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, May 15, 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: April 17, 2018 Minutes*
3. VOTE: 2018 Special Amendment #1 to the 2018-22 Transportation Improvement Program*
4. VOTE: 2018 Unified Planning Work Program – Amendment #2*
5. VOTE: Release Transportation Outlook 2040 Amendment #6 for Public Review & Comment*
6. VOTE: Updated Regional Vision Statement, Policy Goals and Transportation Policy Framework to guide development of the RTP 2050*
7. REPORT: Air Quality and Rideshare Program Updates
8. REPORT: Economic Potential of Fast and Frequent Transit in the Kansas City Region
9. REPORT: KC Regional Transportation Data Pilot – Sidewalk Labs “Replica” Model
10. Other Business
11. 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.
### Total Transportation Policy Committee
#### April 17, 2018
##### Meeting Summary

<table>
<thead>
<tr>
<th>Members, Alternates Present-Representing</th>
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<tbody>
<tr>
<td>Councilman Chuck Adams, Wyandotte County</td>
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<td>Municipalities, KS Co-Chair</td>
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<td>Mayor Carson Ross, Jackson Co. Mun., MO Co-Chair</td>
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<td>Commissioner Jim Allen, Johnson County</td>
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<td>Matt Davis, Jackson County</td>
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<td>Bob Heim, Platte County</td>
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<td>Michael McDonald, Leavenworth County Municip.</td>
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<td>Mark McHenry, City of Kansas City</td>
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<td>Janet McRae, Miami County</td>
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<td>Jack Messer, City of Overland Park</td>
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<td>Davonna Moore, KDOT</td>
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<td>Burt Morey, City of Overland Park</td>
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<td>Mike Moriarty, KDOT</td>
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<td>Jerry Nolte, Clay County</td>
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<td>Joe Perry, PortKC</td>
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<td>Josh Powers, Johnson County</td>
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<td>Eric Rogers, BikeWalk KC</td>
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<td>Mayor Richard Scharfen, Cass County Municipalities</td>
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<td>Fred Sherman, Johnson County Municipalities</td>
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<td>Kite Singleton, Regional Transit Alliance</td>
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<td>Mayor David Slater, Clay County Municipalities</td>
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<td>Mayor John Smedley, Platte County Municipalities</td>
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<td>Sheila Tracy, Northland Chamber of Commerce</td>
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<td>Geoffrey Vohs, Johnson County</td>
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<td>Beth Wright, City of Olathe</td>
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<td>Beccy Yocham, Johnson County Municipalities</td>
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<tr>
<th>Others Present</th>
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<tr>
<td>Noel Challis, City of Riverside</td>
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<td>Terri Griffen, Clay County</td>
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<td>Nan Johnston, City of Parkville</td>
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<td>Mike McKenna, Affinis</td>
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<td>Clarence Munsch, GBA</td>
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<td>Allison Smith, KDOT</td>
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<td>Shawn Strate, KCATA</td>
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<td>Kip Strauss, HNTB</td>
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<td>Brent Thompson, Unified Gov’t WyCo/KCK</td>
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<td>Jim Tobaben, WSP USA</td>
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<td>Jim Townsend, Wilson &amp; Co.</td>
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<td>Eva Voss, MoDOT</td>
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<td>John Zimmerman, TranSystems</td>
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<tr>
<th>MARC Staff Present</th>
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<tr>
<td>Ron Achelpohl, Director of Transp. and Environment</td>
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<tr>
<td>Karen Clawson, Senior Transportation Planner</td>
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<td>Beth Dawson, Senior Land Use Planner</td>
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<td>Darryl Fields, Senior Transportation Planner</td>
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<td>Marc Hansen, Principal Planner</td>
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<td>Jim Hubbell, Principal Planner</td>
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<tr>
<td>Laura Machala, Transportation Planner II</td>
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<tr>
<td>Whitney Morgan, Transportation Planner II</td>
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<tr>
<td>Martin Rivarola, Assistant Director of Transportation Land Use Planning</td>
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<tr>
<td>Andrew Stiehl, Transportation Planner I</td>
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<tr>
<td>Amy Strange, Public Affairs Coordinator II</td>
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<tr>
<td>Shawn Urbach, Travel Modeler I</td>
</tr>
<tr>
<td>Jermain Whitmore, Program Assistant</td>
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<td>Eileen Yang, Transportation Modeling Manager</td>
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1) Welcome/Introductions
Councilman Chuck, KS Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of March 20, 2018 Meeting Summary*
There were no changes to the March 20, 2018 meeting summary. Mayor David Slater moved to approve the meeting summary, Beccy Yocham seconded and the motion carried unanimously.

