



**OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE**

Councilman Chuck Adams, Kansas Co-Chair
Mayor Carson Ross, Missouri Co-Chair

There will be a **SPECIAL MEETING** of MARC's Total Transportation Policy Committee on **Tuesday, July 19, 2016 at 9:30 a.m.** ***This special meeting will be conducted via teleconference. See instructions below.***

A G E N D A

1. Welcome and Introductions
2. VOTE: *June 21, 2016 Meeting Minutes**
3. VOTE: *2016 3rd Quarter Amendment to the 2016-20 TIP**
4. VOTE: *Release 2016 Special Amendment #3 to the 2016-2020 TIP for Public Review & Comment**
5. VOTE: *Release 2016 Unified Planning Work Program – Amendment #1 for Public Review & Comment**
6. Other Business

*Action item

To participate in this Special Meeting by teleconference: Dial 1 (218) 339-7800, wait until it asks for the Access Code, enter 336 7223, and then follow the instructions to complete your login.

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

June 21, 2016

Meeting Summary

Members, Alternates Present-Representing

Councilman Chuck Adams, Wyandotte County
Municipalities, Kansas Co-Chair
Michael Ashcraft, Johnson County
Mike Brungardt, Johnson County Municipalities
Tim Gramling, City of Independence
Richard Grenville, PortKC
Patty Hilderbrand, City of Kansas City
Tony Hoffman, City of Overland Park
Dick Jarrod, KCATA
Brian Kidwell, MoDOT
Michael McDonald, Leavenworth County Mun.
Mayor Mike McDonough, Jackson County Mun.
Mark McHenry, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Commissioner Jerry Nolte, Clay County
Mark Randall, Cass County
Mayor Randy Rhoads, City of Lee's Summit
Eric Rogers, BikeWalk KC
Kite Singleton, Regional Transit Alliance
Mayor David Slater, Clay County Municipalities
Duane Soper, Platte County
Sheila Tracy, Northland Chamber of Commerce
Tim Vandall, Leavenworth County Municipalities
Scott Wagner, City of Kansas City
Commissioner Jim Walters, Unified Gov't WyCo/KCK
Justus Welker, Unified Gov't WyCo/KCK
Beth Wright, City of Olathe

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
David Gress, Transportation Intern
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Program Director
Laura Machala, Transportation Planner II
Martin Rivarola, Assistant Director of Transportation &
Land Use Planning
Jermain Whitmore, Program Assistant

Others Present

Linda Clark, TranSystems
Sara Copeland, City of North Kansas City
Dick Davis, Olsson Associates
Mary Flint, City of Independence
Angie Hoecker, MoDOT
Kati Horner-Gonzalez
Nan Johnston, City of Parkville
Ken Miller, City of Lansing
Robert Orr, Wilson & Co.
Linda Rottinghaus, Affinis
Mark Sherfy, BHC Rhodes
Kip Strauss, HNTB
Brent Thompson, Unified Gov't WyCo/KCK
Tom Worker-Braddock, Olsson Associates

1) Welcome/ Introductions

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

2) Approval of May 17, 2016 Meeting Summary *

There were no changes to the May 17, 2016 meeting summary. Jack Messer moved to approve the meeting summary, Mayor David Slater seconded and the motion carried unanimously.

3) 2016 Special Amendment #2 to the 2016-2020 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 Special Amendment #1 to the *2016-2020 TIP* includes 1 project:

- 1 new project to be added:
 - #690498 – MoDOT – Grand Avenue over I-670 in Jackson County

Details of this amendment 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/16SpecAmend2.aspx>

MARC's Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. Forty comments related to multimodal and urban design considerations from the public were received, and a response was generated.

The proposed 2016 Special Amendment #2 is financially constrained.

Kite Singleton moved to approve the *2016 Special Amendment #2 to the FFY 2016-2020 TIP*, Mark McHenry seconded and the motion carried unanimously.

4) 2016 3rd 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 3rd Quarter Amendment to the *2016-20 TIP* includes 45 projects:

- 42 new projects to be added, including, but not limited to:
 - #257010 – Section 5311 Assistance for Bonner Springs
 - #990257 – ADA Transition Plan Projects
 - #990276 – Motorist Assist Operations and Staff
 - #990279 – KC Scout Intelligent Transportation System
- 3 modified projects
 - Scope
 - Schedule
 - Budget

Details of this amendment 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/16Q3amend.aspx>

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

The proposed 3rd quarter amendment is financially constrained.

