upon recommendation of the Commission on Aging, the MARC Board approved contracts for various service lines as a part of the 2023 procurement process, including a contract with Palestine Senior Activity Center. The original Palestine contract was based on a mis-estimation of the center’s service volume for congregate and home-delivered meals. The service contract is proposed to be increased from \$52,000 approved in May to \$109,000 to reflect actual service volume, which is commensurate with the volume included in the center’s contract for the previous year.

BUDGET CONSIDERATIONS:

Palestine Senior Activity Center - 3325 Prospect Avenue, Kansas City, MO	
Preparation of congregate and home delivered meals, unit rate \$5.35	\$109,000
Total Value of Contract.....	\$109,000

COMMITTEE ACTION:

The MARC Commission on Aging recommended authorization to approve SFY 2023 contract amounts for the Palestine Senior Activity Center as described above at its August 2022 meeting.

RELATED JURISDICTIONS:

Clients primarily in Kansas City, Missouri.

RECOMMENDATION:

Approve a SFY 2023 contract amount of \$109,000 for Palestine Senior Activity Center.

STAFF CONTACT:

James Stowe

AGENDA REPORT

MARC Board of Directors

August 2022

Item No. 7-i

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize a Grant Proposal to the Robert Wood Johnson Foundation to Understand the Impact of Integrated Care

BACKGROUND:

The Robert Wood Johnson Foundation's Systems for Action (S4A) is a signature research program that helps to build the evidence base for a Culture of Health by rigorously testing new ways of connecting the nation's fragmented medical, social, and public health systems. New strategies and tools are needed to help medical, social, and public health systems work together to dismantle racism and improve health and well-being for all.

This three-year mechanism will be pursued through a multi-sectoral collaboration. Key partners include regional public health departments, the University of Missouri Kansas City's Healthcare Institute for Innovations in Quality, and regional hospitals who are already participating in the Institute's Quality and Value Innovation Consortium transitions of care project. MARC's community-integrated health network, the Mid-America Community Support Network will represent the social care sector within the proposal.

Data from the project will be used to refine and bolster a model of integrated care to improve the health and well-being of individuals who touch the region's fragmented medical, social, and public health systems.

BUDGET CONSIDERATIONS:

REVENUES	
Amount to MARC	\$500,000
Source	Robert Wood Johnson Foundation 2022 Systems for Action: Systems and Services Research to Build a Culture of Health
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$125,000
Contractual	\$375,000

COMMITTEE ACTION:

In August 2022, the MARC Commission on Aging recommended authorization to submit a grant proposal for \$500,000 to the Robert Wood Johnson Foundation to understand the impact of integrated care.

RELATED JURISDICTIONS:

This item impacts the entire Kansas City region.

RECOMMENDATION:

Authorize of a grant proposal to the Robert Wood Johnson Foundation for \$500,000 to understand the impact of integrated care.

STAFF CONTACT:

Melody Elston
James Stowe

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 7-j

Thriving Older Adults and Communities

ISSUE:

VOTE: Authorize Purchase of Four Meal Delivery Cargo Vans from Mercedes-Benz of Kansas City

BACKGROUND:

MARC Aging Services is in the process of shifting the home-delivered meals operations from a private vendor to our network of community-based service providers and senior centers. To date, four entities have responded to the MARC RFP for delivery services. The include KC Shepherds Center, City of Blue Springs, City of Independence and Guadalupe Centers. MARC also has a driver that delivers to a portion of our service area.

One year ago, MARC attempted to procure cargo vans for the new delivery model by issuing an order for six 2022 Ford Transit cargo vans under the MACPP Metro Vehicle Bid contract using Shawnee Mission Ford. After nearly 12 months of delays, Ford failed to manufacture the vehicles, cancelled the contract, and increased the price of each vehicle by 38% for model year 2023. Even under the price increase, Ford offered no guarantee that the vehicles would ever be manufactured and delivered.

The only alternate cargo vehicle that meets specifications for freezer upfitting, and is reasonably available within the metro area, is the Mercedes-Benz Sprinter. Using philanthropic grants, MARC has purchased two Sprinters from Mercedes-Benz of Kansas City and one has completed freezer upfitting at Central States Thermo King (CSTK). This request is to complete the purchase of four additional Sprinters to complete the initial home-delivered meal fleet envisioned more than a year ago. Freezer upfitting, vinyl wrap, and service and cleaning contracts will also be included in the total estimated costs.