3) Transportation Outlook 2040 Amendment #6*
In June of 2015, the MARC Board of Directors approved an update to Transportation Outlook 2040, the Kansas City region’s long-range, Metropolitan Transportation Plan (MTP). It is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 25 years. Transportation Outlook 2040 describes the current and evolving surface transportation needs of the metropolitan area and identifies $33.1 billion in transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Amendments are made to Transportation Outlook 2040 as new projects, funding, or programs arise and MARC’s Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC is initiating two amendments to the plan and has received two additional project addition request to amend Transportation Outlook 2040. The details of proposed Amendment #6 appear below.

a. Amend project 808: Phase II KC Streetcar Extension – Main Street Extension (Amended project currently listed on unconstrained project listing as “Urban Rail: Phase II)
   • Sponsor: Kansas City Streetcar Authority, in partnership with Kansas City Area Transportation Authority, City of Kansas City, Mo.
   • Description: Planned southerly Main Street extension of KC streetcar to the vicinity of University of Missouri, Kansas City.
   • Category: Transit
   • Cost: $275m
   • Period: 2021-2030
   • Action: Add project 808 to the list of financially constrained list of projects.
   • Financial Constraint:
     The financial analysis in Transportation Outlook 2040 includes local and federal revenues to support the additional cost. Local revenues would be generated through sales and property tax assessments within a Transportation Development District, revenues generates through PortKC, and funds from Kansas City, Mo. Federal funding includes grants from the Federal Transit Authority or other federal sources. The financial constraint table for streetcar in Appendix E will be amended as follows in the next item.

b. Add project 3020: Phase II KC Streetcar Extension – Riverfront Extension
   • Sponsor: Kansas City Streetcar Authority, in partnership with Kansas City Area Transportation Authority, City of Kansas City, Mo., and PortKC
   • Description: Northern planned riverfront extension to the vicinity of the Berkeley Riverfront and I-29/I-35.
   • Category: Transit
   • Cost: $40m
   • Period: 2021-2030
   • Action: Add project 3020 to the list of financially constrained list of projects.
   • Financial Constraint: The financial analysis in Transportation Outlook 2040 includes local and federal revenues to support the additional cost. Local revenues would be generated through sales and property tax assessments within a Transportation Development District, revenues generates through PortKC, and
funds from Kansas City, Mo. Federal funding includes grants from the Federal Transit Authority or other federal sources. The financial constraint table for streetcar in Appendix E will be amended as follows.

**Figure E-14: Financial constraint of streetcar, 2015–2040**

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>2015-2020</th>
<th>2021-2030</th>
<th>2031-2040</th>
<th>Total</th>
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<td>Local</td>
<td>$62,000,000</td>
<td>$441,000,000</td>
<td>$138,000,000</td>
<td>$641,000,000</td>
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<td>O&amp;M</td>
<td>$(33,000,000)</td>
<td>$(83,137,000)</td>
<td>$(116,400,000)</td>
<td>$(232,537,000)</td>
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<td>Debt service and other</td>
<td>$(28,400,000)</td>
<td>$(42,500,000)</td>
<td>$(20,900,000)</td>
<td>$(91,700,000)</td>
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<td>Capital - Local (Riverfront)</td>
<td>-</td>
<td>$(17,000,000)</td>
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<td>$(17,000,000)</td>
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<tr>
<td>Capital - Federal/Other Grants (Riverfront)</td>
<td>-</td>
<td>$(23,000,000)</td>
<td>-</td>
<td>$(23,000,000)</td>
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<tr>
<td>Capital - Local (Main Ext.)</td>
<td>-</td>
<td>$(137,500,000)</td>
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<td>$(137,500,000)</td>
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<tr>
<td>Capital - Federal/Other Grants (Main Ext.)</td>
<td>-</td>
<td>$(137,500,000)</td>
<td>-</td>
<td>$(137,500,000)</td>
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<tr>
<td>Total</td>
<td>$600,000</td>
<td>$363,000</td>
<td>$700,000</td>
<td>$1,793,000</td>
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**c. Addition of the Public Transit – Human Services Transportation Coordination Plan (Coordinated Plan) to the Transportation Outlook 2040 as an appendix.**

The Coordinated Plan, a plan required by the Federal Transit Administration for the purposes of programming FTA Section 5310 funds, defines goals and strategies regarding special transportation services (including but not limited to ADA Paratransit) and programming for older adults and individuals with disabilities. This plan, originally embedded in Public Transit element of Transportation Outlook 2040, has been updated as a stand-alone document.

The Mobility Advisory Committee recommended adoption of the Coordinated Plan on March 6, 2018. The Regional Transit Coordinating Council will recommend its adoption on March 14, 2018. The draft of the Coordinated Plan can be found here (under Documents):

http://marc.org/Transportation/Committees/Transportation-Committees/Mobility-Advisory-Committee

**d. Updated Public Transportation element (Chapter 5) of the plan.**

The Public Transit element of Transportation Outlook 2040 (Chapter5) has been updated to reflect the recently adopted Smart Moves 3.0 Regional Transit and Mobility Plan. Additionally, the chapter has been updated to include more recent data for charts and tables, where possible. The updated draft of the Public Transit element can be found here:

http://marc.org/Transportation/Committees/pdf/5-0_PublicTransportation_updated.pdf

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

MARC’s Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment prior to adoption. Forty-four (44) comments regarding three projects were received from the general public. The comments and proposed responses have been included for your reference.

Regarding amendment 6c, the Mobility Advisory Committee recommended adoption of the Coordinated Plan on March 6, 2018. The Regional Transit Coordinating Council will recommend its adoption on March 14, 2018.

