



**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, April 19, 2016 at 9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

A G E N D A

1. Welcome/Introductions -9:30 a.m.
2. *VOTE: Minutes* *- 9:35 a.m.
3. *VOTE: 2016 2nd Quarter Amendment to the 2016-20 TIP** - 9:40 a.m.
4. *VOTE: Release Transportation Outlook 2040 Amendment #1 for Public Review & Comment** - 9:45 a.m.
5. *VOTE: 2016 Special Amendment #1 to the 2016-2020 TIP** - 9:50 a.m.
6. REPORT: Mercury Alliance - 9:55 a.m.
7. REPORT: Unified Government Planning & Redevelopment Activities - 10:05 a.m.
8. REPORT: 2015 Annual Safety Report - 10:20 a.m.
9. REPORT: Climate Resilience Strategy Focus Group - 10:30 a.m.
10. REPORT: 2016 Call for Projects Update - 10:40 a.m.
11. REPORT: FFY 2016 Federal FASTLANE and TIGER Funding Programs - 10:45 a.m.
12. Other Business - 10:55 a.m.
13. Adjournment - 11:00 a.m.

***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.

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Total Transportation Policy Committee

March 15, 2016

Meeting Summary - DRAFT

Members, Alternates Present-Representing

Mayor Carson Ross, Jackson County Municipalities,
Missouri Co-Chair
Susan Barry, MoDOT
Mike Brungardt, Johnson County Municipalities
Marcie Gragg, City of Independence
Tim Gramling, City of Independence
Richard Grenville, PortKC
Tony Hofmann, City of Overland Park
Duane Jackson, Clay County
Gary Lathrop, Cass County Municipalities
Nathan Law, Miami County Municipalities
Susan Maier, Johnson County
Michael McDonald, Leavenworth County Mun.
Mark McHenry, City of Kansas City
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Davonna Moore, KDOT
Jerry Nolte, Clay County
Mark Randall, Cass County
Mayor Randy Rhoads, City of Lee's Summit
Eric Rogers, BikeWalk KC
James Ryan, Jackson County
Kite Singleton, Regional Transit Alliance
Mayor David Slater, Clay County Municipalities
John Smedley, Platte County Municipalities
Duane Soper, Platte County
Mike Spickelmier, Leavenworth County
Tim Vandall, Leavenworth County Municipalities
Geoffrey Vohs, Johnson County
Scott Wagner, City of Kansas City
Beth Wright, City of Olathe
Beccy Yocham, Johnson County Municipalities

Ken Miller, City of Lansing
William Mullins, Kessler Institute
Kris Norton, KDOT
Mike Novak, Wilson & Co Kim Pemberton, TREKK Design
Group, LLC
Kurt Rotering, Walter P Moore
Linda Rottinghaus, Affinis
Jeff Rupp, City of Lansing
Jeremiah Shuler, FTA
Dave Schwartz, KDOT
Allison Smith, KDOT
Jim Townsend, Wilson & Co.
Lisa Womack, Wilson & Co.
Bill Yord, RIC

MARC Staff Present

Ron Achelpohl, Director of Transp. and Environment
Aaron Bartlett, Senior Transportation Planner
Karen Clawson-Sifton, Senior Transportation Planner
Beth Dawson, Senior Land Use Planner
Amanda Graor, Air Quality Program Manager
Marc Hansen, Principal Planner
Jim Hubbell, Principle Transportation Planner
Tom Jacobs, Environmental Program Director
Laura Machala, Transportation Planner II
Jenny O'Brien, Air Quality Employer Outreach Specialist
Martin Rivarola, Assistant Director of Transportation &
Land Use Planning
Kaitlyn Service, Transportation Planner
Drew Stiehl, Transportation Planner
Eileen Yang, Transportation Modeler II
Jermain Whitmore, Program Assistant

Others Present

Jameson Auten, KCATA
Linda Clark, TranSystems
Cory Clark, GBA
Chuck Ferguson, KCATA
Bob Goodwillie, Hg Consult, Inc.
Angie Hoecker, MoDOT
Travis Hoover, City of Riverside
Kati Horner-Gonzalez, City of Raytown
Nan Johnston, City of Parkville
Mike Latuszek, FHWA-MO
Ron McLinden

1) **Welcome/ Introductions**

Councilman Chuck Adams, Kansas Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of February 16, 2016 Meeting Summary ***

There were no changes to the February 16, 2016 meeting summary. Mayor David Slater moved to approve the meeting summary, Janet McRae seconded and the motion carried unanimously.

3) **KC Rising Initiative**

Ron Achelpohl introduced Scott Smith, former Chairman & CEO of HNTB, and co-chair of the initiative, who then provided highlights of its first year. For the past year, the Civic Council of Greater Kansas City, Kansas City Area Development Council and Mid-America Regional Council have worked in partnership to develop strategic priorities to enhance the region's economic competitiveness through an initiative called *KC Rising*. Enhancing economic competitiveness is also a key goal of *Transportation Outlook 2040*.

The initiative has focused on strategies to address these issues:

- Our region's job and economic output growth is not keeping pace with peer cities.
- Median household income is falling, and adjusted for inflation is now at levels not seen since the 1980s.
- Local demand for educated workers is exceeding supply, especially in STEM-related fields.
- Net exports are a declining share of the region's economy, in part due to insufficient commercialization and firm growth in innovation sectors and industries.