Four 2022 Mercedes-Benz Sprinter cargo vans (M2CA4G) with rear-wheel drive, 144” wheelbase, and high roof.....Total with all fees: \$47,767

CSTK upfitting with Vanco liner and Thermo King cooling unit.....\$21,930/vehicle

BUDGET CONSIDERATIONS:

REVENUES	
Source	Older Americans Act, including relief dollars
Amount	\$299,472
PROJECTED EXPENSES	
Contractual	\$10,000
Other (supplies, printing, training sessions, travel for trainings)	\$289,472

COMMITTEE ACTION:

In August 2022, the MARC Commission on Aging recommended authorization to purchase four meal delivery cargo vans from Mercedes-Benz of Kansas City.

RELATED JURISDICTIONS:

Agencies serving primarily Jackson County. Cass, Clay, Platte, and Ray counties are also served through this program.

AGENDA REPORT

MARC Board of Directors

RECOMMENDATION:

Authorize purchase of four meal delivery cargo vans from Mercedes-Benz of Kansas City as described above.

STAFF CONTACT:

Bethany Reyna
James Stowe

AGENDA REPORT

MARC Board of Directors

August 2022
Item No. 7-k
Healthy Environment

ISSUE:

VOTE: Authorize Solicitation and Acceptance of Funds from the States of Kansas and Missouri for MARC’s 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
Sources	Kansas Department of Health and Environment & Missouri Department of Natural Resources
PROJECTED EXPENSES	
Personnel (salaries, fringe, rent)	\$44,610
Contractual	\$61,100
Other (supplies, printing, etc.)	\$3000

RELATED JURISDICTIONS:

This item impacts the entire Kansas City region.

RECOMMENDATION:

Authorize solicitation and acceptance of funds from the Kansas Department of Health and Environment and the Missouri Department of Natural Resources, in an amount not to exceed \$108,710, to support the MARC air quality program for the fiscal period October 1, 2022 through September 30, 2023.

STAFF CONTACT:

Karen Clawson

MARC July 2022 Board Memo – Supplemental Information

ADMINISTRATIVE ACTIONS TAKEN IN JULY 2022; TO BE APPROVED BY THE BOARD AT THE AUGUST 23, 2022 MEETING:

1. Effective Local Government

a. Authorize an application to the U. S. Department of Health and Human Services Substance Abuse and Mental Health Services Administration (SAMSHA) to enhance mental health mobile crisis response (\$3,000,000). The grant will fund a unified, coordinated effort across four counties (Clay, Jackson, Platte, Ray) in Missouri and five partnering community behavioral health organizations – Burrell Behavioral Health, ReDiscover, Swope Health, Tri-County Mental Health Services, and University Health Behavioral Health. This is an extension of MARC’s work to facilitate a strategic plan to prepare for the implementation of the 988 suicide and crisis hotline. The strategic plan report (issued July 15, 2022) recommended an ongoing coordinated effort to implement best practices in mobile crisis response. The application requests approximately \$750,000 per year over four years, contingent upon securing local matching funds from philanthropic or mental health partners of up to \$75,000 each year. The application is due July 25, 2022.

b. Accept a grant from the Sunderland Foundation to support the Regional Housing Partnership (\$500,000). MARC and the Local Initiatives Support Corporation (LISC) continue to seek funding to sustain the work of the Regional Housing Partnership (RHP). A funding request was made to the Sunderland Foundation to support the continued work of the program for year two and part of year three. Work will include continued efforts around the seven elements of the housing system framework: data and analytics; networked leadership; financing and development tools; production capacity; homeowner and rental supports; public policy; and community engagement. The amount of funding awarded to MARC’s Community Services Corporation from the Sunderland Foundation is \$500,000.

c. Authorize a professional services agreement with Marlborough Community Land Trust for developing a regional business plan around the community land trust model or similar model (\$125,000). One of the initiatives funded under the RHP is to explore a regional community land trust or similar model. This fits within the financing and development tools element of the RHP. A request for proposals was issued on May 16, 2022. A selection committee made up of staff from MARC, LISC, Johnson County UCS, and Westside Housing reviewed proposals and interviewed two firms. The selection committee recommended a team led by Marlborough Community Land Trust (MCLT) with team members from the Hoxie Collective, LLC and Screendoor Consulting.