There was a question if there are any other publications, or other forms of media being used to promote the amendment to TO 2040, and Mrs. Clawson answered that different sources of media were used such as social media, prior to its release.
Someone inquired how this ties into RTP 2050, and Mrs. Clawson replied that this is what is being implemented now; however, some of the elements will carry over to RTP 2050. Mr. Achelpohl added that TO 2050 should be ready by June 2020.

Marc McHenry moved to approve Amendment #6 to Transportation Outlook 2040, Commissioner Jim Allen seconded and the motion carried unanimously.

4) 2018 Unified Planning Work Program – Amendment #1*

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 proposed 2018 UPWP Amendment #1 will make the following modifications:

- Revise task 2.7, Regional Household Travel Survey, to reduce 2018 Missouri Consolidated Program Grant (CPG) expenditures by $171,421. This amount of 2019 Missouri CPG will be included for the project when the 2019 MARC UPWP is developed.
- Revise task 2.3, Modeling/Forecasting Activities, to include $30,000 for contractual services related to the implementation of the UrbanSim modeling platform using the 2018 funding released from the first item.
- Revise task 5.2, Transportation Technology Planning and Integration, to increase CPG funding in 2018 for the Regional ITS Architecture Update by $65,778 using the 2018 funding released from the first item.
- Adjust individual task budgets to account for an overall increase in staff expenditures of $86,343.
- Reduce the MARC operating budget by $10,700 and reallocate to the items described above.
- Adjust the MARC consultant budget in Appendix C, Schedule 3 to reflect the consultant contract budget changes in tasks 2.3 and 5.2 described above;
- Add a new task for the Buck O’Neil Bridge Replacement Environmental Assessment
- Add a new task funded through the Missouri Traffic Engineering Assistance Program (TEAP) to the Appendix E – Related Activities
  - E.5 - Lightburne and Mill Street Intersection Study– Liberty, MO

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2018_UPWP_Amend1.aspx. These revisions result in changes to MARC’s budget and work activities for 2018 and should be released for public review and comment.

Projects conducted through the UPWP may influence or result in changes to established transportation policies, plans and programs. MARC’s Public Involvement Plan requires that proposed amendments to the UPWP be released for public review and comment. No comments from the public were received.

The amendment results in a shift of $171,421 of 2018 Missouri CPG funds from task 2.7 to 2019 and reallocates the 2018 funds to other tasks in the 2018 UPWP.

Kite Singleton moved to approve Amendment #1 to the 2018 UPWP, Janet McRae seconded and the motion carried unanimously.

5) 2018 2nd Quarter Amendment to the 2018-22 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 a quarterly cycle to accommodate changes to projects in the TIP.
The proposed 2018 2nd Quarter Amendment to the 2018-22 TIP includes 23 projects:

- 11 new projects to be added, including, but not limited to:
  - #280141 – I-35 in Wyandotte County: Allow Bus on Shoulder Operations
  - #634075 – Buckner-Tarsney Bridge Modifications

- 12 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/18Q2amend.aspx

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

All of the projects in the proposed 2nd quarter amendment are financially constrained.

The Missouri STP Priorities Committee approved modifications to #627019 at their meeting on January 9, 2018. The Active Transportation Programming Committee approved the additions of #259206 and #345127 and modifications to #345123 and #738107 at their meeting on February 14, 2018.

BikeWalk KC informed the committee that they just learned of needing a sponsor today, and are in the process of obtaining one. A committee member asked if we could approve the amendment, and give BikeWalk KC time to find a sponsor. Mr. Hansen responded that they wouldn’t be approved this time around, but could bring it back at the next quarter, as they are still under consideration.

Mr. Singleton moved to approve the 2018 2nd Quarter Amendment to the FFY 2018-2022 TIP, Mayor Slater seconded and the motion carried unanimously.

6) Changes to the MARC Roadway Functional Classification System*

Functional classification is the process by which roadways are categorized into classes, or systems, according to the type of service they are intended to provide. This system for roadway classification was developed by the Federal Highway Administration (FHWA), and has implications for the eligibility of a roadway to receive federal transportation funding. In addition to funding eligibility, the functional classification is used for the purposes of including planning, analysis, performance reporting and travel modeling.

Periodically, MARC works with local jurisdictions and the State DOTs to review and recommend changes to the FHWA functional classification system. The tables included with this report contain a list of recommended changes. All changes comply with federal criteria and guidelines for roadway functional classification.

The functional classification system is used to determine eligibility for roadways in the region to receive federal transportation funding. It is not used to prioritize funding or assign points during the project scoring and selection process.

The proposed changes to the functional classification system were reviewed and approved by the MARC Highway Committee on March 28, 2018. The changes will ultimately need to be approved by the MARC Board of Directors.
Jack Messer moved to approve the changes to the functional classification system, Commissioner Allen seconded and the motion carried unanimously.

7) 2018 Special Amendment #1 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 Special Amendment #1 to the 2018-22 TIP includes 1 project:

- 1 new projects to be added:
  - #410073 – Kansas City International Airport, New Terminal Project

Details of this project 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/18SA1amend.aspx

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

Sheila Tracy moved to approve the Release of the proposed 2018 Special Amendment #1 to the FFY 2018-2022 TIP for Public Review & Comment, Mayor Smedley seconded and the motion carried unanimously.

