

MARC Transportation Committee Structure

Basic Structure

The Total Transportation Policy Committee (TTPC) is MARC's primary transportation policy committee. The TTPC's basic structure is comprised of city and county representatives, transportation agency representatives and non-voting representatives of business, environment and federal government agencies. Details on TTPC's structure and membership are included in the bylaws of the committee.

Five separate "modal" committees have been established to provide input to the TTPC:

- Aviation Committee
- Bicycle/Pedestrian Advisory Committee
- Goods Movement Committee
- Highway Committee
- Transit Committee

The modal committees have the following general responsibilities:

- To provide input to the TTPC on technical and policy issues
- To participate in the development and updating of the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP)
- To oversee special studies on topics within their purview; and
- To provide a mechanism for various transportation interests to participate more actively in the metropolitan planning process, including the general public

The membership on the modal committees consists of a mix of TTPC members, local and state government staff members, representatives of transportation interest groups and/or providers, and private citizens. All TTPC members and their alternates are asked to serve on one of the modal committees, and the Co-Chairs of the committees are TTPC members. This arrangement is intended to foster better coordination and communication between the TTPC and the modal committees, and to ensure that the modal committees have a substantial voice at the TTPC level. All significant decisions of the modal committees must be ratified by the TTPC and the MARC Board of Directors.

The modal committees have a fixed membership roster, with the members appointed to two year terms. This ensures that an accurate committee roster can be maintained for notification and voting purposes. As with the TTPC, members can be reappointed for additional terms. The composition of each committee is designed to maintain appropriate balance, geographically and otherwise. Each has a Kansas and Missouri Co-Chair. State DOTs are included as voting members of each of the committees, and federal officials participate as appropriate on a non-voting *ex officio* basis. The committees meet on an as-needed basis, depending on the issues that

may require their review. Some of the committees convene only two to three times per year, coincident with the development of the TIP and/or LRTP updates; others meet more frequently. Selected members of the modal committees serve on an “Intermodal Forum,” which is responsible for balancing the concerns of the various committees and the transportation interests they represent. The Intermodal Forum will play a role in the development of the LRTP and TIP, when necessary, to resolve conflicts arising from the modal committees, and help oversee special studies and programs that are inherently intermodal in nature.

Committee Appointment Process

Appointments to the modal committees and the Intermodal Forum are made by the TTPC Co-Chairs. Members are appointed to two year terms and can be reappointed indefinitely. As noted above, all TTPC members are asked to serve on one of the modal committees. Committee members representing specific agencies (i.e., state DOTs, transit agencies) are nominated by that agency and confirmed by the TTPC Co-Chairs. Other committee members are appointed through a process involving the following components:

- The TTPC Co-Chairs can invite specific individuals to serve on the committees based on their particular expertise or their affiliation with a particular interest group, or to achieve appropriate committee balance;
- Candidates can be suggested by MARC staff or by local government officials.

The TTPC Co-Chairs, in making committee appointments, are charged with ensuring that appropriate balance is maintained on all committees, geographical and otherwise.

The above procedures also will be used to fill any committee vacancies that occur. If a representative of a specific agency terminates his or her membership for any reason, that agency will be asked to nominate another official to fill the vacancy.

The membership and responsibilities of the various committees are described in more detail below.

Aviation Committee

The Aviation Committee assists in developing airport system plans for the region, and addresses other aviation issues as the need arises. The membership structure is as follows:

TTPC Members *	6
State DOTs	2
FAA	1
City/County Technical Staff **	8
Others	3
TOTAL	20

* To include at least one representative each from Kansas City, Missouri and Johnson County, Kansas.

** To include representatives from cities/counties who operate general aviation airports.

Representatives in the “Others” category are selected from among: 1) airport/heliport system users, 2) interest groups involved in aviation issues, 3) airport operators/managers, and 4) the general public.

Bicycle/Pedestrian Advisory Committee

The Bicycle/Pedestrian Advisory Committee (BPAC) is responsible for addressing non-motorized transportation issues in general, and for identifying and prioritizing bicycle/pedestrian projects for possible inclusion in the LRTP and TIP.

