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 21, 2019, 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 16, 2019 Minutes***
3. REPORT: Greater Kansas City Chamber of Commerce Big 5
4. REPORT: KC Rising Overview & Place
5. REPORT: RTP2050 Update
6. REPORT: Regional Safety Report
7. REPORT: RideshareKC’s Annual Green Commute Challenge
8. REPORT: Sub-allocated Funding Update
9. REPORT: Sub-allocated Programming Review
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 16, 2019
Meeting Summary

Members, Alternates Present-Representing
Councilman Chuck Adams, Wyandotte County Municipalities, KS Co-Chair
Mayor Carson Ross, Jackson County Municipalities, MO Co-Chair
Commissioner Jim Allen, Johnson County
Mike Brungardt, Johnson County Municipalities
Cory Davis, KDOT
Tom Gerend, Kansas City Streetcar
Tim Gramling, City of Independence
Richard Grenville, PortKC
Bob Heim, Platte County
Darren Hennen, Northland Chamber of Commerce
Dick Jarrold, KCATA
Mayor Leonard Jones, Jackson County
Mike Krass, Cass County
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Municipal
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Josh Powers, Johnson County
Brian Shields, City of Overland Park
Kite Singleton, Regional Transit Alliance
Mayor David Slater, Clay County Municipalities
Griffin Smith, MoDOT
Chad Thompson, City of Kansas City
Reginald Townsend, Cass County
Tom Van Camp, City of Independence
Commissioner Jim Walters, Unified Govt of WyCo/KCK
Doug Whitacre, Johnson County Municipalities
Beth Wright, City of Olathe
Beccy Yocham, Johnson County Municipalities

MARC Staff Present
Ron Achelpohl, Dir. Of Transportation & Environ.
Aaron Bartlett, Senior Transportation Planner
Darryl Fields, Senior Transportation Planner
Tom Jacobs, Environmental Program Director
Jermain Whitmore, Program Assistant
Eileen Yang, Transportation Modeling Manager

Others Present
Katy Crow, City of Edgerton
Trent Dansel, Olsson
Randy Gorton, BHC Rhodes
Beth Linn, City of Edgerton
Greg Rokos, City of Raymore
Jennifer Schwaller, HDR
1) Welcome/Introductions
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of March 19, 2019 Meeting Summary*
There were no changes to the March 19, 2019 meeting summary; however, it was pointed out that there was a typo concerning Chuck Ferguson’s name. It was noted, and the correction will be made. Mayor David Slater moved to approve the meeting summary, Beth Wright seconded and the motion carried unanimously.

3) 2019 2nd Quarter Amendment to the 2018-22 Transportation Improvement Program*
The proposed 2019 2nd Quarter Amendment to the 2018-22 TIP included 17 projects.

FHWA requires the Mid-America Regional Council (MARC) to establish safety targets on an annual basis, beginning with targets for calendar year (CY) 2018. The MARC Board of Directors approved the most recent regional safety targets on December 18, 2018. MARC has included this information as part of the amendment packet and will incorporate the information into the “Measuring Progress” section of the 2018-2022 TIP.

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. Details of these projects were available for review on the Internet and no comments were received during the comment period.

Sherri McIntyre moved to approve the 2019 2nd Quarter Amendment to the FFY 2018-2022 TIP, Beth Wright seconded and the motion carried unanimously.

4) 2019 Unified Planning Work Program – Amendment #1 for Public Review & Comment
The proposed 2019 UPWP Amendment #1 was proposed make the following modifications

- Add a new task for the Central Plains Technology Plan, a project recently awarded funding through FHWA’s “National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination” program.
- Revise task 3.1, Modeling/Forecasting Activities, to include the completion of the Synthetic Data Pilot project that was started in the 2018 UPWP.
- Revise Appendix C as necessary to account for the modifications noted above.

These revisions result in changes to MARC’s budget and work activities for 2019 and should be released for public review and comment.

