

BOARD OF DIRECTORS MEETING NOTICE



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

Meeting Date: October 25, 2011

Board Member Lunch: Noon / Meeting: 12:15 p.m.

LOCATION: MARC Conference Center

2nd Floor Board Room, 600 Broadway, Suite 200, Kansas City, MO 64105

Note: Please notify the Mid-America Regional Council at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print reader, hearing assistance). We will make every effort to meet reasonable requests.

AGENDA

1. Introduction and Board Sharing Time
2. Recognition of MARC Employee
3. REPORT: Report on the 2012 Economic Forecast
4. REPORT: Discussion of regional indicators for Creating Sustainable Places initiative
5. REPORT: Discussion on the development of a Property Assessed Clean Energy (PACE) Program
6. REPORT: Overview of the Mayors' Bistate Innovations Team strategy to support Google Broadband and ongoing innovations in the Kansas City region
7. REPORT AND VOTE: Presentation and approval of the 2012-2016 Transportation Improvement Program

CONSENT AGENDA (ADMINISTRATIVE MATTERS)

8. VOTE: Approve Consent Agenda
 - a. Approve minutes of the September 27, 2011 Board meeting
 - b. Accept monthly Head Start reports for budget and expenditures, credit card transactions, free and reduced meals served, and program data
 - c. Approve contract with Teachstone to provide training and technical support to implement the Classroom Assessment Scoring System (CLASS™) project
 - d. Authorize contract with Greater Kansas City Local Investment Corporation, Inc. (LINC) and accept and disburse funds to provide early learning professional scholarships for teaching staff in programs working to achieve accreditation
 - e. Authorize agreements and receive funds related to the US-71/Grandview Corridor Alternatives Analysis
 - f. Approve Amendment #5 to the 2011 Unified Planning Work Program
 - g. Approve the proposed 2012 Unified Planning Work Program
 - h. Approve Annual Certifications and Assurances
 - i. Authorize amendment to agreement for housing planning and coordination services for Green Impact Zone
 - j. Authorize an application to the City of Kansas City Neighborhood Tourist Development Fund Grant to support a Volunteer Awards Reception and Neighborhood Leadership Summit in the spring of 2012 for neighborhood leadership throughout the Kansas City metro area

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- k. Authorize contracts to carry out new federal grants
- l. Approve Homeland Security/Emergency Services contracts, expenditures and grant applications
- 9. Executive Director's Report
- 10. Other Business
- 11. Adjournment

Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. An entrance directly into the conference area is available from this level. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 1

ISSUE:

Introduction and Board sharing time

BACKGROUND:

Time has been reserved on the MARC 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.

RECOMMENDATION:

None.

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 2

ISSUE:

Recognition of MARC Employee

BACKGROUND:

Jacqui Moore has reached a significant milestone in her employment with MARC. Jacqui is the Director of Aging Services, and is celebrating 40 years. Jacqui will be recognized at the meeting for her contributions to the agency.

RECOMMENDATION:

None.

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 3

ISSUE:

REPORT: Report on the 2012 Economic Forecast

BACKGROUND:

Since 1991, MARC has annually prepared for the Greater Kansas City Chamber of Commerce a forecast of the performance of the Kansas City region's economy over the next six to eight quarters. MARC has recently completed its 2012 forecast of the region's growth in jobs, income and output. Highlights from the forecast will be presented.

BUDGET CONSIDERATIONS:

The Greater Kansas City Chamber pays MARC \$7,000 annually to prepare and present a fall economic forecast and a spring forecast update.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Frank Lenk

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 4

ISSUE:

REPORT: Discussion of regional indicators and related principles for Creating Sustainable Places Initiative

BACKGROUND:

The Creating Sustainable Places (CSP) Coordinating Committee is developing a set of indicators to guide its work and to inform the broader regional community about our progress toward adopted sustainability goals. These indicators will be aligned with principles (attached) recently adopted by the Committee.

The Committee is using *Metro Outlook*, the comprehensive set of indicators of regional progress that MARC has maintained since 2001, with modifications that have been suggested by the Community-Wide Information Network (CWIN), a group of local data users and providers that meets monthly to discuss how to improve access to data across jurisdictional and organizational boundaries. The CSP Committee is in the process of refining these indicators.

This report will update the Board on the status of those discussions and invite suggestions as to how to ensure the indicators developed are best able to inform and influence local policy decisions.

BUDGET CONSIDERATIONS:

This activity is funded as part of the Creating Sustainable Places grant.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Frank Lenk



Introduction

Creating Sustainable Places is a regional initiative to develop a path to a more sustainable future. It includes many partners from the private, nonprofit and public sectors and addresses many aspects of what makes a region great and what makes it sustainable. The vision and history of this initiative, and the plans it is built on, are contained in the Regional Plan for Sustainable Development.

The following vision, strategy and principles will guide the initiative in the coming years. This work represents more than 10 years of planning and discussion at the local and regional levels and the more recent work of the Creating Sustainable Places Coordinating Committee, which was formed in early 2011 to lead the initiative.

Changing Needs

Over the next 30 years, the population of the Greater Kansas City region is expected to expand from today's 2 million to an estimated 2.7 million. Where will these people live and work? How will they travel? Can we find ways to retain the character of our communities and still have a thriving, sustainable region? What can we do now to create a better community for our children and grandchildren?

Along with population change, we also face economic and demographic changes that force us to reevaluate past practices. The rising costs of infrastructure, energy and public services demand that we find more efficient ways to grow; environmental expectations require us to more fully respect our natural systems; and an older, more diverse population will demand new housing and mobility choices.

Vision

Working together, citizens and leaders throughout the region have developed a shared vision for a sustainable region — one that balances a thriving economy, social equity and a healthy environment — meeting today's needs without compromising the needs of future generations. This vision is reflected in local plans, regional strategies and public priorities.

In January 2009, the Mid-America Regional Council (MARC) Board of Directors adopted the following vision statement to guide this work.

"Greater Kansas City is a sustainable region that increases the vitality of our society, economy and environment for current residents and future generations."

Strategy

Implementing this vision will require action on many different fronts. One of the ways we can create a more sustainable region is to focus on how the region develops and grows. In 2009, more than 80,000 residents participated in *Imagine KC*, a nearly yearlong discussion of this very question — how should the region develop and grow? The results of that discussion — imagining Kansas City as a sustainable region of vibrant, connected, green places — were incorporated into *Transportation Outlook 2040*, the region's long-range transportation plan.

So exactly what are vibrant, connected, green places and why are they sustainable?

Vibrant places provide easy accessibility to jobs and services; offer choices in housing, recreation, shopping and transportation; foster connections between neighbors and social engagement; and promote access to arts and culture. Vibrant places make efficient use of public and private assets and resources and are attractive to residents and businesses not only today and tomorrow, but well into the future.

Connected places provide multiple choices in transportation, accommodating walking, biking and public transportation as well as automobile travel. Such corridors attract development, help connect residents to jobs and services, and connect the region's vibrant places.

Green places make the most efficient use of resources and have the smallest impact on our natural world. They also provide residents with easy access to green spaces and natural areas where families can gather, stay connected to nature, and find recreation. They are places that promote healthy lifestyles.

Vibrant, connected, green places are enduring, resilient and adaptable — they are places that stand the test of time and will be as attractive 50 years from now as they are today. Sustainable places provide a high quality of life for residents today without harming the ability to do the same for future generations.

Over the next few years and beyond, our region will focus on developing vibrant, connected, green places through plans and actions using a set of guiding principles adopted by the Creating Sustainable Places Coordinating Committee.

Guiding Principles

EQUITY

- **Residents of all races, economic means and abilities are welcome and equipped to participate in all aspects of community life.**

A region is most likely to be sustainable, and nationally and globally competitive, if all its residents are active participants in its economy, community and public life.

ENVIRONMENT

- **Environmental and natural resources and assets are preserved, protected and restored.**

Clean air and water, along with natural assets such as wetlands and open space, are essential for the health and vitality of the region's residents and places.

ECONOMY

- **A competitive, robust economy is supported and promoted by fostering innovation, supporting quality education, and enhancing access to quality jobs.**

A sustainable region requires a productive, resilient, adaptable and innovative economy. Full participation in the economy by a well-educated workforce with easy access to next-generation job opportunities strengthens the economy, increases quality of life, and makes the region more sustainable. Increasingly, the strength of a region's economy is measured by how well it competes across the country and the world, not by how much it competes within itself.

PLACES

- **Sustainable places, wherever they occur, are vibrant, efficient and enduring and are characterized by:**
 - **Reinvestment** — *investment in existing communities and neighborhoods ensures that they remain or become vibrant, connected, green places*
 - **Transportation Choices** — *travel choices help reduce family transportation costs, reduce air pollution, and connect families to jobs and services*
 - **Housing Choices** — *housing choices for all ages, lifestyles, incomes, races and ethnicities help connect families and jobs and support a robust economy and healthy housing industry*
 - **Development in Corridors and Activity Centers** — *vibrant corridors, with housing, employment and commercial development, support public transportation, create new development opportunities, provide increased lifestyle choices, make efficient use of existing public and private assets, and help knit the region together*
 - **Design for Healthier Lifestyles** — *places designed for healthier lifestyles and access to healthy foods improve the health of residents, reduce health-care costs and contribute to vibrant neighborhoods*
 - **Preservation of Unique Community Characteristics** — *distinctive communities and historic and cultural assets increase the vibrancy of the region and contribute to its overall economic health*

- **Energy Efficiency and Resource Conservation** — *sustainable places conserve resources for future generations and in the process reduce costs and increase economic and fiscal efficiency.*

PROCESSES

- **Partnerships are created and strengthened between government, the private sector, regional institutions and the public to better coordinate public policy and private investment in support of sustainability.**

As society becomes more complex and resources more limited, it is increasingly necessary that all sectors collaborate to maximize the benefits of strategic investments and minimize long-term costs.

- **Stakeholders and the public, especially residents who have not typically engaged, are involved in the development of plans and policies.**

An ambitious vision cannot be accomplished if the residents of the region are not engaged and supportive of its principles, plans and policies.

- **Organizational and institutional processes promote learning from past experience and building capacity for effective change.**

In a sustainable, competitive region, local institutions are enduring, resilient and adaptable, and have the capacity to address major issues and changing conditions. A key element is the ability to continuously learn from past efforts and from successful practices in other institutions and regions.

- **Decision-making processes are integrated to simultaneously maximize environmental, economic and social benefits through multi-benefit solutions.**

The interdependence of issues requires integrated solutions that maximize benefits, leverage resources and minimize unintended consequences.

Action

Creating Sustainable Places will align leadership, plans and actions to foster a more sustainable metropolitan area. Through the initiative, regional leaders, stakeholders and community members will come together to help the region achieve more sustainable development patterns. The Creating Sustainable Places Coordinating Committee, a diverse cross-section of metropolitan interests and leadership, is leading this work. The initiative uses the following three-step process:

- Generate a deeper public understanding of benefits and strategies to create a more sustainable future.
- Identify and develop tools to facilitate this future.
- Incorporate the guiding principles by applying these tools.

References

More about the Creating Sustainable Places vision, strategy, principles and the plans that led to them can be found online in the *Regional Plan for Sustainable Development* (www.marc.org/sustainableplaces/RPSD032111.pdf) and Transportation Outlook 2040 (www.marc.org/2040).

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 5

ISSUE:

REPORT: Discussion on the development of a Property Assessed Clean Energy (PACE) Program

BACKGROUND:

The MARC Board authorized a study to assess the feasibility of creating a PACE program in the Kansas City region. The \$29,990 study is funded by the Department of Energy through the City of Kansas City, Missouri's Energy Works-KC initiative. MARC subcontracted with Kansas City, Missouri to assist with policy development and other project elements. The consulting team conducting the feasibility study is led by Stinson Morrison Hecker.

What is PACE?

PACE is a new financing mechanism being implemented in other states that allows property owners to finance energy efficiency retrofits and renewable energy investments with savings in utility bills created by the retrofits. Loans are paid through with special assessments on property tax bills over 15 to 20 years. The loans are structured so that the annual energy cost savings from improvements exceeds the cost of the special assessments.

PACE programs are managed by clean energy development boards appointed by local government governing bodies. The boards establish a revolving loan fund by issuing bonds which are repaid from the special assessments paid by participating property owners. Missouri adopted legislation in 2010 enabling PACE. Several cities are now taking steps to create PACE programs. At this time, implementation of PACE programs focuses on commercial buildings. Legislation is being proposed in Congress to enable PACE financing for residential properties.

What is the focus of the PACE feasibility study?

An advisory committee with representatives from local governments, banking and finance, and energy retrofit companies is providing input and direction to the project consultants. The consulting team is providing guidance on four key issues, including:

1. The feasibility and legality of establishing a PACE program, particularly in the state of Kansas where enabling legislation has not yet been adopted as it has in Missouri.
2. The number of area PACE programs, and the types of governance that would best enable the program(s) to succeed.
3. Potential market demand for PACE funding in the region, and whether additional local government incentives would be required to gain the interest of property owners and bond buyers.
4. The legal and administrative steps necessary to establish a PACE program, including the administrative staffing that may be needed.

The staff will report on this initiative and the implications of PACE for local governments, as well as discuss strategies for broadening input and awareness into this effort.

AGENDA REPORT

MARC Board of Directors

RECOMMENDATION:

None. Information only.

STAFF CONTACTS:

Tom Jacobs

Roger Kroh

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 6

ISSUE:

REPORT: Overview of the Mayors' Bistate Innovations Team strategy to support Google Broadband and ongoing innovations in the Kansas City region

BACKGROUND:

At the September meeting, Kansas City, Missouri Mayor Sly James briefed the Board on work that he initiated, along with Kansas City, Kansas Mayor/CEO Joe Reardon, to explore ways the community can use Google's high-speed fiber deployment, and to foster ongoing innovation in the Kansas City region. Together they appointed a team of 12 individuals representing each of Google's high-speed focus areas to look at ways to improve public services, assist and advance education, spark economic development, create jobs, and improve the standard of life in the KC metro area.