A committee member questioned if the airport will also be competing with other projects in the TIP, and Mr. Achelpohl clarified that some surface transportation elements of the project might be eligible to compete for FHWA or FTA funds but that the terminal improvements themselves would not.

8) 2018 Unified Planning Work Program – Amendment #2 for Public Review & Comment*

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 proposed 2018 UPWP Amendment #2 will make the following modifications:

- Add a new task funded through the FHWA Resilience and Durability to Extreme Weather Pilot Program to Appendix E – Related Activities
  - E.6 – Blue River Watershed Vulnerability Assessment
- Revise task 2.2 -- Metropolitan Transportation Plan to include $6,500 from FHWA-MO for hosting a Megaregions workshop

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2018_UPWP_Amend2.aspx. These revisions result in changes to MARC’s budget and work activities for 2018 and should be released for public review and comment.

Projects conducted through the UPWP may influence or result in changes to established transportation policies, plans and programs.
The amendment results in the addition of $6,500 of funding from FHWA to task 2.2, $150,000 from FHWA for related activity E.6 and the required matching funds in the 2018 UPWP.

Mr. Singleton moved to **approve Release Amendment #2 to the 2018 UPWP for Public Review & Comment**, Mayor Slater seconded and the motion carried unanimously.

9) **Regional Pedestrian Policy Plan**

Aaron Bartlett provided a presentation on the 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 multiple 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.

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 recommendations. The plan includes:

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 the last report to TTPC on December 19, 2017, MARC staff has been providing presentations of the draft plan to various MARC committees for further vetting. No substantive changes were requested to the document from any of the planning or programming committee members. A final draft plan has been posted to the [MARC website](http://www.marc.net).

Development of a regional pedestrian policy plan is consistent with the recommendations of *Transportation Outlook 2040*. The Regional Pedestrian Policy Plan provides policy recommendations at both the regional and local level.

The BPAC on December 6, 2017 recommended unanimously that the plan proceed through the MARC review process to TTPC for consideration.

It was asked if a recommendation has been developed on project scoring, and Mr. Bartlett remarked that nothing has been developed as of yet, but should happen during the next review.

There was inquiry into if a walkability scale is looking to be developed for the region from the plan, and Mr. Bartlett replied that a walkability model exist but could be modified with new data. A member asked if it could be made available for other local entities to use, and Mr. Bartlett affirmed that it could be made available; however, in order to make it available for developments, there needs to be a base level of terminology for the region.

Someone questioned why “educating the public on the benefits of walking” isn’t included under the “Increased Resources” policy of the strategy, and Mr. Bartlett responded that the “Increased Resources” part of the strategy more so addresses actually improving the infrastructure itself, while the former addresses educating the public on the importance of the enhancing the infrastructure.

A committee member queried the timeline for the scoring apparatus to be put together, and Mr. Bartlett replied that this timeline would depend on the programming committee work plans.
Mr. Messer moved to approve to Adopt the final draft plan as a framework to guide discussion regarding pedestrian issues during the development of the Regional Transportation Plan 2050 and future investment policy, Mayor Slater seconded and the motion carried unanimously.

10) Comments on Draft Missouri 2018 Long-Range Transportation Plan Update*
Eva Voss presented an overview of the update, and MARC staff led a discussion of potential areas to provide comments on behalf of the region as discussed in the policy considerations below. The Missouri Highways and Transportation Commission has released a draft update of the Statewide Long-Range Transportation Plan (LRTP) and is accepting comments from stakeholders and the public through May 3, 2018. The draft plan is available at: [http://www.modot.org/LRTP/](http://www.modot.org/LRTP/).

The 2018 Missouri LRTP updates goals and objectives for the state transportation system, considers impacts of emerging and continuing trends for demographics, infrastructure and technology, and assesses system needs and revenues for the next 25 years. Unlike MARC’s metropolitan transportation plan, the state LRTP is not required to include a financially constrained list of transportation projects.

The draft update includes four goals from previous plans and proposes adding one new goal:
- Take care of the transportation system and services we enjoy today
- Keep all travelers safe, no matter the mode of transportation
- Give Missourians better transportation choices
- Invest in projects that spur economic growth and create jobs
- Improve reliability and reduce congestion on Missouri’s transportation system (New)

While the update was developed with input from staff from metropolitan planning organizations (MPOs) in Missouri, including MARC, there is no direct acknowledgement of policy goals or strategies from the MTPs of the eight MPOs that serve Missouri. The statewide plan could provide an opportunity to highlight similarities and differences in priorities in the urban areas across the state in developing statewide goals for the transportation system. For example, MARC’s [Transportation Outlook 2040](#) includes additional goals related to climate change and energy, equity, the environment, place-making, and public health.

The draft update includes new information about the potential impacts of emerging technologies including autonomous, connected and alternative fuel vehicles, transportation network companies, and others which may also provide helpful background for MARC’s work to develop our next regional transportation plan for 2050.

There was a question about the relationship of this plan update to the recommendations of the 21st Century Transportation task force that were presented to the legislature. Ms. Voss stated that she wasn’t sure these were but would find out.

Mr. Singleton moved to approve to Review and discuss the draft update and consider recommending comments for MARC, Mayor Smedley seconded and the motion carried unanimously.