Mayor Slater moved to approve the release of Amendment #1 to the 2019 Unified Planning Work Program (UPWP) for public review & comment, Ms. McIntyre seconded and the motion carried unanimously.

5) Update Critical Urban Freight Corridors
Darryl Fields presented the report on Critical Urban Freight Corridor updates. MoDOT has identified nine (9) bridges in the Kansas City area that will require CUFC designation. The designated bridges will be used to support two (2) “Infrastructure to Rebuild America” (INFRA) Grant applications. MoDOT plans using the bridges as value for local match under two different scenarios that supports rebuilding the Rocheport Bridge. The designated bridge locations’ mileage encumbered is a little over ½ mile. MARC has the ability to designate up to 31 miles in the Kansas City area. Currently there are 3.1 miles designated as CUFC on projects in the current TIP. The remaining mileage is attached to proposed projects in Transportation Outlook 2040 (TO2040). Projects currently in TO2040 are to be reevaluated and rescored through the current RTP 2050 planning process.
MARC may designate up to 31 miles of CUFC. Current TIP projects equal 3.1 miles of designation. Remaining miles are proposed projects in TO2040. All TO2040 Projects are under reevaluation for possible inclusion into MTP2050 scheduled for completion in 2020.

The Goods Movement Committee met on April 2, 2019 to consider approval of these new CUFC locations, and recommends approval of MoDOT’s proposed CUFC update.

One of the committee members inquired if there were any projects included from Clay County, and Mr. Fields answered that these changes are mostly regarding bridge work, which there were none included in their plan.

Janet McRae moved to approve changes to Critical Urban Freight Corridors as recommended by the Goods Movement Committee, Dick Jarrold seconded and the motion carried unanimously.

6) Green Infrastructure Framework
Tom Jacobs gave a recap of the Green Infrastructure and next steps. The approach of the Green Infrastructure Framework is intended to inform regional plans for transportation, hazard mitigation, air and water quality and other topics in a variety of ways. First, it offers guidance and specificity related policy goals associated with climate resilience, natural resource protection, public health, environmental justice, centers and corridors, and alternative transportation. Second, it aligns with key regional strategies such as MetroGreen, green and complete streets and transit-oriented development. Third, it provides a guidance for the development of regional Planning Sustainable Places projects and strategies to advance future implementation. Ultimately, the approach complements and strengthens previous efforts to achieve environmental and transportation goals - at the same time.

In February, staff provided an overview of the framework. At this time, staff requests committee endorsement of the framework. After endorsement is received by the Air Quality Forum, Sustainable Places Policy Committee, and Total Transportation Policy Committee, the framework will be presented to the MARC Board of Directors for their consideration.

MARC’s Sustainable Places Policy Committee voted to endorse the framework on March 8, 2019. Air Quality Forum endorsed the framework on March 12, 2019. TTPC was briefed on the framework on March 19, 2019.

It was asked how the proposed framework interacts with the NPDES stormwater requirements, administered by the Missouri Department of Natural Resources. Mr. Jacobs explained that the framework is consistent with stormwater regulations, but creates an approach that extends well beyond minimum water quality requirements through an integrated approach. MARC, however, is not working with DNR to formally link the framework to state regulations.

Another question focused on the framework’s applicability to small towns. Mr. Jacobs responded that it is a flexible framework deliberately designed to focus across a typology of land uses and at multiple scales, enabling it to be used in small and large towns alike.

Kite Singleton moved to approve the endorsement of the Green Infrastructure Framework. Mayor Slater seconded the motion, which carried unanimously.

7) MoDOT Planning Exercise
Griffin Smith provided more information about this process. This exercise is intended to help keep MoDOT’s planning priorities current in the event that additional funds become available through the Governor’s proposed 250 bridge program or other sources.
MoDOT district staff will provide updated project lists to headquarters in June. Since MoDOT and other jurisdictions have also been asked to provide information about projects to be considered for the 2050 update to the region’s transportation plan in April, the Missouri STP Priority Committee will review project information at their May meeting and finalize a recommendation for TTPC to consider in June.