Mark McHenry moved to approve the *Release of the 2016 3rd Quarter Amendment to the FFY 2016-2020 TIP for public review and comment*, Mayor David Slater seconded and the motion carried unanimously.

5) Missouri Moves Cost-Share Funding Program

Brian Kidwell presented additional information on the program. The Missouri General Assembly included \$20 million of general funds in the SFY 2017 appropriations bill for a new "Missouri Moves" cost share program. At their meeting in Kansas City on June 8, 2016, the Missouri Highways and Transportation Commission announced that MoDOT will conduct a statewide call for projects for these funds starting this month. These funds will be available for local governments and other eligible applicants to compete for highway and multimodal projects on and off of the Missouri state highway system. A few highlights to note:

- Of the \$20 Million available for funding:
 - 2/3 Road & Bridge, 1/3 Multimodal
 - Minimum 50% match
 - Minimum project \$200k (\$100k multi-modal)
 - Maximum \$5 M for any district
- Eligible projects on and off of state system, multi-modal
- Public and private applicants
- Applications are due July 29, 2016, and awards are to be announced in September 2016
- Funds available through June 30, 2017
- Full details at: <http://www.modot.org/missourimoves/index.html>

Ron Achelpohl clarified some of the information regarding deadlines, and added that MARC will take a liberal and generous view with projects, and provide letters of support to all projects that are consistent with Transportation Outlook 2040 or the TIP.

Scott Wagner inquired if applications are submitted by the end of July, when would local fund share have to be available, and Mr. Kidwell remarked that it would have to be ready before any advertising.

6) RideKC Data Insight - Performance Metrics Dashboard

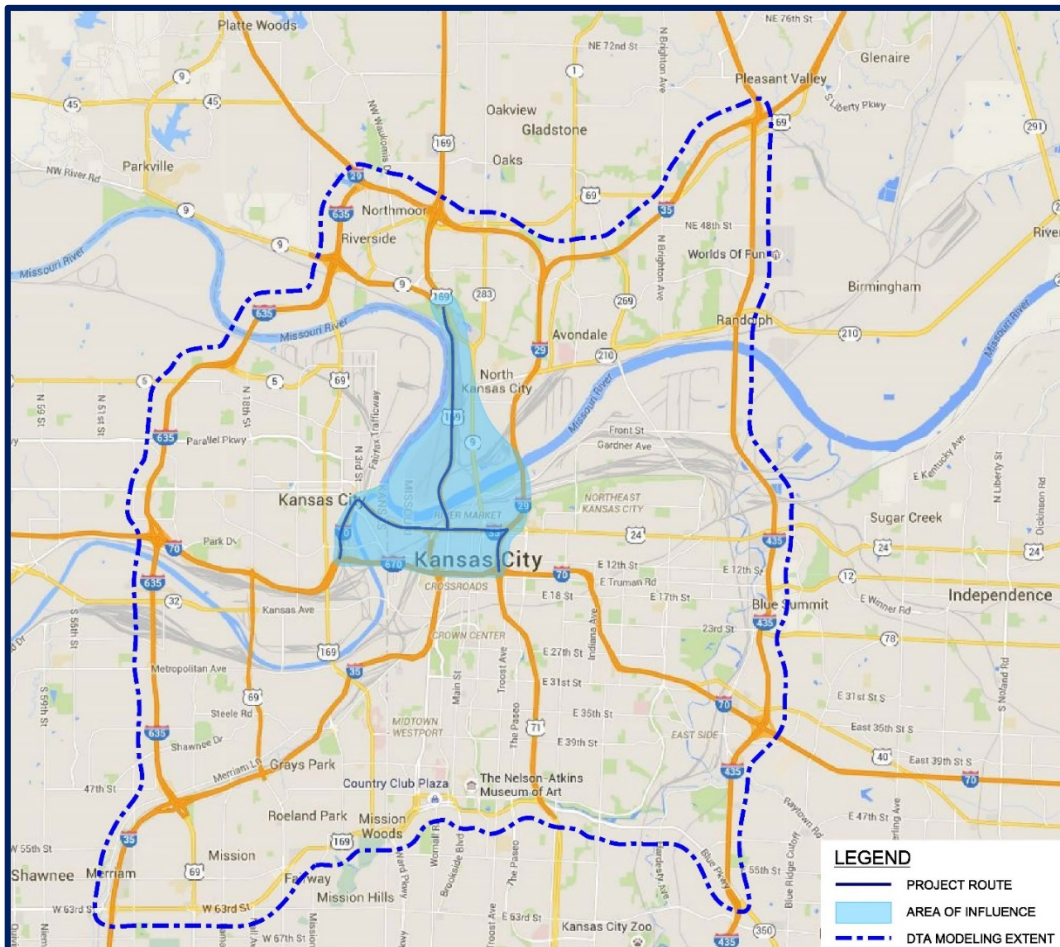
Karen Clawson provided an overview of the dashboard. As The Mid-America Regional Council, in partnership with KCATA, Johnson County, Unified Government Transit, the City of Independence, and KC Streetcar Authority, is currently developing a new performance metrics dashboard that will be integrated in the new RideKC.org website. The dashboard will highlight important transit metrics for overall system performance, including those that track progress towards mid- and long-range planning goals. The results of the project will allow regional leadership to track transit system performance and progress towards regional goals and targets.