11) 2018 Call for Projects Update
Marc Hansen reported on additional details about these applications. 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.

Consistent with this role, MARC issued a call for projects on January 19, 2018 for federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STP) and Surface Transportation Block Grant Program – Set
Aside (TAP) funding programs estimated to total $55 million through FFY 2022. MARC received 100 applications for projects by the March 23, 2018, 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 Transportation Outlook 2040.

MARC will collect a 0.5% project fee for all federal funds awarded through this call for projects.

TTPC authorized a call for projects for 2021-2022 federal sub-allocated funding on December 19, 2017.

The suggestion was made that as discussions go forth regarding broadband being installed along the roadway, that everyone keep in mind right of way use, and other factors that could be effected by it being installed.

12) Regional Safety Report
4th QUARTER, KANSAS CITY REGION FATALITY REPORT

The Kansas City Region Fatality Report ending December 31, 2017 is attached. The report tracks 15 Focus Areas identified in the Safety Blueprint. Each quarterly report represents the total recorded year-to-date roadway fatalities for the 13 county area. The Safety Blueprint set goal of 160 or fewer fatalities through 2017. This goal was not met.

A total of 285 fatalities were reported in 2017. The five-year average 2012-2016 is 209. Fatalities in 2017 are up 36% over the five-average.

The report provides fatalities by county. This year we are observing substantial increases in some counties. Nine out thirteen counties experience above average fatalities.

The month-by-month regional fatalities are compared to the five-year monthly average to provide a baseline. The region experienced very high fatalities in March and July. All months were over average with the exception of February and November.

The report tracks 15 focus areas that are grouped into three categories: Behavioral, Infrastructure and Special User. All behavioral focus areas increased over the average except for impaired driving. All infrastructure focus areas increased over the average except for intersections. All special user focus areas increased over the average.

Additional insights are provided in the 2017 Annual Safety Report combined with strategies to reduce fatalities and serious injuries.

We will continue to monitor traffic fatalities and will report again in August of 2018.

2017 ANNUAL SAFETY REPORT

This report compares 2016 data and five-year averages (2011–2015) against the reduction goals established in the “Toward Zero Deaths 2013–2017: Kansas City Regional Transportation Safety Blueprint”. Using the latest finalized data from 2016, the report provides a snapshot of fatality and serious injury crash data. Reduction goals were not met.

Since the creation of the Destination Safe Coalition in 2004 five-year rolling averages have fallen every year until 2015. Nationally, however, the number of crashes resulting fatalities and serious injuries has been on the rise through 2017. A likely factor has been the increase vehicle miles traveled although the rise in fatalities is
outpacing the increase in travel. Low gas prices and a rebounding economy are possible reasons for this trend. Distracted driving also plays a significant role.

Human factors contribute to 94% of crashes according to the National Highway Traffic Safety Administration research. For this reason, the Destination Safe Coalition continues to focus their efforts to address behavior related safety issues through education, enforcement and public policy. The 2017 Annual Safety Report also highlights programs funded in 2017 through the 2018 fiscal years.

There are both short-term and long-term factors that will affect the degree to which we can reduce transportation-related fatalities and serious injuries. In the short-term, education and enforcement efforts can help. Short-term efforts should focus on reducing speed, distraction and increasing seat belt use. In the long-term there is hope that emerging technologies will prevent crashes through avoidance and advanced warning systems. Autonomous or self-driving vehicles combined with vehicle to vehicle and vehicle to infrastructure communications may significantly reduce crashes. A second long-term strategy is to reduce the number of vehicle miles traveled by changing land use patterns that allow for mixed-use development and shorter trip distances. This would allow for safer travel modes like public transportation, walking and bicycling which could in turn reduce VMT and lower speeds to reduce the severity of crashes.

The annual safety report is produced with the support from MARC, MoDOT, KDOT and other safety partners.

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

The suggestion was made that as discussions go forth regarding broadband being installed along the roadway, that everyone keep in mind right of way use, and other factors that could be effected by it being installed.

A committee member asked how far back does the data go regarding “Unlicensed Drivers”, and Mr. Bartlett responded about 10 years.

It was asked if there is a direct correlation between increased vehicle miles travelled (VMT) and the recent increases in traffic fatalities. Mr. Bartlett answered that they are both increasing, but fatalities have increased at a higher rate than VMT.

13) Kansas City Regional Intelligent Transportation Systems Architecture Update
Marc Hansen briefed the committee on the status of the update and the schedule for completion. As the federally designated metropolitan planning organization (MPO) for the bi-state Kansas City metropolitan area, MARC is responsible for the development, update, and ongoing maintenance of the Kansas City Regional Intelligent Transportation Systems (ITS) Architecture. The development and implementation of the ITS Architecture creates a regional framework that ensures institutional agreement and technical integration for the implementation of ITS projects. A functional ITS Architecture is required by the Fixing America’s Surface Transportation Act (FAST Act) and all ITS projects funded from the Highway Trust Fund are required to be in conformance with ITS Architecture requirements and appropriate standards.