State system priorities should be consistent with the goals and objectives of Transportation Outlook 2040 and the updated policy framework for RTP 2050.

8) **City of Edgerton Planning Initiatives Update**
Beth Linn, City Administrator provided an update on recent planning work, the community’s continued industrial development, associated land use impacts and the opening of the Big Bull Creek Park last fall.

She also provided an update on their 2017 Planning Sustainable Places project, the Downtown Edgerton Plan.

9) **Other Business**
- Ron Achelpohl informed the committee that Mayor Slater will be recognized with a regional leadership award at the MARC Annual Meeting on June 14.

10) **Adjournment**
With no further business the meeting was adjourned. The next meeting of TTPC will be held May 21, 2019.
ISSUE:
REPORT: Greater Kansas City Chamber of Commerce Big5 Transportation Initiative

BACKGROUND:
In 2018, the Greater Kansas City Chamber of Commerce announced that “Building KC’s innovative regional transportation solutions” was the KC Chamber’s new Big 5 goal for the region.

In 2019 and 2020 the priorities of the new Big 5 goal are workforce access, regional transportation revenue & investment strategies, transportation safety, and advocacy. More information about the Chamber’s Big 5 initiatives is available at https://www.kcchamber.com/what-we-do/big-5-initiatives

Mike DeBacker of Burns & McDonnell is co-champion of the initiative along with Scott Smith, formerly with HNTB. Mr. DeBacker will provide an update on the initiative at the meeting.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
Chamber staff reported on the creation of the initiative in March of 2018.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: KC Rising Overview & Place

BACKGROUND:
KC Rising is the region’s initiative for boosting the region’s economic performance, sponsored by the Civic Council of Greater Kansas City, the Kansas City Area Development Council, the Greater Kansas City Chamber of Commerce and MARC. KC Rising arose from a joint analysis by the Brookings Institution and MARC analyzing the region’s economic competitiveness relative to peer metros with respect to three drivers of regional prosperity: the performance of traded sectors (TRADE), its capacity for innovation and entrepreneurship (IDEAS), and quality of its human capital (PEOPLE). These drivers are, in turn, enabled by high-impact land use and transportation investment in places, effective governance and policy decisions, and improving social and economic equity.

KC Rising is completing its fourth year and while much has been accomplished, it is at a point where it needs to scale up the impact of its efforts. In particular, more successful peer metros have been effective in incorporating place-based investments into their overall economic strategy.

To learn more about the initiative, please visit: https://kcrising.com/

BUDGET CONSIDERATIONS
None

COMMITTEE ACTION
None

RECOMMENDATION
None. Information only.

STAFF CONTACT
Beth Dawson
ISSUE:
REPORT: Regional Transportation Plan 2050 (RTP2050) Update

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, “RTP2050”. The RTP must include financially constrained regionally significant projects. As a major next step towards completion of RTP2050, MARC has deployed a process to develop this listing of projects over various months in 2019. At the upcoming TTPC meeting, MARC Staff will further report on the outcome of the recently conducted “Call for Projects” and upcoming future steps, including:
- May-June: Project evaluation and assembly of transportation network/land use scenarios.
- May-September: Completion of Scenario Analysis; Stakeholder outreach, committee engagement and public engagement.
- October-December: Completion of Project Prioritization process.

We will also be working concurrently with our various regional partners towards development of RTP2050 policy/strategies, land use/population employment and financial forecasting, update of programming policy statement, etc.

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. For more information, please see: www.marc.org/2050

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
None. Information Only.

STAFF CONTACT
Martin Rivarola
ISSUE:
REPORT: Regional Safety Report

BACKGROUND:
Two items are included in this update.