KC Rising has identified *Trade, Ideas* and *People* as the key drivers for regional economic competitiveness, with transportation as an important enabler. The next year will focus on the metric, scoreboard, and setting up the goals, activities, & strategies. More information is available at <http://kcrising.com>.

4) **2016 2nd Quarter Amendment to the 2016-20 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 2016 2nd Quarter Amendment to the 2016-20 *TIP* includes 83 projects:

- 68 new projects to be added, including, but not limited to:
 - #380146 – Toll Feasibility Study for the South Lawrence Trafficway and K-10 Corridors
 - #490152 – Pavement Improvements on M-152 from I-29 to US-169
 - #590225 – Pavement Improvements on US-169 from Barry Rd. to I-29
 - #690473 – ITS Message Board Installation on I-470 & I-49
 - #790094 – Bridge Improvements on Rt. A over Black Creek in Cass County
 - #867003 – Bridge Replacement on 347th St. in Miami County, KS
- 15 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/16Q2amend.aspx>

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

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

Mark McHenry moved to approve the release of the *2016 2nd Quarter Amendment to the FFY 2016-2020 TIP for public review and comment*, Gary Lathrop seconded and the motion carried unanimously.

5) 2015 Greater Kansas City Region Aviation System Plan*

Since late 2014, MARC staff have worked with a consultant team led by Aviation to develop the Greater Kansas City Regional Aviation System Plan ("System Plan"). Consistent with the regional transportation vision in *Transportation Outlook 2040*, the System Plan defines goals, objectives and performance measures related to social, economic and environmental sustainability. It also maintains consistency and compatibility with Kansas and Missouri State Aviation Plans, while focusing airport roles within the 9-county MARC region.

The System Plan includes 13 general aviation airports located within the 9-county MARC region. While Kansas City International Airport was considered, this airport was included for the role it plays in supporting general aviation demand. General aviation refers to all segments of the aviation industry that are not related to commercial or military operations.

The System Plan identifies and recommends about \$34 million in airport capital investment projects to best meet the air transportation needs of the region. This plan provides information to help MoDOT, KDOT, and the Federal Aviation Administration (FAA) set priorities that best support the general aviation needs of the Kansas City Metropolitan Area. The analysis and recommendations were developed with input and feedback from a broad range of stakeholders including FAA, KDOT, MoDOT, local government officials, and the general public.

The final technical report and additional study information are available on the MARC website.

www.marc.org/RASP

The policies and strategies recommended in the System Plan will be integrated with *Transportation Outlook 2040*, as well as other plans in the MARC region. The MARC Aviation Advisory Committee will consider the final System Plan for approval on March 10, 2016.

Mayor David Slater asked why does Clay County have so many little airports, and questioned if it was a good use of tax payer dollars. Mr. Hubbell replied that the airports weren't part of a master plan, but were built over time with each having its own role that it serves in the community. He then proceeded to explain the difference between the 3 airports in that area.

Mayor Randy Rhodes moved to approve the *2015 Greater Kansas City Region Aviation System Plan*, Duane Soper seconded and the motion carried unanimously.

6) Metropolitan Transportation Planning 101

Jim Hubbell provided a brief presentation with an overview of the metropolitan transportation planning process, and Amanda Graor followed with the Air Quality portion of the presentation. As the Metropolitan Planning Organization (MPO) for the greater Kansas City area, MARC is responsible for conducting the metropolitan transportation planning process in accordance with myriad federal regulations, processes, guidance documents, etc. While the legal requirements establish a framework for this planning process, input from the public and other stakeholders provides the foundation upon which all planning and programming activities take place. A current

and comprehensive understanding of metropolitan transportation planning among all players is of foremost importance to the success of the overall process. This presentation will touch on a broad range of topics including:

- Legal and regulatory context
- MPOs and their key planning products
- MARC committees and processes
- Performance-based planning
- Federal transportation funding programs
- Air quality planning for metropolitan areas

Mark Randall inquired how well the air quality performance measures help overall, and Ms. Graor responded that we look at the trend data of the measured ozone levels during Ozone season and find ways to reduce emissions. She then proceeded to explain how it all works together to keep in attainment.

Sherri McIntyre asked what if they don't meet some of the targets that are set, and Mr. Hubbell affirmed that no one will lose any points with us, but MARC is required by the FAST Act to set targets. However, if the states don't meet their targets from the Federal Government, there could be some redirection of those funding programs in order to fix the situation.

7) Centennial Bridge Study

Chris Norton & Dave Schwartz gave a report on the status of the study. The Kansas Department of Transportation has identified a future need to replace the Centennial Bridge over the Missouri River located on K-92 in Kansas and Route 92 in Missouri. Through data collection, cost analysis and public input, the Route 92 Centennial Bridge Study will examine the options for constructing a four-lane bridge replacement. This includes determining a preferred location, bridge type, associated costs, potential funding mechanisms and conducting a preliminary assessment of the potential environmental impact. The study process includes preparing an Advanced Preliminary Engineering (APE) Report, as well as a Tolling & Revenue Report. The study started in late Fall 2014 and is scheduled to be completed in 2016.

KDOT has recently completed a final series of public meetings to discuss the findings and recommendations of the study and plans to complete the study later this spring. More information is available at <https://www.ksdot.org/kcmetro/projectstudytest.asp>.