The Kansas City Regional ITS Architecture was adopted in 2004, and last updated in 2012. In 2018, MARC will complete an update to the Regional ITS Architecture to detail new systems and services operating in the region and will consider the impacts on regional transportation operations and ITS architecture requirements of new technologies including those for autonomous and connected vehicles and private ride hailing services.
A functional ITS Architecture is required by the Fixing America’s Surface Transportation Act (FAST Act) and all ITS projects funded from the Highway Trust Fund are required to be in conformance with ITS Architecture requirements and appropriate standards.

Funding for this project is supported by FY 2018 Consolidated Planning Grant (CPG) funds currently identified in the MARC Budget and in the 2018 Unified Planning Work Program (UPWP).

14) Other Business
   • Mr. Achelpohl informed the committee that Sheila Tracy will be recognized with a Regional Leadership Award at the MARC Regional Assembly on June 8, 2018.

15) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held May 15, 2018.
ISSUE

VOTE: 2018 Special Amendment #1 to the 2018-22 Transportation Improvement Program

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 Special Amendment #1 to the 2018-22 TIP includes 1 project:

- 1 new projects to be added:
  - #410073 – Kansas City International Airport, New Terminal Project

Details of this project 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/18SA1amend.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.

The project in the proposed 2018 Special Amendment #1 is financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the 2018 Special Amendment #1 to the FFY 2018-2022 TIP.

STAFF CONTACT

Marc Hansen
ISSUE

VOTE: 2018 Unified Planning Work Program – Amendment #2*

BACKGROUND

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

The proposed 2018 UPWP Amendment #2 will make the following modifications:

- Add a new task funded through the FHWA Resilience and Durability to Extreme Weather Pilot Program to Appendix E – Related Activities
  - E.6 – Blue River Watershed Vulnerability Assessment
- Revise task 2.2 -- Metropolitan Transportation Plan to include $6,500 from FHWA-MO for hosting a Megaregions workshop

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2018_UPWP_Amend2.aspx. These revisions result in changes to MARC’s budget and work activities for 2018 and should be released for public review and comment.

POLICY CONSIDERATIONS

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

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

BUDGET CONSIDERATIONS

The amendment results in the addition of $6,500 of funding from FHWA to task 2.2, $150,000 from FHWA for related activity E.6 and the required matching funds in the 2018 UPWP.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Amendment #2 to the 2018 UPWP.

STAFF CONTACT

Marc Hansen
ISSUE

VOTE: Release Transportation Outlook 2040 Amendment #6 for Public Review & Comment*

BACKGROUND

In June of 2015, the MARC Board of Directors approved an update to Transportation Outlook 2040, the Kansas City region’s long-range, Metropolitan Transportation Plan (MTP). It is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 25 years.

Transportation Outlook 2040 describes the current and evolving surface transportation needs of the metropolitan area and identifies $33.1 billion in transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian, and freight movement. Amendments are made to Transportation Outlook 2040 as new projects, funding, or programs arise and MARC’s Public Involvement Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC has received an additional requests to amend Transportation Outlook 2040. The details of proposed Amendment #6 appear below.

a) Amend project 346: I-35/119th Street Interchange

- Sponsor: Olathe
- Description: Modification of the existing interchange to a Diverging Diamond Interchange (DDI) to provide capacity on the interchange ramps and on the bridge over I-35 to meet projected traffic demand. Includes capacity improvements to 119th Street from Renner Blvd. to Strang Line Rd.
- Category: Roadway
- Cost: $24,000,000
- Period: 2021-2030
- Actions:
  1. Modify project name and description to add interchange reconstruction.
  2. Modify cost from $2.5 million to $24 million ($21.5 million increase).
- Financial Constraint: The financial analysis in Transportation Outlook 2040 assumes there is sufficient local funding capacity to support the additional cost. Financial constraint tables in Appendix E will be amended to reflect the increased expenditure (see figure on following page).
Figure E.11c (Amendment 5): Financial constraint of Kansas local system projects

<table>
<thead>
<tr>
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<th>2015-2020</th>
<th>2021-2030</th>
<th>2031-2040</th>
<th>TOTAL</th>
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<tr>
<td>Revenue</td>
<td>$1,713,900,000</td>
<td>$3,384,700,000</td>
<td>$4,188,700,000</td>
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<td>O&amp;M</td>
<td>($187,000,000)</td>
<td>($396,000,000)</td>
<td>($532,000,000)</td>
<td>($1,115,000,000)</td>
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<td>Preservation</td>
<td>($530,000,000)</td>
<td>($1,122,000,000)</td>
<td>($1,508,000,000)</td>
<td>($3,160,000,000)</td>
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<tr>
<td>Available for  projects</td>
<td>$996,900,000</td>
<td>$1,866,700,000</td>
<td>$2,148,700,000</td>
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<tr>
<td>Non-preservation MTP projects</td>
<td>($455,600,000)</td>
<td>($1,101,700,000)</td>
<td>($568,400,000)</td>
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<tr>
<td>Difference</td>
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<td>$1,580,300,000</td>
<td>$2,908,100,000</td>
</tr>
</tbody>
</table>

POLICY CONSIDERATIONS

*Transportation Outlook 2040* describes how the region will manage, operate, and invest in its multimodal transportation system over the next twenty-five years. The plan describes goals and objectives for the region, policies to help the region make progress toward the goals, and actions to support the policies. It stresses the interrelationships between modes and promotes the integration of individual facilities and services into a system that efficiently and cost-effectively meets the access and mobility needs of the region.