Call for Destination Safe Programs and Projects
The Mid-America Regional Council issued a call for the 2020 Destination Safe program applications on February 19, 2019. The deadline for submissions was March 25, 2019. A total of sixteen (16) applications were submitted. Applications are available for review online. Destination Safe funds education and enforcement strategies to reduce fatalities and serious injuries related to the focus areas outlined in the Together Toward Zero: 2018-2022, Kansas City Regional Transportation Safety Blueprint.

The coalition focuses on the five non-infrastructure-related focus areas that have been a factor, on average, in at least 1,200 combined fatalities and serious injuries in the past five years. These focus areas include:
- Unrestrained occupants
- Aggressive drivers
- Impaired drivers
- Distracted drivers
- Young motorists (ages 15-24)

The Leadership Team will meet on Wednesday, May 29, 2019 to review the applications and develop funding recommendations to MoDOT and KDOT.

An update will be provided with the next Regional Safety Report.

2018 Annual Safety Report
This report compares 2017 data and five-year averages (2012-2016) with the reduction targets established in the the Together Toward Zero: 2018-2022, Kansas City Regional Transportation Safety Blueprint. Using the latest finalized data from 2017, the report provides a snapshot of fatality and serious injury crash data.

In 2017, the region did not achieve its fatality reduction targets. The five-year average fatalities reached 2019, 11 higher than the target for this period. Beginning in 2015 regional fatalities began to rise through 2017. However, 2018 saw the first reduction in annual fatalities ending at 251 fatalities down 35 from 2017. The region achieved its serious injury reduction target. The five-year serious injury average reached 1,206, 10 lower than the target. Nonmotorized fatalities and serious injuries have been increasing in recent years. The five-year average for combined fatalities and serious injuries reached 115 in 2017. This is 7 higher than the target.
This report organizes the 15 focus areas by infrastructure-related, behavior-related and special-user factors. All focus areas recorded more fatalities in 2017 than the five-year (2012-2016) average. In 2018 enforcement and education, programs focused on unrestraint, aggressive driving, impairment and young adult drivers.

Human factors contribute to 94% of crashes according to the National Highway Traffic Safety Administration studies. 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 2018 Annual Safety Report also highlights programs funded in 2018 through the 2019 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 will help. Short-term efforts should focus on reducing speed, distraction and increasing seat belt use.

Long-term there is an expectation that emerging technologies will continue to improve preventing 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.

The region should also invest in infrastructure with proven safety benefits. The FHWA list of “Proven Safety Countermeasures” promotes 20 treatments and strategies that practitioners can implement to successfully address roadway departure, intersection, and pedestrian and bicycle crashes.

The region should strive 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.

**BUDGET CONSIDERATIONS:**
None.

**RECOMMENDATION:**
None. Information only.

**STAFF CONTACT:**
Aaron Bartlett
Martin Rivarola
Enforcement and Education Programs

In 2018, the following transportation safety projects received funding recommendations from the Destination Safe Leadership Team. Final funding authority lies with KDOT and MoDOT. This list is in alphabetical order.

- **Blue Springs Traffic Education and Enforcement Campaign**, MO, $6,400
- **Blue Springs Police Department**
- **Destination Safe Public Outreach Campaign**, MO, $30,000
- **Missouri Department of Transportation**
- **Destination Safe Public Outreach Campaign**, KS, $20,000
- **Mid-America Regional Council**
- **Drive Safe Gardner**, KS, $8,047
- **Gardner Police Department**
- **Grandview Aggressive and Impaired Driving Enforcement**, MO, $12,000
- **Grandview Police Department**
- **Independence Speed Awareness and Speed Trailer**, MO, $16,258
- **Independence Police Department**
- **Platte Buckle Up Kids Arrive Alive**, MO, $16,368
- **Platte County Health Department**
- **Missouri Healthcare Provider Education Pilot Program on Older Drivers**, MO, $2,655
- **Americans for Older Driver Safety**
- **MoDOT Reaching the Teen Driver with Distracted Driving Simulator**, MO, $12,000
- **Missouri Department of Transportation**
- **Safe Kids Metro KC Keeping Elementary School-Age Children Safer**, MO, $21,147
- **Mother & Child Health Coalition**
- **Safety & Health Council Teen Driving**, MO, $5,000
- **Safety & Health Council of Western MO & KS**
- **ThinkFirst of Greater Kansas City Injury Prevention Program for Teens and RoadWise**, MO, $10,827
- **Research Foundation**
- **TMC Stop the Bleed**, MO, $10,000
- **Truman Medical Center**
- **Tri-County MHS Youth Prevention and Education Project**, MO, $10,000
- **Tri-County Mental Health Services**