The work undertaken is two phased. In Phase 1, the consultant team will explore affordable housing shared equity models including the community land trust. A report will be reviewed by regional stakeholders for confirmation on the model to move forward into Phase 2. In Phase 2, the consultant will develop the business plan for the model. In the proposal and interview, the MCLT team demonstrated deep knowledge of the models and a detailed outline of research methodology, experience in implementation of community land trusts, knowledge of complex multi-jurisdictional cooperation and stakeholders, as well as including robust community engagement and education.

2. Thriving Older Adults & Communities

a. Approve contracts with multiple Contract Aging Assessors (\$125,000). The Contract Aging Assessor role is competitively filled through a rolling Request for Qualifications process. Qualified independent contractors fulfill specialized assessment and ongoing care management of MARC clients, for specified rates of reimbursement. Currently, MARC is actively recruiting to assist with a new Medicaid Re-Assessment initiative through the Missouri Department of Health and Senior Services. This initiative rewards higher quality assessments with greater compensation, known as a value-based arrangement. For this period, MARC wishes to extend contract offers to Vicki Hon, Salima DeMots, and Jessica Cook, all at the starting contract ceiling of \$25,000 for State Fiscal Year (SFY) 2023. Moreover, due to a clerical oversight, long-term contract assessor AJ Mason was not included in last month's action to re-qualify and renew contracts for existing assessors. Ms. Mason's contract will be written with a ceiling of \$50,000 for SFY 2023.

b. Approve a contract with Missouri Department of Social Services for value-based Medicaid re-assessments (\$690,000). The Missouri Department of Health and Senior Services is seeking additional partner capacity to complete federally mandated Medicaid Re-Assessments (this department handles certain delegated operations for MoHealthNet programs on behalf of the Department of Social Services). The contract is held with the Department of Social Services. These re-assessments measure Medicaid participant function and are a key component of developing a comprehensive care plan for a variety of Medicaid programs. To enhance the effectiveness of the overall re-assessment system, the State recently pursued value-based re-assessment contracts with all Area Agencies on Aging and some local public health agencies. The contracted agency agrees to completing a minimum monthly number of re-assessments and is rewarded for achievement of certain quality measures with a higher per assessment reimbursement rate. An incentive of \$60,000 is included to initiate the new approach and onboard adequate staff. If the quality threshold can be met and exceeded, MARC would receive an estimated gross annual reimbursement of \$630,000. Combined with the initiation incentive, the total contract is expected to be \$690,000 for SFY 2023.

c. Approve updated care management reimbursement rate for contracted agencies. As MARC gains experience in administering models of whole-person integrated care, staff are attempting to align reimbursement approaches for all contracted parties, including individuals and agencies, regardless of funding source. This alignment reduces administrative burden, as well as confusion among contracted entities, when reimbursement rates are uniform rather than specific to funding source or project. In a May 2022 rate table approved by the Board, an erroneous Care Management reimbursement rate under the Older Americans Act (Titles IIIB, Supportive Services and IIIE, Family Caregiver) was listed. To align with the intended rates, Jewish Family Services, KC Care Health Center, Metro Lutheran Ministries, KC Shepherd's Center, and the Community Health Council of Wyandotte County should all receive flat-rate care management at \$300/initial month; \$245/subsequent months (instead of the listed \$280/initial month; \$230/subsequent months). The contract ceilings for these agencies do not require adjustment at this time.

d. Accept additional grant funds from the Kansas Department of Health and Environment to support the Regional Community Health Worker Collaborative (\$155,000). MARC received a grant from KDHE earlier this year to support its work to advance the Community Health Worker (CHW) profession in the KC region and the states of MO and KS. CHWs are an essential part of a health care team, helping to connect patients facing chronic disease or other challenges with community resources, education about their health status, and other supports. The additional funds will be used to support a fall conference about and for Community Health Workers. Todd Moore DBA Health Equity Unlimited is coordinating the conference, covering facility, speaker, and other expenses. KDHE is a co-sponsor of the event. Mr.

