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

There will be a meeting of MARC’s Total Transportation Policy Committee on Tuesday, January 16, 2018, at 9:30 a.m. in the Board Room on the second floor of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

AGENDA

1. Welcome/Introductions
2. VOTE: December 19, 2017 Minutes*
3. VOTE: 2018 1st Quarter Amendment to the 2018-22 TIP*
4. VOTE: 2018 Regional Safety Performance Targets*
5. REPORT: Kansas City Region Fatality Report - September 30, 2017
6. REPORT: MoDOT Buckle Up/Phone Down Campaign
7. REPORT: 21st Century Missouri Transportation System Task Force Recommendations
8. REPORT: Transportation Planning Committees Related Major Work Activities
9. REPORT: Public Transit – Human Services Transportation Coordination Plan
10. REPORT: Proposed TTPC Bylaws Change
11. Other Business
12. Adjournment

*Action Items

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found online. If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

Parking: Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. 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.

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**

- Councilman Chuck Adams, Wyandotte Co.
- Municipalities, KS Co-Chair
- Mayor Carson Ross, Jackson County Municipalities, MO Co-Chair
- Commissioner Jim Allen, Johnson County
- Richard Grenville, PortKC
- Bob Heim, Platte County
- Tony Hofmann, City of Overland Park
- Dick Jarrold, KCATA
- Kent Lage, Johnson County
- Nathan Law, Miami County Municipalities
- Mike McDonald, Leavenworth County Municipalities
- Mayor Mike McDonough, Jackson County Munic.
- Mark McHenry, City of Kansas City
- Sherri McIntyre, City of Kansas City
- J.R. McMahon, Miami County
- Jack Messer, City of Overland Park
- Jerry Nolte, Clay County
- Josh Powers, Johnson County
- Mark Randall, City of Independence
- Christopher Redline, MoDOT
- Mayor Randy Rhoads, City of Lee’s Summit
- Eric Rogers, BikeWalk KC
- Mayor Richard Scharfen, Cass County Municipalities
- Kite Singleton, Regional Transit Alliance
- Mayor John Smedley, Platte County Municipalities
- Griffin Smith, MoDOT
- Sheila Tracy, Northland Chamber of Commerce
- Scott Wagner, City of Kansas City
- Mayor Eileen Weir, City of Independence
- Doug Whitacre, Johnson County Municipalities
- Dagmar Wood, Platte County
- Beccy Yocham, Johnson County Municipalities

**Others Present**

- Allison Smith, KDOT
- Brent Thompson, Unified Gov’t WyCo/KCK
- Jim Townsend, Wilson & Co.
- Eva Voss, MoDOT
- Tom Worker-Braddock, Olsson Associates

**MARC Staff Present**

- Ron Achelpohl, Director of Transp. and Environment
- Aaron Bartlett, Senior Transportation Planner
- Karen Clawson, Senior Transportation Planner
- Darryl Fields, Senior Transportation Planner
- Amanda Graor, Principal Planner/AQ Program Manager
- Jim Hubbell, Principal Planner
- Laura Machala, Transportation Planner II
- Martin Rivarola, Assistant Director of Transportation Land Use Planning
- Patrick Trouba, Transportation Intern
- Shawn Urbach, Travel Modeler
- Jermain Whitmore, Program Assistant

- Gerri Doyle, MoDOT
- Florence Estem, MoDOT
- Chuck Ferguson, KCATA
- Mayor Nan Johnston, City of Parkville
- Bill Kalt, FTA
- Dave Kocour, Hg Consult Inc.
- Bob Miller, TranSystems
- Craig Mitchell, Bartlett & West
- Kate Pfefferkorn-Mansker, Pfefferkorn Eng. & Env.
- JD Reitinger, Bartlett & West
- Jeremiah Shuler, FTA
1) Welcome/Introductions
Councilman Chuck Adams, KS Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of November 21, 2017 Meeting Summary*
There were no changes to the November 21, 2017 meeting summary. Mark Randall moved to approve the meeting summary, Mayor Carson Ross seconded and the motion carried unanimously.

3) 2018 1st Quarter Amendment to the 2018-22 TIP for Public Review & Comment*
The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the TIP on a quarterly cycle to accommodate changes to projects in the TIP.

The proposed 2018 1st Quarter Amendment to the 2018-22 TIP includes 33 projects:

- 7 new projects to be added, including, but not limited to:
  - #280140 – I-435; Sign Replacement south of K-32
  - #690251 – Slide repair on M-350
  - #990314 – Job Order Contracting for Bridge Repair

- 26 modified projects, including, but not limited to:
  - #996095 – Bike Share Phases 3 and 4 – Schedule change to FFY 2018*
  - #690369 – Noland & M-350 Intersection – Schedule change to FFY 2020*
  *The schedule change requested must be approved by TTPC and the MARC Board of Directors as noted in the MARC Reasonable Progress Policy.

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/18Q1amend.aspx

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption.

All of the projects in the proposed 1st quarter amendment are financially constrained.

MARC’s Reasonable Progress Policy requires that additional schedule changes beyond the provisions of the policy be approved by TTPC and the MARC Board of Directors.

The Active Transportation Programming Committee approved the additional schedule change for #996095 at their meeting on November 8, 2017.

The Missouri STP Priorities Committee approved the additional schedule change for #690369 at the meeting on September 12, 2017.

Jack Messer moved to approve the additional schedule changes for #996095 – Bike Share Phases 3 & 4 and #690369 – Noland & M-350 Intersection and release the 2018 1st Quarter Amendment to the FFY 2018-2022 TIP for public review & comment, Mark McHenry seconded and the motion carried unanimously.

4) Authorize 2018 Call for Projects*
One of MARC’s fundamental roles as Metropolitan Planning Organization is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area.
In anticipation of a call for projects for the Congestion Mitigation Air Quality (CMAQ) program, Surface Transportation Block Grant Program (STP) and Surface Transportation Block Grant Program – Set Aside Program (TAP) program in early 2018, staff has worked with the programming committees and other interested parties to review and update project evaluation criteria and processes. This work included changes to project evaluation criteria based on feedback from committee members following the most recent round of programming in 2016.

Staff has also worked with appropriate committees and stakeholders to update the regional activity centers map, regional bikeway network map and related MetroGreen corridors map to reflect changing demographics, land use, and local planning efforts. These maps are provided through online GIS resources and are relevant to the project evaluation processes.