MARC has convened the Mayors' Bistate Innovations Team (MBIT) to begin the discussion of the process and timeline in creating a playbook that identifies innovative uses of the Google infrastructure and how best to market the KC metro's high-speed fiber connectivity in recruiting business, industry and institutional interests to the area. Staff will update the Board on the activities of the MBIT group, as well as other regional initiatives and strategies that are underway to engage key stakeholders to participate in the MBIT process.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

David Warm

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 7

ISSUE:

REPORT: Presentation and approval of the 2012-2016 Transportation Improvement Program

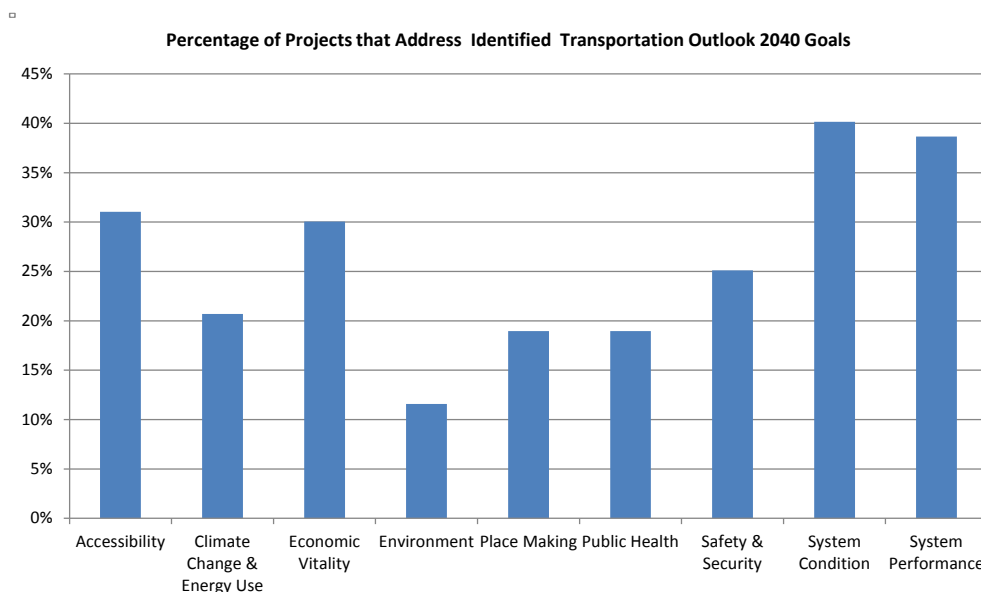
BACKGROUND:

MARC has prepared the 2012-2016 Transportation Improvement Program (TIP) for public review and comment. The TIP includes all federally funded surface transportation projects, and all regionally significant surface transportation projects regardless of funding source, planned for the Kansas City metropolitan area in Federal Fiscal Years 2012-2016.

The 2012-2016 TIP has been developed by MARC to be in compliance with regulations contained in SAFETEA-LU, the most recent legislation governing the federal transportation program. In accordance with these regulations the 2012-2016 TIP includes:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues
- An environmental justice analysis that examines transportation investments and transportation safety
- An air quality analysis
- Visualization techniques to help convey information
- An updated interactive, internet based mapping application (to be demonstrated at the meeting)

The 2012-16 TIP includes 405 projects with total projects costs of approximately \$1.86B. These projects cover multiple transportation modes and, as detailed in the following table, address the goals identified in Transportation Outlook 2040.



AGENDA REPORT

MARC Board of Directors

The complete Draft 2012-2016 Transportation Improvement Program is available for review at:

<http://www.marc.org/transportation/tip/TIP12-16.htm>

POLICY CONSIDERATIONS

MARC's Public Involvement Plan requires that the 2012-2016 TIP be released for public review and comment prior to adoption. One comment was received from the general public. The comment received, as well as a proposed response, is included in the agenda packet. MARC also received comments from the partner agencies and has modified the final draft as depicted in the attached summary.

The 2012-2016 Transportation Improvement Program is financially constrained and accounts for inflation.

The 2012-2016 Transportation Improvement Program includes an Environmental Justice analysis that indicates that minority and low-income populations are not underserved by federally funded projects.

The 2012-2016 Transportation Improvement Program includes an analysis of anticipated air quality impacts that indicates that mobile source emissions will remain below previous budgets established for the region.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

TTPC approved the 2012-2016 TIP at its October 18th meeting.

RECOMMENDATION

Approve the 2012-2016 Transportation Improvement Program (TIP).

STAFF CONTACT

Ron Achelpohl
Marc Hansen

I am writing in response to the recently published draft of the 2012-2016 TIP. After reviewing the draft document I see the Kenneth Road Bridge project has been removed; I understand this was at the request of both Kansas City and Overland Park. This old, single lane, wooden bridge is just west of Holmes Road in south western Jackson County, and when open was a vital link to multiple jurisdictions. Both cities seem to support the project but have indicated there is no money to rebuild the bridge that has been closed for several years. After a quick review of the TIP, I see that both cities have projects listed that include adding bicycle or pedestrian trails in one or more locations. It appears that Overland Park has at least one project and Kansas City has at least eight projects of this nature.

I think all would agree that all government agencies are responsible for being good financial stewards of taxpayer's money. As taxpayers we expect those that control the revenues to be well planned and prepared, not only for the future but also to effectively maintain existing equipment, resources and infrastructure. I doubt I was the only one who assumed the entire time the bridge has been closed, that a fix was in the works. I find it appalling that either city would want to add trails of any kind, being a form of infrastructure that would require ongoing maintenance, when it is obvious they cannot maintain the infrastructure they are currently responsible for.

I understand the current financial situation, but believe the opportunity to reprogram the bridge replacement project in the TIP should be reserved.

Respectfully,

Dennis Hudson
102 N. Park Dr.
Belton, Mo. 64012
(816) 322-4045

Draft Response to Comment Received on the 2012-16 TIP

October 10, 2011

Mr. Dennis Hudson
102 N. Park Dr.
Belton, MO 64012

RE: Comments on the Draft 2012-16 TIP

Dear Mr. Hudson,

Thank you for your recent comment regarding the Draft 2012-2016 Transportation Improvement Program (TIP). We presented your comment to the Total Transportation Policy Committee (TTPC) and the MARC Board of Directors for their consideration on the Draft TIP. Additionally, we forwarded your comments to both the cities of Kansas City, MO and Overland Park, KS.

MARC understands the importance of the connection provided by the Kenneth Road Bridge and agrees that its withdrawal from the Draft 2012-16 TIP due to current financial circumstances is unfortunate. It is worth noting that both municipalities have continued to seek methods by which to advance this project, and that removal from the TIP at this time does not preclude the project from being returned to the TIP in the future should funding become available.

We encourage your continued participation in the regional transportation planning process and have included an internet link to [A Guide to Transportation Decision Making in the Kansas City Region](http://www.marc.org/transportation/pdf/GuidetoTransportationDecisionMaking.pdf) for your information. This booklet is designed to help area residents understand the complex process of transportation decision-making and learn how they can provide input to the process more effectively. To view the booklet, please visit the following:

<http://www.marc.org/transportation/pdf/GuidetoTransportationDecisionMaking.pdf>

Sincerely,

Marc D. Hansen, AICP
Transportation Planner III
Mid-America Regional Council

Changes to Draft 2012-16 TIP in Response to Planning Partner Comments

1. Introduction – Added “multimodal information” to the list of items contained in the TIP record for each project.
2. Introduction – Added a link to the TIP Tracker tool.
3. Introduction – Added the Public Participation Plan to Table 1.
4. Introduction – Clarified that the CMP is a process and that it is continuously updated.
5. Introduction – Added “major improvements” to the content of the LRTP in Table 1.
6. Introduction – Clarified the TIP update and quarterly amendment schedule.
7. Introduction – Clarified that projects listed in the TIP are planned improvements with funding committed to them.
8. Introduction – Added references to additional sections and graphics of related information where appropriate.
9. Introduction – Added additional step acknowledging the approval by the states and USDOT in the TIP/Project Programming process to all graphics in the document where appropriate.
10. Programming Process – Added multimodal elements to Table 3.
11. Programming Process – Added information regarding MoDOT process to distribute CMAQ funds.
12. Programming Process – Added reference to Figure 6 within the narrative regarding the Transportation Enhancements program.
13. Programming Process – Added language to further clarify the programming process for the JARC and New Freedom programs and included financial tables for each program that document current and future revenues and expenditures for the each program.
14. Programming Process – Added language to indicate that consistency with the LRTP when considering projects for inclusion in the TIP.
15. Programming Process – Added language to clarify that the costs borne by project sponsors for special amendments is related to advertising/public involvement.
16. Programming Process – Added language to define “major project” and “significant delay”. Included a table of projects carried forward from the previous TIP that have incurred a significant delay in their implementation as required under 23 C.F.R. 450.324.
17. Financial Plan – Added language to clarify the discretionary nature of the FTA Section 5309 program.
18. Financial Plan – Added language to clarify the use of federal funds by local governments in the implementation of projects.
19. Financial Plan – Replaced all blank entries in financial tables with \$0.00.
20. Financial Plan – Included a table indicating Transit system operations and maintenance costs.
21. Financial Plan – Revised Table 13 to account for system maintenance and operation costs.

22. Environmental Justice Analysis – As indicated at the September 20, 2011 TTPC meeting, additional analyses regarding transportation safety and transit service were added to this section.
23. Project Listings – Populated the length field of each project record as required under 23 C.F.R. 450.324.
24. Appendix A – Added an entry for the FTA Section 5309 program.

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-a

ISSUE:

VOTE: Approve minutes of the September 25, 2011 Board meeting

BACKGROUND:

The minutes of the September 25, 2011 meeting are enclosed.

RECOMMENDATION:

Approve the minutes of the September 25, 2011 meeting.



BOARD OF DIRECTORS

MID-AMERICA REGIONAL COUNCIL
600 Broadway, Suite 200
Kansas City, Missouri 64105

September 27, 2011
12:15 p.m.

Minutes of Meeting

COMMITTEE MEMBERS PRESENT

Mayor Pro-Tem Jim Schultz, Independence, MO - MARC Board Chair
Councilmember Marge Vogt, Olathe, KS - MARC Board 1st Vice Chair
Councilmember Jan Marcason, Kansas City, MO - MARC Board 2nd Vice Chair
Commissioner Ed Peterson, Johnson County, KS - MARC Board Treasurer
Commissioner Kathy Dusenbery, Platte County, MO - MARC Board Secretary
Commissioner Tom Cooley, Unified Government of Wyandotte County/Kansas City, KS -
MARC Board Immediate Past Chair
Mayor Ron Shaffer, Prairie Village, KS
Presiding Commissioner Bob King, Ray County, MO
Mayor Sly James, Kansas City, MO
Mayor Don Reimal, Independence, MO
Councilmember Ed Ford, Kansas City, MO
Mayor Juan Alonzo, Raymore, MO
Commission Chairman Ed Eilert, Johnson County, KS
Commissioner John Flower, Leavenworth County, KS
Presiding Commissioner George Pretz, Miami County, KS
Commissioner Jim Wise, Miami County, KS
Mayor Clausie Smith, Bonner Springs, KS
Mayor John "Tiny" McTaggart, Edwardsville, KS
Councilmember Donna Owens, Overland Park, KS
Councilmember Curt Skoog, Overland Park, KS

OTHERS PRESENT

Jeff Cox, The Independence/Blue Springs/Grain Valley Examiner
Shawn Dikes, Parsons Brinckerhoff Inc.
Jim Giles, City of Kansas City, MO
Ron McLinden, Transit Action Network
Danny Rotert, City of Kansas City, MO
Mike Scanlon, City of Mission, KS
Heath Steele, Fort Leavenworth, KS
Analisa Swinehart, City of Kansas City, MO

STAFF PRESENT

David A. Warm, executive director, and other MARC staff members.

INTRODUCTIONS AND BOARD SHARING TIME

Mayor Pro Tem Schultz called the meeting to order at 12:19 p.m. He thanked participants for attending the meeting, and members introduced themselves and shared items of interest from their jurisdictions. A revised consent agenda item 10-u was distributed.

RECOGNITION OF MARC EMPLOYEE

Terry Anderson has reached a significant milestone in her employment with MARC. Terry is the Administrative/Program Assistant for the Research and Transportation Departments, and is celebrating 15 years. David Warm recognized her contributions to the agency, and Mayor Pro Tem Schultz presented her with a token of appreciation.

REPORT ON THE MAYORS' BISTATE INNOVATIONS TEAM

This item was deferred until later in the meeting.

UPDATE ON THE CREATING SUSTAINABLE PLACES INITIATIVE

Marlene Nagel reported that MARC received a three-year HUD Sustainable Communities Initiative grant in the fall of 2010 and started its grant work in January. We are now concluding the first phase of work.

Using the HUD Sustainable Communities initiative grant MARC created its Creating Sustainable Places initiative to follow through on the work of *Transportation Outlook 2040* and other regional and local plans which have emphasized building a sustainable region. A thirty-member Coordinating Committee was created to oversee this initiative and become a central body to coordinate sustainability activities in the region. The Coordinating Committee is co-chaired by MARC Board members Jan Marcason and Curt Skoog.

Some of the most significant accomplishments this first six months have been the following:

- ☐ Prepared the Regional Plan for Sustainable Development
- ☐ Coordinating Committee adopted Guiding Principles for the initiative
- ☐ Held two Partners Congresses with over 60 partner organizations involved
- ☐ Held an equity partners meeting at the Green Impact Zone
- ☐ Produced a market assessment for housing in the metro area
- ☐ Developed a housing proposal for the Green Impact Zone which includes renovation of an abandoned school and two neighborhood revitalizations and includes two national developers
- ☐ Developed a catalog of all available data within the metro area (through the university partners)

We anticipate the following activities occurring the next few months:

- ☐ Completion of the Creating Sustainable Places Guidebook including a planning guide and resources, engagement strategy, tool development strategy, and indicators strategy
- ☐ Corridor planning work will get underway by convening stakeholders who will begin the process of defining their corridors planning needs and identifying key measures of success
- ☐ Adopt a primary technology platform for the tools and a strategy to begin to develop this platform into a useful visualization and economic assessment tool
- ☐ Identify and begin using existing tools to assist in corridor and place planning
- ☐ Identify the appropriate Natural Resource Inventory scope and begin work
- ☐ Coordinating Committee adopts a set of regional indicators and a guide for creating complementary corridor and place indicators
- ☐ A twenty person delegation will attend the PolicyLink Equity Summit in Detroit in November

Councilmember Marcason commented that it has been a very exciting time to be a part of the Coordinating Committee, and to see the ways in which the region can work so well together to create a sustainable community. Significant time was spent developing the principles that will guide the initiative in the coming years. We are actively working to develop a tool kit to help decision makers analyze future development throughout our region. It can also be a model for replication across the country. Councilmember Skoog added that there is a diverse and dynamic level of input coming from the group about what they want to see along the strategic transportation corridors. It is very important that the communities along the corridors support the strategies for sustainable development.

