

**Greater St. Joseph Area**  
**MPO**  
 Metropolitan Planning Organization

ST. JOSEPH AREA TRANSPORTATION  
 STUDY ORGANIZATION  
 1100 Frederick Avenue, Room 204  
 St. Joseph, MO 64501  
 Telephone: (816) 271-4653

<http://stjcmptb.org/>

*The Federally Designated Organization for the Kansas & Missouri Departments of Transportation; Counties of Buchanan, Doniphan, and Andrew; Cities of Wathena, Elwood, Savannah, and St. Joseph; Village of Country Club.*

**Agenda**  
**Coordinating Committee Meeting**

**DATE:** Thursday, January, 25<sup>th</sup>, 2018  
**TIME:** 12:00pm to 1:30pm  
**LOCATION:** Conference Room 4<sup>th</sup> Floor

**I. OPENING REPORTS**

- A. Roll Call of Voting Members
- B. Approval of Minutes from Last Meeting November 16<sup>th</sup>, 2017

**II. NEW BUSINESS**

- A. TIP Emergency Amendment  
 Action Needed: Approval
- B. Upcoming TIP Call for Projects  
 No Action Needed: FYI
- C. 2018 Safety Targets  
 Action Needed: Approval

**III. MISCELLANEOUS**

- A. Opportunity for Public Comments and Questions
- B. Next Meeting: March 29<sup>th</sup>, 2018 4<sup>th</sup> Floor City Hall

**IV. OTHER/ADJORNMENT**

**V. OTHER BUSINESS**

- A. Listening Session with FHWA and FTA

SJATSO fully complies with Title VI of the Civil Rights Act of 1964 and related statues and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form please visit [www.stjoempo.org](http://www.stjoempo.org) or call (816) 236-1471.

**ST. JOSEPH AREA TRANSPORTATION STUDY**  
**COORDINATING COMMITTEE**  
4<sup>th</sup> Floor Conference Room – City Hall – St. Joseph  
12:00 noon – November 16, 2017

**Voting members present:**

Donna Jean Boyer	City of St. Joseph
Kent O'Dell	City of St. Joseph
Bruce Lundy	City of Savannah

**Staff members present:**

Chance Long	City of St. Joseph
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**Others present:**

Don Wichern	MoDOT
Martin Lyles	MoDot
Shannon Kusilek	MoDOT – NW
Chris Crain	City of St. Joseph
Andy Clements	City of St. Joseph
Brady McKinley	City of St. Joseph
Keven Schneider	

**OPENING REPORTS** – Vice Chairperson Boyer opened the meeting.

Roll Call. A quorum was not present. Electronic vote will be needed for agenda items that need to be approved.

Approval of Minutes. Postponed until next meeting.


**NEW BUSINESS** – Safety Targets for Missouri and Kansas. A memo of data was included. At the January meeting more data will be available and presented to committees for review and voting.

UPWP. Unified Planning Work Program FY18. Federally required document mostly used by staff that details staff tasks, the amount of time per task and budget dedicated for the year. No public comment was received. An email will be sent to the voting members for their approval.

2018 Meeting Schedule. A proposed schedule was included. An electronic vote is needed for approval.

Slurry Seal Street Maintenance Program. Presentation by Keven Schneider, Superintendent of Streets.

**ADJOURN** - The meeting adjourned. The next regular meeting is scheduled for January 25, 2018.



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### **TIP Emergency Amendment & Call for Projects**

The TIP Emergency amendment is being brought to the Technical Committee for review. Staff is seeking approval to release the amendment for a 7 day public comment period per the PPP. Please see attached amendment for project details.

The 2018-2022 TIP outlines two regularly scheduled amendments, one in September and one in March. The call for projects for the March amendment will be going out in January. **This is for project additions or amendments that need to be in place before July 1<sup>st</sup>.**

Separately, the annual update will begin in January with a request for project sponsors to review **current projects and submit new projects for the 2019-2023 TIP (July 1<sup>st</sup>, 2018 – June 30<sup>th</sup>, 2019).**

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2018–2021 Transportation  
Improvement Program (TIP)  
Amendment #2 Summary  
July 1<sup>st</sup> 2017 – June 30<sup>th</sup> 2018



Adopted May 25th, 2017  
Amended September 28th, 2017

# CONTACT SJATSO

For questions regarding SJATSO's TIP, programs, or publications please contact SJATSO Staff. To request additional copies of this document or to request it in an accessible format, please contact SJATSO staff using the methods described below. An electronic copy of this document can also be downloaded online from the website.

1100 Frederick Ave., Room 202  
St. Joseph, Missouri 64501

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Website: [www.StJoeMPO.org](http://www.StJoeMPO.org)

## Funding Notes.

This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

## Title VI Note:

SJATSO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which SJATSO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with SJATSO. Any such complaint must be in writing and filed with SJATSO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at <http://stjoempo.org>.

SJATSO released a call for amendments to be reviewed and approved at the upcoming September committee meetings. A total of five (5) new projects were received and scored using the TIP scoring matrix included in the 2018-2021 TIP. One (1) amendment to an existing project was submitted due to an increase in funding.

## PROJECT LISTINGS BY SPONSOR

### MoDOT

MoDOT has requested one (1) project in Scoping be amended to demonstrate an increase in funds. This is considered an adjustment to an existing project.