Gary Lathrop queried how the funding concerning the toll would work since tolls aren't allowed in MO, and Mr. Schwartz explained that MO would have to sign a bi-state agreement to participate, and the toll would take care of the bridge, but just can't use any of that funding to build roads, and would have to come up with approximately \$13.8 million.

Jack Messer asked how many tolling studies/projects is Kansas doing at the moment and if it is becoming an option of choice for revenue for highway projects, and Mr. Schwartz answered that they are keeping their options open, but these are the only two right now.

8) RideKC Bridj Pilot Program

Jameson Auten presented an overview of the project, and provided a tutorial of the Bridj app. On March 7th, a new on-demand transit service called Bridj began operating in and between two Kansas City-area neighborhoods as part of a pilot partnership between the service provider and the Kansas City Area Transportation Authority (KCATA).

The service is considered "microtransit," and provides a more adaptable and accessible mobility option to residents and employees of downtown Kansas City, the near east and west sides, Hospital Hill, Crown Center,

portions of Midtown, University of Kansas Medical Center and the Historic 18th and Vine Jazz district. Bridj combines the advantages of transit and on-demand mobility services such as Uber to provide flexible mobility service in a way that fixed-route transit cannot.

Bridj exclusively utilizes Ford transit vans constructed in Kansas City's own Ford Assembly Plant as part of Ford's Smart Mobility initiative. Ford Motor Credit Company is supporting the one-year pilot with financing through its municipal lease finance program.

Kansas City is only the third US city with access to a microtransit service of this kind following Washington D.C. and Boston, but KCATA is Bridj's first actual transit agency partner. KCATA was chosen as Bridj's pilot transit agency partner because of its proven commitment to connecting people with opportunities.

Users can arrange rides through Bridj's mobile app at any time up to 24 hours in advance, and are charged a flat rate of \$1.50 per ride. Currently, Bridj operates during peak hour service periods, including 6:30am to 9:30am, and 3:30pm to 6:30pm.

Jenny O'Brien questioned if the customer service is handled through ATA or Bridj, and Mr. Auten stated it is managed by Bridj.

Jack Messer inquired if the how the information is captured for the end of the trip, and Mr. Auten commented that it will look at the clusters of origin and destination, and match those to the rally & drop off points within a 5-10 minute walk.

Janet McRae queried how long will they be doing the \$1.50 introductory price, but Mr. Auten confessed that he is not sure.

Sherri McIntyre asked if someone has a 30-day bus pass, will they still have to pay the fee, and Mr. Auten admitted that they would have to because that side of this effort hasn't been fully coordinated yet. But, you get 10 free rides for signing up.

9) FFY 2016 Discretionary Federal Funding Programs

Ron provided an overview of both funding opportunities. On December 4, 2015 Congress passed and the President signed the "Fixing America's Surface Transportation Act" (FAST), a five-year, \$305 billion reauthorization of federal surface transportation programs. This law established a new competitive grant program for freight and highway projects that demonstrate support of national and regional freight significance.

USDOT has recently announced that they are accepting applications for the new "FASTLANE" grant program and for another round of TIGER program.

Both programs are competitive, discretionary programs with projects to be selected by the US Secretary of Transportation.

The FASTLANE program is funded at \$800 million for FFY 2016 and is focused on highway and freight system improvements that facilitate national and regional freight movement. Applications are due April 14, 2016. Additional details are available at <https://www.transportation.gov/FASTLANEgrants>

The TIGER program is funded at \$500 million for FFY 2016, and is focused on projects that will have a significant impact on the Nation, a metropolitan area, or a region. Applications are due April 29, 2016. See more at: <https://www.transportation.gov/tiger/nofa>.

Beth Wright enquired if the FASTLANE funding opportunity include planning, and Mr. Achelpohl responded that it only covers transportation infrastructure.

10) Quarterly Safety Report

Ron Achelpohl gave a brief safety report and directed everyone to their packets for an in-depth look. The Kansas City Region Fatality Report ending December 31, 2015 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** has a set goal of 180 or fewer fatalities through 2015.

A total of **206** fatalities have been reported through December 31st, which is above the targeted **180** or fewer. The five-year average 2009-2014 is **200.6**. This year fatalities are up **2.7%** over the five-average. An official fatality count is typically released by the state DOTS to the U.S. DOT in July.

The report provides fatalities by county. Jackson County ended the year 11 fatalities higher than the five-year average after rounding up. Missouri fatalities statewide rose more in the urban areas and less in the rural areas. This was the most significant increase of all the counties in our region. We are sharing this information with the Jackson County Traffic Task Force, a multi-jurisdictional collaborative effort among county and city agencies. Law enforcement agencies are encouraged to develop collaborative grant applications in the year's Destination Safe call for projects. All of the Kansas counties ended 2015 very close to their five-year average.

The month-by-month regional fatalities are compared to the five-year monthly average to provide a normalized baseline. The region experienced unusually high fatalities in January and February over the five-year average. The early upward trend leveled off from March through September. Fatalities then spiked in October and then dropped through the end of the year.

An assessment of national road fatality data reveals that 90% of all crashes are due to driver error. Driver behavior focus areas fatalities rose in all areas except "impaired driving". However, due to the complexity of the cases they tend to report later. We don't expect the number to rise above the five-year average.