The project team is currently deliberating on which transit performance to visualize on the dashboard and which audiences to target. Mrs. Clawson proceeded to ask for feedback from committee members regarding how this new data tool could be useful to them as policy leaders and which performance metrics should be prioritized:

- Mayor David Slater asked if it was tied to the Big 5, and Mrs. Clawson responded that it is not at the moment, but it may be able to should the opportunity become available.
- Mayor Eileen Weir questioned the significance of the Customer Satisfaction Survey and issues, and Mrs. Clawson answered that they are still trying to define it.
- Councilman Chuck Adams asked if they are considering a non-public facing dashboard for any of these topics, and Mrs. Clawson confirmed that they are.
- Mark Randall said that it would be interesting to see inter-connection of modes with transit riders, not just ATA, if it is possible. Mrs. Clawson said that current data does not support connectivity of modes well, but as new technology and fare mechanisms become available, it may be possible.
- Mr. Messer enquired if there are other regions that have done this, and what are some of the best practices concerning their dashboard. Mrs. Clawson proclaimed that there are and cited a few other dashboards, as well as some of their best practices. Mr. Messer suggested that, depending on our region, we may need to decrease the amount of metrics we currently have.
- Mr. Wagner recommended there should possible be more focus on the rider and their purpose of using the various types of transit, as well as the connectivity between stops and what's around them.

7) US-169 (Broadway Bridge)/I-70 North Loop Planning Environmental Linkages (PEL) Study

As previously reported to the TTPC, MARC will be leading a study with a stated goal of identifying, screening and documenting “reasonable alternatives” for future NEPA work on US-169 and I-70 within the region’s core. The US-169/I-70 PEL Study will focus on these two routes (including the Broadway Bridge). In order to evaluate impacts and consider benefits, the study will also consider an “area of influence” in the immediate surroundings of these corridors. A Dynamic Traffic Assignment (DTA) traffic model of major corridors outside of the downtown will also be developed to test/model traffic patterns depending on considered alternatives.



Generally, MoDOT is interested in developing planning strategies to rehabilitate or replace the Broadway Bridge. The City of Kansas City is also interested in strategies which can improve traffic flow on both ends of bridge and can also improve connections to the street grid between River Market and downtown Kansas City for future redevelopment. Other issues to be considered as part of the study will be access to Port of Kansas City, airspace around downtown airport, Missouri River navigation, bike/ped accommodations on the bridge and across I-70 corridor, impacts to transit/railroad, etc.

MARC will provide project management which will include coordination between the public and consulting support, project partners, and a “Policy Advisory Group” composed of elected and management officials from regional/local governments interested in study outcomes. A consultant team lead by Burns & McDonnell has been selected to lead the study. Future steps include completion of necessary agreements prior to an anticipated study launch of July 2016. Completion of the PEL study is anticipated within 18 months of launch date. Funds available for the study include \$3 million in STP funds and \$850,000 in local match from the City of Kansas City, MO.

Given the scope, nature and number of stakeholders involved in this planning study, it is likely that it will generate a diverse discussion on transportation needs into and through the Kansas City downtown and surrounding areas in Wyandotte, Platte and Clay counties.

Mr. Messer inquired if the study will analyze the options of how it will get funded, and Martin Rivarola responded that they will look at all options that are available, but there is no direct funding available to implement it. Mr. Achelpohl added that economic feasibility will be an important evaluation criteria for any of the alternatives that are developed through the study, as funding is limited.

8) Quarterly Safety Report

Destination Safe Coalition solicited applications for Missouri safety funding and projects for recommendation for Kansas funding. Leadership Team met on Wednesday, May 25, 2016 to review fifteen (15) applications. Eleven (11) of the applications focused on education and four (4) on enforcement. Thirteen (13) applications requested at total of \$149,345 in Missouri funds and two (2) applications were submitted for \$19,427 in Kansas funds.