Given the completion of these activities, staff requests authorization to proceed with a call for projects for CMAQ, STP and TAP funds in 2018. Staff recommends that this call for projects fully fund FFY 2021 and FFY 2022 for CMAQ, STP and TAP as noted in the following table:

<table>
<thead>
<tr>
<th></th>
<th>Kansas</th>
<th>Missouri</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>$5,800,000</td>
<td>$5,300,000</td>
</tr>
<tr>
<td>STP</td>
<td>$26,000,000</td>
<td>$35,000,000</td>
</tr>
<tr>
<td>TAP</td>
<td>$2,400,000</td>
<td>$3,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$34,200,000</td>
<td>$43,300,000</td>
</tr>
</tbody>
</table>

In recent years, MARC has received approval to fund a number of projects outside of the project selection process. This allows the following regionally significant projects to proceed with an appropriate level of financial stability.

<table>
<thead>
<tr>
<th>CMAQ 2021-22</th>
<th>Kansas</th>
<th>Missouri</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Transportation Program</td>
<td>$72,000</td>
<td>$72,000</td>
</tr>
<tr>
<td>Air Quality Public Education</td>
<td>$500,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>Rideshare</td>
<td>$250,000</td>
<td>$250,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$822,000</td>
<td>$822,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STPM 2021-22</th>
<th>Kansas</th>
<th>Missouri</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation Green Light</td>
<td>$360,000</td>
<td>$840,000</td>
</tr>
<tr>
<td>Buck O’Neil Bridge</td>
<td>$ -</td>
<td>$20,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$360,000</td>
<td>$20,840,000</td>
</tr>
</tbody>
</table>

* Total funding set aside for the Buck O’Neil Bridge project is $40 Million, distributed over two funding cycles.

These funding years are beyond the term of current federal transportation legislation and uncertainty remains surrounding the level of funding available for programming by MARC. In light of this, MARC has looked at recent historical levels of funding to provide a reasonable estimate of the resources available for programming purposes.

MARC will collect fees in 2019 from applicants awarded funds in this programming cycle in amounts equaling 0.5% of all federal funds awarded per the Transportation Program Local Match Policy and Strategy, adopted by the MARC Board of Directors in April of 2012.
The Kansas & Missouri STP Priorities Committees and the Active Transportation Programming Committee have recently completed activities begun in April 2017 to review and update their project evaluation criteria and programming processes.

Mr. Messer moved to approve a call for projects for FFY 2021-2022 CMAQ, STP and TAP funds and approve funding for the projects noted, Mayor McDonough seconded and the motion carried unanimously.

5) Critical Urban Freight Corridor (CUFC) in Missouri*

The FAST Act established the National Highway Freight Network (NHFN), Primary Highway Freight System (PHFS) and the Nation Highway Freight Program (NHFP). Their purpose is to assist the nation’s economy through an efficient movement of freight. The Act provides $6.3 billion in formula funds over five years for states to invest in freight projects on the NHFN.

The program requires states to develop a fiscally constrained project investment plan that identifies statewide projects that support the national network by December of 2017. These projects must provide freight access and connection to the network, intermodal transportation facilities and/or ports to the interstate. In order to become an eligibly funded freight project it must come from the state’s plan.

To identify the state’s urban freight projects, states will develop Critical Urban Freight Corridors. FHWA defines these corridors as “Public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.” In urban areas, with population of 500,000 or more, the MPO will develop projects in consultation with the state. In urban areas with less than 500,000 the state will develop projects in consultation with the MPO.

The Goods Movement considered and recommended, as Missouri’s CUFC, freight related projects in the current Transportation Improvement Plan and Transportation Outlook 2040.

Transportation Outlook 2040 identifies a network of national, regional and local freight corridors as part of the Goods Movement element of the plan.

TheGoods Movement Committee met on December 5, 2017, and recommended the freight related projects from the current Transportation Improvement Plan and Transportation Outlook 2040 listed below as Missouri’s CUFC.

There was a question about how CUFC miles are allocated, and Darryl Fields replied that Congress established the extent of the national freight network with total CUFC mileage allocated to each state by formula, and that further allocations of CUFC mileage within each state is up to each state in consultation with large MPO’s within each state.

Mr. Messer moved to approve Critical Urban Freight Corridors as recommended by the Goods Movement Committee, Mrs. Yocham seconded and the motion carried unanimously.

6) MoDOT Planning Scenario

MoDOT has been asked to compile a list of projects and/or programs with input from MARC and other planning partners to share with the legislature to illustrate what additional state transportation funding could accomplish over the next ten years. For this exercise, MoDOT will assume that approximately $409 million would be available for state highway projects and that $91 million will be available for multimodal projects in the Kansas City metropolitan area.

MoDOT circulated a survey with a draft list of projects based on Transportation Outlook 2040, priorities previously identified for Amendment 7 and other sources to members of the Missouri STP Priorities Committee and TTPC.
TTPC was briefed on this process on November 21, 2017. The Missouri STP Priorities Committee discussed this exercise on November 14, 2027, and again on December 12, 2017. The Goods Movement Committee was briefed on December 5 and the Bicycle Pedestrian Advisory Committee was briefed on December 6. The deadline for MoDOT district staff to submit their list to the central office was December 15, 2017.

These project and program priorities were developed from Transportation Outlook 2040 and other regional plans including the project list originally developed for Amendment 7 in 2014.

District staff suggested that the scope of the project proposed for I-70 in Jackson County be revised to extend the limits from I-435 to I-470, but since the item was presented as a report rather than a vote, no action was taken. Changes to the list may be considered at a future meeting.

7) Safety Blueprint Update
TTPC received updates in February, June and October regarding the update of the Kansas City Regional Transportation Safety Blueprint. The Safety Blueprint is a five-year plan that provides guidance to the Destination Safe Coalition partners. The plan uses a data-driven process to focus attention on the most significant factors that contribute to crashes, fatalities and serious injuries. It promotes a multidisciplinary approach through proven strategies to reduce crashes, fatalities and serious injuries over the life of the plan.

The Destination Safe Leadership Team adopted the new plan on November 29. This Safety Blueprint is the fourth edition and differs from earlier versions in a few ways.

Instead of a single focus on fatality reduction, the update establishes five (5) Safety Performance Measure Targets in accordance with the final USDOT rule. The update is data-driven using 2012-2016 Fatality and Serious Injury information. The update calls for spotlight analysis of three focus areas, one from each emphasis area including “Behavioral”, “Infrastructure” and “Special User” areas. The final document will still address the 15 focus areas but will place additional attention on spotlight areas. Over the life of the plan, more rigorous evaluation and research will be developed to better prevent and minimize the severity of these crashes.

Due to technical issues with the database, the fatality report will be delayed until the next TTPC meeting.