The two leading behavioral priority areas are "unrestrained occupants", and "aggressive driving" (most commonly linked to speeding). Statewide seat belt rates reported for 2015 were 80.0% Missouri and 82.1% Kansas use rate compared to a national 87.0% use rate. This year the Destination Safe Coalition is focusing a public radio, print and online education campaign for these focus areas. Law enforcement are encouraged to participate in joint "Click it or Ticket" campaigns. Funding for law enforcement overtime is made available through the NHTSA Section 402 program. Often smaller communities that do not have the law enforcement capacity carry out a check points, or saturation patrols effort will work together. Communities that do not receive Section 402 funding are encouraged to apply through the Destination Safe call for projects. The Destination Safe Coalition encourages more communities in Missouri to consider primary seatbelt ordinances because they correlate to higher seatbelt use rates.

Infrastructure focus areas saw minor to significant reductions in fatalities on "horizontal curves", "intersections" and "head-on" collisions. These focus areas represent a small percent of the total number of fatalities. The two leading priority areas are "lane departure" and "fixed object". The current call for STP and TAP funding has a stronger emphasis on safety in these focus areas.

Special user focus areas showed minor variance from the five-year average. Motorist 15-24 years old represent the highest percentage 32% of any category. The remaining focus areas are all below 20%. Efforts to reduce fatalities for these groups often involves public education with targeted law enforcement.

Every effort is made to make the quarterly reports accurate, timely and complete. Recent changes to the process have streamlined production, and eliminated risk of human error. The reports are still subject to revision as adjustments are made for crash reports that are delayed.

We will continue to monitor traffic fatalities and will report again in June.

11) Other Business

- Mr. Achelpohl reminded everyone that there are 4 community member seats on TTPC and that MARC has sent out invitations for nominations. Current members have to reapply as well to maintain their seats, and applications are due by Friday, March 18th.
- Mr. Achelpohl also informed everyone that the deadline for applications for MARC's Call for Projects for CMAQ & STP funds is Friday, March 25th, due by 4:00pm.

12) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held April 19, 2016.

ISSUE

VOTE: 2016 2nd Quarter Amendment to the 2016-20 Transportation Improvement Program

BACKGROUND

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- 68 new projects to be added, including, but not limited to:
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 - #590225 – Pavement Improvements on US-169 from Barry Rd. to I-29
 - #690473 – ITS Message Board Installation on I-470 & I-49
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 - #867003 – Bridge Replacement on 347th St. in Miami County, KS
- 15 modified projects
 - Scope
 - Schedule
 - Budget

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

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POLICY CONSIDERATIONS

MARC's Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. Two comments from the public were received. The comments and responses from MARC are attached.

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the 2016 2nd Quarter Amendment to the *FFY 2016-2020 TIP*.

STAFF CONTACT

Marc Hansen

From: MitchTina <mlpeil@comcast.net>
Sent: Sunday, March 20, 2016 10:48 PM
To: Transportation
Subject: 2nd Quarter TIP Public Input

My first comment on the 2nd Quarter Amendment to the 2016-2020 Transportation Improvement Program is that it would be a good idea to point the public to the correct quarter improvement document. How can the public comment unless we see the actual information to which you're asking for feedback. What I see when I enter the web address placed in the Kansas City Star (Sunday, March 20, 2016) is the 1st Quarter Amendment. Not one to start searching around for the correct information, I tend to dump the sites and move on. Apparently, the page creator didn't care enough about what they wanted to present, therefore my feelings would be along the same plane with a request to speak.

If the intent is to just capture feedback about transportation issues that are at the forefront of my thoughts, that would be a different path. My thoughts would be that Eastern Jackson County seems to always be the stepchild of the greater good. My perceptions are that Eastern Jackson County is underserved with reliable, efficient, and affordable public transit.

I am now retired, but when I did work for Sprint, I was excited about the direct bus to the Sprint campus (since the personal drive took anywhere from a minimum of 45 minutes to hours in bad weather). I didn't get to take advantage of the offering due to it being canceled soon after I became aware of the service. Sad! The next 12 years were spent on the highway, back and forth, sometimes fighting fatigue from working the normal 10+ hour days.

With a specialty clinic destined for Blue Springs in the coming year, and since there are an increasing number of assisted care facilities being built in the area, I would like to see some better options available for reliable public transit. The elderly in the area are at a disadvantage when trying to move about in the city. With a city servicing a community used to jumping in the car, it's difficult to turn that mentality around. Europe didn't rely on the car as much so they seem to have focused on other mass transit and it is what they claim. Reliable, affordable, and timely public transit. Something, I feel, that is hopelessly beyond the scope of city/county/state.

Thanks for the opportunity to share my views.

Mitchell Peil
Blue Springs, MO

From: Marc Hansen
Sent: Monday, March 21, 2016 4:19 PM
To: 'mlpeil@comcast.net'
Subject: RE: 2nd Quarter TIP Public Input

Mr. Peil,

Thank you for bringing this to our attention, the webpage (<http://www.marc.org/transportation/input>) has been corrected to reflect information regarding the 2nd Quarter amendment as advertised. As the primary staff member responsible for the Transportation Improvement Program, I apologize for the information not being correct and accept responsibility for this oversight. Additionally, I assure you that our internal processes will be reviewed to ensure that this does not happen again with future amendments.