All applications with attached documents were made available on-line. The Leadership Team members reviewed proposals and prepared questions for the applicants in advance. Applicants were given time to discuss each proposal.

Prioritizing of applications for project funding was completed using a composite score that includes the review team group score based on scoring criteria with and Leadership Team average score for each project.

Destination Safe will provide the state DOTs with the final list of projects recommended for funding prioritized by the composite score.

Missouri Projects	Combined Score	Recommended Funds
2016 Blueprint Conference	(Set-aside)	\$5,100
Missouri Highway Patrol Convincer Repairs	(Set-aside)	\$6,496
Youth Prevention and Educational Programming	84	\$10,000
Platte County Buckle Up Kids& Arrive Alive Events	82	\$13,775
Destination Safe Public Campaign	82	\$30,000
Think First Injury Prevention Program for Teens	82	\$8,824
It Only Takes One Incentive Items	64	\$5,000

Safety Seat Initiatives	63	\$2,920
Aggressive & Impaired Drivers	61	\$20,000
Teen Driving	56	\$2,450
Radar Trailer with Traffic Message Board	54	\$19,700
Child Passenger Safety	53	\$18,080
Lake Winnebago MO PD. ...	47	\$7,000
	Total	\$149,345
Kansas Projects		
Drive Safe Gardner	61	\$10,727
Kansas Older Driver Education Pilot Project	45	\$8,700
	Total	\$19,427

1st QUARTER, KANSAS CITY REGION FATALITY REPORT

The Kansas City Region Fatality Report ending March 31, 2016 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 170 or fewer fatalities through 2016.

A total of **45** fatalities have been reported through this quarter, this is above the year-to-date **31** or fewer goal. The five-year average 2011-2015 this this period is 36.2. This year fatalities are **up 24.3%** over the five-average.

The report provides fatalities by county. This year we are observing increases in both urban areas and the rural areas. The month-by-month regional fatalities are compared to the five-year monthly average to provide a baseline. The region experienced unusually high fatalities in February over the five-year average.

The report tracks 15 Focus Areas that are grouped into *Behavioral*, *Infrastructure* and *Special User* categories. 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. 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. The Coalition encourages more communities in Missouri to consider primary seatbelt ordinances because primary laws correlate with higher seatbelt use rates.

The two leading infrastructure focus areas are “lane departure” and “fixed object”. This quarter infrastructure related factors are up across all focus areas. Addressing these factors requires long term and sustained efforts.

Special user focus areas showed are down over the five-year average for all areas except Motorist 15-24 years. Efforts to reduce fatalities for these groups often involves public education with targeted law enforcement.

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 September.

Janet McRae questioned if it would be beneficial to show rates and correlation for some of the indicators in the report, and Mr. Bartlett agreed that he would look into it and try to have something by the next report.

Commissioner Jerry Nolte queried if there were any trends that were out of the norm, and Mr. Bartlett answered that there was an increase in the motorist between the ages of 15-24.

9) Planning Sustainable Places Call for Projects and Select Project Updates

The Kansas City region's vision of vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and *Transportation Outlook 2040*, the region's long-range transportation plan.

In 2012, MARC's Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee joined forces to launch Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers. The first round of projects was funded in 2013 and a second round of projects was funded in 2015. The upcoming call will fund a third round of projects for 2017.

The Planning Sustainable Places program continues to serve as a single local government assistance program intended to specifically respond to these goals and facilitate the following objectives:

Program Objectives:

- Support the development and implementation of local activity center plans consistent with Creating Sustainable Places principles, identified regional activity centers, and the land use policy direction outlined in *Transportation Outlook 2040*.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative, *Transportation Outlook 2040*, and the MARC Board's adopted policy statement on regional land use direction.
- Support the conceptualization, development, and implementation of Creating Sustainable Places projects. The Sustainable Places Policy Committee (SPPC) provides oversight to the PSP Program. As such, it has recently updated programming and project selection parameters. The SPPC will review and provide funding recommendations to the TTPC. The next call for projects is currently open and will close on June 24, 2016.

The 2015 (current) Planning Sustainable Places funding cycle has two projects that have concluded their work. Mary Hunt gave an overview of the Independence Truman + Winner Roads Commercial Node project and the impact that they are having on the community.

City of Independence – Truman & Winner Roads Commercial Node

Mary Hunt, City of Independence – Community Development, gave background on the Truman and Winner Roads Commercial Node study and the results of the PSP work that they are completing.