One of the regional goals of Transportation Outlook 2040 Update is to “… improve safety and security for all transportation users.”


8) Status Report for Development of “Regional Pedestrian Policy Plan”
MARC Staff has been coordinating work with the Bicycle Pedestrian and Advisory Committee (BPAC), active transportation stakeholders and the public towards development of a “Regional Pedestrian Policy Plan”. MARC currently has many regional plans, policies and programs that address the pedestrian mode. However, we have not yet performed a comprehensive review to provide a regional vision for a walk-friendly region. It is envisioned that this plan, once complete, will:

• Synthesize a regional vision to improve walkability across jurisdictional boundaries through policies, plans and programs.
• Coordinate planning efforts at the regional level and provide best practices to address walkability at the local level.
• Provide recommendations to enhance regional and local efforts.
Work to date on this plan has included an assessment of regional and local work in this area, including a local
government pedestrian inventory. This inventory has helped guide the process and creation of draft
recommendations. Upon completion, this plan will include:

1. A review of MARC’s existing plans, policies and programs with a pedestrian lens, accompanied by
   recommendations to strengthen regional policy, technical work and best practices.
2. Recommendations for policy, technical work and best practices at the local level based on findings of the local
government pedestrian inventory.

Since our last report to the TTPC, MARC staff has been providing presentations of the draft plan for further vetting. The
BPAC has had multiple updates and input into development of this plan. A “Listening Session” was held on
August 24, 2017 and a “Facebook Live” public involvement event was held on October 12th. Presentations to MARC
modal and programming committees are scheduled through February of next year. We anticipate completing this process and
returning to seek approval by the TTPC in March of 2018.

MARC recognizes the essential role walkability plays in a regional multimodal transportation system. Walkability affects our access to transit, how we get to work and school, our health through exercise for both transportation and recreation, the quality of the air we breathe, our economic vitality, and our safety as vulnerable transportation users.

The BPAC met on December 6th, and recommended unanimously that the plan in its current form proceed through the MARC review process.

It was queried at what level is there an increase, and what its significance is. Mr. Bartlett responded that the
increase could be at either the local and/or regional level, and it is an increase in dollars, not resources. The purpose is to use it in areas that need greater accessibility & would receive the greatest benefit. MARC will look at different funding scenarios for new regional revenues during the development of the Regional Transportation Plan.

There was inquiry into what is being looked at to determine priority, and Mr. Bartlett answered that we are looking at what other regions have done to determine specifics; but the focus is around schools, transit, sidewalks, etc. It was recommended that there needs to be an evaluation of local vs. regional issues.

A link will be sent out to the final draft, with any changes being made apparent.

9) Regional Transportation Plan (RTP) Development

As the Kansas City region’s federally designated metropolitan planning organization, the Mid-America Regional Council (MARC) is required to develop and maintain a long-range metropolitan transportation plan for federal transportation investments over a 20-year+ plan horizon. This plan serves as a blueprint for managing the region’s transportation system. The current RTP, *Transportation Outlook 2040 (TO2040)*, was adopted in June of 2015 and the next RTP will be due by June of 2020.

During the next three years, staff and committees will work with local planners, elected officials, regional stakeholders and the public to update the plan. A steering workgroup composed of various committee co-chairs or designees recently met as kick-off of the transportation plan development. Initial work to date has included:

- Development of a draft Needs Assessment document (attached) and public survey tools,
- Establishment of initial public involvement activities,
- Development of transportation Facebook page to be used for dissemination of information on plan development.
The plan identifies needs and budget federal transportation funds that the metro area expects to receive over the next three decades. Currently, TO2040 contains:

- **Vision**: a long-term vision for the region’s transportation system.
- **Goals and strategies**: what the region wants to achieve by 2040 and how we plan to do it.
- **Transportation projects**: major regional transportation investments to help accomplish goals.

Once adopted, policies/goals and strategies identified in the RTP will continue to guide transportation investments in our region in future years.

A question was asked on whether SmartMoves 3.0 has informed the draft needs assessment. Mr. Rivarola indicated that the draft Needs Assessment was shaped by what has been developed in Smart Moves 3.0, which is currently in the process of being implemented. Other regional plans were also reviewed in the preparation of the needs assessment document.

With planning out to 2050, it was mentioned that any changes in the region need to be taken into consideration. Next immediate steps in this planning process will include the launch of a survey and public engagement in the early months of 2018.

**10) Annual Policy Review**

MARC strives to operate in an open and transparent way that demonstrates that the organization is an effective steward of public resources. The MARC Board, TTPC, and a number of other committees are responsible for developing and approving project funding allocations to specific projects.

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 MARC Board of Directors has approved the attached Conflict of Interest and Whistleblower policies, to provide guidance to the participants in MARC committees regarding conflicts of interest and actions to take in those circumstances, and on processes to report any wrongdoing in the administration of MARC’s work.

Members of the MARC Board of Directors and the committees that support the Board are expected to review the policies annually.

The policies are intended to supplement, but not replace, any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations and that govern the reporting of wrongdoing.

**11) Other Business**

- There was no further business to discuss.

**12) Adjournment**

With no further business the meeting was adjourned. The next meeting of TTPC will be held January 16, 2018.
ISSUE

VOTE: 2018 1st Quarter Amendment to the 2018-22 TIP*

BACKGROUND

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

The proposed 2018 1st Quarter Amendment to the 2018-22 TIP includes 33 projects:

• 7 new projects to be added, including, but not limited to:
  • #280140 – I-435; Sign Replacement south of K-32
  • #690251 – Slide repair on M-350
  • #990314 – Job Order Contracting for Bridge Repair

• 26 modified projects, including
  • 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/18Q1amend.aspx

POLICY CONSIDERATIONS

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. No comments were received.

All of the projects in the proposed 1st quarter amendment are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the 2018 1st Quarter Amendment to the FFY 2018-2022 TIP.

STAFF CONTACT

Marc Hansen
BACKGROUND
The current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

Final USDOT rules related to TPM established 5 performance measures for traffic safety (see attached memo for details). State DOTs were required to establish safety performance targets for all 5 measures by August 31, 2017. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. State DOTs will update safety targets annually (by August 31), and with each update MPOs will have the option to (a) support the state targets, or (b) establish regional targets within 180 days.

MARC has elected to establish regional targets, and core reasons include the need to harmonize significantly different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical traffic safety trends, regional plans and programs, and emerging issues such as technology. The targets were developed in coordination with State DOT and regional partners, and are consistent with safety targets in the adopted 2018-2022 Regional Safety Blueprint. The attached memo details recommended targets for each safety performance measures.