Jeff Hirt, Sustainable Planning Project Manager, reported that over the next several months, work will move from planning to action. Preliminary work is underway to meet with multi-jurisdictional stakeholders to discuss the status of each of the six corridors, including current and planned activities. To supplement the corridor planning efforts, an economic feasibility and visualization tool will be developed. Mr. Hirt noted that a group of elected and appointed officials, including Councilmember Skoog, will be attending the PolicyLink Equity Summit in Detroit in November.

Mrs. Nagel added that the October 13 episode of *Imagine KC* will focus on natural resource conservation in the built environment.

UPDATE ON THE KANSAS CITY REGIONAL TIGER GRANT

Tom Gerend reported that in February 2010, the Kansas City region received a \$50 million grant through the American Recovery and Reinvestment Act's TIGER (Transportation Investments Generating Economic Recover) program to support the implementation of the Kansas City Regional TIGER project. The Kansas City Regional TIGER Project was a collaborative, multi-jurisdictional proposal involving dozens of partners and supporters in both Kansas and Missouri.

The \$50M TIGER grant will ultimately support the region's desire for increased access to opportunity through two primary elements of investment which are described below.

Green Impact Zone -

The Green Impact Zone is a cooperative effort to focus recovery funds on green solutions affecting the quality of life of residents in 150 inner-city blocks within Kansas City, MO. Improvements made within the zone include new streetscape, street resurfacing, traffic signal upgrades, pervious surfacing, and a Troost Pedestrian Bridge over Brush Creek.

Regional Transit -

Transit corridor improvements outlined in this award will build on past successes, provide benefits for existing transit users, and bring the region closer to full realization of an expanded rapid transit network as described in the Smart Moves Regional Transit Vision. Funded transit improvements include:

- State Avenue Transit Investments
- Metcalf/Shawnee Mission Pkwy. Transit Investments
- North Oak Transit Investments
- Eastern Corridor Transit Investments

Since the announcement of the grant award MARC staff and project stakeholders have been working diligently to initiate program implementation, complete design work, and launch construction activity. A short video was shown which conveyed the project objectives of the Kansas City Regional TIGER project. The video can be viewed at <http://www.marc.org/tiger/>.

Mr. Gerend stated the work is currently underway in the Green Impact Zone to carry out \$5 million in sidewalk improvements. In the spring of 2012, construction will begin on arterial surface, curb, traffic signal, and pedestrian improvements.

Related to the regional transit improvements, the Metcalf/Shawnee Mission Parkway and State Avenue projects are nearing final design. They have undergone extensive local planning and stakeholder engagement, and will be out for bid later this year. A majority of the construction will be improvements to transit stations, which will be fully operational in early 2013.

UPDATE ON THE COMMUTER CORRIDOR ALTERNATIVES ANALYSIS STUDY

Last summer MARC in partnership with Kansas City, Missouri, Jackson County, Missouri, and the Kansas City Area Transportation Authority (KCATA) submitted a coordinated regional grant application for Federal Transit Administration Alternatives Analysis funds. The regional application targeted detailed planning related to the region's highest priority commuter rail corridors (Rock Island and I-70 corridors) in addition to a downtown distribution (street car) system. On December 21, 2010 the Federal Transit Administration announced a \$1.8M grant award to support these planning efforts. Since June the Partnership Team has been working to advance the two related alternatives analysis studies.

Mr. Gerend noted that he gave a detailed report on the Downtown Commuter Corridor Alternatives Analysis at the August Board meeting. He was pleased to report that the Partnership Team has now formalized a recommendation to the Kansas City, Missouri Parking and Transportation Commission for a streetcar on Main Street from the River Market to Crown Center. It is scheduled to go to the City Council for discussion and vote later this week.

Shawn Dikes, Project Manager for Parsons Brinckerhoff, the lead consultant for the Jackson County Commuter Corridors (JCCC) Alternatives Analysis, gave an update. This study is assessing commuter transit alternatives in the I-70 East and Rock Island corridors. In addition, Jackson County has received an FHWA grant to complete an Alternatives Analysis of the US-71/Grandview corridor. The Partnership Team is currently working to integrate this award into existing planning efforts already underway.

The first stakeholder advisory committee was held on August 31st and the project's draft purpose and need statement along with seven alternatives (including both rail and bus options) were presented and refined for presentation to the public. Mr. Dikes advised that the principles of a good Alternatives Analysis are to:

- Involve decision makers and stakeholders
- Identify information needed for decision making
- Understand the problems to be solved
- Consider the right alternatives - those that solve the problems
- Make the case using complete information

Public engagement is key to success in this effort. Outreach efforts will include Twitter, a website, targeted meetings and public open houses.

The Commuter Corridor Alternatives Analysis is a requirement of the FTA's Section 5309 New Starts program, which makes it possible for new or extended transit fixed guideway investments (e.g., BRT, streetcar, commuter rail or light rail) in excess of \$250 million, or the federal share of \$75 million or more.

There is a good foundation of planning studies that have already been conducted in the region:

- Commuter Rail Feasibility Study: 2001
- I-70 Commuter Rail AA: 2007

- SmartMoves
- Regional Rapid Rail
- Other regional transportation studies
 - Downtown Commuter Corridor AA: 2011
 - *Transportation Outlook 2040*
 - MoDOT's I-70 Environmental Impact Statement

The first public meeting for the JCCC is scheduled for September 27th at the Independence Innovation Center (the former Independence Regional Hospital) from 4:00-7:00 p.m. Next steps in the JCCC process will be to reduce the alternatives in Tier 2 Screening, conduct technical analysis, identify a Locally Preferred Alternative (LPA), work on a New Starts Submission and plan for future project development. It is anticipated that the JCCC LPA will be determined by May 2012.

In future months the MARC Board may be asked to consider formal adoption of one or more "locally preferred alternatives" into MARC's Long-Range Transportation Plan, *Transportation Outlook 2040*, based on the results and findings from the referenced studies.

REPORT ON THE MAYORS' BISTATE INNOVATIONS TEAM

Unified Government Mayor/CEO Joe Reardon and Kansas City, Missouri, Mayor Sylvester James have appointed a Bistate Innovations Team of 12 individuals led by Dr. Ray Daniels and Mike Burke. The goal of the team is to be imaginative, innovative and inspired in recommending ways the Google Ultra High-Speed Fiber ("Google Fiber") can benefit the KC metro area and its citizens. The group will explore ways the community can use Google Fiber to improve public services; create community; assist and advance education; spark economic development; create jobs; or otherwise improve the standard of life in the KC metro area.

The Innovations Team is charged with creating a playbook that identifies creative uses of the Google infrastructure and how best to market the KC metro's high-speed fiber connectivity in recruiting business, industry and institutional interests to the area. A key goal of the team is to support the mayors in modeling how communities can effectively cooperate in a strategic, sustained initiative to advance the progress of the region.

The appointees are:

Barbara Atkinson	Anthony Magliano
Christopher Carroll	Alex Couchonnal McManus
Latorua Chinn	Bill Miller
Bernard Franklin	Daniel Serda
Sandra Lawrence	Jase Wilson

The Mid-America Regional Council will convene/facilitate the group. Entities such as the Kansas City Area Development Council, the Economic Development Corporation of Kansas City, the Wyandotte Economic Development Council and the Kauffman Foundation will be asked to serve as advisers/resources. In addition, other advisers and resources may be used upon agreement of the Innovations Team. Finally, the Mayors will also ask Google to serve in advisory/resource role to the extent it is willing. More detail is needed on how to integrate the work and contribution of these groups with the Innovations Team. The work of the Innovations Team should be coordinated when possible with public sessions/Town Hall meetings surrounding the project and conducted by other area stakeholder organizations.

Mayor James stated that Google is a product that we are fortunate to share between the two Kansas Cities, who beat out more than 1,100 cities to host Google's next-generation Internet service. Google promises 100 times the speed of today's broadband Internet. The only limitation we have is our imagination. The question that the Bistate Innovations Team is tasked with is "What if?"; i.e., "What

if we found a way to provide band lessons to 10 schools with only one instructor and make it interactive?" or "What if we found a way to have physical examinations by physicians who are remote to the patient?" "What if?" is the task of the Innovations Team to explore and to find answers.

First, from an economic development standpoint, we know that jobs are mostly created through small businesses. There is a national interest by entrepreneurs who are interested in moving here and growing their businesses, not unlike Disney, Burns & McDonald and the Hallmark Corporation. Secondly, this is an opportunity to continue to build on a regional infrastructure of cooperation. The country is watching the outcome of this project. This is an opportunity to highlight what it means to be Midwestern cities that cooperate for the common good. Mayor James and Mayor Reardon are committed to creating the infrastructure to attract small businesses and build on regional cooperation. We want to be known as the "the Cities of Entrepreneurs". He thanked MARC for supporting and facilitating the Mayors' Bistate Innovation Team.

APPROVE THE 2012 STATE LEGISLATIVE PLATFORMS

Mrs. Nagel noted that last month, the MARC Board was asked to provide input to the 2012 state legislative agenda. Once developed, these platforms are shared with local governments and organizations to encourage metro-wide consistency in positions on issues of common concern. Following input from the MARC Board and committees, and with community partners, the platforms were amended as follows:

Missouri

State Budget

- ❑ MARC recognizes that 2012 will be a challenging year for the Missouri General Assembly in balancing its budget with diminished state resources and increasing demands. The Kansas City metropolitan area and other urban areas of the state contain a large share of the state's business base, and are home to a substantial portion of the state's population. *MARC encourages the Missouri General Assembly to consider the needs of the Kansas City area in its consideration of budget issues and possible reductions in state programs and projects.*

Transportation

- ❑ *State legislators are urged to protect the integrity of state funding to address highway, major roadway and bridge infrastructure and public transit needs in the state and metro area.* The need to identify new funding sources has been identified by local and state officials and other stakeholders. However, given a tight budget environment, legislators are encouraged to begin evaluation of new funding sources that could be implemented as the economy recovers.
- ❑ State legislators are urged to support the following traffic safety issues, which have been identified as priorities by the Destination Safe Coalition, including

Primary Seatbelt Law

Support passage of a primary seat belt law. Seven out of 10 Missourians killed in a traffic crash are unbuckled. Missouri's current seat belt law (307.178 RSMo) is a secondary law, which means that law enforcement officers cannot pull over vehicles solely for a seat belt violation. Missouri's 2010 overall seat belt usage rate is 76 percent, compared to 85 percent nationwide. National data demonstrates that seat belt use continues to be higher in the States with primary laws. The current law restricts law enforcement's ability to protect the traveling public and sends the wrong message to the public.

Texting Ban for All Ages

Broaden state restrictions on texting while driving to include all drivers. Distracted driving is a serious threat safety on our public highways. According to National Highway Traffic Safety Administration (NHTSA) research, distraction-related fatalities represented 16 percent of overall traffic fatalities in 2009. Thirty states now have bans on text messaging for all drivers. In 2009, the Missouri General Assembly enacted a law banning texting while driving for drivers 21 years old and younger. Texting while driving is a serious distraction regardless of the age of the driver. Nearly one-fourth of all traffic fatalities involve distracted drivers in the greater Kansas City area.

Cell Phone Ban for Young Drivers

Enact provisions that restrict cell phone use for young drivers who lack driving experience under the graduated drivers licenses (GDL). The current GDL does restrict text messaging but not cell phone use. Twenty-eight states with GDL laws ban cell phone use.

Motorcycle Helmet Law

Maintain current state law requiring motorcycle helmet use. The universal motorcycle helmet law that was enacted by the General Assembly in 1967 has saved hundreds of Missouri lives. Based on studies of the effects of other states' enactment, repeal, or weakening of universal helmet laws, use approached 100 percent when all motorcyclists were required to wear helmets, compared with about 50 percent when there was no helmet law or a law applying only to some riders. In states that either reinstated or enacted universal motorcycle helmet laws, helmet use increased dramatically, and motorcyclist deaths and injuries decreased. In states that repealed or weakened their universal helmet laws, helmet use declined sharply, and motorcyclist deaths and injuries rose.

Human Services

- ❑ The General Assembly appropriates funds to supplement federal funds to meet the growing needs of elderly residents of the state. These state and federal funds are administered by Area Agencies on Aging, including the Mid-America Regional Council. Changes in Medicaid and Medicare with federal health care reform will result in the need for information services for many of the state's senior adults. ***State legislators are urged to support or restore funding for Area Agencies on Aging for home delivered meals and to provide enhanced information and care coordination and other direct services at existing or increased levels. In addition, state legislators are urged to support funding for the Area Agencies on Aging in Missouri to provide "benefits" counseling to assist seniors in understanding the changes in Medicare and Medicaid, and to access services for which they may be eligible.***
- ❑ The availability and affordability of quality early education programs for all children is critical to Missouri's economic future. Numerous studies show a return on investment of up to 700 percent as a result of targeted funding spent on high-quality early learning programs. However, early learning programs and initiatives in Greater Kansas City often lack the resources to consistently provide high quality experiences to the children currently attending these programs. As a result, nearly one in three children arrives at school without the skills needed to succeed.

With the significant budget shortfall last year, Parents-As-Teachers received a drastic budget cut of 13 million dollars requiring many of the Parents-As-Teachers programs across the state to be reduced. Because of this 59 percent budget cut, Parents-As-Teachers has had to limit services to parents. Research is clear that early intervention and programs like Parents-As-Teachers are significantly important in assisting parents in helping their young children's early development.

State legislators are asked to restore state funding to the Parents-As-Teachers.