Moore has supported the annual conference for several years (in a prior role with the KU Medical Center). MARC would retain a modest administrative fee from the additional funds and subcontract with Health Equity Unlimited for conference services of up to \$153,000.

3. Efficient Transportation & Quality Places

a. Approve Connected KC 2050 Amendment #4. The Total Transportation Policy Committee (TTPC) met on July 19, 2022 and approved two items that will require ratification by the Board at the August meeting. First, TTPC considered an amendment to the *Connected KC 2050* metropolitan transportation plan to add three highway capacity projects on I-35 and K-10 in Kansas and on I-49 in Missouri to the list of financially constrained projects. Staff circulated the amendment for public review and comment per MARC's adopted Public Participation Plan requirements and received 28 comments on the proposal. Of these, 27 expressed concern or opposition to adding capacity to the region's highway system and one was in support of the I-49 project. Staff provided the following recommendation for TTPC's consideration:

Approve Connected KC 2050 Amendment #4 with the stipulation that should a project involve the addition of SOV capacity, no phase beyond Preliminary Engineering may be added to the TIP or future MTP amendments until sponsoring agencies complete analyses of congestion, considers TDM/TSM strategies from the CMP Toolbox, and documents that those strategies alone cannot address congestion issues in compliance with the Congestion Management Process Policy. Selected TDM/TSM strategies shall be included in future project scope as appropriate.

After discussion, the motion passed with four dissenting votes. The primary objection expressed by those voting no was concern that the stipulation would result in additional work, cost, and delay for KDOT and MoDOT to implement the projects. However, representatives from KDOT and MoDOT stated that would not be the case since additional scoping and environmental reviews were still necessary for the projects and these considerations would be part of that work. The stipulation is consistent with existing MARC policy and Federal planning requirements for the Congestion Management Process.

b. Approve the 2022 3rd Quarter Amendment to the FFY 2022-2026 Transportation Improvement Program (TIP). TTPC also considered an amendment to the *2022-2026 Transportation Improvement Program* to add or modify 168 projects including phases of the projects in the *Connected KC 2050* amendment described above. Staff circulated the amendment for public review and comment per MARC's adopted Public Participation Plan requirements and received 28 comments on the proposal. Of these, 27 expressed concern or opposition to adding capacity to the region's highway system and one was in support of the I-49 project. The committee unanimously recommended approving the 2022 3rd Quarter amendment to the FFY 2022-2026 TIP.

Comments about CKC2050 amendment #4, applicable to TIP amendment

Name: [REDACTED]

Comments: Please stop spending money on projects that contribute to the suburban sprawl of the metro. This 1960's mentality has emptied out of cities, created automobile dependency (at \$4.75 a gallon no less) and leads to more traffic that will one day require these roads to all be widened again at the cost of \$350 million more tax dollars someday. I'm sick of us building our region like this, and wish you all were too. Please stop!

Name: [REDACTED]

Comments: Highway widening will not help at all. Please research induced demand. This is a short-sighted approach as we need to look to Europe on how to reduce car dependency. As evident throughout the entire US, highway widening will only increase the cars on the road and maintenance. Focus on other transportation options. Build regional rail, increase connectivity, create density, reduce car dependency for a future that is not only environmentally friendly but people friendly. We cannot rely on cars to be the main mode of transport and we have to change the culture that is setting the region and the rest of the US back. I do not support this amendment.

Name: [REDACTED]

Comments: We already have sufficient lane miles. Funding should be spent on improving alternative transit means, not widening lanes on already large highways.

Name: [REDACTED]

Comments: I am disheartened that you are seeking to add travel lanes on K-10, I-35, and I-49. Due to induced demand, adding travel lanes will do nothing to reduce travel times on these highways, adding absolutely no benefit to the motorist experience. The additional lanes further the tax burden of our citizens to care for these roadways. And most importantly, adding more lanes is environmentally disastrous. Adding travel lanes will have massive negative environmental impacts, everything from the increased driving due to induced demand negatively effecting air (car emissions) and water quality (due to tire particulate matter entering run-off). As our climate warms due to human activities, many of them related to the burning of fossil fuels, adding more lanes to these highways and interstates is absolutely unconscionable. Please spend our taxpayer dollars on projects that improve our lives, and maintain what already exists.