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

BUDGET CONSIDERATIONS:

The appropriate financial constraint analysis has been documented.

COMMITTEE ACTION:

The proposed amendment to *Transportation Outlook 2040* was considered and formally recommended by the MARC Highway Committee on May 7, 2018.

RECOMMENDATION:

*TTPC approves the release of the proposed amendments to Transportation Outlook 2040 for public review and comment.*

STAFF CONTACT:

Jim Hubbell
ISSUE

VOTE: Updated Regional Vision Statement, Policy Goals and Transportation Policy Framework to guide development of the RTP 2050*

BACKGROUND

The Mid-America Regional Council (MARC) is responsible for developing and maintaining a metropolitan transportation plan (MTP) to guide federal investments and serve as a blueprint for managing the region’s transportation system. Transportation Outlook 2040, the current MTP, was adopted in 2015 and the next plan will be due by June of 2020.

MARC is now working to develop the regional transportation plan for 2050. The first steps in this process have been to review and update plan goals and objectives based on a regional needs assessment incorporating stakeholder and public input along with data about the transportation system. One of the objectives of this update is to develop a framework that will enhance integration of transportation planning with other regional initiatives under MARC’s purview such as environmental planning, emergency response planning, human services planning etc. As part of this work, staff have proposed redrafting the regional vision statement originally adopted by the MARC Board of Directors in 2009.

Drafts of this updated vision statement have been shared and discussed with various committees. As an outcome of these discussions and further staff review, the updated regional vision statement and policy goals have been refined into the attached version.

Staff will update the TTPC on these revisions and will seek TTPC endorsement of the updated regional vision statement and policy goals, as well as the interim policy framework to guide remaining work for RTP2050. For more information, please see: www.marc.org/2050

POLICY CONSIDERATIONS

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 we want to achieve by the year 2040 and how we plan to do it.
- **Transportation projects**: major regional transportation investments to help accomplish goals.

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

Sustainable Places Policy Committee, Air Quality Forum, Regional Transit Coordinating Council, Highway, Bicycle Pedestrian Advisory Committee, Aviation, Goods Movement, Technical Forecast Committee, and the MARC Board of Directors have all participated in prior discussions to support this work.
RECOMMENDATION

Endorse the updated regional vision statement and policy goals to guide future MARC planning activities and adopt the transportation policy framework to guide development of the regional transportation plan for 2050.

STAFF CONTACT

Martin Rivarola
REGIONAL VISION

Greater Kansas City is a region of opportunity. Its robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.

*Formed at the confluence of rivers, trails and trains on the border of two states, Greater Kansas City is a place of interconnection, where people of all backgrounds are welcome and where commerce and ideas flow as freely as the rivers and streams that run through and define it. Our people thrive here, in safe, walkable and well-maintained neighborhoods. We have abundant opportunities for education, and work in fulfilling jobs at businesses that can compete with any in the world. We enjoy, protect and preserve our region’s natural beauty. We care for our neighbors and our communities. We lead by example. Our region has the strength to not only bounce back from adversity, but bounce forward, confidently, into the future.*

REGIONAL GOALS

<table>
<thead>
<tr>
<th>PEOPLE</th>
<th>PLACES</th>
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</table>

**SUCCESSFUL PEOPLE** enjoy independence and have choices in where to live, where to work and what they do. They have access to good schools, quality jobs and other resources that enable them to lead fulfilling lives and reach their full potential.

**ENGAGED PEOPLE** benefit from strong social networks with friends, family and coworkers. They are involved in the civic life of their neighborhoods and communities, and are empowered to help create and promote belonging, inclusion and meaningful connection.

**HEALTHY PEOPLE** thrive in clean and safe communities that support healthy eating and active lifestyles. They have access to health care systems that foster physical and mental well-being, including services for both treatment and prevention.

**VIBRANT PLACES** provide easy access to jobs and services, offer choices in housing, recreation, shopping and transportation, and promote access to arts and culture. Vibrant places make efficient use of public and private resources and are attractive to residents and businesses.

**CONNECTED PLACES** are linked by corridors that encourage walking, biking and public transportation in addition to serving motor vehicles. These corridors support sustainable development and help connect residents and businesses to jobs, goods, services and other opportunities.

**GREEN PLACES** are ecologically healthy and resilient, creating real economic and social value. The conservation and restoration of natural areas and natural resources enhance both environmental and public health.

**COMMUNITIES**

**STRONG COMMUNITIES** provide a solid foundation for people and places to prosper. They knit together networks of people, families, businesses and civic organizations, nurturing relationships that engender trust and collaboration. They are equitable, cohesive and well governed. They respect history and community character while building for the future.
Greater Kansas City is a region of opportunity. Its robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.