In Missouri, 926,000 people or 15.5 percent of the state's population were living below the federal poverty level in 2009, and almost one-fourth of Missouri's children live in poverty. Currently, Missouri provides child care assistance to low-income families up to 127 percent of poverty. This places Missouri 49th among all states. The national average for child care assistance in the United States is 185 percent of poverty. Child care assistance is essential for allowing low-income families to enter and remain in the workforce. ***The General Assembly is urged to maintain funding for Child Care Assistance. If funding is available, state legislators are urged to increase Child Care Assistance to reach more of Missouri's low-income families.***

Public Safety

- ***Support enabling legislation to allow voters to broaden the scope of communication devices where users are levied a fee to support 9-1-1, with revisions to state 9-1-1 statutes to allow for a statewide fee on all communication devices, including landline, wireless and VOIP devices to support emergency telephone 9-1-1 costs.*** The Kansas City regional 9-1-1 system offers high quality services to area residents, businesses and visitors. The Kansas City regional system handles almost 2 million calls annually among 45 public safety answer points. The region's counties recognize the critical importance of this system and have invested in improvements to receive and process all 9-1-1 calls, including those from wireless devices. This high quality system is threatened as the financial resources supporting its maintenance and operation are declining. National industry experts estimate that 12 percent of all households rely exclusively on wireless communications devices and do not have a land-line phone in their homes. Missouri wireless customers do not contribute to the cost of 9-1-1 operations, and Missouri is the only state in the nation that has **not** enacted a surcharge to support wireless 9-1-1.

State legislation was enacted a number of years ago for a statewide surcharge on wireless services, but the law's provisions do not meet current needs. In the Kansas City region, about 60 percent of all 9-1-1 calls come from wireless services. Adequate funding to improve 9-1-1 services statewide and for the ongoing operation and maintenance of the regional 9-1-1 system are critical. Local officials in the Kansas City area see 9-1-1 as a critical component of the public safety and emergency response system.

Efforts are underway to develop a statewide consensus among public safety and municipal associations for a statewide tax on all communication devices, with a set fee for all device customers and a percentage of the revenues used in a state fund to support small and rural communities achieve basic levels of 9-1-1 service.

- ***The General Assembly is urged to amend existing statutes as necessary to ensure that all first responders, particularly, local law enforcement officers, have the ability to cross the state line to provide mutual aid, apprehend individuals in emergency situations, and assist with certain investigations.*** Local governments and emergency response agencies in the Kansas City area support one another on a daily basis, and during major disaster events. Law enforcement agencies need the ability under state mutual aid laws to cross state lines to work together on major incidents. In some cases, such as the area's bomb squads, personnel are federalized and can cross the state line to provide mutual aid. In other cases, law enforcement personnel are limited in their ability to respond in major incidents across the state line unless a formal disaster declaration is made. Section 70.837 allows Kansas officers to assist Missouri agencies in response to natural disasters. This statute could be amended to include a terrorist act, a school shooting or other man-made incident. Section 70.875

establishes multi-jurisdictional anti-fraud investigation groups. This statute could be amended to allow for investigative units or response teams composed of officers from multiple jurisdictions, including those in Kansas, to address or respond to a violation of any law.

- ❑ Local governments have identified the problem of drivers running red lights as a major traffic safety problem. Technology exists to identify and record drivers running red lights so that traffic citations may be issued. Pilot tests in the Kansas City area and full implementation in local communities around the country have demonstrated the problem of red light running and the capability of existing technology to better enforce existing traffic laws. State law does not specifically enable local law enforcement agencies to use this approach, and authorizing legislation is desired by local governments. *The MARC Board supports the ability of local governments to issue citations for running a red light when offenders are identified by an automated camera.*

Local Government Revenues/Rights

- ❑ State and federal government agencies often identify potential strategies to address problems in communities and enact legislation to respond to these problems. In most cases, the response actions that are required impact city and county governments and their budgets. In addition, as the state tightens its budget to respond to fiscal challenges, the result often impacts local governments. *The Missouri General Assembly is asked to consider the impacts of new requirements and state budget decisions on local governments and avoid placing additional requirements, particularly those with financial mandates, on local governments without new resources.*
- ❑ The state of Missouri provides state incentives for economic development and enables local communities to use a variety of tools to support the retention and growth of existing businesses and the attraction of new businesses. The state's economic development office works closely with regional and local economic development officials to respond to business interest in investing in Missouri. In some cases, a lack of clear state policy on the use of incentives creates uncertainty for local officials in working with business prospects. The state provides support to the development of affordable housing through Low-Income Housing Tax Credits and Historic Tax Credits. These credits have allowed non-profit and for-profit developers to add to the region's affordable housing inventory at a time when the need for such housing is growing. *The Missouri General Assembly is asked to consider enhancements to the state's economic development policies that support economic recovery, avoid restrictions on existing economic development tools used by local governments and those developing affordable housing, and encourage the state economic development office to assist local officials with clear guidance on the availability and use of state incentives.*

Environmental Protection/Green Infrastructure

- ❑ The Mid-America Regional Council Solid Waste Management District has worked to reduce waste going to area landfills for over 20 years, and encourages waste reduction, waste diversion and recycling through public education, and provides programs and grants to improve the infrastructure for waste diversion and recycling. The SMWD Board adopted a strategic plan last year encouraging local governments to pursue a goal of waste diversion of 80 percent by 2013. To achieve this goal, preserve the life of area landfills and reduce the cost of solid waste management, legislative action is necessary.

State legislators are urged to protect local government rights to develop and implement local and regional integrated solid waste management systems and strategies, including 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.

State legislators are urged to protect the statewide solid waste disposal tonnage fee, currently set at \$2.11, which funds state, regional and local solid waste planning and waste reduction efforts. In addition, state legislators are urged to reinstate the annual price adjustment, as defined by the US Dept. of Labor, to set the tonnage fee.

Local governments are evaluating measures to increase the efficiency of solid waste management and recycling, reduce the impact of hauling operations on local infrastructure, and ensure quality and affordable services to residents. Current law requires that cities and counties give considerable notice of the intent to modify local waste ordinances. *State legislators are asked to reduce or eliminate the two year notice statute governing how a local government informs private haulers of its intention to provide solid waste services.*

The Solid Waste Management District has focused its efforts to meet state goals of waste diversion, and has recognized that ban of yard waste has made a significant contribution to helping the state achieve its waste diversion goals. *State legislators are urged to continue the yard waste ban, effective since 1992, to divert yard waste materials from landfills. Support the organics recycling industry to achieve greater diversion of these and other organic materials through recycling and composting.*

- ❑ The city of Kansas City, Missouri, and other area communities are challenged in meeting the need to separate sanitary and storm sewer systems, replace aging infrastructure and support infrastructure investments for economic growth. *The area's state legislators are asked to encourage the Missouri Department of Natural Resources to allocate the revolving loan funds for wastewater system improvements so that all parts of the state, including the urban areas, have access to those resources.*
- ❑ *The General Assembly is asked to support enabling legislation to allow first class charter counties and contiguous counties in the Kansas City region to seek voter approval of a Regional Parks and Trails District similar to enabling authority granted to St. Louis area counties.* The Kansas City metropolitan area has been working toward a regional greenway trail system for over a decade, and interest and support for such a system continues to increase among area residents, community leaders and local government officials. The greenway trail system is part of a metropolitan-wide effort to preserve important natural areas along stream and river corridors, and provide alternative transportation corridors and greater recreational opportunities. Local communities are challenged in responding to growing interest among their residents to provide additional park and recreational opportunities, as land prices continue to rise and local city and county budgets are strained to support daily operations. In 1999, the Missouri General Assembly passed legislation (SB405) that allowed the St. Louis region to establish a regional parks and recreation district. Today, St. Louis City, St. Louis County and St. Charles County support a regional district that has resulted in new regional and local parks and trails investments with strong public support.
- ❑ MARC, local governments and area utilities are working to increase energy efficiency and conservation efforts in the Kansas City region. State tax credits and state programs are important elements to an overall system of support for residential, commercial and industrial property owners to achieve energy conservation objectives. *The General Assembly is asked to support legislation to encourage greater energy conservation and use of alternative fuels by businesses, utilities, government organizations and individuals.*

Kansas

Transportation

- The Kansas Legislature passed T-WORKS in May 2010 to support continued investment in the state's transportation system. The Kansas Department of Transportation has outlined a spending plan to provide \$4.6 billion on preservation projects to ensure the preservation of the state's highways and bridges. All regions throughout the state will receive some level of support, and projects have been selected with local input. Funding will also be provided to support transit, aviation and rail projects. *The Kansas Legislature is to be applauded for passing this legislation during tough economic times, and is encouraged to ensure that the funds committed to T-WORKS are not redirected for other state budget needs.*
- *State legislators are urged to support the following traffic safety issues, which have been identified as priorities by the Destination Safe Coalition, including*

Motorcycle Helmet Law

Expand the current Kansas law to require helmets for riders of all ages. Expanding the law to cover all ages would increase helmet use. Based on studies of the effects of states' enactment, repeal, or weakening of universal helmet laws, use approached 100 percent when all motorcyclists were required to wear helmets, compared with about 50 percent when there was no helmet law or a law applying only to some riders.

Alcohol Excise Tax

Consider a modest increase in the alcohol excise tax. Underage drinking is a significant issue that affects every Kansas community and is a huge drain on the state budget. Research conducted by Kansas Leadership to Keep Children Alcohol Free Committee found that Kansas spends only 0.27 percent of its budget on substance abuse and addiction prevention, treatment and research but spends 17.4 percent of its total state budget on the burdens of substance abuse and addiction. The alcohol excise tax in Kansas has not changed since 1977, however inflation has eroded the budget for substance abuse and addiction prevention, treatment and research. A modest increase in the excise tax could provide important new revenues to address this important problem in Kansas.

Unattended Children in Vehicles

The state legislature is encouraged to consider changes to state law to protect children from being left in unattended motor vehicles. Leaving a child in a vehicle unattended is dangerous and should never happen, yet many children have died or been injured as a result of being left alone in motor vehicles. Law enforcement officials have limited ability to deal with parents or those caring for the child, either through a warning or a charge of child endangerment. The first option in many cases is not strong enough and the second option may be too severe resulting in the loss of custody.

Public Safety

- *Allow local law enforcement officers to cross the state line to provide mutual aid, apprehend individuals in emergency situations, and assist with certain investigations.* Local governments and emergency response agencies in the Kansas City area support one another on a daily basis, and during major disaster events. Law enforcement agencies need support under state mutual aid laws to cross state lines to work together on major incidents. In some cases, such as the area's bomb squads, personnel are federalized and can cross the state line to provide mutual aid. In other cases, law enforcement personnel are limited in their

ability to respond in major incidents across the state line unless a formal disaster declaration is made.

Human Services

- ❑ *Support funding for the Area Agencies on Aging in Kansas to provide “benefits” counseling to assist seniors in understanding the changes in Medicare and Medicaid, and to access services for which they may be eligible.*
- ❑ *Protect the current funding level for the Children’s Initiative Fund. Greater Kansas City is committed to building a high quality early learning system to prepare all children for success in school. The Children’s Initiatives Fund (CIF) was created by the Kansas Legislature in 1999 and is administered by the Children’s Cabinet and Trust Fund. Funding for the CIF comes from payments made to the state from the master tobacco settlement. Programs that receive CIF funding undergo a rigorous evaluation by the Children’s Cabinet to ensure that state dollars are being spent effectively. The 2011 legislative session resulted in budget cuts for early education services. About half of all children in the state, are served by programs that rely on CIF dollars. These programs serve children of all ages with the primary focus on children birth to age five. It is critical that the current funding level for the CIF be maintained.*

Environmental Protection

- ❑ *MARC, local governments and area utilities are working to increase energy efficiency and conservation efforts in the Kansas City region. State tax credits and state programs are important elements to an overall system of support for residential, commercial and industrial property owners to achieve energy conservation objectives. MARC has initiated a review of state legislation to support PACE (Property Assessment Clean Energy) programs, and depending on the outcome of that review, additional state legislation may be needed to enable local communities (cities and counties) in Kansas to establish PACE programs. **The state legislature is asked to support legislation to encourage greater energy conservation and use of alternative fuels by businesses, utilities, government organizations and individuals.***

Local Government Revenues/Rights

- ❑ *State and federal government agencies often identify potential strategies to address problems in communities and enact legislation to respond to these problems. In most cases, the response actions that are required impact city and county governments and their budgets. In addition, as the state tightens its budget to respond to fiscal challenges, the result often impacts local governments. **The state legislature is asked to consider the impacts of new requirements and state budget decisions on local governments and avoid placing additional requirements, particularly those with financial mandates, on local governments without new resources.***

Chairman Eilert asked about the increase in the alcohol excise tax in Kansas, and whether it was separate from the alcohol tax which is returned to local units of governments as a result of liquor by-the-drink. Mrs. Nagel said that the recommendation came from the Destination Safe Coalition, and she believed it was a separate tax. David Warm advised that the recommendation could be removed from the platform and taken back to the Coalition for clarification on whether the excise tax would affect wholesale or retail liquor distributors. Chairman Eilert believed that if the tax increase would affect local government revenues, he could not support it.

Chairman Eilert moved to approve the 2012 State Legislative Agendas, with the removal of the recommendation of the alcohol excise tax in Kansas. It was seconded by Councilmember Vogt and carried.

AUTHORIZE THE EXECUTIVE COMMITTEE (MARC BOARD OFFICERS AND PAST CHAIRS) TO CONTINUE TO ACT ON BEHALF OF THE BOARD IN CERTAIN MATTERS AND RATIFY AND APPROVE PAST ACTIONS BY THE EXECUTIVE COMMITTEE

Mr. Warm asked that this agenda item be modified to a more narrow motion. This is a follow up to the report given in August, when it was reported that the Missouri Department of Natural Resources (MDNR) terminated its contract with MARC for the Low-Income Weatherization Program. What is important to MARC is that the termination be characterized as a termination of mutual convenience. We have received a verbal agreement from MDNR to enter into a mutual termination of the contract. By mutually agreeing to the termination, it allows MARC to move forward without having any implications from that action for other programs.

Over the past weeks, it was discovered that action by the MARC Board would be necessary to delegate authority specifically authorizing the Executive Committee to approve any required MARC response to MDNR. The Executive Committee consists of the five Board officers and two past chairs. MARC's attorneys drafted the resolution included in the packet. However, the Executive Committee met earlier today and felt the wording was too broad. MARC staff will be asked to bring forward a revised resolution in the next several months. In the meantime, in order to move forward with MDNR in a timely manner, the Executive Committee and Budget & Personnel Committee have recommended that the Executive Committee be authorized to act on behalf of the MARC Board to terminate the contract with MDNR as a matter of mutual convenience, which can be done in the next few days without having to convene the full Board.