- Project implements the eastern terminus of the Truman Green Gateway project and explored the technical viability of the project along with engaging the community.
- Developed multi-modal options that create safe connections for Van Horn High School along with looking to increase activity at the node to spur future commercial development.
- Created a Technical group and a Citizens group to vet project solutions. The Citizens group was engaged through High School organizations, a local church, the local business group, the neighborhood network and other entities.
- The recommended solution reconfigures the bus loading area, removal of street median, improved crosswalks and extending sidewalk connections to the neighborhoods.

The PSP program has allowed them to build relationships with neighborhood groups and build credibility in the community. Due to the success of the public engagement strategies, the city will replicate the strategies with other future planning work. The City of Independence has applied for STP funds to implement the project and the local match for the project has been secured.

Due to time constraints, Sara Copeland with the North Kansas City, MO Burlington Corridor Complete Street Project will give her presentation at a future meeting.

10) 2016 Call For Projects for CMAQ, STP and TAP Funds

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. Planning Committees are currently reviewing applications to provide advisory priority recommendations to the Active Transportation Programming Committee and Kansas and Missouri STP Committees. Programming committees will complete their work to develop project funding recommendations for TTPC and Air Quality Forum in July and August.

11) Other Business

No other business.

12) Adjournment

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

ISSUE

VOTE: 2016 3rd Quarter Amendment to the 2016-20 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 3rd Quarter Amendment to the *2016-20 TIP* includes 50 projects:

- 43 new projects to be added, including, but not limited to:
 - #257010 – Section 5311 Assistance for Bonner Springs
 - #990257 – ADA Transition Plan Projects
 - #990276 – Motorist Assist Operations and Staff
 - #990279 – KC Scout Intelligent Transportation System
- 7 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/16Q3amend.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. One comment from the Missouri Department of Transportation requesting minor financial modifications and the removal of one project due to duplication was received. Since the requested changes are within the thresholds established for administrative modification, the changes have been incorporated.

All of the projects in the proposed 3rd quarter amendment are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Kansas STP Priorities committee approved the modifications to #346008 and #352001 at their June 14, 2016 meeting.

RECOMMENDATION

Approve the 2016 3rd Quarter Amendment to the *FFY 2016-2020 TIP*.

STAFF CONTACT

Marc Hansen

ISSUE

VOTE: 2016 Special Amendment #3 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 #3 to the *2016-2020 TIP* includes 1 project:

- 1 new project to be added:
 - #667002 – Oak Grove – Salem Street Improvements

Details of this 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/16SpecAmend3.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 #3 are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the release of the 2016 Special Amendment #3 to the *FFY 2016-2020 TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

ISSUE

VOTE: 2016 Unified Planning Work Program – Amendment #1

BACKGROUND

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

The proposed 2016 UPWP Amendment #1 will make the following modifications:

- Revise task 2.6, Transportation Performance Measurement and Target Setting, to remove the Transportation Planning Data Self-Assessment consultant activity. This activity is being performed under a pilot study through FHWA at no cost to MARC (decrease funding by \$70,000);
- Revise task 2.6, Transportation Performance Measurement and Target Setting, to increase funding for staff expenses (increase funding by \$10,000);
- Revise task 2.2, Metropolitan Transportation Plan, to add consultant services for stakeholder engagement and draft plan development for an Integrated Ecosystem Framework (increase funding by \$60,000);
- Revise task 2.3, Modeling/Forecasting Activities, to remove a proposed Surveys and Modeling Symposium (decrease funding by \$5,000);
- Revise task 5.2, Intelligent Transportation Systems Planning and Integration, to add a Transportation Technologies forum (increase funding by \$5,000);
- Revise task 6.1, Transit/Paratransit Planning and Coordination, to add consultant services for a Transit Oriented Development Economic Benefit Study. Funding for this study was already included in the UPWP as an undefined resource (no financial change);
- Adjust the MARC consultant budget in Appendix C, Schedule 3 to reflect the consultant contract budget changes in tasks 2.2, 2.6, and 6.1 described above;

The revisions are detailed at: http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2016_UPWP_Amend_1.aspx

Although the revisions are revenue neutral for MARC's planning funds, they result in changes to MARC's proposed work activities for 2016, and should be released for public review and comment.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

The amendment results in no change to the overall UPWP CPG budget.

COMMITTEE ACTION

None.

RECOMMENDATION

Release Amendment #1 to the *2016 UPWP* for public review and comment.

STAFF CONTACT

Marc Hansen