Name: [REDACTED]

Comments: Evidence shows that the addition of travel lanes to existing roads increases the number of cars on the roads and the amount of traffic. For the sake of the climate and the environment, our area needs to invest in plans that decrease car use. I am opposed to the expansion of these roads with additional lanes.

Name: [REDACTED]

Comments: I am vehemently opposed to all three highway widening plans. Adding lanes to these highways will not improve traffic, in fact it will do the opposite. It will encourage more people to drive and to live further away, which will put more cars on the highway thus increasing traffic. This is known as induced demand, and it has been studied and confirmed extensively, it is frankly embarrassing that we are still making the same mistake over and over again. We need to focus on creating a region that gets people out of cars not into them. This means we need to prioritize increased public transportation and safe, pleasant modes of micro mobility.

Adding lanes to any highway in the KC area would be a gigantic step back from all the progress this region has been making.

Name: [REDACTED]

Comments: We shouldn't be planning for or funding highway expansions, especially when time and time again it is shown that expansion doesn't relieve congestion and only worsens issues with climate change. These expansions also shouldn't be planned or funded without any sort of provisions for transit.

Name: [REDACTED]

Comments: Opposed to wasting our money on extra car traffic lanes and adding more deferred maintenance costs for future generations. This does not align with reducing VMT which is a climate action

goal. It also doesn't align with the equity and environmental goals of the region. Significant past harm has been caused by these large highways and interstates. Car focused, auto-centric infrastructure is not a worthy 2050 vision. Invest in public transit, active transportation, rail, transit oriented development, and connecting great places with fewer parking lots.

Name: [REDACTED]

Comments: I do not support adding lanes to K-10 from the Douglas/Johnson county line east to the K-10 and I-435 interchange, I-35 from old U.S. 56 to 119th Street in Johnson County, or I-49 from 155th Street to North Cass Parkway. Additional lanes will induce more demand for far flung suburban and exurban land which increases traffic and total miles travel within the city and inner ring suburbs. This additional traffic is not welcome in our neighborhoods. I would support alternative means of transportation with these monies including, for example, building out a protected bike lane network throughout the KC metro much like they have done in the Netherlands. Bike usage is incredible low in KC due to lack of safe options for people of all ages. Only extreme cyclists risk riding in KC which is very sad. Many short trips could be done on bike if a proper network existed. A bike network would also reduce pressure on the current car network and increase the perceived need for increasing the capacity via new lanes and similar measures.

Name: [REDACTED]

Comments: I am against the Connected KC 2050 amendment. Adding lanes will enable more sprawl which will add more congestion. Widening highways is not the answer for solving congestion. KC as a region needs to embrace other modes of transportation and stop allowing the suburbs to sprawl. Fix the roads and bridges we do have and give people the freedom to get places without driving.

Name: [REDACTED]

Comments: Thank you for letting me comment. I vote NO on the freeway expansions outlined above. I don't want our region turned into a wasteful freeway jungle. These options in the plan continue with bad transportation decisions of the past, that don't consider the environment, safety, and how to best spend tax dollars. The DOTs are falling back on old ideas that have been proven not to work, ie. widening roads creates more traffic. I can support maintaining our current roads and road diets in urban settings. Widening the roads is a thoughtless waste of money when we could have expanded transit, rail, bike lanes, sidewalks and road maintenance. June 27 we had a train derailment because of a RR crossing without even a warning light. Pedestrian deaths are up in KCMO this year. Our transit systems are woefully underfunded and inadequate. Our sidewalks are broken and many crosswalks need repainting or even painted for the first time. So my understanding is that this is state money, so be it. They could also decide to share it with the cities or improve state funded amenities such as rail instead of adding unnecessary lanes to the freeway. These comments extend to the TIP or any other DOT or city plans that you manage.

Name: [REDACTED]

Comments: All three of those projects are not only a waste of taxpayer money, but also will make our communities worse. Induced demand is a real thing; adding travel lanes will only increase traffic, at a time when we need to be discouraging personal car use as much as possible.