Mayor Reimal moved to table the resolution to a future meeting, and to authorize the Executive Committee to act on behalf of the MARC Board to terminate the weatherization contract with MDNR as a matter of mutual convenience. It was seconded by Commissioner Peterson and carried.

REVIEW ANNUAL CONFLICT OF INTEREST POLICY FOR MARC BOARD AND COMMISSIONS

In August 2009, the MARC Board approved the attached Conflict of Interest Policy. MARC strives to operate in an open and transparent way that inspires confidence that the organization is an effective steward of public resources. The MARC Board of Directors and a number of MARC committees are responsible for authorizing grants and funding allocations that benefit local governments, public agencies and other organizations in the Kansas City metropolitan area. The committee processes ensure that federal, state and local funds available to the metropolitan area are invested in ways that benefit the region and local communities. The purpose of the Conflict of Interest Policy is to ensure that participants on the MARC board and committees have clear guidance when a participant in any MARC decision-making process could have a conflict of interest and what the appropriate action would be in those circumstances.

The policy is designed to help directors, officers, employees and volunteers identify conflicts of interest and disclose them to the appropriate authority. It is also designed to provide a procedure to appropriately manage conflicts in accordance with legal requirements and the goals of accountability and transparency in all MARC operations. The policy is intended to supplement but not replace any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations.

MARC boards and committees involved in making decisions or recommendations regarding funding awards will also have this topic on its agenda for its next meeting. Currently, this list includes:

MARC Board of Directors
MARC CSC Board of Directors
MARC Budget and Personnel Committee
Total Transportation Policy Committee (including its supporting planning
and programming committees)
Head Start Policy Council
Commission on Aging
Regional Homeland Security Coordinating Committee
Solid Waste Management District

Mr. Warm stated that the policy is provided for review each year as a matter of best practices. He pointed out in Paragraph five of the policy, it is clear that dual representation by members of the Board on other public bodies does not in and of itself constitute a conflict of interest.

CONSENT AGENDA

Mayor Pro Tem Schultz said any item could be pulled from the consent agenda and voted on separately at the wish of the Board.

Commissioner Peterson moved to approve the consent agenda as revised. It was seconded by Mayor Reimal and carried. The action included the following:

- a. Approve minutes of the August 23, 2011 Board meeting
- b. Accept monthly Head Start reports for budget and expenditures, credit card transactions, free and reduced meals served, and program data
- c. Approve contract with the Metropolitan Community College District for The Francis Institute to provide coaching support for the Hall Program Administration Scale project
- d. Approve contract with the Metropolitan Community College District for The Francis Institute to provide coaching support for the Hall Classroom Assessment Scoring System (CLASS) project
- e. Approve contract with The Family Conservancy to provide coaching support for the Classroom Assessment Scoring System (CLASS) project
- f. Authorize Aging contract modifications with HomeCare of Mid-Missouri
- g. Approval to apply for and receive Veterans Transportation & Community Living Initiative funds from the Federal Transit Administration
- h. Authorize an agreement with INRIX, Inc. to purchase archived travel data for the purpose of updating the MARC Regional Travel Time Study
- i. Approve the Functional Classification change for 155th Street in Kansas City, Missouri
- j. Authorize an agreement with the Pinnacle group for 2012 aerial imagery of the Kansas City area region and vicinity
- k. Authorize acceptance of grant funds from the Centers for Disease Control and Prevention and the U.S. Economic Development Administration
- l. Authorize contract with Shockey Consulting Group to assist Ray County with floodplain management planning services
- m. Authorize acceptance of funds for planning and legal services to support the Rock Island Corridor Coalition
- n. Authorize submission of a Community Planning Challenge Grant to HUD
- o. Authorize application to the Federal Home Loan Bank Board of Des Moines for Minor Home Repair in the Green Impact Zone
- p. Authorize MARC CSC, on behalf of the Regional Health Care Initiative, to submit a Regional Initiative Grant application to the Health Care Foundation of Greater Kansas City and to the REACH Healthcare Foundation, and to accept and expend funding if awarded
- q. Authorize acceptance and administration of funds to MDNR Clean Diesel projects as determined by RFP and other processes

- r. Authorize solicitation and acceptance of funds from the State of Missouri for MARC's air quality program
- s. Approve an increase to the existing agreement with Applied Ecological Services (AES)
- t. Authorize an agreement with Highlands Consulting Group, LLC to develop an interoperable communications training curriculum
- u. Approve Homeland Security/Emergency Services contracts, expenditures and grant applications

EXECUTIVE DIRECTOR'S REPORT

Mr. Warm noted the following items:

MARC has recently assisted the region in securing two new grants (both of which were included on the Consent Agenda):

- 1) The Jobs and Innovation Accelerator Challenge Grant received through the U.S. Economic Development Administration. The region will receive nearly \$2 million to support local jobs training in advanced manufacturing and information technology sectors, and reduce the reliance by area companies on foreign workers hired through H1B visas. The Jobs Accelerator Project will benefit both sides of the state line through the involvement of multiple partners including the Workforce Partnership in Kansas, the Full Employment Council, UMKC, the three metropolitan community college systems, and other partners.
- 2) The Community Transformation Grant received through the U.S. Department of Health and Human Services, Centers for Disease Control and Prevention. The grant will support collaboration among local public health departments and their community partners to invest in programs and services to address chronic disease, obesity, diabetes and tobacco use. An announcement of the award will be made later today.

The next MARC Board meeting will be held on Tuesday, October 25, 2011.

OTHER BUSINESS

There was no other business discussed at the meeting.

ADJOURNMENT

The meeting was adjourned at 1:16 p.m.

MINUTES APPROVED:

Jim Schultz, Chair

Date

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-b

ISSUE:

VOTE: Accept monthly Head Start reports for budget and expenditures, credit card transactions, free and reduced meals served, and program data

BACKGROUND:

In December 2007, the Head Start Reauthorization Act was signed into law by President George W. Bush. As a part of the new reauthorization, the Head Start Grantee must report monthly to the Governing Board on:

- Budget and Expenditures
- Credit Card Expenditures
- Free and Reduced Meals Served
- Program Data

The monthly reports are enclosed.

RECOMMENDATION:

Accept the monthly reports of Head Start budget and expenditures, credit card transactions, free and reduced meals served, and program data.

STAFF CONTACT:

Jim Caccamo
Evelyn Givens

Mid-America Head Start
Program Budget and Actual Expenditures
For the 11 month(s) ending September 30, 2011
Program Year 6: November 1, 2010 through October 31, 2011

	<u>Grant Budget</u>	<u>Cummulative To Date Expenditures</u>	<u>Remaining Funds</u>	<u>Percent Expended</u>
Major Program:				
Head Start Program & Admin	\$ 17,271,634	\$ 15,712,562	\$ 1,559,072	91%
Early Head Start Program & Admin	1,978,154	1,722,588	255,566	87%
Head Start Training	187,777	171,920	15,857	92%
Early Head Start Training	49,454	45,587	3,867	92%
Total by Program:	<u>\$ 19,487,019</u>	<u>\$ 17,652,657</u>	<u>\$ 1,834,362</u>	<u>91%</u>
By Agency:				
MARC	\$ 1,696,690	\$ 1,344,856	\$ 351,834	79%
Delegate Agency:				
Independence School District	5,455,395	5,000,779	454,616	92%
Young Men's Christian Association	5,020,216	4,601,864	418,352	92%
Family Conservancy	3,513,641	3,220,838	292,803	92%
Kansas City Missouri School District	3,801,077	3,484,321	316,756	92%
Total by Agency:	<u>\$ 19,487,019</u>	<u>\$ 17,652,657</u>	<u>\$ 1,834,362</u>	<u>91%</u>
Other Revenues (Match):				
Contributed Services	4,871,755	\$ 4,007,482	\$ 864,273	82%
Other Grant Revenue	-	-	-	0%
Total Other Revenues:	<u>\$ 4,871,755</u>	<u>\$ 4,007,482</u>	<u>\$ 864,273</u>	<u>82%</u>

FEDERAL HEAD START CREDIT CARD TRANSACTIONS

FOR THE MONTH OF October 2011

Expense Account	Federal Cost Category	Date of Transaction	MARC Employee	Account Code	Vendor	Date of Statement	Amount	Description
5420	Out of Region Travel	9/7/2011	gvaldovino	61-2-55-41000-4100001-5420-00000	eg-Best Western	visa100311	89.56	MO Head Start Association Meeting-E Bullock
		9/30/2011	gvaldovino	61-2-55-41000-4100001-5420-00000	eg-Super Shuttle	visa100311	49.00	OHS Conference E Givens
		10/2/2011	gvaldovino	61-2-55-41000-4100001-5420-00000	eg-Marriott Wardman Park	visa100311	1,636.20	OHS Conference L Smith
		10/2/2011	gvaldovino	61-2-55-41000-4100001-5420-00000	eg-Marriott Wardman Park	visa100311	1,293.85	OHS Conference L Fowler
		10/2/2011	gvaldovino	61-2-55-41000-4100001-5420-00000	eg-Marriott Wardman Park	visa100311	1,293.85	OHS Conference S Knittle
Total							4,362.46	
5422	Out of Region Travel-Airlines	9/1/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	315.40	OHS Conference-S Knittle
		9/1/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-US Airways	visa100311	399.60	OHS Conference-J Martin
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Fronteir	visa100311	466.40	OHS Conference- P Wyman
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	576.40	OHS Conference- C Bolz
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	174.70	OHS Cofnerece-L Valdovino
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	174.70	OHS Conference-T Graves
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	174.70	OHS Conference- S Reece
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-frontier	visa100311	325.40	OHS Conference- L Smith
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	325.40	OHS Conference- L Folwer
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	325.40	OHS-Conference M Smitson
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	515.40	OHS-Conference E Bullock
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	515.40	OHS Conference- G Winston
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	515.40	OHS-Conference- P Kabrick
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	515.40	OHS-Conference-S Arriaga
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-US Airways	visa100311	155.70	OHS-Conference- S Reece
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-US Airways	visa100311	155.70	OHS Conference-L Valdovino
		9/6/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-US Airways	visa100311	155.70	OHS Conference- T Graves
		9/14/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	791.40	OHS Conference-E Givens
		9/16/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	777.40	OHS Conference M Johnson
		9/16/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	777.40	OHS Conference J Edwards
		9/16/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-US Airways	visa100311	421.40	OHS Conference G Cahill
		9/23/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	40.00	OHS Conference C Bolz
		9/23/2011	gvaldovino	61-2-55-36880-3688000-5422-00000	eg-Frontier	visa100311	40.00	OHS Conference L Smith
9/26/2011	gvaldovino	61-2-55-41000-4100001-5422-00000	eg-American Airlines	visa100311	385.40	PAS Training-P Wyman		
9/26/2011	gvaldovino	61-2-55-41000-4100001-5422-00000	eg-American Airlines	visa100311	385.40	PAS Training-P Kabrick		
Total							9,405.20	
5440	Meeting	9/1/2011	gvaldovino	61-2-55-41000-4100001-5440-00000	eg-Chacko's Bakery	visa100311	174.00	Coaching Meeting
		9/7/2011	gvaldovino	61-2-55-36880-3688005-5440-00000	eg-Hy-Vee	visa100311	189.78	Fathering Team Meeting
		9/16/2011	gvaldovino	61-2-55-41000-4100001-5440-00000	eg-Panera	visa100311	101.70	Director's Discussion
		9/20/2011	gvaldovino	61-2-55-41000-4100001-5440-00000	eg-Taylormade Catersing	visa100311	158.05	Disabilities Meeting
		9/20/2011	gvaldovino	61-2-55-36880-3688000-5440-00000	eg-Expressive Catersing	visa100311	2,000.00	Leadership Training-Deposit.
		9/21/2011	gvaldovino	61-2-55-41000-4100001-5440-00000	eg-Jason's Deli	visa100311	292.54	ECC Meeting
		9/27/2011	gvaldovino	61-2-55-41000-4100001-5440-00000	eg-Pizza Hut	visa100311	36.66	Policy Council Sub Committee 9/27/11
Total							2,952.73	
5700	Supplies	9/1/2011	gvaldovino	61-2-55-41040-4104000-5440-00000	eg-amazon	visa100311	221.85	Books
		9/20/2011	gvaldovino	61-2-55-36880-3688000-5440-00000	eg-Oriental Trading	visa100311	68.99	Leadership materials
		9/26/2011	gvaldovino	61-2-55-36880-3688005-5440-00000	eg-Loving Guidance	visa100311	1,590.05	Concienous Discipline Supplies
		9/30/2011	gvaldovino	61-2-55-36880-3688000-5440-00000	eg-Guilford Publication	visa100311	195.00	Books
Total							2,075.89	
total							18,796.28	

**Mid America Head Start
Governing Body Report
Delegate Free and Reduced Meals Served**

Monthly reports of meals provided through the Department of Agriculture and reported by Site, program option, and partnerships.

All children enrolled in Head Start are determined to be eligible for CACFP by the Healthy Meals for Healthy Americans Act (1994) under the National School Lunch Act.