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

2018 Annual Safety Report

Mission: Reduce transportation-related fatalities and serious injuries.

The Destination Safe Coalition unites federal, state, regional and local agencies to improve transportation system safety for 13 counties in Greater Kansas City.

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

The annual report contains complete data through 2017. In 2017, the Destination Safe region did not achieve its targets; the five-year average for fatalities reached 209, 11 more than the target for this period. Beginning in 2015, regional fatalities began to rise and this continued through 2017. However, 2018 saw the first reduction in annual fatalities; there were 251 fatalities, down 35 from 2017. The region did achieve its serious injury reduction target. The five-year average for serious injury reached 1,206, 10 lower than the target. Nonmotorized fatalities and serious injuries have been increasing in recent years. The five-year average for combined fatalities and serious injuries reached 115 in 2017. This is seven higher than the target.

This report organizes the 15 focus areas by infrastructure-related, behavior-related and special-user factors. All focus areas recorded more fatalities in 2017 than the five-year (2012-2016) average. In 2018, enforcement and education programs focused on unrestrained drivers and passengers, aggressive driving, impairment and young adult drivers.

2018 Major Accomplishments

Public Policy

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

The 2019 Kansas legislative agenda includes:

- Retain the current 75 mph speed limit; do not increase it.
- Amend current law to include liability protection for Child Passenger Safety Technicians and their agencies.
- Support helmets for children under 18 years of age using ATVs.
- Encourage attentive driving.

The 2019 Missouri legislative agenda includes:

- Increase support to address the use of wireless devices by drivers. The General Assembly is encouraged to pass legislation that will restrict use of wireless phones to hands-free technology and broaden restriction on texting while driving to apply to drivers of all ages.
- Support a primary seat belt law.
- Maintain current law requiring helmet use for motorcycles.
- Strengthen protections for transit operators from workplace violence.

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.
Fatalities at intersections increased by 51% in 2017 above the five-year average and serious injuries decreased by 1%.

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

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<tbody>
<tr>
<td>Fatalities</td>
<td>140</td>
<td>191</td>
<td></td>
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<td>191</td>
<td>140</td>
<td>67%</td>
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<tr>
<td>Serious injuries</td>
<td>505</td>
<td>486</td>
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<td>486</td>
<td>505</td>
<td>48%</td>
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Fixed object
Involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.

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<tr>
<td>Fatalities</td>
<td>76</td>
<td>104</td>
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<td></td>
<td>104</td>
<td>76</td>
<td>36%</td>
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<tr>
<td>Serious injuries</td>
<td>380</td>
<td>352</td>
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<td>352</td>
<td>380</td>
<td>34%</td>
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Horizontal curves
A crash that occurred in a roadway change in the horizontal alignment or direction of a road.

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<tr>
<td>Fatalities</td>
<td>52</td>
<td>69</td>
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<td>69</td>
<td>52</td>
<td>24%</td>
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<tr>
<td>Serious injuries</td>
<td>188</td>
<td>168</td>
<td></td>
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<td></td>
<td>168</td>
<td>188</td>
<td>16%</td>
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Intersections
A crash that occurs at a road junction, where two or more roads either meet or cross.