Although your initial experience did not meet expectations, I am glad that you still offered comments regarding transit service in Eastern Jackson County. MARC is currently working on the RideKC Regional Transit Plan, an update to the Smart Moves long-range transit plan. The plan, a collaboration among the region's transit providers — the Kansas City Area Transportation Authority (KCATA), Unified Government Transit (UGT), Johnson County, the city of Independence and the Kansas City Streetcar Authority, will develop a long-term vision for transit and include a blueprint for how to achieve this vision through an integrated package of investments designed to make transit a real choice for our region's residents and visitors. The RideKC Regional Transit Plan will guide transit investment for many years to come, and input such as yours is an important part of the process.

Additionally, this new plan will include a specific short-range implementation plan that will help our region double the number of jobs accessible by transit in the region. Eastern Jackson County will be a focus area of this short-range plan.

In closing, I'd like to thank you for your interest and involvement in the regional transportation planning process, and would also like to apologize again for the webpage oversight and any inconvenience that error may have caused.

Marc Hansen, AICP | Principal Planner | Mid-America Regional Council
600 Broadway Blvd., Ste. 200 | Kansas City, MO | 64105
816.701.8317 | <http://www.marc.org/transportation>

From: Hanger, Paul <Hanger.Paul@pennmutual.com>
Sent: Wednesday, March 23, 2016 9:10 AM
To: Transportation
Subject: Comments

The Kansas City bus service used to be frequent and reliable. Now it's a total hassle to get a bus anywhere that I know of. I believe if the city started increasing the frequency of buses - even on a limited basis, we would get a lot more users. I live one block from State Line at 100th street and would never think of riding the bus anymore. It only comes by every hour or so. If it came by every 15 minutes, I would ride the bus a lot.

Why not increase the frequency and ADVERTISE that? You don't have to do the whole city. Pick some major thoroughfares in the white and black parts of the city and see what happens.

Sent from my iPad

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Dear Mr. Hanger,

Thank you for your recent comment regarding the 2nd Quarter Amendment to the 2016-2020 Transportation Improvement Program (TIP). We presented your comment to the Total Transportation Policy Committee (TTPC) and the MARC Board of Directors for their consideration and have also forwarded your comments to the Kansas City Area Transportation Authority.

We thank you for your comments and encourage your continued participation in the regional transportation planning process.

Sincerely,
Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

ISSUE

VOTE: 2016 Special Amendment #1 to the 2016-2020 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 2016 Special Amendment #1 to the *2016-2020 TIP* includes 5 projects:

- 2 new projects to be added:
 - #280133 – KDOT -- I-435/State Avenue interchange
 - #380151 – KDOT -- K-7/K-10 interchange; High friction surface treatment
- 3 modified projects
 - #349224 – KDOT--Johnson County Gateway Interchange Project
 - #350222 – Overland Park – Prairie Trace - Hilltop Campus Trail
 - #380127 – KDOT-- I-435 from 87th St. East to Pflumm Road

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/16SpecAmend1.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.

All of the projects in the proposed 2016 Special Amendment #1 are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the release of the 2016 Special Amendment #1 to the *FFY 2016-2020 TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

ISSUE

VOTE: Release Transportation Outlook 2040 Amendment #1 for Public Review and Comment

BACKGROUND:

In June of 2015, the MARC Board of Directors approved an update to *Transportation Outlook 2040*, the Kansas City regions 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 a request to amend *Transportation Outlook 2040*. The proposed amendment involves 3 projects, as described below.

a) Add Project #3014: I-435/State Avenue Interchange

Project Details:

- **Sponsor:** KDOT
- **Description:** Construction of a diverging diamond interchange at I-435 and State Avenue in Wyandotte County, KS; this will replace an existing interchange of a different design.
- **Category:** Roadway
- **Cost:** \$25,072,000
- **Period:** 2015 to 2020
- **Financial Constraint:** The project sponsor has indicated additional funding will come attached with the project; the Kansas statewide transportation program is the source of additional financial capacity.

b) Add Project #3015: I-70/I-435 Interchange

Project Details:

- **Sponsor:** KDOT
- **Description:** Construction of a flyover ramp from I-435 NB to I-70 WB in Wyandotte County; this will replace an existing interchange ramp of a different design.
- **Category:** Roadway
- **Cost:** \$77,000,000

- **Period:** 2021 to 2030
- **Financial Constraint:** The project sponsor has indicated additional funding will come attached with the project; the Kansas statewide transportation program is the source of additional financial capacity.

c) Modify Project #3009: I-435/MO-210 Interchange

Project Details:

- **Sponsor:** MoDOT
- **Description:** In Clay County, Add auxiliary lane to I-435 from Parvin Road to Missouri River; Construction of diverging diamond interchange at I-435/MO-210; this will replace an existing interchange of a different design.
- **Category:** Roadway
- **Cost:** \$18,000,000
- **Period:** 2015 to 2020
- **Financial Constraint:** To account for an increase in the amount of federal funding made available by the FAST Act, revenue estimates were adjusted for MoDOT. Financial capacity in the first period (2015-2020) increased by \$41,318,000. This project is financially constrained.

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 amended projects as proposed are financially constrained.

COMMITTEE ACTION:

The proposed amendment to *Transportation Outlook 2040* was considered and formally recommended by the MARC Highway Committee on March 23, 2016.

RECOMMENDATION:

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

STAFF CONTACT:

Jim Hubbell

TTPC AGENDA REPORT

April 19, 2016

Agenda Item No. 6

ISSUE

REPORT: Mercury Alliance

BACKGROUND

The Mercury Alliance is a broad coalition of people and organizations supporting the continued prosperity of the people of Missouri through the general advancement and improvement of the state’s transportation system.