Through Destination Safe, MARC is working with regional partners to improve traffic safety through the implementation of strategies in the Regional Safety Blueprint. The Blueprint identifies specific strategies related to engineering, enforcement, education, and emergency response. MARC advances these strategies by prioritizing proven safety countermeasures when programming various types of federal transportation funding.

POLICY CONSIDERATIONS
For each of the performance measures defined though the MAP-21/FAST Act rulemaking process, MARC will be required to establish targets, and monitor progress towards achieving those targets. With the establishment of targets, MARC is committing to plan and program in a manner that leads to reasonable progress towards their achievement. The targets established for the Kansas City metropolitan region will ultimately be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

MARC will report progress towards achieving performance targets in the Annual Performance Measures Report, which will be made available to State DOTs upon request. There is no impact to funding levels or eligibility if MARC does not meet its targets. However, if reasonable progress towards targets is not achieved, it will be necessary to explore and document the reasons why.
BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The recommended safety targets have been developed with input from the Destination Safe Leadership Team, the Transportation Safety Data Task Team, and the MARC Highway Committee.

RECOMMENDATION
Approve safety performance targets for the MARC metropolitan planning area.

STAFF CONTACTS
Jim Hubbell
Whitney Morgan
Safety Targets for MARC Region

January 2018

The Destination Safe Transportation Safety Data Task Team recommends the following safety targets for the 8-county MARC metropolitan planning area. Safety performance measures are defined in accordance with the final USDOT rule on Safety Performance Measures, authorized by 23 CFR Part 490.

Targets based on 5-year rolling average:

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2018 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Number of fatalities</td>
<td>180.4</td>
</tr>
<tr>
<td>2. Fatality rate per 100 million VMT</td>
<td>0.860</td>
</tr>
<tr>
<td>3. Number of serious injuries</td>
<td>993.2</td>
</tr>
<tr>
<td>4. Serious injury rate per 100 million VMT</td>
<td>4.766</td>
</tr>
<tr>
<td>5. Number of non-motorized fatalities and serious injuries</td>
<td>101.7</td>
</tr>
</tbody>
</table>

The above targets assume the following.

- 4% annual decrease in the number of fatalities
- 6% annual decrease in the number of serious injuries
- 6% annual decrease in the number of non-motorized fatalities and serious injuries
- 1% annual increase in vehicle-miles traveled (VMT)
Note: The values for 2017 and 2018 (shown in yellow) are not based on observed data. These represent the values needed in order to meet the 2018 target for a particular measure. Performance measures and targets correspond to the 5-year rolling average (shown as orange line), not the annual value.

Table 1. Number of fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
<th>5-Yr Avg Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>198</td>
<td>181.8</td>
</tr>
<tr>
<td>2013</td>
<td>170</td>
<td>175.8</td>
</tr>
<tr>
<td>2014</td>
<td>143</td>
<td>172.8</td>
</tr>
<tr>
<td>2015</td>
<td>180</td>
<td>171.6</td>
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<tr>
<td>2016</td>
<td>201</td>
<td>178.4</td>
</tr>
<tr>
<td>2017</td>
<td>193</td>
<td>177.4</td>
</tr>
<tr>
<td>2018</td>
<td>185</td>
<td>180.4</td>
</tr>
</tbody>
</table>

Table 2. Fatality rate per 100 million VMT

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Fatality Rate</th>
<th>5-Yr Avg Fatality Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>1.02</td>
<td>0.966</td>
</tr>
<tr>
<td>2013</td>
<td>0.88</td>
<td>0.916</td>
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<tr>
<td>2014</td>
<td>0.73</td>
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<tr>
<td>2015</td>
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<tr>
<td>2017</td>
<td>0.9</td>
<td>0.866</td>
</tr>
<tr>
<td>2018</td>
<td>0.85</td>
<td>0.860</td>
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</table>
Table 3. Number of serious injuries

<table>
<thead>
<tr>
<th>Year</th>
<th>Serious Injuries</th>
<th>5-Yr Avg SIs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>1341</td>
<td>1383.0</td>
</tr>
<tr>
<td>2013</td>
<td>1275</td>
<td>1351.6</td>
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<td>2014</td>
<td>1054</td>
<td>1298.8</td>
</tr>
<tr>
<td>2015</td>
<td>1075</td>
<td>1232.0</td>
</tr>
<tr>
<td>2016</td>
<td>1015</td>
<td>1152.0</td>
</tr>
<tr>
<td>2017</td>
<td>944</td>
<td>1072.6</td>
</tr>
<tr>
<td>2018</td>
<td>878</td>
<td>993.2</td>
</tr>
</tbody>
</table>

Table 4. Serious injury rate per 100 million VMT

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Serious Injury Rate</th>
<th>5-Yr Avg SI Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>6.89</td>
<td>7.344</td>
</tr>
<tr>
<td>2013</td>
<td>6.57</td>
<td>7.040</td>
</tr>
<tr>
<td>2014</td>
<td>5.36</td>
<td>6.700</td>
</tr>
<tr>
<td>2015</td>
<td>5.27</td>
<td>6.280</td>
</tr>
<tr>
<td>2016</td>
<td>4.77</td>
<td>5.772</td>
</tr>
<tr>
<td>2017</td>
<td>4.39</td>
<td>5.272</td>
</tr>
<tr>
<td>2018</td>
<td>4.04</td>
<td>4.766</td>
</tr>
</tbody>
</table>
Table 5. Number of non-motorized fatalities and serious injuries

<table>
<thead>
<tr>
<th>Year</th>
<th>BP F&amp;SI</th>
<th>5-Yr Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>125</td>
<td>123.2</td>
</tr>
<tr>
<td>2013</td>
<td>124</td>
<td>122.2</td>
</tr>
<tr>
<td>2014</td>
<td>114</td>
<td>124</td>
</tr>
<tr>
<td>2015</td>
<td>109</td>
<td>120.6</td>
</tr>
<tr>
<td>2016</td>
<td>99</td>
<td>114.2</td>
</tr>
<tr>
<td>2017</td>
<td>95</td>
<td>108.2</td>
</tr>
<tr>
<td>2018</td>
<td>91</td>
<td>101.7</td>
</tr>
</tbody>
</table>

Non-Motorized F&SI Trends - MPO Region

Axis Title
ISSUE
REPORT: Kansas City Region Fatality Report - September 30, 2017

BACKGROUND
The Kansas City Region Fatality Report ending September 30, 2017 is attached. It tracks 15 Focus Areas identified in the Kansas City Regional Safety Blueprint. The set goal for 2017 is 160 or fewer fatalities is based on the prior Safety Blueprint and will remain effective through the final quarter.