ISD CACFP/Free and Reduced Meals Served September 2011

Location	Program Option	Breakfast	Lunch	PM Snack
Center	Head Start Part Day	1,138	1,645	855
Center	Head Start Expansion Part Day	215	439	224
Grandview	Head Start Part Day	483	992	509
Grandview	Early Head Start Expansion	155	155	155
Hickman Mills	Head Start Part Day	404	730	326
Lee's Summit	Head Start Part Day	206	444	238
Hanthorn	Early Head Start	446	446	446
Hanthorn	Head Start Full Day	600	600	600
Hanthorn	Head Start Part Day	1,263	2,587	1,324
Sunshine Center	Early Head Start	962	962	962
Sunshine Center	Early Head Start Expansion	109	109	109
Sunshine Center	Head Start Part Day	1,346	1,346	1,014
Benton	Head Start Full Day	245	245	245
Blackburn	Head Start Full Day	136	136	136
Fairmount	Head Start Full Day	266	266	266
Glendale	Head Start Full Day	201	201	201
Korte	Head Start Full Day	154	154	154
Luff	Head Start Full Day	185	185	185
Mill Creek	Head Start Full Day	168	168	168
Ott	Head Start Full Day	310	310	310
Procter	Head Start Full Day	341	341	341
Randall	Head Start Full Day	214	214	214
Santa Fe	Head Start Full Day	179	179	179
Spring Branch	Head Start Full Day	103	103	103
Sycamore	Head Start Full Day	103	103	103
William Southern	Head Start Full Day	178	178	178
Truman	Early Head Start	289	289	289

KCMSD CACFP/Free and Reduced Meals Served September 2011

Head Start Full Day	Operating days	Breakfast	Lunch	PM Snack
Attucks	20	973	973	973
Banneker	20	651	651	651
Carver	20	372	372	372
Faxon	20	1115	1115	1115
FLA	20	336	336	336
Garcia	20	575	575	575
Garfield	20	695	695	695
Gladstone	20	639	639	639
Hartman	20	346	346	346
James	20	971	971	971
King	20	717	717	717
Longfellow	20	650	650	650
Paige	20	373	373	373
Pitcher	20	344	344	344
Trailwoods	20	728	728	728
Troost	20	677	677	677
Wheatley	20	940	940	940
Whittier	20	745	745	745
Head Start PD SpEd	Operating days	Breakfast	Lunch	
Attucks	16	87	87	
Faxon	16	131	131	
Garcia	16	72	72	
Gladstone	16	112	112	
Wheatley	16	89	89	
Totals		12,338	12,338	11,847

TFC CACFP/Free and Reduced Meals Served September 2011

Site Name	# of Children	Breakfast	Lunch	PM Snack
Children's TLC	31	221	253	218
Child's Play	21	325	396	340
De La Salle	0	0	0	0
Della Lamb	54	602	889	724
Learn A Lot	33	694	741	680
Plaza	58	852	992	923
St. Mark	50	798	852	769
OBI	252	4258	4740	4002
FCC	125	2263	2469	1986
Home-based	84	0	0	196
Brown's	33	695	718	682
Triality Tots	16	131	164	140
Totals	757	10839	12214	10660

YMCA CACFP/Free and Reduced Meals Served September 2011

Head Start Part Day	Operating days	Breakfast	Lunch	PM Snack
Excelsior Springs	16	233	486	256
Northland	16	939	1935	994
Park Hill	16	470	960	486
Skyview	16	461	916	451
Thomas/Roque	16	497	987	547
Head Start Full Day				
Burlington	21	781	1046	870
Metro	21	583	585	591
RCG	21	553	666	646
Thomas/Roque	21	876	973	941
Early Head Start				
Burlington	21	412	429	413
Metro	21	876	884	850
Thomas/Roque	21	728	747	722



HEAD START MONTHLY STATUS REPORT

MARC - 8/31/2011

	HS	EHS	COMBINED
Enrollment Status The grantee has a total of 222 vacant slots; 18 slots are Accepted and slated to begin 09/2011. Nine slots are past 30 days. The grantee ERSEA specialist is working with delegate Directors and content leads to identify children and recruitment strategies to fill these slots. The nine slots past 30 days: HS down 1 slot at ISD; EHS is down 6 slots, 1 at TFC(FCC), 5 slots at ISD two of which are EHS/ARRA slots.	YELLOW	YELLOW	YELLOW
Health Services Status Physical requirements are in process of completion, not due for 90 days which will be the end of November for most of our programs.	RED	RED	RED
Disability Services There are many re-enrollees with IEPs in place at all delegates. At this time in the program year staff are in the process of identifying and referring children who may need services.	YELLOW	YELLOW	YELLOW
Screening 45 day screening requirements are due the latter part of September for most programs. Delegates are in the process of completing these on site at time.	YELLOW	GREEN	YELLOW
Teacher Credentials Meeting the requirements for EHS teachers is an ongoing challenge due to teacher turnover and limited number of qualified applicants.	YELLOW	YELLOW	YELLOW
Family Partnership Currently FPA have not been entered into CP+. MAHS policy is for Family Advates to begin engagement with families to develop FPA's until after the first 30 days which had not been completed within this reporting month. The FNA/FPA was reviewed at various delegates as a part of their 100% File Audits.			RED

	HS	EHS	COMBINED
Enrollment	YELLOW	YELLOW	YELLOW
What is the Funded Enrollment as of the report date?	2575	491	3066
How many children were currently enrolled as of the report date?	2404	471	2875
How many enrolled children were over income as of the report date? (BENCHMARK: under 10%)	78	13	91
How many vacancies are past 30 days as of the report date? (BENCHMARK: 0)	0	1	1
What was the average attendance for the month ending in the report date? (BENCHMARK: 85%)	90.27 %	89.66 %	90.17 %
What is the current wait list as of the report date?	371	107	478
Enrollment Ratio (BENCHMARK: 98%)	93.36%	95.93%	93.77%
Waitlist Ratio (BENCHMARK: 10%)	14.41%	21.79%	15.59%

	HS	EHS	COMBINED
Health Services	RED	RED	RED
How many enrolled children are up-to-date on a schedule of age appropriate medical services including physical exam, growth assessment, blood level lead, and hemoglobin/hematocrit testing?	1378	324	1702
How many enrolled children have incomplete or overdue medical services including physical exam, growth assessment, blood level lead, and hemoglobin/hematocrit testing?	545	147	692
How many enrolled children are up to date for Growth Assessment as of the report date?	1885	435	2320
How many enrolled children are up to date for Hemoglobin/Hematocrit Screenings as of the report date?	1606	380	1986
How many enrolled children are up to date for Lead Screenings as of the report date?	1556	357	1913
How many enrolled children are up to date for Physical Exams as of the report date?	1785	426	2211
How many enrolled children have been diagnosed as needing medical treatment as of the report date?	65	40	105
Of those enrolled children diagnosed as needing medical treatment, how many have received medical treatment as of the report date?	9	7	16
How many enrolled children are up to date for immunizations as of the report date?	2024	452	2476
How many enrolled children are up to date for Dental Exams/Screenings as of the report date?	1648	393	2041
How many enrolled children have been diagnosed as needing dental treatment as of the report date?	3	0	3
Of those enrolled children diagnosed as needing dental treatment, how many have received dental treatment as of the report date?	0	0	0
Med Screening Ratio (BENCHMARK: >90%)	57.32%	68.79%	59.20%
Med Exam Ratio (BENCHMARK: >97%)	74.25%	90.45%	76.90%
Med Treatment Ratio (BENCHMARK: 100%)	13.85%	17.50%	15.24%
Immunization Ratio (BENCHMARK: 100%)	84.19%	95.97%	86.12%
Dental Exam Ratio (BENCHMARK: >90%)	68.55%	83.44%	70.99%
Dental Treatment Ratio (BENCHMARK: >95%)	0.00%	100.00%	0.00%

	HS	EHS	COMBINED
Disability Services	YELLOW	YELLOW	YELLOW
How many enrolled children have a diagnosed disability as of the report date?	179	37	216
Of those enrolled children with a diagnosed disability, how many have a current IEP or IFSP as of the report date?	179	37	216
Of those enrolled children with a diagnosed disability, how many are receiving special education or related services as of the report date?	178	37	215
Disability Enrollment Ratio (BENCHMARK: 10%)	7.45%	7.86%	7.51%
IEP IFSP Ratio (BENCHMARK: 100%)	100.00%	100.00%	100.00%
Disability Services Ratio (BENCHMARK: 100%)	99.44%	100.00%	99.54%

	HS	EHS	COMBINED
Screening	YELLOW	GREEN	YELLOW
How many enrolled children have completed Developmental Screenings as of the report date?	1380	436	1816
How many enrolled children are overdue for developmental screening? (BENCHMARK: 0)	0	0	0
How many enrolled children have completed a social emotional screening as of the report date?	1613	454	2067
How many children are overdue (past 45 days) for social emotional screening? (BENCHMARK: 0)	0	0	0
How many enrolled children are up to date for Vision Screenings as of the report date?	1185	331	1516
How many children are overdue (past 45 days) for a vision screening? (BENCHMARK: 0)	1	0	1
How many enrolled children are up to date for Hearing Screenings as of the report date?	1102	325	1427
How many enrolled children are overdue (past 45 days) for hearing screening? (BENCHMARK: 0)	1	0	1
Developmental Screening Ratio (BENCHMARK: >90%)	57.40%	92.57%	63.17%
Social Emotional Screening Ratio (BENCHMARK: >90%)	67.10%	96.39%	71.90%
Vision Screening Ratio (BENCHMARK: >90%)	49.29%	70.28%	52.73%
Hearing Screening Ratio (BENCHMARK: >90%)	45.84%	69.00%	49.63%

	HS	EHS	COMBINED
Teacher Credentials	YELLOW	YELLOW	YELLOW
How many teachers were employed as of the report date?	186	83	269
How many teacher assistants were employed as of the report date?	202	75	277
How many teachers have CDA as their highest credential as of the report date?	13	18	31
How many teachers have AA as their highest credential as of the report date?	27	21	48
How many teachers have BA or higher as their highest credential as of the report date?	126	39	165
Of those teachers without an AA or higher, how many are currently enrolled in an AA program as of the report date? (Enter 0 if all teachers have BA or higher.)	5	14	19
Of those teachers with AA as their highest credential, how many are currently enrolled in a BA/BS program?	6	0	6
How many teacher assistants have CDA as their highest credential as of the report date?	28	15	43
How many teacher assistants have AA as their highest credential as of the report date?	34	4	38
How many teacher assistants have BA or higher as their highest credential as of the report date?	37	16	53
Of those teacher assistants without a CDA or higher, how many are currently enrolled in a CDA program as of the report date? (Enter 0 if all teacher assistants have CDA or higher.)	30	15	45
Of those teacher assistants with CDA as their highest credential, how many are currently enrolled in an AA program as of the report date?	11	5	16
Teacher Degree Ratio (BENCHMARK: 50%)	82.26%	72.29%	79.18%
Teacher CDA Ratio (BENCHMARK: 100%)	89.25%	93.98%	90.71%
Assistant CDA Ratio (BENCHMARK: EHS = 100%)	63.86%	66.67%	64.62%

	HS	EHS	COMBINED
Family Partnerships	YELLOW	YELLOW	RED
How many families were enrolled as of the report date?			2526
How many enrolled families have completed Needs Assessments as of the report date?			2163
How many enrolled families have signed Family Partnership Agreements as of the report date?			1788
Family Needs Assessment Ratio (BENCHMARK: >98%)			85.63%
Family Partnership Ratio (BENCHMARK: >70%)			70.78%

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-c

ISSUE:

VOTE: Approve contract with Teachstone to provide training and technical support to implement the Classroom Assessment Scoring System (CLASS™) project

BACKGROUND:

The Mid-America Regional Council's (MARC) Metropolitan Council on Early Learning (MCEL), with funding from the Hall Family Foundation Grant, intends to expand the CLASS™ project to include community based and school district Pre-K programs through a three year longitudinal model. The CLASS™ model is designed to improve curriculum fidelity and teacher child interactions leading to better outcomes for children. This promising model is currently being implemented in selected Mid-America Head Start programs.

MCEL wishes to contract with Teachstone to provide training and technical support to implement the CLASS™ project over three years. Funding for this agreement will be supported through funding from the Hall Family Foundation.

Teachstone's mission is to support teaching and learning through proven, evidence-based education programs, including the CLASS observation tool and related professional development tools. Teachstone was founded in 2008 by two of the CLASS™ tool authors, Bob Pianta and Bridget Hamre. Underlying the Teachstone focus on the CLASS™ observation tool is their commitment to taking research-based supports and making them available and accessible to those working in the field.

RECOMMENDATION:

Authorize contract with Teachstone to provide training and technical support to expand the CLASS™ project to include community based and school district Pre-K programs for an amount not to exceed \$78,000 over three years.

STAFF CONTACT:

Kyle Matchell
Jim Caccamo

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-d

ISSUE:

VOTE: Authorize contract with Greater Kansas City Local Investment Corporation, Inc. (LINC) and accept and disburse funds to provide early learning professional scholarships for teaching staff in programs working to achieve accreditation

BACKGROUND:

MARC's Metropolitan Council on Early Learning (MCEL) provides leadership for the development and implementation of an early learning system in Greater Kansas City.

Since 1998, MCEL in partnership with LINC and The Family Conservancy have received an Accreditation Facilitation in Early Childhood Care Grant provided by the Missouri Department of Education. The purpose of this grant is to help early learning programs in Platte, Clay, Jackson and Cass counties improve quality and achieve national or state accreditation. The grant targets early learning programs that serve a high proportion of low income children. Funding from this grant supports the MCEL Early Learning Professional Development Scholarship Fund to provide scholarships for teaching staff in programs working to achieve accreditation.

RECOMMENDATION:

Authorize contract with Greater Kansas City Local Investment Corporation, Inc. (LINC) and accept and disburse funds to provide early learning professional scholarships for teaching staff in programs working to achieve accreditation in amount not to exceed \$68,117.

STAFF CONTACT:

Kyle Matchell
Jim Caccamo

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-e

ISSUE:

VOTE: Authorize agreements and receive funds related to the US-71/Grandview Corridor Alternatives Analysis

BACKGROUND:

This past July MARC in partnership with Jackson County, Kansas City, Missouri, and the Kansas City Area Transportation Authority (KCATA) applied for a grant through the Federal Transit Administration's Alternatives Analysis (AA) program. This grant submission was targeted at expanding the analysis underway related to the Downtown Corridor AA and extending the Commuter Corridor AA to include the study of the US-71/Grandview Corridor. The MARC Board approved submission of this grant and to receive the funds if awarded during their July meeting however the grant awards for this program have yet to be announced.

Since that the time of the aforementioned AA grant request Jackson County submitted an additional grant to support the study of the US-71 Corridor through the Federal Highway Administration's (FHWA) Transportation, Community, and System Preservation Program (TCSP). This grant submission has recently been awarded. Following this award Jackson County has requested that MARC manage and administer the grant award and that the grant funds be transferred to the Federal Transit Administration (FTA) to allow for coordination and integration with the study of the I-70 and Rock Island Commuter Corridors Study currently being led and managed by MARC.

The grant award was \$652,200 and it will be matched with \$113,050 in funds provided by local governments and \$50,000 provided by the Three-Trails Community Improvement District (CID).