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<tr>
<td>Fatalities</td>
<td>67</td>
<td>101</td>
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<td>101</td>
<td>67</td>
<td>35%</td>
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<tr>
<td>Serious injuries</td>
<td>560</td>
<td>568</td>
<td></td>
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<td></td>
<td>568</td>
<td>560</td>
<td>56%</td>
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Head-on collisions
A crash that results from two opposing vehicles colliding.

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<tr>
<td>Fatalities</td>
<td>18</td>
<td>31</td>
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<td>31</td>
<td>18</td>
<td>11%</td>
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<tr>
<td>Serious injuries</td>
<td>83</td>
<td>83</td>
<td></td>
<td></td>
<td></td>
<td>83</td>
<td>83</td>
<td>8%</td>
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The Destination Safe region includes Johnson, Leavenworth, Miami and Wyandotte counties in Kansas, and Cass, Clay, Jackson, Johnson, Lafayette, Pettis, Platte, Ray and Saline counties in Missouri.
Preliminary total fatalities for 2018 reached 251, which is higher than the coalition’s reduction goal for 2018. However, fatalities decreased 12% from 2017 to 2018. The region’s rolling five-year average continued to rise. The Coalition calls for increased safety education, traffic law enforcement and engineering safer roadways.

Unrestrained occupants
Not using safety belt or restraint device.

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<tr>
<th>Five-year average</th>
<th>2017</th>
<th>Percent of incidents</th>
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<tbody>
<tr>
<td>Fatalities</td>
<td>84</td>
<td>105</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>220</td>
<td>194</td>
</tr>
</tbody>
</table>

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

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<tr>
<th>Five-year average</th>
<th>2017</th>
<th>Percent of incidents</th>
</tr>
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<tr>
<td>Fatalities</td>
<td>77</td>
<td>116</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>348</td>
<td>345</td>
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</tbody>
</table>

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

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<th>Five-year average</th>
<th>2017</th>
<th>Percent of incidents</th>
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<tbody>
<tr>
<td>Fatalities</td>
<td>59</td>
<td>66</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>131</td>
<td>106</td>
</tr>
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</table>

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

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<th>Five-year average</th>
<th>2017</th>
<th>Percent of incidents</th>
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<tbody>
<tr>
<td>Fatalities</td>
<td>47</td>
<td>78</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>164</td>
<td>197</td>
</tr>
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</table>

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

<table>
<thead>
<tr>
<th>Five-year average</th>
<th>2017</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>23</td>
<td>44</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>165</td>
<td>124</td>
</tr>
</tbody>
</table>

Among drivers and front-seat passengers, seat belts reduce the risk of death by 45%, and cut the risk of serious injury by 50%.

Speeding — a common aggressive behavior — was a factor in 37% of fatalities and 19% of serious injuries in this category.

Fatalities involving an impaired driver increased 12% between 2017 and the five-year average while, serious injuries decreased 19%.

In 2017, 27% of fatalities and 19% of serious injuries were caused by a driver who was either unlicensed or whose license was revoked or suspended.

Distracting driving was involved in 15% of fatalities and 13% serious injuries. However, this cause is difficult to prove and is likely under reported based on national research.
## Safety Blueprint Fatality Reduction Targets

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

### Motorists 15–24 years old

Involves a driver between the ages of 15 and 24.

<table>
<thead>
<tr>
<th>Five-year average</th>
<th>2017</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>67</td>
<td>88</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>405</td>
<td>345</td>
</tr>
</tbody>
</table>

### Motorcycle/moped

Involves a person operating a motorcycle or moped.

<table>
<thead>
<tr>
<th>Five-year average</th>
<th>2017</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>32</td>
<td>47</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>126</td>
<td>145</td>
</tr>
</tbody>
</table>

### Motorists 65 years old and older

Incident involves an older adult driver over the age of 65.