Through September 30th the region recorded 215 fatalities, which is above the year-to-date target of 117. The five-year average for this period is 153. Fatalities are up 41% over the five-year average.

The report examines changes by county and month. We have observed the majority of the increased fatalities in the counties with the higher populations. Fatalities also increased with double digits in the months of March, July, and August.

The report tracks 15 Focus Areas that are grouped into Behavioral, Infrastructure and Special User categories. All Focus Areas with the exception of “Impaired” and “Pedestrians” are trending up.

Human factors contribute to 94% of crashes according to the National Highway Traffic Safety Administration studies. The Destination Safe Coalition continues to focus their efforts to address behavior related safety issues.

There are multiple explanatory variables for why people die in crashes, and we should focus on preventative measures like occupant protection and managing the contributing factors like aggressive driving, distracted driving, and making infrastructure safer, etc. Collaboration between engineering, education enforcement and emergency response all play important roles transportation safety.

POLICY CONSIDERATIONS
One of the regional goals of Transportation Outlook 2040 Update is to “… improve safety and security for all transportation users.”

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
Aaron Bartlett
Martin Rivarola
The 2017 goal is 160 or fewer fatalities.

Roadway fatalities

<table>
<thead>
<tr>
<th>Year-to-date target</th>
<th>Destination Safe YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>117 or fewer</td>
</tr>
</tbody>
</table>

YTD, ending Sept. 30 2017: 215
Five-year YTD average, ending Sept. 30, 2017: 153

Roadway fatality locations by county

<table>
<thead>
<tr>
<th>County</th>
<th>YTD 2017</th>
<th>Five-year YTD average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnson (KS)</td>
<td>26</td>
<td>15.8</td>
</tr>
<tr>
<td>Leavenworth</td>
<td>10</td>
<td>7.2</td>
</tr>
<tr>
<td>Miami</td>
<td>4</td>
<td>4.6</td>
</tr>
<tr>
<td>Wyandotte</td>
<td>23</td>
<td>15.6</td>
</tr>
<tr>
<td>Cass</td>
<td>5</td>
<td>9.4</td>
</tr>
<tr>
<td>Clay</td>
<td>14</td>
<td>13.6</td>
</tr>
<tr>
<td>Jackson</td>
<td>87</td>
<td>55.8</td>
</tr>
<tr>
<td>Johnson (MO)</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>Lafayette</td>
<td>5</td>
<td>3.4</td>
</tr>
<tr>
<td>Pettis</td>
<td>9</td>
<td>5.8</td>
</tr>
<tr>
<td>Platte</td>
<td>13</td>
<td>8.2</td>
</tr>
<tr>
<td>Ray</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Saline</td>
<td>6</td>
<td>3.4</td>
</tr>
</tbody>
</table>

Month-by-month regional fatalities

- Five-year YTD average
- YTD 2017

Preliminary 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 USC § 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 USC § 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 USC § 409. Congress’ rationale behind 23 USC § 409 is that safety data is compiled and collected to help prevent future crashes, injuries and deaths on our nation’s transportation system.
## Priority Issues
as identified by the Destination Safe Coalition in the 2013 Regional Transportation Safety Blueprint.

<table>
<thead>
<tr>
<th>Behavioral priorities</th>
<th>Infrastructure-related issues</th>
<th>Special user priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unrestrained occupants</strong>&lt;br&gt;A fatality in which the person killed was not using safety belt or restraint device.</td>
<td><strong>Lane departure</strong>&lt;br&gt;A fatality that involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.</td>
<td><strong>Motorists 15–24 years old</strong>&lt;br&gt;A fatality of a person of any age that involved a driver between the ages of 15 and 24.</td>
</tr>
<tr>
<td>2017 YTD fatalities</td>
<td>Percent of 2017 YTD fatalities</td>
<td>Five-year YTD avg.</td>
</tr>
<tr>
<td>84</td>
<td>39%</td>
<td>75</td>
</tr>
<tr>
<td><strong>Aggressive driving</strong>&lt;br&gt;A fatality involving a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.</td>
<td><strong>Fixed object</strong>&lt;br&gt;A fatality that involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.</td>
<td><strong>Motorcycle/moped</strong>&lt;br&gt;A fatality of a person operating a motorcycle or moped.</td>
</tr>
<tr>
<td>2017 YTD fatalities</td>
<td>Percent of 2017 YTD fatalities</td>
<td>Five-year YTD avg.</td>
</tr>
<tr>
<td>86</td>
<td>40%</td>
<td>65.6</td>
</tr>
<tr>
<td><strong>Impaired driving</strong>&lt;br&gt;A fatality caused by a driver who is impaired by alcohol, drugs or other substance.</td>
<td><strong>Horizontal curves</strong>&lt;br&gt;A fatality resulting from a crash that occurred in a roadway change in the horizontal alignment or direction of a road.</td>
<td><strong>Motorists 65 years old and older</strong>&lt;br&gt;A fatality of a person of any age that involved an older adult driver over the age of 65.</td>
</tr>
<tr>
<td>2017 YTD fatalities</td>
<td>Percent of 2017 YTD fatalities</td>
<td>Five-year YTD avg.</td>
</tr>
<tr>
<td>35</td>
<td>16%</td>
<td>56.4</td>
</tr>
<tr>
<td><strong>Unlicensed driver</strong>&lt;br&gt;A fatality caused by a driver who is not licensed or whose license is revoked or suspended.</td>
<td><strong>Intersections</strong>&lt;br&gt;A fatality that occurs at a road junction, where two or more roads either meet or cross.</td>
<td><strong>Pedestrians</strong>&lt;br&gt;A fatality of a person not in or on a vehicle.</td>
</tr>
<tr>
<td>2017 YTD fatalities</td>
<td>Percent of 2017 YTD fatalities</td>
<td>Five-year YTD avg.</td>
</tr>
<tr>
<td>57</td>
<td>27%</td>
<td>44</td>
</tr>
<tr>
<td><strong>Distracted driving</strong>&lt;br&gt;A fatality involving a driver whose attention is diverted from the primary task of driving — manually, mentally or visually.</td>
<td><strong>Head-on collisions</strong>&lt;br&gt;A fatality that results from two opposing vehicles colliding.</td>
<td><strong>Large trucks</strong>&lt;br&gt;A fatality involving a vehicle that exceeds 10,000 pounds.</td>
</tr>
<tr>
<td>2017 YTD fatalities</td>
<td>Percent of 2017 YTD fatalities</td>
<td>Five-year YTD avg.</td>
</tr>
<tr>
<td>39</td>
<td>18%</td>
<td>20.4</td>
</tr>
</tbody>
</table>

Unrestrained occupants<br>A fatality in which the person killed was not using safety belt or restraint device.