Their mission is to:

- Increase awareness of the importance of Missouri’s transportation system to the citizens of the state through strategic outreach that is issue driven, educational, demographically and geographically inclusive;
- Engage the Missouri General Assembly and the Governor to pass legislation to preserve and improve the state’s transportation system and create opportunities for alliance members to access state leadership including the Missouri Highways and Transportation Commission related to transportation issues; and
- Create a grassroots organization of geographically inclusive voters who are well-informed on transportation issues.

Representatives of the organization will report on its current initiatives at the meeting.

POLICY CONSIDERATIONS

MARC supports increase funding for multi-modal transportation needs in Missouri in our 2016 state legislative agenda.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl

ISSUE

REPORT: Unified Government Planning & Redevelopment Activities

BACKGROUND

Many of MARC's partners and member communities frequently engage in innovative transportation initiatives within their individual jurisdictions. Although these may be confined to individual city limits, at times they can have a broader impact. In addition, private development project(s) of regional significance tend to occur that both have an impact on the region's transportation system, or directly benefit from regional investments in the area. For this reason, MARC provides the opportunity for our members to provide occasional local reports to the TTPC, so that Committee members can be informed on issues of regional significance.

This month's scheduled report will be from the Unified Government, and will include information on the following projects/initiatives/development projects:

- University of Kansas Medical Campus Development and Rosedale Master Plan
- Fairfax Industrial District
- Development activity update

Rob Richardson, Director of Planning with the City of Unified Government of Wyandotte County/Kansas City, Kansas, will be presenting this report at the TTPC meeting.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Martin Rivarola

ISSUE

REPORT: 2015 ANNUAL SAFETY REPORT

This report compares 2014 data and five-year averages (2009–2013) against the reduction goals established in the “Toward Zero Deaths 2013–2017: Kansas City Regional Transportation Safety Blueprint”. Using the latest finalized data from 2014, the report provides a snapshot of fatality and serious injury crash data. Reduction goals were met in 2013 and 2014 however, the goal of 180 or fewer fatalities was not met in 2015.

Since the creation of the Destination Safe Coalition in 2004 five-year rolling averages have fallen every year. Nationally the number of crashes resulting fatalities and serious injuries has been on the rise through 2015. A likely factor has been the increase vehicle miles traveled. Low gas prices and an economy that is on the rebound are possible factors contributing to this trend.

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. Occupant protection, and unsafe driving behaviors such as aggressive driving, driving under the influence, and distracted driving remain focus areas that are addressed through education, enforcement and public policy. The 2015 Annual Safety Report also highlights programs funded in 2015 through the 2016 fiscal years ending in June and September.

There are both short-term and long-term factors that will affect the degree to which reduce transportation-related fatalities and serious injuries. In the short term the education and enforcement efforts can help.

Long term there is hope that emerging technologies that will prevent crashes through avoidance and advanced warning systems. Autonomous or self-driving vehicles may with combined vehicle to vehicle and vehicle to infrastructure communications significantly reduce crashes. A second long term strategies 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 incorporated safer travel modes like public transportation, walking and bicycling could reduce VMT and lower speeds to reduce the severity of crashes.

The annual safety report is produced with the support of staff from MARC, MoDOT, KDOT and members of the Transportation Safety Data Task Team.

Details of the 2015 Annual Report is available for review on the Internet at:
http://marc.org/Transportation/Safety/reports_pdfs/DS_AnnualReport_2015.aspx

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Aaron Bartlett

Enforcement and Education Programs

In 2015, the following transportation safety projects were funded by MoDOT or KDOT based on the recommendations of the Destination Safe Leadership Team.

Aggressive and Intoxicated Driving Enforcement, \$25,000
Grandview Police Department

Battle of the Belt, \$5,000
Missouri Department of Transportation

Car Seat Program, \$17,600
Safety and Health Council of Western Missouri and Kansas

Child Safety Restraint Observation Survey, \$18,250
Children's Mercy Hospital

Destination Safe Media Campaign Kansas: \$17,410, Missouri: \$30,729
Mid-America Regional Council and MoDOT Kansas City District

Education Pilot Program on Older Driver Safety, \$8,010
Americans for Older Driver Safety

Lake Winnebago Destination Safe Application, \$7,905
Lake Winnebago Police Department

Pioneer Trails Incentive Items, \$3,495
Pioneer Trails Regional Planning Commission

Platte County Buckle Up Kids and Arrive Alive, \$11,929
Platte County Health Department

Reflect On This, \$4,500
Truman Medical Center

Speed Trailer, \$16,000
Overland Park Police Department

Teen Drunk Driving Prevention Interactive Presentation, \$3,500
Kansas Traffic Safety Resource Office

ThinkFirst Injury Prevention Program \$8,700
ThinkFirst of Greater Kansas City

Youth Prevention and Educational Programming, \$10,000
Tri-County Mental Health Services

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



Produced in partnership with  **ARRIVE ALIVE**

2015 Annual Safety Report

Mission: Reduce transportation-related fatalities and serious injuries.

“Toward Zero Deaths” Vision: Achieve an average of 180 or fewer roadway fatalities annually from 2013–2017.

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

The coalition is also guided by the “Toward Zero Deaths 2013–2017: Kansas City Regional Transportation Safety Blueprint,” which aims to achieve an average of 180 or fewer roadway fatalities annually between 2013 and 2017. The blueprint highlights 15 focus areas that contribute to many serious injuries and fatalities on the region’s roadways.