<table>
<thead>
<tr>
<th>Five-year average</th>
<th>2017</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>67</td>
<td>88</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>405</td>
<td>345</td>
</tr>
</tbody>
</table>

### Pedestrians

Occurs with a person not in or on a vehicle.

<table>
<thead>
<tr>
<th>Five-year average</th>
<th>2017</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>29</td>
<td>34</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>80</td>
<td>76</td>
</tr>
</tbody>
</table>

### Large trucks

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

<table>
<thead>
<tr>
<th>Five-year average</th>
<th>2017</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>22</td>
<td>39</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>49</td>
<td>56</td>
</tr>
</tbody>
</table>
ISSUE:
REPORT: RideshareKC’s Annual Green Commute Challenge

BACKGROUND:
The 12th Annual Green Commute Challenge begins June 3 and runs through August 30, during the height of the ozone season in Kansas City. Sign-ups to participate in this year’s challenge have begun at RideshareKC.org. MARC staff will present results from the 2018 Green Commute Challenge as well as changes for the 2019 Green Commute Challenge.

POLICY CONSIDERATIONS
Transportation Outlook 2040, Clean Air Action Plan, and the Smart Moves Regional Transit and Mobility Plan promote strategies that increase choices for regional travelers. The Green Commute Challenge supports this goal by informing and encouraging area workers about other travel options than driving alone.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Karen Clawson
ISSUE:
REPORT: Sub-allocated Funding Update

BACKGROUND:
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.

Of equal importance is the need for continued monitoring of those projects and programs selected to receive funding to ensure efficient use of increasingly scarce resources, the public receives the benefits of them in a timely manner and the funding programs maintain adequate capacity to meet the commitments made.

Staff will provide TTPC with a report on the current status of the CMAQ, STP and TAP funding programs and brief the committee on an upcoming rescission contained in the Fixing America’s Surface Transportation (FAST) Act and its potential impacts to various MARC funding programs.

BUDGET CONSIDERATIONS
A rescission contained in the FAST Act may have impacts to projects currently programmed through funding suballocated to MARC.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Marc Hansen
TTPC AGENDA REPORT

May 2019
Item No. 9

ISSUE:
REPORT: Sub-allocated Programming Review

BACKGROUND:
A variety of federal funds are sub-allocated to MARC as the region’s MPO by the Federal Highway Administration, which fund a range of regional projects. MARC conducts programming activity for the STP, CMAQ and TAP programs on a bi-annual cycle. Given that the project needs from local sponsors most always exceeds the available resources, MARC committees conduct a programming and project selection process, and ultimately formulate recommendations to the TTPC and the MARC board for inclusion in the TIP. The process of selection of projects is based on the policy framework of the region’s Metropolitan Transportation Plan, Transportation Outlook 2040 (TO2040), which builds on achieving the adopted vision of a “Vibrant, Connected, Green” region. This plan provides guidance to which types of projects should be favorably considered for funding in the various programs MARC is responsible for administering.

Since the completion of the most recent programming process by the MARC Programming Committees, Staff has undertaken a review of the funded project recommendations, and their alignment with the policy goals, recurring strategies and performance measures spelled out in TO2040. These will be shared with the TTPC at its upcoming May meeting.

POLICY CONSIDERATIONS
The intent of these presentation will be to engage the TTPC on discussion regarding the level of influence the policy direction of TO2040 carries on the sub-allocated funds project selection process. Lessons learned from this work will influence “Programming Policy Statement” update for the Regional Transportation Plan 2050.

COMMITTEE ACTION
Staff recently presented these findings to the Regional Transportation Plan 2050 (RTP2050) Steering workgroup. This analysis will also be presented to other groups over the next few months.

RECOMMENDATION
None. Information only at this point.

STAFF CONTACT
Marc Hansen
Martin Rivarola
Laura Machala