Aggressive driving<br>A fatality involving a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.

Impaired driving<br>A fatality caused by a driver who is impaired by alcohol, drugs or other substance.

Unlicensed driver<br>A fatality caused by a driver who is not licensed or whose license is revoked or suspended.

Distracted driving<br>A fatality involving a driver whose attention is diverted from the primary task of driving — manually, mentally or visually.

Lane departure<br>A fatality that involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.

Fixed object<br>A fatality that involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.

Horizontal curves<br>A fatality resulting from a crash that occurred in a roadway change in the horizontal alignment or direction of a road.

Intersections<br>A fatality that occurs at a road junction, where two or more roads either meet or cross.

Head-on collisions<br>A fatality that results from two opposing vehicles colliding.

Motorists 15–24 years old<br>A fatality of a person of any age that involved a driver between the ages of 15 and 24.

Motorcycle/moped<br>A fatality of a person operating a motorcycle or moped.

Motorists 65 years old and older<br>A fatality of a person of any age that involved an older adult driver over the age of 65.

Pedestrians<br>A fatality of a person not in or on a vehicle.

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

This document is exempt under discovery or admission under 23 USC § 409. Preliminary data provided by Kansas and Missouri Departments of Transportation. Some information calculated by MARC.
 ISSUES
 REPORT: MoDOT Buckle UP/Phone Down Campaign

BACKGROUND
 MoDOT has started the Buckle Up/Phone Down campaign as a way to increase safety on Missouri
highways. In 2016, MoDOT changed its policies to require all MoDOT employees to buckle up each time
they drove a state vehicle and prohibited employees from using a cell phone while driving, even hands-
free. MoDOT is taking this initiative to safety partners, businesses, and municipalities to get support for
the Buckle Up Phone Down initiative. MoDOT is seeking additional support and look for champions
willing to take on this important matter.

POLICY CONSIDERATIONS
 MARC is a signatory agency to the campaign.

BUDGET CONSIDERATIONS
 None.

COMMITTEE ACTION
 None.

RECOMMENDATION
 None. Information only.

STAFF CONTACTS
 Ron Achelpohl
ISSUE
REPORT: Missouri 21st Century Transportation System Task Force Recommendations

BACKGROUND
In 2017, the Missouri Legislature created the 21st Century Missouri Transportation System Task Force to evaluate statewide transportation needs and funding and develop recommendations for consideration by the General assembly in 2018. The 24 member task force was chaired by Representative Kevin Corlew and included representatives of the Governor, state Representatives and Senators, senior staff of state agencies, and private citizens. The task force held meetings across the state between July and December, including a meeting in Kansas City on July 26, 2017.

The task force has completed their work and has provided findings and recommendations in a report available online at: http://www.senate.mo.gov/17web/MTTF/

The task force found that current funding for state transportation systems is inadequate to meet current and future needs and provided recommendations in three parts:

1. Immediate-Impact Investment,
2. Long-term sustainability and diversification of revenue streams, and
3. Legislative actions to improve transportation system, increase efficient project-delivery options, better leverage federal dollars, enhance highway safety, and encourage innovation.

The immediate impact investment recommendations are to increase gasoline and diesel excise taxes for state-system road and bridge projects and to establish a dedicated multimodal revenue stream for aviation, mass transportation, railroads, ports, waterways, waterborne commerce, and transportation of elderly and disabled persons.

Staff will discuss the task force recommendations at the meeting.

POLICY CONSIDERATIONS
MARC’s 2018 state legislative agenda supports consideration of the task force recommendations for increased transportation funding as focus area for Missouri.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
Representative Kevin Corlew briefed TTPC about the task force on August 15, 2017.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
Ron Achelpohl
ISSUE
REPORT: Transportation Planning Committees Related Major Work Activities

BACKGROUND
MARC Planning Committees are currently undertaking a number of major work activities, which relate directly to our Unified Planning Work Program (UPWP) for 2018. At this month’s TTPC meeting, MARC staff will present an overview of each planning committee’s work plan for the current year. Committee’ workplans to be presented/discussed include:

- Destination Safe Coalition
- Bicycle Pedestrian Advisory Committee (BPAC)
- Aviation Committee
- Goods Movement Committee
- Highway Committee
- Regional Transit Coordination Council (RTCC)
- Mobility Advisory Committee (MAC)

POLICY CONSIDERATIONS
Planning Committees serve a role in the advancement of planning initiatives identified in the UPWP. These committees also provide support to the development of the region’s Metropolitan Transportation Plan (MTP) for the region.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
Martin Rivarola
Ron Achelpohl
ISSUE

REPORT: Public Transit – Human Services Transportation Coordination Plan

BACKGROUND

The Public Transit – Human Services Transportation Coordination Plan (Coordinated Plan) defines goals and strategies regarding special transportation services (including but not limited to ADA Paratransit) and programming for older adults and individuals with disabilities.

MARC was directed by FTA in the MPO Certification process (August 2017) to update the Coordinated Plan to align with FTA Circular 9070.1G. This involves assuring that MARC’s Coordinated Plan includes:

1. An assessment of available services (public, private, and nonprofit);
2. An assessment of transportation needs for individuals with disabilities and seniors (outreach and data);
3. Strategies, activities, and/or projects to address the identified gaps; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility

All 5310 projects for the Kansas City area must be developed according to the Coordinated Plan. The plan is being updated by MARC staff with significant input and feedback from the Mobility Advisory Committee and service populations.

The survey and data analysis portions of the Coordinated Plan update have been completed, in addition to engagement with the Regional Transit Coordinating Council (RTCC) and Mobility Advisory Committee (MAC).

Staff will discuss findings and MAC’s strategic priorities at the meeting.

POLICY CONSIDERATIONS

The Coordinated Plan dictates the programming of FTA Section 5310 funding.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Drew Stiehl
Martin Rivarola
ISSUE

REPORT: Proposed TTPC Bylaws Change

BACKGROUND

At the 2017 federal certification review of the metropolitan planning process, it was recommended that the Kansas City Streetcar Authority (KCSA) be formally recognized as a provider of public transportation in greater Kansas City. The KCSA has been added to the Memorandum of Understanding for the Kansas City metropolitan planning area but is not currently represented on TTPC.