The “2015 Annual Safety Report” provides a snapshot of fatality and serious injury data for the region’s high-priority focus areas, measuring progress toward zero deaths and highlighting the work of the coalition. The annual report contains complete data from 2014 and data from the prior five-year record. Preliminary 2015 fatality report data is used to measure progress toward the zero deaths vision. This report organizes the 15 focus areas by infrastructure-related, behavior-related and special-user factors.

Public Policy

Annually, the coalition’s leadership team forms policy recommendations regarding transportation safety, which are submitted to the MARC Board for consideration when the board adopts its state legislative platform. The 2016 Kansas legislative platform includes designation of a K-10 highway safety corridor, primary seatbelt amendments and maximum speed limit issues. The 2016 Missouri legislative platform includes banning texting while driving for all ages, passage of a primary seat belt law, a cell phone ban for young drivers, and maintaining the current motorcycle helmet law.

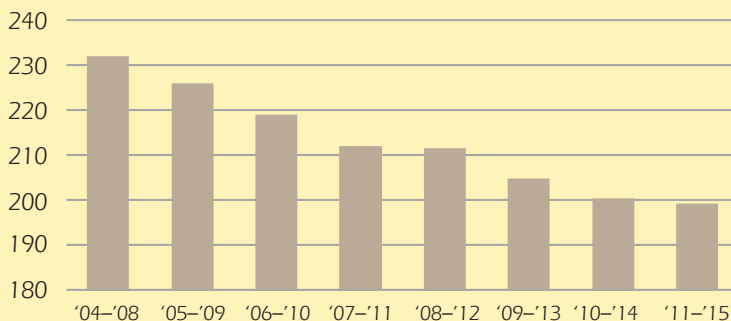
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Data provided by Kansas and Missouri Departments of Transportation. Some information calculated by MARC.

This document is exempt under discovery or admission as part of 23 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.

Toward Zero Deaths

Preliminary total fatalities for 2015 are 206, which is higher than the coalition's reduction goal for 2015. While the region's rolling five-year average demonstrates progress on the Toward Zero Deaths Vision, the coalition recognizes there is more work to be done, including safety education, traffic law enforcement and engineering safer roadways.

Five-year averages of regional fatalities



Infrastructure priorities

Run-off road

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

	Five-year average	2014	Percent of incidents
Fatalities	99	82	47%
Serious injuries	467	458	38%

Even though there were reductions, lane departures account for the highest percent of fatalities and serious injuries in any single infrastructure priority type.



Fixed object

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

	Five-year average	2014	Percent of incidents
Fatalities	100	72	41%
Serious injuries	471	434	36%

Fatalities involving a fixed object declined 28% in 2014 from the five-year average.



Horizontal curves

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

	Five-year average	2014	Percent of incidents
Fatalities	50	36	20%
Serious injuries	267	237	20%

Horizontal curve fatalities decreased 28% in 2014 over the regional five-year average.



Intersections

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

	Five-year average	2014	Percent of incidents
Fatalities	43	40	23%
Serious injuries	565	400	33%



Intersections saw a decrease in fatalities and serious injuries over the five-year average, 7% and 29%, respectively.

Head-on collisions

A crash that results from two opposing vehicles colliding.

	Five-year average	2014	Percent of incidents
Fatalities	22	18	10%
Serious injuries	105	92	8%

When compared to the five-year average, head-on collisions ending in fatalities or serious injuries in 2014 fell by 19% and 13% respectively.



Regional dashboard

The overall numbers for the region are listed below. In 2014, serious injuries decreased to the lowest level in recent history and fatalities continued to decline from a high of 233 in 2012.

	2009	2010	2011	2012	2013	Five-year average	2014
Fatalities	199	211	181	233	200	204.8	178
Serious injuries	1,528	1,575	1,564	1,463	1,429	1,511.8	1,198

Please note that in any given crash there may be multiple contributing factors from one or more priorities affecting the outcome.

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.

Kansas has a primary seatbelt law; Missouri has a secondary seatbelt law. Seatbelt use remains a priority on the 2016 legislative agenda.



Speeding — a common aggressive behavior — was a factor in 95% of fatalities and 73% of serious injuries in this category.



As some states legalize marijuana use, the coalition will review the impact on regional and safety strategies.



In 2015, 28% of fatalities and 17% of serious injuries were caused by a driver who was either unlicensed or whose license was revoked or suspended.

Both fatalities and serious injuries decreased in the distracted driving priority category.



Unrestrained occupants

Not using safety belt or restraint device.