The membership structure of the BPAC is as follows:

TTPC Members	6
State DOTs	2
City/County Technical Staff	4
Others	8
TOTAL	20

Representatives in the “Others” category are selected from among: 1) representatives of interest groups involved in bicycle/pedestrian issues (i.e., bicycle clubs, disability advocacy groups, environmental organizations, recreation groups); 2) members of the existing Kansas and Missouri bicycle committees, 3) additional city or county staff members or elected officials; and 4) the general public.

Goods Movement Committee

The Goods Movement Committee addresses freight issues as they relate to various modes of transportation (highway, rail, barge, air freight), and identifies and prioritizes project needs for purposes of the LRTP and TIP. Membership consists of representatives from the freight transportation industry, as well as local government representatives with a particular interest in freight issues (i.e., Kansas City, Missouri and the Unified Government of Wyandotte County/Kansas City, Kansas).

The membership structure of the Goods Movement Committee is as follows:

TTPC Members *	6
State DOTs	2
City/County Technical Staff	4
Freight Industry Representatives **	8
TOTAL	20

* To include at least one representative each from Kansas City, Missouri, the Unified Government and Johnson County, Kansas.

** To include at least two representatives of the trucking industry and two from the railroad industry.

Highway Committee

The Highway Committee provides a forum for discussion of highway issues and highway system policies, and consists largely of local government public works officials and other highway interests and persons with expertise regarding highway matters. The committee also addresses highway management issues (i.e., Intelligent Transportation System strategies, signalization improvements, congestion/incident management).

The membership structure of the Highway Committee is as follows:

TTPC Members *	12
State DOTs	2
Federal Highway Administration **	2
City/County Technical Staff	14
Others ***	5
TOTAL	35

* To include at least one elected official from each county inside the metropolitan area and the four largest cities.

** Non-voting members.

*** To include representation from large and small cities and counties.

Members in the “Others” category are selected from among: 1) highway users, 2) representatives from interest groups involved in highway issues (i.e., contractor organizations, chambers of commerce, economic development agencies, highway user organizations, environmental groups), 3) additional city/county representatives, and 4) the general public.

Transit Committee

The Transit Committee is responsible for addressing transit and paratransit (special transportation) issues in the context of the LRTP and TIP, for recommending transit/paratransit project priorities, and for overseeing policy and technical studies in the area of public transportation. The Special Transportation-Job Access Partnership (ST-JAP), which deals primarily with paratransit issues, serves as a paratransit subcommittee or as an open-ended forum for discussing paratransit coordination issues.

Membership on the Transit Committee consists primarily of representatives of local fixed route transit operators, paratransit (special transportation) agencies, transit/paratransit users and representatives from transit advocacy groups.

The membership structure of the Transit Committee is as follows:

TTPC Members	8
State DOTs	2
Federal Transit Administration *	1
Fixed Route Transit Agencies	3
Paratransit Agencies	3
Others **	3
TOTAL	20

* Non-voting member.

** To include at least one representative of transit labor unions.

Members in the “Others” category are selected from among: 1) transit/paratransit users, 2) representatives of interest groups advocating for public transportation or involved in transit/paratransit issues (i.e., disability advocacy groups, job training and placement organizations, chambers of commerce, environmental organizations), 3) representatives of transportation service providers (public or private), and 4) the general public.

Intermodal Forum

The Intermodal Forum provides a mechanism for addressing intermodal issues and, when necessary, for balancing and reconciling the competing interests of the various modal committees. The Forum will likely play a pivotal role in the development of multi-modal plans and programs, and make recommendations to the TTPC regarding approval of the LRTP and TIP. The Forum also may establish priorities for funding programs that are inherently multi-modal in nature, such as the Enhancements and Congestion Mitigation/Air Quality Programs.

Membership on the Forum is drawn from the membership of the various modal committees. The delegations need not be equal in number, but can reflect the differences in federal/state funding levels for various modes, or reflect an assessment of the relative importance of each mode in the context of the region’s total transportation system. Membership can consist entirely of TTPC members, or a mix of TTPC members, technical staff and others. A typical structure would be:

Co-Chairs of Modal Committees	10
Other Highway Committee Members	4
Members At-Large	3
TOTAL	17