This report serves as notice of intent to discuss revisions to the TTPC bylaws at the February 20, 2018, meeting to add one (1) voting member and one (1) alternate for KCSA to TTPC for a total of forty-nine (49) voting members as shown in the attached document.

POLICY CONSIDERATIONS

TTPC bylaws require 14 days notice of the existing membership before amendments to the bylaws can be discussed or approved.

The current bylaws are available at: http://www.marc.org/Transportation/Committees/agendas/TTPC/TTPC_Bylaws_updated01282015.aspx

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The TTPC bylaws were last revised in 2012 to add Miami County to the Kansas City metropolitan planning area.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl
Bylaws
The Total Transportation Policy Committee

Article I Name

1. The name of the committee shall be the Total Transportation Policy Committee, a policy committee advisory to the Board of Directors of the Mid-America Regional Council which serves as the Metropolitan Planning Organization (MPO) for the bi-state Kansas City region. The name shall hereinafter be abbreviated as TTPC.

2. Office and Records. The TTPC can use the offices and staff of the Mid-America Regional Council and shall record and maintain records of proceedings of all meetings of the TTPC and of its advisory subcommittees.

3. Sunshine Law. The TTPC and its advisory subcommittees shall comply with Chapter 610 of the Revised Statutes of Missouri, as amended, known as the Sunshine Law as it pertains to open records and open meetings.

Article II TTPC and the MARC Board

The MARC Board of Directors serves as the designated MPO for the bi-state Kansas City Region. TTPC has been established by the MARC Board to provide policy-level input on significant transportation issues, programs and projects. TTPC serves as the primary focal point for MARC’s overall transportation planning program. TTPC formulates and forwards policy, planning and programming recommendations to the MARC Board for consideration. In the event the MARC Board does not concur with a recommendation of TTPC, the recommendation will be returned to TTPC for further deliberation and discussion to respond to concerns of the MARC Board, before returning with a subsequent recommendation.

Article III Purpose

1. The TTPC has been created for the following purpose(s):

   a. To allow local units of government to review regional transportation and transportation-related issues and recommend policies and principles to the MARC Board.

   b. To conduct technical studies necessary to make good regional transportation decisions.

   c. To provide a forum for state and federal representatives to confer with and address local officials and representatives about transportation and transportation-related issues.

   d. To provide a forum for citizens and the business community to confer with and address local officials and representatives about transportation and transportation-related issues.
e. To provide a forum for the regional community to discuss and recommend actions to the MARC Board (MPO) that address the planning and policy actions enumerated in current federal transportation law and regulations.

**Article IV Membership and Voting**

1. The TTPC shall consist of up to forty-nine (49) voting members.

2. The voting members shall be constituted as specified below:

<table>
<thead>
<tr>
<th>Membership</th>
<th>Votes</th>
<th>Represents</th>
<th>Appointed by (see Section 3 for appointment guidelines)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MISSOURI</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cass County</td>
<td>2</td>
<td>County</td>
<td>County Commission</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Municipal</td>
<td>Respective municipal organization</td>
</tr>
<tr>
<td>Clay County</td>
<td>3</td>
<td>County</td>
<td>County Commission</td>
</tr>
<tr>
<td></td>
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<td>County Commission</td>
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<td></td>
<td>Municipal</td>
<td>Respective municipal organization</td>
</tr>
<tr>
<td>Platte County</td>
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<td>County</td>
<td>County Commission</td>
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<td></td>
<td></td>
<td>Municipal</td>
<td>Respective municipal organization</td>
</tr>
<tr>
<td>Jackson County</td>
<td>6</td>
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<td>County Executive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>County</td>
<td>County Executive</td>
</tr>
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<td></td>
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<td>County Executive</td>
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<td></td>
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<td>County</td>
<td>County Executive</td>
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<tr>
<td></td>
<td></td>
<td>Municipal</td>
<td>Respective municipal organization</td>
</tr>
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<td></td>
<td></td>
<td>Municipal</td>
<td>Respective municipal organization</td>
</tr>
<tr>
<td>Independence</td>
<td>2</td>
<td>Unrestricted</td>
<td>Mayor, city of Independence</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unrestricted</td>
<td>Mayor, city of Independence</td>
</tr>
<tr>
<td>Kansas City, Missouri</td>
<td>6</td>
<td>Unrestricted</td>
<td>Mayor, city of Kansas City</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unrestricted</td>
<td>Mayor, city of Kansas City</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unrestricted</td>
<td>Mayor, city of Kansas City</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Northland</td>
<td>Mayor, City of Kansas City</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Northland</td>
<td>Mayor, City of Kansas City</td>
</tr>
<tr>
<td>Lee’s Summit, Missouri</td>
<td>1</td>
<td>Unrestricted</td>
<td>Mayor, City of Lee’s Summit</td>
</tr>
</tbody>
</table>
### KANSAS

<table>
<thead>
<tr>
<th>County</th>
<th>Type</th>
<th>Organization</th>
</tr>
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<tbody>
<tr>
<td>Johnson County</td>
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<td>County Commission</td>
</tr>
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<td>County Commission</td>
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<tr>
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<td>County</td>
<td>County Commission</td>
</tr>
<tr>
<td>County County</td>
<td>County</td>
<td>County Commission</td>
</tr>
<tr>
<td>Municipal County</td>
<td>Municipal</td>
<td>County Commission</td>
</tr>
<tr>
<td>Respective municipal organization</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leavenworth County</td>
<td>County</td>
<td>County Commission</td>
</tr>
<tr>
<td>Municipal County</td>
<td>County</td>
<td>County Commission</td>
</tr>
<tr>
<td>Respective municipal organization</td>
<td></td>
<td></td>
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<tr>
<td>Miami County</td>
<td>County</td>
<td>County Commission</td>
</tr>
<tr>
<td>Municipal County</td>
<td>County</td>
<td>County Commission</td>
</tr>
<tr>
<td>Respective municipal organization</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unified Government of Wyandotte County and</td>
<td>Unrestricted</td>
<td>Chief Exec. Officer Unified Govt.</td>
</tr>
<tr>
<td>Kansas City, KS</td>
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<td>Chief Exec. Officer Unified Govt.</td>
</tr>
<tr>
<td>Kansas City, KS</td>
<td>Unrestricted</td>
<td>Chief Exec. Officer Unified Govt.</td>
</tr>
<tr>
<td>Municipal (small cities)</td>
<td></td>
<td>Respective municipal organization</td>
</tr>
<tr>
<td>Overland Park, Kansas</td>
<td>Unrestricted</td>
<td>Mayor, City of Overland Park</td>
</tr>
<tr>
<td>Mayor, City of Overland Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Olathe</td>
<td>Unrestricted</td>
<td>Mayor, City of Olathe</td>
</tr>
<tr>
<td>Mayor, City of Olathe</td>
<td></td>
<td></td>
</tr>
</tbody>
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### AFFILIATED MEMBERSHIP