BUDGET CONSIDERATIONS:

Total project budget of \$815,250. MARC will receive \$20,381 (or 2.5%) to support project management and administration. The project is budgeted in MARC's Unified Planning Work Program.

RECOMMENDATION:

Authorize the executive director to enter into related agreements with project partners and to receive related federal and matching funds as necessary to complete the alternatives analysis.

STAFF CONTACT:

Mell Henderson
Tom Gerend
Karen Clawson

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-f

ISSUE:

VOTE: Approve Amendment #5 to the *2011 Unified Planning Work Program*

BACKGROUND:

The *Unified Planning Work Program (UPWP)* 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. An amendment is proposed to the *2011 UPWP* to:

- Transfer MARC planning funds for staffing costs between work tasks to reflect work to date and anticipated work through the remainder of the year:
 - Reduce Task 1.2 - Public Participation by \$50,000;
 - Increase Task 2.1 - Land Use, Demographic and Comprehensive Planning by \$70,000;
 - Reduce Task 2.2 - Long-Range Transportation Plan by \$25,000;
 - Reduce Task 2.3 - Modeling/Forecasting Activities by \$25,000;
 - Reduce Task 2.5 - Transportation Research and Database Management by \$70,000;
 - Reduce Task 5.2 - ITS Planning and Integration by \$20,000;
 - Increase Task 6.1 - Transit/Paratransit Planning and Coordination by \$100,000; and
 - Increase Task 8.1 - Major Corridor Studies - General by \$20,000;
- Add the US-71 Corridor Transit Alternatives Analysis to Task 6.4 funded with \$782,640 in Transportation, Community and System Preservation (TCSP) program and local matching funds; and
- Add new Task 8.6 - I-35 Managed Lanes Study in Johnson and Wyandotte Counties, funded with \$1,000,000 of KDOT state funds.

The revisions are detailed in the attached pages. MARC's Public Involvement Plan requires that proposed amendments to the *UPWP* be released for public review and comment prior to adoption. No comments were received.

POLICY CONSIDERATIONS:

Projects conducted through the *UPWP* may influence or result in changes to established transportation policies, plans and programs.

BUDGET CONSIDERATIONS:

The amendment adds \$782,640 in FHWA TCSP program funds and local match and \$1,000,000 in KDOT state funds for an overall increase in the *UPWP* budget of \$1,782,640.

RECOMMENDATION:

Approve Amendment #5 to the *2011 UPWP*.

STAFF CONTACT:

Mell Henderson

2011 UPWP Budget Amendments

Work Element/Task Description	Original Budget	Amend #1	Revised Budget	Amend #2	Revised Budget	Amend #3 (1)	Revised Budget	Amend #4 (2)	Revised Budget	Amend #5	Revised Budget
1.1 Program Administration	419,489	0	419,489	7,500	426,989	0	426,989	0	426,989		426,989
1.2 Public Participation	250,511	0	250,511	17,000	267,511	0	267,511	0	267,511	-50,000	217,511
2.1 LU, Demographic, Comp Plnng	549,406	0	549,406	-42,500	506,906	0	506,906	-10,000	496,906	70,000	566,906
2.2 Long-Range Transportation Plan	198,948	0	198,948	0	198,948	0	198,948	5,000	203,948	-25,000	178,948
2.3 Modeling/Forecasting Activities	270,185	0	270,185	14,000	284,185	0	284,185	0	284,185	-25,000	259,185
2.4 Congestion Management System	62,843	0	62,843	80,000	142,843	0	142,843	0	142,843	0	142,843
2.5 Trans Research/Database	438,716	0	438,716	0	438,716	0	438,716	0	438,716	-70,000	368,716
2.6 5-County Regional Transportation Study	600,000	0	600,000	0	600,000	0	600,000	0	600,000	0	600,000
3.1 TIP	125,667	0	125,667	0	125,667	0	125,667	0	125,667	0	125,667
3.2 MoDOT Traffic Studies	470,061	0	470,061	0	470,061	0	470,061	0	470,061	0	470,061
4.1 Conformity of the LRTP and TIP	45,736	0	45,736	0	45,736	0	45,736	0	45,736	0	45,736
4.2 Mobile Source Elements CAAP	50,375	0	50,375	0	50,375	0	50,375	0	50,375	0	50,375
4.3 Plug-In Vehicle Readiness Planning	14,143	0	14,143	0	14,143	0	14,143	0	14,143	0	14,143
5.1 Active Transportation Planning	113,992	0	113,992	0	113,992	0	113,992	0	113,992	0	113,992
5.2 ITS Planning and Integration	69,516	0	69,516	0	69,516	0	69,516	5,000	74,516	-20,000	54,516
5.3 Safety Planning	124,736	0	124,736	0	124,736	0	124,736	0	124,736	0	124,736
6.1 Transit/Paratransit Planning	176,503	0	176,503	-66,000	110,503	0	110,503	0	110,503	100,000	210,503
6.2 KCATA Short-Range Transportation Planning	100,000	0	100,000	0	100,000	0	100,000	0	100,000	0	100,000
6.3 KCATA Transit Infrastructure and Passenger Amenities	250,000	0	250,000	0	250,000	0	250,000	0	250,000	0	250,000
6.4 Jackson County/Kansas City Regional Alternatives Analysis	2,500,000	0	2,500,000	-250,000	2,250,000	0	2,250,000	0	2,250,000	782,640	3,032,640
6.5 JCT Short-Range Transit Planning	125,000	0	125,000	0	125,000	0	125,000	0	125,000	0	125,000
6.6 JCT Long-Range Transit Planning	125,000	0	125,000	0	125,000	0	125,000	0	125,000	0	125,000
6.7 JCT Systemwide Planning Activities	937,500	0	937,500	0	937,500	0	937,500	0	937,500	0	937,500
6.8 I-35 Fixed Guideway Corridor Study	625,000	0	625,000	0	625,000	0	625,000	0	625,000	0	625,000
6.9 KU Medical Center Area Transit Study (MARC Portion)	0	0	0	10,000	10,000	0	10,000	0	10,000	0	10,000
6.9 KU Medical Center Area Transit Study (Non-MARC Portion)	0	0	0	65,000	65,000	0	65,000	0	65,000	0	65,000
6.10 SMP West Corridor Transit Study	0	0	0	0	0	0	0	17,841	17,841	0	17,841
7.1 Goods Movement Planning	54,964	0	54,964	0	54,964	0	54,964	0	54,964	0	54,964
8.1 Major Investment Studies	56,987	0	56,987	-20,000	36,987	0	36,987	0	36,987	20,000	56,987
8.2 First Tier EIS - I-70 Corridor	60,000	0	60,000	0	60,000	0	60,000	0	60,000	0	60,000
8.3 Feasibility Study: I-70 Dedicated Truck Lanes	TBD	0	TBD	0	TBD	0	TBD	0	TBD	0	TBD
8.4 Feasibility Study: I-35 from MO-KS State Line to Downtown	12,500	0	12,500	0	12,500	0	12,500	0	12,500	0	12,500
8.5 K-7 Corridor Development Study (MARC Portion)	70,780	0	70,780	0	70,780	0	70,780	0	70,780	0	70,780
8.5 K-7 Corridor Development Study (Non-MARC Portion)	58,000	7,196	65,196	0	65,196	0	65,196	0	65,196	0	65,196
8.6 I-35 Managed Lanes Study in Jo/Wy Counties	0	0	0	0	0	0	0	0	0	1,000,000	1,000,000
9.1 Airports/Heliports System Plan	TBD	0	TBD	0	TBD	0	TBD	0	TBD	0	TBD
TOTAL	\$8,956,558	\$7,196	\$8,963,754	-\$185,000	\$8,778,754	\$0	\$8,778,754	\$17,841	\$8,796,595	\$1,782,640	\$10,579,235

(1) Amendment #3 shifted \$10,000 within 2.1 from salary to contractual
(2) Amendment #4 also shifted \$15,000 within 2.1 from salary to contractual

6.4 Jackson County/Kansas City Regional Alternatives Analysis- Lead Agency: MARC

Program Objectives

- Complete feasibility and financial analysis of a commuter rail and modern streetcar in downtown Kansas City, and Jackson County Mo.
- Manage study through a partnership with the Kansas City Area Transportation Authority (KCATA) and related local jurisdictions
- Utilize KCATA's past planning experience and operational expertise in the North/South corridor to lead study elements related to downtown streetcar
- Fulfill FTA Planning and Alternative Analysis requirements

Background/Previous Work

The study will build on past systems-planning work conducted by MARC, KCATA, Kansas City and Jackson County, and will evaluate opportunities for high capacity ~~fixed guideway~~ transit services, including fixed-guideway alternatives, on several regionally significant corridors. This Regional Alternatives Analysis will identify preferred services strategies for each corridor.

These system corridors include:

1. A I-70 commuter alignment heading east from Union Station, running in a shared corridor, to approximately the I-70/I-435 interchange, where it then runs east along I-70 through the cities of Independence, Blue Springs, Grain Valley, Oak Grove and Odessa.
2. A Rock Island alignment southeast of downtown, generally along Missouri Route 350, and specifically along the former Rock Island railroad right of way (not currently in railroad service) through the communities of Raytown, Lee's Summit, Greenwood and Pleasant Hill.
3. A downtown KCMO circulator system connecting Crown Center and Union Station with the Crossroads District, Downtown Kansas City, and the River Market area.
4. A US-71 commuter alignment running parallel to the US-71 facility from downtown Kansas City, Mo, through Grandview, Mo to Belton, Mo in Cass County.

The detailed regional grant application for the downtown, I-70, and Rock Island corridors can be viewed at:

<http://www.kcsmartmoves.org/pdf/JacksonCountyKCRegionalAlternativesAnalysisApplication.pdf>

The detailed grant application for the US-71 corridor can be viewed at:

<http://www.kcsmartmoves.org/pdf/US71-AA-Grant-Application-5-20-2011.pdf>.

Program Activities and Products (18 months)

1. Develop transit alternatives for assessment
2. Develop and assess alternatives including proposed alignments, modes and costs
3. Assess financing options for construction and long term operations and maintenance
4. Develop and recommend financial scenarios
5. Select LPA and finalized financial plan

Funding – Commuter Corridor Element

Federal	\$ 1,260,000	FTA Sec. 5333
Federal	\$ 652,200	TCSP
Local	\$ 315,000	Jackson County, MO
Local	\$ 395,440	Jackson County, MO
Local	\$ 50,000	Three Trails CID
	<u>\$ 1,575,000</u>	
	<u>\$ 2,357,640</u>	

Funding – Street Car Element

Federal	\$ 540,000	FTA Sec. 5333
Local	\$ 135,000	City of Kansas City, MO
	\$ 675,000	

Funding – Combined Regional AA

Federal	\$ 1,800,000	FTA Sec. 5333
Federal	\$ 652,200	TCSP
Local	\$ 450,000	City of Kansas City, MO & Jackson County, MO
Local	\$ 130,440	Jackson County, MO & Three Trails CID
	<u>\$ 2,250,000</u>	
	\$ 3,032,640	

8.6 I-35 Managed Lanes Study – Lead Agency: KDOT

Program Objectives

- To assess the viability of a managed lanes concept on I-35 in Johnson and Wyandotte counties.

Background/Previous Work

KDOT is faced with a growing challenge of addressing congestion along I-35 in Johnson County and a limited ability to expand freeway capacity due to construction costs, right-of-way constraints, and environmental and societal concerns. For this reason, KDOT will be conducting a concept study for managed lanes through Johnson and Wyandotte counties, including assessments of High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes, bus on shoulder, ramp metering, variable speed limits, park and ride facilities, and contraflow lanes. The study will result in recommendations that will enable KDOT and its local and regional partners to consider the viability of a managed lanes concept on I-35 in Johnson and Wyandotte counties and would recommend specific improvements necessary to make such a concept work. The study should begin in late 2011 and have an 18 month timeframe.

Program Activities and Products (Estimated Completion Dates)

1. ACTIVITY: Concept Identification. Identify managed lane concepts to be evaluated in the study (TBD).
2. ACTIVITY: Assess Viability. Assess the viability of the managed lanes concepts (TBD).

3. ACTIVITY: Project Recommendations. Develop specific projects necessary to support a viable managed lanes concept (June 2013).

Funding

State	\$ 1,000,000	KDOT
Task Total	\$ 1,000,000	

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-g

ISSUE:

VOTE: Approve the proposed *2012 Unified Planning Work Program* and authorize agreements with KDOT and MoDOT to receive CPG funds

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. Major Transportation Planning Initiatives proposed for 2012 include:

- Monitor/Update Positions on Next Federal Transportation Authorization - Task 1.1
- Corridor Planning in conjunction with the Creating Sustainable Places project - Task 2.1
- Eco-Logical Planning on Regional Mitigation - Task 2.1
- Annual TO2040 Performance Measurement Report - Task 2.2
- KDOT 5-County Transportation Study Phase II - Task 2.6
- Traffic Operations and Management Strategic Planning - Task 5.4
- KCATA Transit Infrastructure and Passenger Amenities Needs Study - Task 6.3
- Alternatives Analyses for Downtown and Commuter Corridors - Task 6.4
- Mission Transit Center Operations Plan - Task 6.7
- Johnson County Transit Northeast Facility Planning Study- Task 6.7
- Shawnee Mission Parkway/Metcalf Corridor Improvements - Task 6.7
- KU Medical Center Area Transit Improvements - Task 6.7
- I-35 Bus on Shoulder Implementation Support - Task 6.8
- Freight Corridor Planning Pilot Project - Task 7.1
- MoDOT I-70 Environmental Impact Statement - Task 8.2
- KDOT I-35 Managed lanes Study in Johnson and Wyandotte Counties - Task 8.3

A draft of the *2012 UPWP* is available at:

<http://www.marc.org/transportation/UPWP/UPWP2012revised.pdf>

At the September meeting, TTPC authorized release of the Draft *2012 UPWP* for public review and comment. No comments were received. However, MARC did receive comments from the partner agencies and has modified the final draft as depicted in the attached summary.

POLICY CONSIDERATIONS:

Projects conducted through the *UPWP* may influence or result in changes to established transportation policies, plans and programs.

AGENDA REPORT

MARC Board of Directors

BUDGET CONSIDERATIONS:

The draft *2012 UPWP* has been developed based on the estimated continuation of federal transportation planning funds that have been available under the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU).

COMMITTEE ACTION:

MARC hosted meetings on June 16, 2011 and August 16, 2011 with KCATA, Johnson County Transit, Unified Government Transit, KDOT, MoDOT, and USDOT representatives to coordinate development of the *2012 UPWP*. TTPC approved the *2012 UPWP* at its October 18th meeting.

RECOMMENDATION

Approve the proposed *2012 Unified Planning Work Program* and authorize the executive director to enter into agreements with KDOT and MoDOT to receive Federal Consolidated Planning Grant funds.

STAFF CONTACT

Mell Henderson

Changes to the Draft 2012 UPWP in response to planning partner comments

1. Task 1.2 Public Participation – changed the third program activity/product from “PRODUCT” to “ACTIVITY.”
2. Task 2.1 Land Use, Demographic and Comprehensive Planning – added notations under program activities/products to show non-CPG funds that will be supporting some of the work elements.
3. Task 2.3 Modeling/Forecasting Activities – added notation under the final program activity/product to reflect use of the travel model in support of the CMP; reduced budget by \$10,000 to accommodate budget change in Task 5.4.
4. Task 3.2 MoDOT Traffic Studies – reduced the budget to reflect revised anticipated expenditures by MoDOT.
5. Task 4.1 Conformity of the Long-Range Transportation Plan and Transportation Improvement Program – added language under third activity/product to reference the Air Quality Forum and CMAQ Committee in addition to the Conformity Consulting Agencies.
6. Task 4.2 Mobile Source Elements of the Clean Air Action Plan – revised total CPG match required to correct math error.
7. Task 5.1 Active Transportation Planning – added explanatory language about the Safe Street for Bikes Program to the 6th activity/product.
8. Task 5.4 Traffic Operations and Management Planning – corrected “2012” to “2011;” increased budget by \$10,000 for contractual support.
9. Task 6.1 Transit/Paratransit Planning and Coordination – corrected “2012” to “2011.”
10. Task 6.4 Jackson County/Kansas City Regional Alternatives Analysis – corrected amount of local matching funds to be provided by Jackson County.
11. Appendix C Schedule 1 – budget amounts revised for Tasks 2.3, 3.2, 5.4, and 6.1 as noted above.
12. Appendix C Schedule 2 – budget detail revised to reflect changes to task 3.2
13. Appendix C Schedule 3 – Contractual item for Task 5.4 added; reference to Travel Time Survey removed from operating expenses item for in region travel; missing parentheses added for toolbox series training line item; salary, fringe, indirect, and rent amounts reduced collectively by \$10,000 to cover the contractual item in Task 5.4.
14. Appendix D – newer version of Indirect Cost Documentation included.

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-h

ISSUE:

VOTE: Approve Annual Certifications and Assurances

BACKGROUND:

Title VI Assurance

As the Kansas City region's Metropolitan Planning Organization (MPO), MARC is required to maintain a program outlining procedures related to Title VI of the Civil Rights Act of 1964 (Title VI). Each year MARC must assure that no person will be discriminated against or excluded from participation in any of MARC's programs and activities. MARC's Title VI approach centers on the statement that:

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

MARC's current Title VI Program assurance expires at the end of October 2011. Copies of the Assurances for the next year are attached.

MPO Certifications

Federal transportation regulations require that MARC, as the region's MPO, certify that it is carrying out the continuing, cooperative and comprehensive transportation process outlined in federal law and regulation. The statement, which MARC includes in the *Unified Planning Work Program* and the Transportation Improvement Program, is attached.

Also attached is a Self-Certification Checklist that has been developed by staff to assess MARC's compliance with federal requirements. The checklist demonstrates that the primary products of the metropolitan planning process have been completed and are current.

POLICY CONSIDERATIONS:

Compliance with federal requirements regarding the metropolitan planning process and Title VI is necessary for the region to continue to receive federal transportation funds.

RECOMMENDATION:

Authorize the executive director to sign the 2011 MPO Self-Certification Statement and Title VI Assurances.

STAFF CONTACT

Mell Henderson
Darryl Fields

Policy Statement and Authorities

The Mid-America Regional Council (MARC) assures that no person shall, on the grounds of race, color, sex or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. MARC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. In the event MARC distributes federal aid funds to another governmental entity, MARC will include Title VI language in all written agreements and will monitor for compliance. MARC's Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other MARC responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

David A. Warm, Executive Director
Mid-America Regional Council

Date

MARC Title VI Assurances

The Mid-America Regional Council HEREBY CERTIFIES THAT, as a condition of receiving federal financial assistance under the Federal Transit Act of 1964, as amended, it will ensure that:

1. No person on the basis of race, color, sex or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The Mid-America Regional Council will compile, maintain and submit in a timely manner Title VI information required by FTA Circular 4702.1, as amended, and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.
3. The Mid-America Regional Council will make it known to the public that those person or persons alleging discrimination on the basis of race, color, sex or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

The person or persons whose signature appears below are authorized to sign this assurance on behalf of the grant applicant or recipient.

David A. Warm, Executive Director
Mid-America Regional Council

Date

Department of Transportation Title VI Assurance

The Mid-America Regional Council (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the "Act"), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives federal financial assistance from the Department of Transportation, including the Federal Transit Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its FTA Programs 5307 and 5309:

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all FTA Programs 5307 and 5309 and, in adapted form in all proposals for negotiated agreements:

The Mid-America Regional Council, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to this Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.

5. That where the Recipient receives federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements enter into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the FTA Programs 5307 and 5309; and (b) for the construction or use of or access to space on, over, or under real property acquired, or improved under FTA Programs 5307 and 5309.
8. That this assurance obligates the Recipient for the period during which federal financial assistance is extended to the program, except where the federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under the FTA Programs 5307 and 5309 and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the FTA Programs 5307 and 5309. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

David A. Warm, Executive Director
Mid-America Regional Council

Date

MPO Self-Certification

The Kansas Department of Transportation, the Missouri Department of Transportation and the Mid-America Regional Council certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date _____

Jerry Younger
Deputy Secretary/State Transportation Engineer
Kansas Department of Transportation

Date _____

Dan Niec
Kansas City District Engineer
Missouri Department of Transportation

Date _____

David A. Warm
Executive Director
Mid-America Regional Council

**TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION CHECK LIST**

October 2011

The following products of the metropolitan planning process have been completed, adopted and/or approved and demonstrate that the Mid-America Regional Council is carrying out a continuing, cooperative and comprehensive transportation planning process for the Kansas City metropolitan area.

	Item	Date Completed, Adopted or Approved
✓	Air Quality Conformity Assessment (voluntary) <ul style="list-style-type: none"> ▪ Long-Range Transportation Plan ▪ Transportation Improvement Program 	June 3, 2010 October 25, 2011
✓	Congestion Management Process	<i>Continuous process</i> Policy adopted: May 24, 2011
✓	Coordinated Public Transit – Human Services Transportation Plan	June 3, 2010
✓	Disadvantaged Business Enterprise Plan and Goal	August 31, 2010
✓	Environmental Justice Analysis/Assessment <ul style="list-style-type: none"> ▪ Long-Range Transportation Plan ▪ Transportation Improvement Program 	June 3, 2010 October 25, 2011
✓	Equal Employment Opportunity Filing (EEO Type 1)	Jackson County, Missouri: January 1, 2010 Kansas City, Missouri: July 25, 2011
✓	Federal Certification Review	September 24, 2009
✓	Limited English Proficiency Plan	August 31, 2010
✓	Long-Range Transportation Plan (<i>Transportation Outlook 2040</i>)	June 3, 2010

	Item	Date Completed, Adopted or Approved
✓	Public Participation Plan	December 21, 2010
✓	Regional ITS Architecture	Originally Adopted: August 29, 2004 Amended: August 18, 2009 <i>Update in Process</i>
✓	Title VI Plan	October 25, 2011
✓	2012-2016 Transportation Improvement Program	October 25, 2011
✓	2012 Unified Planning Work Program	October 25, 2011

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-i

ISSUE:

VOTE: Authorize amendment to agreement for housing planning and coordination services for Green Impact Zone

BACKGROUND:

One of the priorities identified by neighborhood leaders to address distressed conditions in the Green Impact Zone is new housing investment. Through planning work undertaken with neighborhood leaders, six potential housing development projects have been outlined. In addition, nonprofit organizations, including LISC and the Enterprise Foundation have expressed interest in supporting housing investment in the zone, and several for-profit and non-profit housing developers have expressed interest.

Through the HUD Regional Sustainable Communities planning grant, resources are budgeted to support planning and coordination services that lead to implementation actions for housing investment.

The initial contract with APD is for \$120,000. As a result of the initial planning and coordination services provided by APD, a development team of Make it Right Foundation, Dalmark Corporation and BNIM Architects are working to redevelop the old Bancroft School into retirement housing and public spaces. Make it Right Foundation has raised \$80,000 toward the pre-development planning and design costs, and has asked MARC to support \$70,000 of the planning work, including community engagement, environmental review and housing design work. MARC has identified \$20,000 from its current Green Impact Zone budget, and is seeking the remaining \$50,000 from foundation and other sources. In addition, APD has continued to support housing plan development and its implementation, and an additional \$25,000 in HUD grant funds have been identified to support this work.

RECOMMENDATION:

Authorize the executive director to amend MARC's agreement with APD Urban Planning and Management LLC in an amount not to exceed \$215,000 to support housing reinvestment in the Green Impact Zone.

STAFF CONTACT:

Dean Katerndahl
Anita Maltbia

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-j

ISSUE:

VOTE: Authorize an application to the City of Kansas City Neighborhood Tourist Development Fund Grant to support a Volunteer Awards Reception and Neighborhood Leadership Summit in the spring of 2012 for neighborhood leadership throughout the Kansas City metro area

BACKGROUND:

The Neighborhood Tourist Development Fund is a reimbursement grant program available to local not-for-profit organizations for the purpose of promoting Kansas City's neighborhoods through cultural, social, ethnic, historic, educational and recreational activities, while promoting the city as a premier convention, visitor and tourist center.

The Green Impact Zone program proposes to design and deliver a Volunteer Awards Reception, a Neighborhood Leadership Summit and community celebration in the spring of 2012 to accomplish the following:

- 1) Recognize volunteer leadership in the Green Impact Zone and throughout the community
- 2) Provide a high quality leadership training event complementing the Community Leadership Program developed by MARC's Government Training Institute for the Kansas City Neighborhood and Community Services Department.
- 3) Share best practices on community engagement and community transformation, including the work in the Green Impact Zone
- 4) Invite residents and visitors to join in an education fair and community celebration in partnership with Brush Creek Community Partners.

RECOMMENDATION:

Authorize MARC on behalf of the Green Impact Zone to apply for the Neighborhood Tourist Development Fund Grant in an amount not to exceed \$41,000 to sponsor a Volunteer Awards Reception, Neighborhood Leadership Summit and community celebration.

STAFF CONTACT:

Twana Hall-Scott
Kourtney Woodbury

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-k

ISSUE:

VOTE: Authorize contracts to carry out new federal grants

BACKGROUND:

The Mid-America Regional Council has worked with community partners to submit applications for two major federal grant opportunities. The work plans for both grants included provisions to contract with various organizations to carry out the work.

The first is a grant program through the Centers for Disease Control and Prevention (CDC) as a result of the Affordable Care Act. This Community Transformation Grant program would enable state and local public health agencies and their community partners to invest in programs and services to address chronic disease, obesity, diabetes and tobacco use. MARC worked with the three local public health agencies serving Jackson County - Kansas City, Missouri, Independence and Jackson County health departments. Funds will be used to support areas in reducing tobacco use among teens and adults; supporting active living and healthy eating initiatives; increased use of high impact quality clinical prevention services in cooperation with the safety net providers; and promoting community design that results in safe and healthy physical environments. Contracts with each of the local public health departments would be for

Kansas City, Missouri Health Department:	\$200,000
Independence Health Department:	\$165,000
Jackson County Health Department:	\$150,000

The second grant is a combination of three federal grant programs led by the US Economic Development Administration to support strong industry cluster partnerships that result in job creation, increased exports, connecting dislocated and disadvantaged workers to new job opportunities in growing industries, and reducing the reliance by area companies on foreign workers hired through H1B visas. The other federal agencies are the Employment and Training Administration of the US Department of Labor and the Small Business Administration. MARC CSC will receive the EDA funds, the Full Employment Council will receive the training funds, and the UMKC Center for Innovation - KC Source Link will receive the SBA funds. The three lead organizations will partner with business organizations to carry out a program to support two industry sectors - advanced manufacturing and information technology. The following partner organizations were identified in the grant application:

University of Missouri Board of Curators on behalf of the UMKC Kansas City Innovations Center:	\$200,000
Mid-America Manufacturing Technology Center:	\$50,000
Johnson County Community College:	\$100,000
Metropolitan Community College:	\$75,000

RECOMMENDATION

Authorize the executive director to execute agreements with local agencies as described above.

STAFF CONTACT:

Marlene Nagel

AGENDA REPORT

MARC Board of Directors

October 2011
Item No. 8-I

ISSUE:

VOTE: Approve expenditures, applications for grant funding and acceptance of grant funds for homeland security/emergency services program

BACKGROUND:

The MARC Board has authorized the agency to administer homeland security and bioterrorism preparedness grants, for which planning and trainings will be provided, and for which equipment and other resources will be purchased and provided to local first responder organizations.

EXPENDITURES:

UASI FY08, HSRT FY10

Vendor: Allen-Vanguard

Method: Sole Source

Two bomb suits for regional bomb squad;
housed at Independence Police Dept.

\$55,000

UASI FY09

Vendor: Medic Up

Method: Sole Source

A 40 hour local training delivered to 22 Tactical Medic personnel
from the KC metro for the *Basic and Advanced Tactical EMS*
training November 7-11, 2011.

\$19,000

UASI FY10

Vendor to be Selected through RFP Process

Consultant for Regional Public Information Mutual Aid assessment.

The selection committee is evaluating two vendors, and will make
a recommendation by the end of October

not to exceed \$68,850

ASPR FY11

Vendor: PBA True Care Pharmacy

Method: Sole Source

Renwal of Statewide Pharmaceutical Cache
(purchse order with payment in June 2012)

\$100,000

RECOMMENDATION:

Authorize expenditures and contracts as listed above to support regional activities.

STAFF CONTACT:

Erin Lynch

Cynthia Allen