Name: [REDACTED]

Comments: I am strongly opposed to this amendment. We shouldn't be expanding lane capacity at all because it not only runs counter to our stated goals to lower transportation emissions and improve safety (especially for vulnerable road users), but also because it adds to the overall capacity of the system which means more money we have to spend maintaining those systems. A better use of those funds would be to invest in multimodal (i.e walking, transit, cycling) infrastructure and services along these routes instead. Doing so would not only stretch limited funds further and limit traffic congestion, but would better align with sustainability and safety goals MARC has set.

Name: [REDACTED]

Comments: Please stop spending money building new road. This is absolutely ridiculous that it has even come up as a topic, when we can not even fund the maintance for the current roads. This is a downward spiral and needs to stop. Focus these dollars on Maki g sure bridges in the area to collapse there are no pothole or bad road conditions on the existing roads, cleanup of debris and trash along the highway.

Helping reconnect neighborhoods that were split in half by the highway. Better regional public transit so we can use are existing roads at a high capacity.

Name: [REDACTED]

Comments: Can we please not fall into the one-more-lane trap? These funds would be better invested in creating or expanding public transportation service along the corridors. The K-10 and I-49 projects especially will simply encourage more sprawl until the new lanes are saturated. Let's please think about the future of the region and encourage smart densification and infill rather than increased sprawl. Also, we have plenty of infrastructure that we already struggle to maintain properly. It's extremely irresponsible to add to the maintenance bill when we already have more infrastructure than we can handle. Expanding public transportation is a much better way to utilize the sizable investments we've already made into these highways than encouraging more SOV traffic. Even leaving it alone would be better than completing these unnecessary projects.

Name: [REDACTED]

Comments: The lack of consideration for public transit in these projects is inexcusable in light of the climate crisis. More is needed to support non-private vehicle use.

Name: [REDACTED]

Comments: NO MORE LANES! If more capacity is, indeed, needed, then build actual rail transit or build BRT. Adding more lanes NEVER helps smooth traffic flow. Trust me, I know. I'm from the city of CONSTANT lane construction, Atlanta. Those extra lanes will just mean more lanes to get stuck in. Build transit, instead.

Name: [REDACTED]

Comments: As someone that commutes using the k-10 twice a week for work, I would love nothing more than more public transit options. The drive is stressful and expanding lanes would make it more so. The opportunity to commute on public transit would allow me to work while I ride as well as do my part to help with congestion.

Name: [REDACTED]

Comments: The KC regional Climate Action Plan, which has been endorsed by MARC, calls for our region to be net zero carbon by 2050. To achieve this goal, the plan targets an 83% reduction in transportation sector emissions, which can only be achieved through a combination of four strategies

1. Fuel switching (electrification)
2. Shifting trips to bus, bike, walking or shared mobility
3. Fuel efficiency
4. Low carbon/sustainable urban development

Rather than focusing the amendment on adding travel lanes that encourage additional driving, I believe this MARC plan should align with the MARC-endorsed climate plan and focus regional investments on the transportation strategies identified above.

Name: [REDACTED]

Comments: NO MORE LANES! This is a huge waste of our taxpayer funds.

Name: [REDACTED]

Comments: Neither of those stretches need more lanes. More lanes just brings more traffic. Look at the Katy freeway in Houston. It's 20 lanes wide and was done to "alleviate" traffic, but it's just as bad, if not worse than before. What is needed is more/better public transportation. That will help traffic. If you can get 40 people on a bus, or a 100 on a train, that's 40-100 less cars on the road. That's how you decrease traffic.

Name: [REDACTED]

Comments: Continued investment and expansion of our surface transportation system remains imbalanced – only highways see this level of taxpayer investment while limited public transportation systems continue weighing the regional economy down. If the region must continue expanding capacity, all future projects

must provide equal capacity for public transportation operations to ensure the Kansas City region and both states remain economically competitive.

I support the three capacity expansion projects in Amendment #4 with the caveat that the states *must* increase operational support for public transportation in these same corridors to ensure there is equitable job access. If the states cannot commit to increasing their support for transit operations in these corridors, then the projects should not advance.

We are well aware of the restrictions on motor fuels tax proceeds in the State of Missouri, but that does not obligate the Kansas City region to advance projects that continue feeding transportation inequity. Again, if Missouri is unable to muster additional operational support for transit in the I-49 corridor then we should rethink our regional transportation priorities. Since the burden of highway expansion does not fall on the local communities that are impacted, neither should the solution for transportation equity.

Name: Hillary Thomas

Comments: Connected KC 2050 and the Climate Action Plan have adopted goals to prioritize investments that reduce greenhouse gas emissions and preserve our environment. These plans reference strategies which reduce single-occupant vehicle travel and increase opportunity for healthier, greener means of travel.

Please consider the existing strategies in MARC-approved plans rather than leaning on additional travel lanes.

Respectfully,

Hillary Parker Thomas

Chair of Climate Action KC Policy Committee and Mission City Councilmember

Comments about TIP amendment, applicable to CKC 2050 amendment #4

Name: [REDACTED]

Comments: Adding more highway lanes is like adding more gas to a bonfire. Like adding fuel to a fire makes it hotter, adding lanes just makes traffic increase. With increased traffic comes increased pollution, and crashes which injury millions and kills 42K+ a year. Study after study has proven the Jevons Paradox which states if you make something better or more efficient, more will use it until the increased usage offsets the increased efficiency. We have more than enough highways to sustain this nation well into the future. What we need is not more, but to maintain the ones we have, and invest in passenger rail to address the increases in demand seen on our highways.

Name: [REDACTED]

Comments: This plan does not improve public transportation options and will likely result in induced demand that will only accelerate our current climate emergency.

Name: [REDACTED]

Comments: Are any of these amendments going to include provisions for mass transit or bike infrastructure, even the easements? Why are we projecting for more private vehicle lanes all the way into 2050? Please consider setting aside something to accommodate future needs and transportation alternatives. This seems very backward looking.

Name: [REDACTED]

Comments: If we as a region are going to get serious about climate change, we must address improved public transit throughout the KC metro area. Expanding freeways isn't the way to go about it.

VICKY HARTZLER
4TH DISTRICT, MISSOURI

COMMITTEE ON ARMED SERVICES
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June 22, 2022

The Honorable Robert Brinkmann
Chairman
Missouri Highways and Transportation Commission
P.O. Box 270
Jefferson City, Missouri 65102

Dear Chairman Brinkmann,

I am writing to express support for approving the distribution of funds for the I-49 Capacity Project. Growing economic and urban development in North Cass County has greatly increased traffic on Interstate 49 (I-49) in Jackson and Cass Counties. Allocating funds towards this project will extend a third lane between Grandview and North Cass Parkway to alleviate congestion points in the corridor; improving the flow of traffic will enhance highway safety and create a transportation network more suited to fit the needs of emerging industries in Cass County.

Development in North Cass County has brought more than 2,000 jobs to Missouri's Fourth Congressional District. The 2020 census reported that the population of Cass County has risen by over 8 percent. More companies, such as Chewy, Inc, are recognizing the advantages of moving operations to the central location of the United States in the Kansas City Metro area. Industry benefits from the region's geographic location and the talented workforce. It's no surprise that this region is growing.

To accommodate the rapid growth of these two counties, the Missouri Department of Transportation (MODOT), along with the support of the commission, should prioritize supporting the I-49 Capacity Project. MODOT has long recognized this section of I-49 as particularly hazardous from its higher rates of vehicle accidents; extending a third lane will help prevent commuter bottlenecks and mitigate hazardous road conditions.

I applaud the efforts of the Cass County Commission, the cities of Belton and Raymore, and the Mid-America Regional Council (MARC) for their effort to implement this project to encourage highway safety and economic development. These bodies have acknowledged the importance of I-49 roadway safety improvements for the residents of South Kansas City and North Cass County. I believe the I-49 Capacity Project deserves full consideration for the allocation of this funding.

Respectfully,

A handwritten signature in blue ink that reads "Vicky Hartzler".

Vicky Hartzler
Member of Hartzler

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. 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, 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. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's [Congestion Management Toolbox](#)).

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.