- **KDOT**
  - 1 Agency
  - Secretary, Department of Transportation
- **MoDOT**
  - 1 Agency
  - Chief Engineer MoDOT
- **KCATA**
  - 2 Agency
  - Board of Directors, KCATA
- **KCSA**
  - 1 Agency
  - Board of Directors, Kansas City Streetcar Authority

### OTHERS

- **Related Organizations**
  - Up to 4 Related Perspective
  - Co-Chairs of TTPC

### NON-VOTING MEMBERS

<table>
<thead>
<tr>
<th>County</th>
<th>Type</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ray County</td>
<td>County</td>
<td>County Commission</td>
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</table>
3. Guidelines for the Appointment of Members are as follows:

A. **County Appointments**

1. No more than one (1) representative can come from a single municipality or from the unincorporated portion of the county (does not apply to staff appointments).

2. Appointments shall be made by each county in consultation with municipalities within the county.

3. Members must either be residents of or employed by the county represented.

4. Members from counties not represented in the metropolitan planning area will become non-voting members.

B. **Large City Appointments**

1. Members will be appointed by the city.

2. In the case of Kansas City, Missouri, two members must represent the citizens of Kansas City, Missouri, north of the Missouri River.

C. **Mid and Small City Appointments**

1. Members will be appointed by agreement of mid and small cities through designated coordinating committee, mayors association or other appropriate city/municipal association.

2. Member must be a resident of or be employed by a jurisdiction within the Metropolitan Planning Boundary.

3. Members cannot be residents of any municipality having individual membership on TTPC.

4. For Johnson County, one member must represent a mid-size city (over 10,000 population but not an individual member) and one member must represent a small city (9,999 population or less).
5. For Jackson County, the mayors of cities which are not individual members will select two representatives who shall not be from the same city.

D. Affiliated Appointment

1. No restrictions apply to this category.

E. Other Organizations

1. Up to four (4) voting membership positions will be made available to other groups and organizations as deemed appropriate by the co-Chairs of TTPC to add business, economic development, social equity, environmental, transportation modal or other perspectives relevant to the current work of TTPC. MARC staff shall solicit organizational nominations and recommend nominees to the co-Chairs of TTPC, who shall appoint nominees to the TTPC for two-year terms.

F. Ex-Officio Appointments

1. No restrictions apply to this category.

4. In accordance with the bylaws of MARC, the voting members and designated alternates of the TTPC representing local jurisdictions and agencies shall be nominated by the respective jurisdictions and organizations and appointed by the Chair of the MARC Board. The designated alternate shall have full voting rights whenever the appointed member is absent from a meeting. In all cases, consideration of minority, disabled, elderly and/or female representation shall be given in the appointment process.

5. Attendance at TTPC meetings by the member is considered a duty of membership. Appointing authorities will be provided an annual attendance report at the beginning of each calendar year and at such times as the appointing authorities are requested to update their appointments to TTPC.

6. Terms of membership shall be for two (2) years and there shall be no limit to the number of terms a member may serve. Prior to expiration of a member's term, the appointing authority shall be requested by MARC to either re-appoint or appoint a new member.

7. Sub-committees of the TTPC may be organized by the co-Chairs of TTPC at any meeting of the TTPC. Said sub-committees shall be formed to investigate and report on issues needing more time than can be given at regular meetings. Membership of the subcommittees shall be appointed by the co-Chairs and may include both members and non-members of TTPC as necessary. Each sub-committee shall exist as long as deemed necessary by the co-Chairs of TTPC.

8. Attendance by non-members at any TTPC meeting is encouraged. If non-members wish to address
the TTPC on a transportation-related non-agenda matter, the non-members will be recognized under “Other Business” on the agenda. Presentations greater than five (5) minutes should generally be considered an important matter and should be placed on a regular agenda of the TTPC to be discussed fully and to allow due reflection and review for the members of TTPC.

Article V Quorum

1. A quorum at a regularly scheduled TTPC meeting shall consist of thirteen (13) voting members or their alternates.

2. A quorum at a special TTPC meeting shall consist of at least one half (1/2) of all voting members.

3. A quorum must be present to accept or reject any matter.

4. TTPC operates under a consensus model and strives to reach broad agreement on issues that come before it. However, actions of the committee do require a formal vote. In the event of a tied vote at a TTPC meeting, the co-Chairs of the TTPC may cast the deciding vote. In case the tie shall remain, the proposed action fails. The Co-chairs of TTPC may entertain alternative motions, including motions to return items to staff or to subcommittees for additional evaluation and to formulate revised recommendations.

Article VI Officers

The TTPC should be co-chaired by two elected officials, appointed by the MARC Board Chair, one representing Missouri and one representing Kansas. A permanent alternate of either co-Chair does not need to be an elected official and will still serve as co-Chair.

The TTPC will also have a secretary who should be the Director of Transportation who will assure that agendas are prepared, actions are recorded and shall staff the Committee otherwise and will not be a member of TTPC.

Article VII Meetings

1. TTPC may hold regular meetings at such time and place as may be determined from time to time by a vote of the committee.

2. The TTPC co-Chairs may call a special meeting of the TTPC should circumstances warrant. Notification to the public of such a special meeting will be in accordance with Sunshine Law provisions.

3. Notice of canceled or special meetings should be sent to all voting, non-voting and mailing list members at least three (3) working days prior to the meeting.
4. Notice and agendas for TTPC meetings should be distributed at least one week prior to the meeting.

**Article VIII Amendments**

These Bylaws may be amended at a special meeting by a two-step process. The first step is a vote of two-thirds of the quorum or two-thirds of TTPC voting members present when more than the quorum is present. The second step is approval by a vote of the MARC Board of Directors. A written copy of a proposed amendment to the Bylaws must be distributed to members with voting rights at least fourteen (14) days prior to any meeting at which the proposed amendment is to be discussed or voted upon.

**Article IX Liability**

None of the members of the TTPC nor any appointed member of an advisory subcommittee to the TTPC shall be personally liable in connection with any undertaking of the TTPC, unless it is expressly unauthorized, according to meeting records, at the time of the act or omission, or unless it is a criminal offense under state or federal law at the time of the act or omission.