**PEOPLE**
- SUCCESSFUL
- ENGAGED
- HEALTHY

**PLACES**
- VIBRANT
- CONNECTED
- GREEN

**STRONG COMMUNITIES**
**PUBLIC INPUT**

**SURVEY RESULTS**

Ranking of 10 goals from TO 2040 from 1 (high) to 10 (low)

- Transportation Choices: 3.88
- Safety & Security: 4.21
- Economic Vitality: 4.85
- System Performance: 5.07
- System Condition: 5.71
- Public Health: 5.82
- Equity: 5.83
- Environment: 5.86
- Climate/Energy: 6.01
- Placemaking*: 6.96

Other priorities:
- Sustainable growth/development
- Connectivity and cohesiveness
- Access to jobs/opportunities
- Adapting to emerging technologies
- Fiscal sustainability

**NEEDS ASSESSMENT**

1. Placemaking
2. Access to Opportunity
3. Economic Vitality
4. Transportation Choices
5. Public Health & Safety
6. Healthy Environment
7. Data & Technology
8. Financial Sustainability

**PROPOSED RTP2050 POLICY FRAMEWORK**

- **ECONOMIC VITALITY**
- **PLACEMAKING/SUSTAINABLE GROWTH & DEVELOPMENT**
- **EQUITY**
- **TRANSPORTATION CHOICES**
- **SAFETY & SECURITY**
- **SYSTEM CONDITION & PERFORMANCE**
- **PUBLIC HEALTH**
- **ENVIRONMENT**
- **CLIMATE/ENERGY**
- **DATA & TECHNOLOGY**
- **FINANCIAL SUSTAINABILITY**
ISSUE
REPORT: Air Quality and Rideshare Program Updates

BACKGROUND
The Air Quality Forum approved an update to the regional Clean Air Action Plan at their May meeting. Staff will provide the highlights of the update and a progress report on existing initiatives. Original Clean Air Action Plan documents can be found at www.marc.org/airq. The 2018 Ozone Season began on March 1 and extends through October 31. Staff will also provide an update on ozone readings through the beginning of this season.

Staff will also provide information regarding the 2018 Green Commute Challenge and other Rideshare and Air Quality program updates.

The 2018 Ozone Season Summary report, updated weekly, can be found at http://marc.org/Environment/Air-Quality/Reports/Ozone-Summaries. Additional information can be found at www.marc.org/airq.

POLICY CONSIDERATIONS
None.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
Amanda Graor
ISSUE
REPORT: Economic Potential of Fast and Frequent Transit in the Kansas City Region

BACKGROUND
Bus Rapid Transit (BRT) is a type of bus service that emulates characteristics of rail operations such as high frequencies, limited stops and enhanced passenger amenities. Transit Oriented Development (TOD) is a strategy to facilitate walkable, mixed-use development and enhance the accessibility of high levels of transit service by concentrating development around existing or planned transit corridors. TOD enhancements often benefit other mobility options, including walking, biking, car-sharing, vanpooling, etc. in addition to transit.

TOD is a relatively new concept in our region but many recent transit investments have potential to support and benefit from TOD. Through Smart Moves 3.0, Kansas City’s MAX services along Main, opened 2005, and Troost, opened 2010, and planned for Prospect Ave are considered fast and frequent service. Connex routes along State Avenue and Metcalf Avenue have offered a lite version of the MAX service in Kansas.

The study examined what TOD and economic impacts fast and frequent service has had within the Main and Troost MAX corridors along with estimating what the potential impact may be with the Prospect MAX and other priority corridors within the region (such as State Avenue and Metcalf Avenue in Kansas; and North Oak Trafficway, Independence Avenue, 12th Street, 18th Street, 31st Street and 39th Street in Missouri). The study also examined the Kansas City region in relation to fast and frequent corridors in other cities to gain a better understanding of variables that may impact TOD and economic development.

POLICY CONSIDERATIONS
None.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Martin Rivarola
Beth Dawson
ISSUE
REPORT: KC Regional Transportation Data Pilot – Sidewalk Labs “Replica” Model

BACKGROUND
In fall 2017, MARC entered an agreement with Sidewalk Labs and regional partners to develop and test an unprecedented transportation data analysis tool for the greater Kansas City region. The transportation data tool being developed for the Kansas City region is called “Replica,” and the primary goal of the tool is to help local public agencies better understand how people travel within a particular region. In addition to MARC, this 1-year pilot project involves KCATA, KC Streetcar, BikeWalk KC, and the cities of Overland Park, Olathe and Kansas City, MO.

Using a wide variety of data from both public and private sources, Sidewalk Labs is developing a model (Replica) that “replicates” travel within the Kansas City region for a typical day in a particular quarter (3-month period) in 2018. MARC staff will share a brief overview of the project, an update on progress and future developments, and demonstrate an early release of the Kansas City Replica.

Note: Sidewalk Labs is owned by multinational conglomerate Alphabet, Inc., which serves as the parent company to Google and several former Google subsidiaries. The Replica product does not directly access, display or report any Google data.

POLICY CONSIDERATIONS
MARC’s transportation planning work requires large amounts of regional data regarding household travel patterns, origins and destinations, mode share, system speeds and other information in order to calibrate travel demand models, identify transportation needs and support development of regional plans and programs. MARC and its regional partners are in constant pursuit of better data and tools to use in support of performance based planning and programming. Sidewalk Labs’ Replica, and products like it, have the potential to drive better decisions that ultimately lead to improved transportation outcomes.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
Jim Hubbell