	Five-year average	2014	Percent of incidents
Fatalities	83	64	36%
Serious injuries	285	341	28%

Aggressive driving

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

	Five-year average	2014	Percent of incidents
Fatalities	84	60	34%
Serious injuries	480	408	34%

Impaired driving

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

	Five-year average	2014	Percent of incidents
Fatalities	62	46	26%
Serious injuries	225	175	15%

Unlicensed driver

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

	Five-year average	2014	Percent of incidents
Fatalities	47	49	28%
Serious injuries	255	205	17%

Distracted driving

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

	Five-year average	2014	Percent of incidents
Fatalities	29	16	9%
Serious injuries	480	248	21%

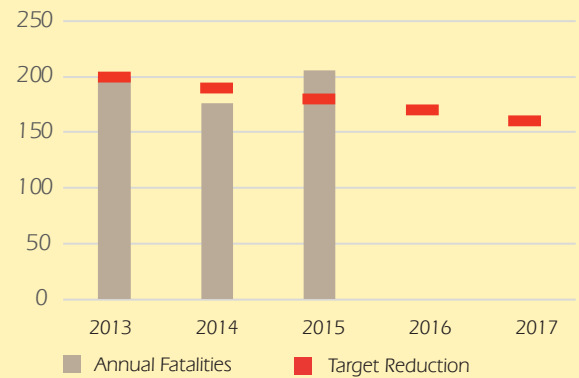
Blueprint fatality reduction targets

Destination Safe set a goal of an average of 180 or fewer roadway fatalities annually over the period of its current plan, 2013 to 2017.

Benchmarks

2013	200 or fewer fatalities.	Goal met! (200)
2014	190 or fewer fatalities.	Goal met! (176)
2015	180 or fewer fatalities.	Goal not met! (206)
2016	170 or fewer fatalities.	
2017	160 or fewer fatalities.	

Blueprint goals 2013–2017



Special user priorities

Motorists 15–24 years old

Involves a driver between the ages of 15 and 24.

	Five-year average	2014	Percent of incidents
Fatalities	64	49	28%
Serious injuries	586	405	34%

Overall youth driver incidents continued to decrease in 2014, compared to the five-year average.



Motorcycle/moped

Involves a person operating a motorcycle or moped.

	Five-year average	2014	Percent of incidents
Fatalities	31	29	16%
Serious injuries	189	152	13%

The coalition continues to emphasize helmet laws in both states as part of the legislative agenda.



Motorists 65 years old and older

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

	Five-year average	2014	Percent of incidents
Fatalities	33	25	14%
Serious injuries	216	186	16%

Older driver fatalities decreased in 2014. As the regional population continues to age, this remains an important focus area.



Pedestrians

Occurs with a person not in or on a vehicle.

	Five-year average	2014	Percent of incidents
Fatalities	23	23	13%
Serious injuries	84	69	6%

Pedestrian fatalities represent 13% of all fatalities. In 2015, MARC helped federal, state and local partners develop a pedestrian roadway safety assessment for Prospect Avenue.



Large trucks

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

	Five-year average	2014	Percent of incidents
Fatalities	20	28	16%
Serious injuries	73	81	7%

In 2014, fatalities and serious injuries involving large trucks increased. The coalition will focus education efforts on large truck incidents in 2016.



ISSUE

REPORT: Climate Resilience Strategy Focus Group

BACKGROUND

The Department of Energy and the White House designated a MARC-led consortium as a Climate Action Champion in November 2014. As part of our work, MARC is working to develop a high-level climate resilience strategy. This strategy will identify key opportunities for the region to begin to mitigate, adapt to, and bounce forward from potential future impacts associated with extreme weather.

The process to develop the regional strategy is being informed by two large community and stakeholder workshops, two focus groups, input from multiple committees, and technical assistance from national thought leaders. A focus group on sustainable infrastructure and hazard mitigation was held on April 11, 2016. Participants included emergency managers, public works directors, water resource engineers and city managers. Insights gleaned from that conversation will be shared.

POLICY CONSIDERATIONS

Transportation Outlook 2040 includes a goal for climate change and energy use to “decrease the use of fossil fuels through reduced travel demand, technology advancements and a transition to renewable energy sources”.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Tom Jacobs

ISSUE

2016 Call for Projects 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.

Consistent with this role, MARC issued a call for projects on January 22, 2016 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 \$77 million through FFY 2020. MARC received 124 applications for projects by the March 25, 2016, application deadline. Staff will report on additional details about these applications at the meeting.

POLICY CONSIDERATIONS

TTPC authorized a call for projects for 2019-2020 federal suballocated funding on December 15, 2015.

BUDGET CONSIDERATIONS

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

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Marc Hansen

TTPC AGENDA REPORT

April 19, 2016

Agenda Item No. 11

ISSUE

REPORT: FFY 2016 Federal FASTLANE and TIGER Funding Programs

BACKGROUND

On December 4, 2015 Congress passed, and the President signed, the “Fixing America’s Surface Transportation Act” (FAST), a five-year, \$305 billion reauthorization of federal surface transportation programs. This law established a new competitive grant program for freight and highway projects that demonstrate support of national and regional freight significance.

USDOT has recently announced that they are accepting applications for the new “FASTLANE” grant program, and for another round of TIGER program.

Both programs are competitive, discretionary programs with projects to be selected by the US Secretary of Transportation.

The FASTLANE program is funded at \$800 million for FFY 2016 and is focused on highway and freight system improvements that facilitate national and regional freight movement. Applications are due April 14, 2016. Additional details are available at <https://www.transportation.gov/FASTLANEgrants>

The TIGER program is funded at \$500 million for FFY 2016, and is focused on projects that will have a significant impact on the Nation, a metropolitan area, or a region. Applications are due April 29, 2016. See more at: <https://www.transportation.gov/tiger/nofa>.

Several project sponsors have requested letters of support from MARC for applications in the Kansas City metropolitan area. Staff will provide additional information on these programs and projects at the meeting.

POLICY CONSIDERATIONS

Funding for multi-modal transportation needs is an element of MARC’s Federal, Kansas and Missouri legislative platforms.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl