OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE
The Honorable Chuck Adams, Kansas Co-Chair
The Honorable Carson Ross, Missouri Co-Chair

There will be an online meeting of MARC’s Total Transportation Policy Committee on Tuesday, August 18, 2020, at 9:30 a.m.

AGENDA

1. Welcome/Introductions
2. VOTE: July 21, 2020, Minutes*
3. VOTE: Functional Classification System Call for Changes*
4. REPORT: RideKC Update
5. REPORT: Kansas Long-Range Plan Update
6. REPORT: Olathe Planning Sustainable Places
7. REPORT: Safe Commute Guidance for COVID-19
8. REPORT: 2020 Annual Transportation Safety Report
9. REPORT: Public Participation Plan Update
10. Other Business
11. Adjournment

*Action Items

Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be held via teleconference. Members of the public who wish to participate in this meeting please email transportation@marc.org by Noon on Monday August 17, 2020 for instructions to join the teleconference.

Special Accommodations: Please notify MARC 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). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.
Members, Alternates Present-Representing
Mayor Carson Ross, Jackson County Municipalities, MO Co-Chair
Councilman Chuck Adams, Wyandotte County Municipalities, KS Co-Chair
Commissioner Jim Allen, Johnson County
Lauren Anderson, Leavenworth County
Cory Davis, KDOT
Matt Davis, Jackson County
Richard Grenville, PortKC
Bob Heim, Platte County
Patty Hilderbrand, City of Kansas City
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Mayor Leonard Jones, Jackson County
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Municipalities
Mayor Mike McDonough, Jackson County Municipalities
Janet McRae, Miami County
Jack Messer, City of Overland Park
David Miller, City of Kansas City
Matt Nolker, Ray County
Mark Randall, City of Independence
Eric Rogers, BikeWalk KC
Greg Rokos, Cass County Municipalities
Melissa Sieben, Unified Gov’t of WyCo/KCK
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Griffin Smith, MoDOT
Geoffrey Vohs, Johnson County
Mayor Eileen Weir, City of Independence
Doug Whitacre, Johnson County Municipalities
Beth Wright, City of Olathe
Sabin Yanez, Northland Regional Chamber of Comm.
Beccy Yocham, Johnson County Municipalities

Allison Smith, KDOT
Mike Spickelmier, City of Lansing
Jason Waldron, City of Kansas City

MARC Staff Present
Ron Achelpohl, Dir. Of Transportation & Environment
Karen Clawson, Principal Planner/Air Qual. Prog. Mgr.
Beth Dawson, Senior Land Use Planner
Marc Hansen, Principal Planner
Amanda Horner, Safety and Mobility Planner
Tom Jacobs, Environmental Program Manager
Laura Machala, Transportation Planner III
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.
Alex Rotenberry, Transportation Planner III
Amy Strange, Public Affairs Coordinator II
Logan Strasburger, Transportation Intern
Patrick Trouba, Transportation Planner I
Ray Webb, Manager of Traffic Operations
Jermaine Whitmore, Program Assistant
Caitlin Zibers, Transportation Planner III

Others Present
Ralph Davis, City of Kansas City
Leslie Herring, City of Westwood
Rob Krewson, Benesch
Angie Laurie, City of Kansas City
Kristen Leathers-Gratton, Affinis
Clarence Munsch, GBA
Bill Noll, Leavenworth County
Britini O’Connor, MoDOT
Sarah Shafer, Unified Gov’t of WyCo/KCK
1) Welcome/Introductions
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of June 16, 2020 Meeting Summary*
There were no changes to the June 16, 2020, meeting summary. Mayor David Slater moved to approve the meeting summary, Mayor Eileen Weir seconded and the motion carried unanimously.

3) 2020 3rd Quarter Amendment to the 2020-24 Transportation Improvement Program*
The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five-year period. MARC amends the TIP on both a quarterly cycle and as needed to accommodate changes to projects in the TIP.

The proposed 2020 3rd Quarter Amendment to the 2020-24 Transportation Improvement Programs includes 119 projects:

- 93 new projects to be added, including but not limited to:
  - #280166 – I-635; Bridge repair at K-5 Interchange
  - #380186 – I-435; Bridge rehabilitation at Renner Road
  - #380187 – K-7; Bridge rehabilitation at 67th Street
  - #590288 – I-435; Drainage and pavement repair from US-69 to 48th Street
- 82 projects to identify potential future highway and bridge projects in Missouri (scoping)
- 26 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at:

http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/20Q3amend.aspx

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. One comment was received regarding #380187 - K-7: Bridge #243 and #244 located at junction K-7/67th Street. The comment, while acknowledging the need for improvements at the location, encouraged the project sponsor, KDOT, to consider a more comprehensive scope of work to address the operational issues at the location in addition to the facility conditions. The comment received, a response from KDOT and a proposed response from MARC are attached for your reference.

Mayor Slater moved to approve the 2020 3rd Quarter Amendment to the FFY 2020-2024 TIP, Commissioner Jim Allen seconded and the motion carried unanimously.

4) Climate Action Plan Transportation Update
Tom Jacobs and Karen Clawson provided an update on the outcomes of this engagement, next steps to solidify recommended mitigation and adaptation actions that will go in the plan, and the relationship to Connected KC 2050. The recently completed regional transportation plan, Connected KC 2050, includes a variety of climate mitigation, adaptation and resilience strategies. Collectively, though, they fall significantly short of regional greenhouse gas emissions (ghg) goals. At a systems level, they also do not fully address known vulnerabilities associated with flooding or urban heat islands. The climate plan, then, will assess short, medium and long-range strategies to accelerate the impact of transportation strategies to meet these goals.
In May and June, MARC and Climate Action KC hosted an online engagement process to develop and prioritize actions across multiple sectors, including transportation and the build environment.

TTPC members are encouraged to share how their local transportation projects support climate resilience or any challenges their city or county faces.

One of the committee members inquired if that graph about ranges of GHG reduction shows that if we have 'business as usual' there will be a decrease in GHG anyways, and if we do nothing will it still go down? Ms. Clawson affirmed that is correct, we can anticipate a slow gradual decrease in emissions as transportation technology is continually improving. Mrs. Clawson added that this decrease is well short of desired target reductions.

5) 2021 Unified Planning Work Program Development
Marc Hansen briefed the committee on efforts underway to prepare the 2021 Unified Planning Work Program including development and coordination activities and schedule. The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. The current 2020 UPWP is available here: https://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Unified-Planning-Work-Program

The UPWP identifies and describes the major transportation planning activities MARC and other agencies will undertake during the year. The UPWP is based on funding levels resulting from the passage of FAST Act and the 2010 Census counts for urbanized area populations in Kansas and Missouri.

6) 2020 Call for Projects Update
Martin Rivarola reported that MARC issued a call for projects on April 30, 2020 for federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Surface Transportation Block Grant Program – Set Aside (TAP) funding programs estimated to total $60 million through FFY 2024. MARC received 102 completed Phase 1 pre-applications by the May 29, 2020 application deadline.

It is the policy of the Mid-America Regional Council to award sub-allocated federal transportation funding to eligible local priorities that advance regional goals and objectives, strategies and actions as articulated in the metropolitan transportation plan, Connected KC 2050. Staff has completed a preliminary assessment of how well these project candidates align with the plan and has shared this assessment with members of planning and policy committees (highway, goods movement, bicycle pedestrian advisory, regional transit coordinating council technical team, air quality forum, sustainable places policy committee, destination safe coalition). Projects and programs were assigned one of four categories based on their alignment with Connected KC 2050 — Highly Aligned, Aligned, Not Aligned or Not Aligned/Incomplete in cases where information provided was not sufficient for complete assessment.

Each one of these committees has been asked to review these preliminary assessments and will be meeting over the weeks of July 20th and July 27th for discussions and concurrence. At the conclusion of these committee discussions, applicants will receive guidance and tips for project enhancement based on staff assessment and feedback from committee members. This preapplication assessment is advisory in nature and will not preclude a sponsor’s ability to submit a project for funding consideration during the full technical application stage in August. All project sponsors will have an opportunity to incorporate feedback or address issues that have been identified through this process.
MARC will collect a 1.0% project fee for all federal funds awarded through this call for projects. TTPC authorized a call for projects for 2023-2024 federal sub-allocated funding on March 17, 2020.

A committee member asked if CID’s be used as federal matches for federal transportation projects and Mr. Achelpohl answered that may be possible in some cases but would require consultation with MoDOT.

7) Other Business
   • Mr. Achelpohl and Griffin Smith gave an update on the progress of the Buck O’Neil Bridge.

8) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held August 18, 2020.
ISSUE

VOTE: Functional Classification Call for Updates*

BACKGROUND

Functional classification is the process by which streets and highways are categorized according to the degree to which they serve access to land or mobility across the transportation network. This designation is based on factors such as roadway volume and speed limit, among other criteria established by the Federal Highway Administration. Functional classification is used in transportation planning, roadway design, and is one factor in determining if a roadway project is eligible to receive federal funds.

As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC follows an established schedule for updates to this system, with the next call for updates scheduled to open August 18th and close September 15th.

POLICY CONSIDERATIONS

Functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC’s programming committees award every two years.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION
Highway Committee

RECOMMENDATION:
Authorize a call for functional classification updates on the scheduled date of August 18th, 2020

STAFF CONTACT:
Caitlin Zibers
TTPC AGENDA REPORT

August 2020
Item No. 4

ISSUE:
REPORT: RideKC Update

BACKGROUND:
2020 has seen several of significant developments, challenges and changes to regional public transportation services in response to the coronavirus pandemic and in implementation of planned projects such as Prospect MAX, the East Village Transit Center and other initiatives.

Robbie Makinen, CEO of the Kansas City Area Transportation Authority, will provide an update on Ride KC activities at the meeting.

POLICY CONSIDERATIONS:
Enhanced public transportation and mobility services are a key strategy in the Connected KC 2050 regional transportation plan, Clean Air Action Plan, fair housing and other regional plans.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: Kansas Long-Range Transportation Plan Update

BACKGROUND:
In 2008, KDOT developed the Kansas Long-Range Transportation Plan to guide future transportation program development in Kansas and to meet the requirements of the federal Transportation Efficiency Act for the 21st Century (TEA-21). The Plan is a broad-based policy document which identifies important transportation-related issues and provides direction for future programs and actions and is available online at https://www.ksdot.org/lrtp2008/.

In 2018, KDOT initiated an update to the 2008 Plan with the local consult process that also contributed to the development of the Eisenhower Legacy Program. KDOT intends to complete this update in late 2020 or early in late 2020 or early 2021. Mike Moriarty, KDOT’s Planning Bureau Chief, will provide an update on this process at the meeting.

POLICY CONSIDERATIONS:
MARC has coordinated with KDOT on the state-system priorities reflected in the Connected KC 2050 regional transportation plan, adopted in June of 2020.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: Olathe Planning Initiatives Update

BACKGROUND:
Periodically local jurisdictions are invited to provide an update to the Committee on recent activities that impact transportation within their community. Olathe, Kan., will provide an update on their recent 2019 Olathe Downtown Planning Sustainable Places project and associated transportation and land use impacts.

Updates will be provided by Chet Belcher, Transportation Manager.

BUDGET CONSIDERATIONS
None

COMMITTEE ACTION
None

RECOMMENDATION
None. Information only.

STAFF CONTACT
Beth Dawson
Martin Rivarola
ISSUE:
REPORT: Safe Commute Guidance for COVID-19

BACKGROUND:
As the greater Kansas City area continues to balance our region’s economy and community health needs during the COVID-19 pandemic, employer-based safe commute policies and plans are integral to the functioning of core business operations and the health of our workforce. Developed in partnership with MARC, RideKC, the Greater Kansas City Chamber of Commerce, and the Full Employment Council, the Safe Commute Guide aims to equip local businesses with the tools they need to get their employees to work and stay resilient in the face of the public health crisis. The guide is meant to assist employers in navigating the risks and best practices for each of Kansas City’s diverse transportation options, in order to find the solutions that make sense for their needs and goals through the pandemic and beyond.

Staff will provide more detail in the meeting presentation.

BUDGET CONSIDERATIONS:
None

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Natalie Phillips
Karen Clawson
ISSUE:
REPORT: 2020 Annual Safety Report and Final Destination Safe Grant Funding

BACKGROUND:
Each year a fatality and serious injury crash report is created for the 13 counties in the Destination Safe region. This report compares 2019 crash data to the 2019 Safety Performance Measure Targets. Unfortunately, the region did not achieve its fatality reduction targets. The five-year average fatalities reached 233, 30 higher than the target for this period. Similarly, the region did not achieve its serious injury reduction target. The five-year serious injury average reached 1,262, 240 higher than the target. Nonmotorized fatalities and serious injuries have been increasing in recent years. The five-year average for combined fatalities and serious injuries reached 118 in 2019. This is 6 higher than the target.

Additionally, the following is the full list of projects that Destination Safe Leadership recommended for Kansas and Missouri Department of Transportation Funding for FY2020-2021. Due to funding revenue changes, Missouri reduced the amount allotted to fund Missouri projects. The list below reflects that reduction.

- **Blue Springs Enforcement and Education Project, $2,460**
  Blue Springs PD, MO
- **Buckle Up Kids & Arrive Alive, $12,233**
  Platte County Health Dept., MO
- **Car Seats for Littles of Lafayette County, $7,310**
  Lafayette County Health Dept., MO
- **Destination Safe Public Outreach, $29,480**
  Mid-America Regional Council, MO
- **Driver Safety Awareness, $1,806**
  AARP Driver Safety, MO
- **Drone, $3,897**
  Shawnee PD, KS
- **DWI/HMV Enforcement Equipment, $1,587**
  Marshall PD, MO
- **Gardner Safer School Zones, $14,895**
  City of Gardner, KS
- **Grandview Destination Safe, $23,927**
  Grandview PD, MO
- **Immediate Response to Dangerous Drivers, $4,105**
  Lawson PD, MO
- **Platte County Buckle Up Kids & Arrive Alive, $12,233**
  Platte County Health Dept., MO
- **Police Speed Laser Data, $3,000**
  Smithville PD, MO
- **Stop the Bleed, $8,700**
  Truman Medical Center, MO
- **ThinkFirst for Teens Assembly Program & RoadWise Program, $9,048**
  The Research Foundation, MO
- **Tri-County Education Project, $12,376**
  Tri-County Mental Health, MO
Below is a breakdown of the grants and their top project focus areas from the 2018-2022 Regional Transportation Safety Blueprint. (Each grant can have more than one focus area.)

**APPLICATIONS BY FOCUS AREA**

- Impaired Driving, 9
- Unrestrained Occupants, 8
- Young Motorists (ages 15-24), 10
- Distracted Driving, 12
- Motor Cycle Moped, 7
- Pedestrian, 5
- Older Motorist (ages 65+), 4
- Large Truck, 4
- Unlicensed Drivers, 2
- Aggressive Driving, 13

**BUDGET CONSIDERATIONS:**
None.

**RECOMMENDATION:**
None. Information only.

**STAFF CONTACT:**
Amanda Horner
Ron Achelpohl
Enforcement and Education Programs

In 2020, the following transportation safety projects received funding recommendations from the Destination Safe Leadership Team. Final funding authority lies with KDOT and MoDOT. This list is in alphabetical order.

- **Blue Springs Enforcement and Education Project**, $2,460
  Blue Springs PD, MO
- **Buckle Up Kids & Arrive Alive, $12,233**
  Platte County Health Dept., MO
- **Car Seats for Littles of Lafayette County, $7,310**
  Lafayette County Health Dept., MO
- **Destination Safe Public Outreach, $29,480**
  Mid-America Regional Council, MO
- **Driver Safety Awareness, $1,806**
  AARP Driver Safety, MO
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- **Tri-County Education Project, $12,376**
  Tri-County Mental Health, MO

For more comprehensive project information, visit marc.org/DestinationSafe.

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The Destination Safe Coalition’s mission is to “reduce transportation-related fatalities and serious injuries.” This effort unites federal, state, regional and local agencies to improve transportation system safety for 13 counties in Greater Kansas City.

The 2020 Annual Safety Report comes under performance measures set by the Kansas City Regional Transportation Safety Blueprint 2018-2022: Together Toward Zero (PDF). This plan addresses performance measures required by MAP-21 and the FAST Act. The five safety performance measure targets were defined in accordance with the final USDOT rule.

This annual report contains complete data through 2019. Preliminary 2020 fatality data is used to measure progress toward the zero deaths vision. In 2019, the region did not achieve its fatality reduction targets. The five-year average fatalities reached 233, 30 higher than the target for this period. Beginning in 2015 regional fatalities began to rise and this continued through 2020. The region did not achieve its serious injury reduction target. The five-year serious injury average reached 1,262, 240 higher than the target. Nonmotorized fatalities and serious injuries have been increasing in recent years. The five-year average for combined fatalities and serious injuries reached 118 in 2019. This is 6 higher than the target.

This report organizes the 15 focus areas by infrastructure-related, behavior-related and special-user factors. All focus areas recorded more fatalities in 2018 than the five-year (2015-2020) average. In 2020, enforcement and education programs focused on unrestraint, aggressive driving, impairment and young adult drivers.

**Public Policy**

Annually, the coalition’s leadership team forms policy recommendations regarding transportation safety, which are submitted to the MARC Board for consideration when the board adopts its state legislative platform.

The 2020 Kansas and Missouri Legislative Agendas safety issues included: retain the current 75 mph speed limit (not increasing it); amend current law to include liability protection for Child Passenger Safety Technicians and their agencies; fund sobriety checkpoints; broaden state restriction on texting while driving for all ages in addition to a complete cell phone ban for young drivers; pass a primary seat belt law; amend fines (increase) for seat belt violations; maintain current state helmet law.

Looking into 2021, the Destination Safe Coalition will continue to prioritize legislation that focuses on the safety and well-being of the drivers, riders, and pedestrians of Kansas and Missouri.

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Data provided by Kansas and Missouri Departments of Transportation. Some information calculated by MARC.

This document is exempt under discovery or admission as part of 23 USCS § 409. The collection of safety data in the Kansas City region is encouraged to actively address safety issues on regional, local and site-specific levels. Congress has enacted a law, 23 USCS § 409, which prohibits the discovery or admission of crash and safety data from being admitted into evidence in a federal or state court proceeding. This document contains wording, charts, tables, graphs, lists and diagrams for the purpose of identifying and evaluating safety enhancements in the Kansas City region. These materials are protected under 23 USCS § 409. Congress’ rationale behind 23 USCS § 409 is that safety data is compiled and collected to help prevent future crashes, injuries and deaths on our nation’s transportation system.
Fatalities at intersections increased by 19% above the five-year average and serious injuries increased by 14%.

Lane departure
Involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.

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<tbody>
<tr>
<td>Fatalities</td>
<td>175</td>
<td>208</td>
<td>236</td>
<td>292</td>
<td>255</td>
<td>233.2</td>
<td>237</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>1,201</td>
<td>1,254</td>
<td>1,246</td>
<td>1,275</td>
<td>1,334</td>
<td>1,262</td>
<td>1,365</td>
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Fatalities involving a fixed object decreased by 10% from the five-year average and serious injuries increased by 11%.

Fixed object
Involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.

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<tbody>
<tr>
<td>Fatalities</td>
<td>155.6</td>
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<td></td>
<td>113.6</td>
<td>98</td>
<td>41%</td>
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<tr>
<td>Serious injuries</td>
<td>623</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>451.8</td>
<td>465</td>
<td>34%</td>
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Fatalities involving a fixed object decreased by 14% below the five-year average and serious injuries increased by 3%.

Horizontal curves
A crash that occurred in a roadway change in the horizontal alignment or direction of a road.

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<tr>
<td>Fatalities</td>
<td>55.8</td>
<td></td>
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<td></td>
<td>55.8</td>
<td>63</td>
<td>27%</td>
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<tr>
<td>Serious injuries</td>
<td>232.2</td>
<td></td>
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<td></td>
<td></td>
<td>232.2</td>
<td>265</td>
<td>19%</td>
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Fatalities at intersections increased by 19% above the five-year average and serious injuries increased by 14%.

Intersections
A crash that occurs at a road junction, where two or more roads either meet or cross.

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<tbody>
<tr>
<td>Fatalities</td>
<td>75.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>75.8</td>
<td>90</td>
<td>38%</td>
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<tr>
<td>Serious injuries</td>
<td>615.2</td>
<td></td>
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<td></td>
<td></td>
<td>615.2</td>
<td>700</td>
<td>51%</td>
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Fatalities involving head-on collisions rose 24% between 2019 and the regional five-year average while serious injuries rose 34%.

Head-on collisions
A crash that results from two opposing vehicles colliding.

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<tr>
<td>Fatalities</td>
<td>19.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>19.4</td>
<td>24</td>
<td>10%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>102.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>102.8</td>
<td>138</td>
<td>10%</td>
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Toward Zero Deaths

Preliminary total fatalities for 2019 reached 237, which is higher than the coalition’s reduction goal for 2019. The region’s rolling five-year average continued to rise. The Coalition calls for increased safety education, traffic law enforcement and engineering safer roadways.

Among drivers and front-seat passengers, seat belts reduce the risk of death by 45%, and cut the risk of serious injury by 50%. (Center for Disease Control)

Nationally, speeding continues to be a factor in over a quarter of all traffic fatalities, killing an average of 25 people a day. (National Safety Council)

Fatalities involving an impaired driver decreased 20% between 2019 and the previous five-year average while serious injuries increased 8%.

In 2019, 26% of fatalities and 24% of serious injuries were caused by a driver who was either unlicensed or whose license was revoked or suspended.

Distracting driving was involved in 8% of fatalities and 14% serious injuries. However, this cause is difficult to prove and is likely under reported based on national research.

Unrestrained occupants
Not using safety belt or restraint device.
Kansas has a primary seatbelt law; Missouri has a secondary seatbelt law.
Seatbelt use remains a priority on the 2019 legislative agenda.

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<tr>
<th></th>
<th>Five-year average</th>
<th>2019</th>
<th>Percent of incidents</th>
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<tbody>
<tr>
<td>Fatalities</td>
<td>91.6</td>
<td>83</td>
<td>35%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>270.2</td>
<td>281</td>
<td>21%</td>
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</tbody>
</table>

Aggressive driving
Involves a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.

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<tr>
<th></th>
<th>Five-year average</th>
<th>2019</th>
<th>Percent of incidents</th>
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<tbody>
<tr>
<td>Fatalities</td>
<td>86.4</td>
<td>90</td>
<td>38%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>435</td>
<td>409</td>
<td>30%</td>
</tr>
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</table>

Impaired driving
Caused by a driver who is impaired by alcohol, drugs or other substance.

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<tr>
<th></th>
<th>Five-year average</th>
<th>2019</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>56.6</td>
<td>45</td>
<td>19%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>179.2</td>
<td>193</td>
<td>14%</td>
</tr>
</tbody>
</table>

Unlicensed driver
Caused by a driver who is not licensed or whose license is revoked or suspended.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2019</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>58.6</td>
<td>62</td>
<td>26%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>245</td>
<td>323</td>
<td>24%</td>
</tr>
</tbody>
</table>

Distracted driving
Involves a driver whose attention is diverted from the primary task of driving — manually, mentally or visually.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2019</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>26.4</td>
<td>18</td>
<td>8%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>206.4</td>
<td>194</td>
<td>14%</td>
</tr>
</tbody>
</table>
Safety Blueprint Fatality Reduction Targets

Destination Safe set a goal of an average of 197 or fewer roadway fatalities annually over the period of its current plan, 2018 to 2022.

Motorists 15–24 years old
Involves a driver between the ages of 15 and 24.

<table>
<thead>
<tr>
<th>Five-year average</th>
<th>2019</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>68.4</td>
<td>62</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>420</td>
<td>405</td>
</tr>
</tbody>
</table>

Motorcycle/moped
Involves a person operating a motorcycle or moped.

<table>
<thead>
<tr>
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<th>2019</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>35.2</td>
<td>40</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>178.4</td>
<td>167</td>
</tr>
</tbody>
</table>

Motorists 65 years old and older
Incident involves an older adult driver over the age of 65.

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>35.2</td>
<td>40</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>178.4</td>
<td>167</td>
</tr>
</tbody>
</table>

Pedestrians
Occurs with a person not in or on a vehicle.

<table>
<thead>
<tr>
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<th>2019</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>31.6</td>
<td>28</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>70.2</td>
<td>90</td>
</tr>
</tbody>
</table>

Large trucks
A fatality involving a vehicle that exceeds 10,000 pounds.

<table>
<thead>
<tr>
<th>Five-year average</th>
<th>2019</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>28</td>
<td>28</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>73.8</td>
<td>92</td>
</tr>
</tbody>
</table>

Youth driver fatalities decreased 9% in 2019 over the five-year average while serious injuries declined 4%.

The Coalition continues to emphasize helmet laws in both states. Each year, the United States could save more than $1 billion in economic costs if all motorcyclists wore helmets.

(Center for Disease Control)

Older driver fatalities increased 14% in 2019 over the five-year average while serious injuries decreased 6%. As the regional population continues to age, this remains an important focus area.

Pedestrians represent 12% of all fatalities and 7% of serious injuries.

In 2019, fatalities involving large trucks did not change and serious injuries increased 25% over the five-year average. The Coalition continues to monitor this focus area.
ISSUE:
REPORT: Process to update Public Participation Plan

BACKGROUND:
MARC’s Public Participation Plan (PPP) provides a framework that guides public involvement in transportation planning projects. It specifies goals, strategies and techniques that encourage successful public participation. This plan is updated every three years and MARC staff is beginning the update process for 2020.

MARC uses a range of public involvement strategies throughout the development of its core transportation plans. The PPP sets a consistent standard across different planning efforts but recognizes that strategies may vary by project. Early engagement and continuous participation are important goals that merit consideration in all transportation planning processes.

Goals for the update to the PPP include:
- Shorten the plan and use plain language to make it more accessible for the general public.
- Provide a catalog of strategies that preserve flexibility in how to engage public.
  - Be mindful of issues such as the digital divide and ADA accessibility in online engagement options.

MARC staff will gather input on the plan update:
- The Regional Association of Public Information Officers (RAPIO) will provide feedback on engagement best practices (Aug. 21).
- We will invite a broad group of stakeholder and partners to provide feedback on the goals and strategies at one of two focus group sessions. These conversations will have a focus on equity issues and targeted invitations will be sent to those who serve vulnerable populations. (Tentatively Aug. 26 and 27.)

Based on this input, we will develop a draft of the plan that will be available during a 45-day public review and comment period.

BUDGET CONSIDERATIONS:
None

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Amy Strange, Public Affairs Coordinator