Table 1: Project Listing (Prior to Amendment)

MoDOT		Activity	Funding			Activities				
Sponsoring Agency			Federal	State	Local	2018	2019	2020	2021	TOTAL
Project Name:	Scoping for I-229 Bridge Improvements	Engineering	Federal	NHPP	\$16,000	\$4,000	\$4,000			\$8,000
State #	J113053		State	TCOS	\$4,000	\$1,000	\$1,000			\$2,000
TIP #	SC-2017-02		Local							\$0
Description:	Engineering work for bridge improvements		Other							\$0
Comments:	I-229 bridge along Missouri River. Bridge A2225	Scoping	Federal	NHPP						\$0
			State	TCOS						\$0
			Local							\$0
			Other							\$0
Total Project Cost	\$30,000		TOTAL		\$20,000	\$5,000	\$5,000	\$0	\$0	\$10,000
MTP Goals & Objectives:	System Management									Note: Inflation rates are not applied to out years for Engineering or scoping

Table 2: Project Listing (After Amendment)

MoDOT		Activity	Funding			Activities				
Sponsoring Agency			Federal	State	Local	2018	2019	2020	2021	TOTAL
Project Name	Environmental Study for I-229 bridge and corridor	Engineering	Federal	NHPP	\$16,000	\$80,000	\$480,000	\$240,000		\$800,000
STIP#			State	TCOS	\$4,000	\$20,000	\$120,000	\$60,000		\$200,000
TIP#	SC-2017-02		Local							\$0
Description:	US 80 (St. Joseph Ave.) to US36 Project involves Bridge A2225.		Other							\$0
Within EJ Area (Y/N)	No	Scoping	Federal							\$0
			State							\$0
			Local							\$0
			Other							\$0
Agency Bike/Ped Plan	Yes	Design	Federal						\$0	
Federal Funding	NHPP-IM: \$816,000		State						\$0	
State Funding	TCOS: \$204,000		Local						\$0	
Local Funding	N/A		Other						\$0	
Project Length:	1.2 miles		TOTAL		\$20,000	\$100,000	\$600,000	\$300,000	\$0	\$1,000,000
Total Project Cost	\$1,020,000									Note: Inflation rates are not applied to out years for Engineering or scoping
MTP Goals & Objectives:	System Management									

## FINANCIAL TABLES BEFORE AND AFTER BY SECTION

For comparison purposes, the following tables demonstrate the difference in section funding before and after the proposed amendment.

### Scoping

Table 3: Scoping Financial Summary by Agency (Prior to Amendment)

Scoping Financial Summary by Agency						
Agency:	Source	2018	2019	2020	2021	TOTAL
	Federal	\$17,600	\$20,000	\$0	\$0	\$37,600
	State	\$4,400	\$5,000	\$0	\$0	\$9,400
	Local	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>		<b>\$22,000</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47,000</b>

Table 4: Scoping Financial Summary by Agency (After Amendment)

Scoping Financial Summary by Agency						
Agency:	Source	2018	2019	2020	2021	TOTAL
	Federal	\$93,600	\$496,000	\$240,000	\$0	\$829,600
	State	\$23,400	\$124,000	\$60,000	\$0	\$207,400
	Local	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>		<b>\$117,000</b>	<b>\$620,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$1,037,000</b>

Table 5: Scoping Financial Summary (Prior to Amendment)

Scoping Financial Summary						
	Source	2018	2019	2020	2021	TOTAL
	Federal	\$17,600	\$20,000	\$0	\$0	\$37,600
	State	\$4,400	\$5,000	\$0	\$0	\$9,400
	Local	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>		<b>\$22,000</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47,000</b>

Table 6: Scoping Financial Summary (After Amendment)

Scoping Financial Summary						
	Source	2018	2019	2020	2021	TOTAL
	Federal	\$93,600	\$496,000	\$240,000	\$0	\$829,600
	State	\$23,400	\$124,000	\$60,000	\$0	\$207,400
	Local	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>		<b>\$117,000</b>	<b>\$620,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$1,037,000</b>

# CATEGORY SUMMARY BEFORE AND AFTER

Table 7: Category Summary by FY (Prior to Amendment)

Project Category	Federal	State	Local	Other	Total
Aviation	\$3,206,430	\$0	\$339,469	\$0	\$3,545,899
Bicycle & Pedestrian	\$2,108,000	\$217,000	\$460,001	\$0	\$2,785,001
Bridge	\$925,000	\$230,000	\$0	\$0	\$1,155,000
Elderly & Disabled	\$322,600	\$0	\$0	\$291,400	\$614,000
Highways & Streets - Rehab & Recon	\$2,700,800	\$953,100	\$9,420,000	\$1,184,000	\$13,657,900
Highways & Streets - Capacity & Connect	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$0	\$0	\$0	\$0	\$0
Safety & Hazard Elimination	\$553,000	\$105,000	\$0	\$0	\$658,000
Freight	\$0	\$0	\$0	\$0	\$0
Scoping	\$17,600	\$4,400	\$0	\$0	\$22,000
<b>Total</b>	<b>\$9,833,430</b>	<b>\$909,500</b>	<b>\$10,219,470</b>	<b>\$1,475,400</b>	<b>\$22,437,800</b>

Project Category	Federal	State	Local	Other	Total
Aviation	\$2,009,701	\$0	\$710,901	\$0	\$2,720,602
Bicycle & Pedestrian	\$0	\$0	\$140,050	\$0	\$140,050
Bridge	\$1,708,000	\$424,000	\$0	\$0	\$2,127,000
Elderly & Disabled	\$282,000	\$0	\$0	\$282,000	\$564,000
Highways & Streets - Rehab & Recon	\$5,629,920	\$1,390,000	\$8,045,603	\$0	\$15,065,523
Highways & Streets - Capacity & Connect	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$0	\$0	\$0	\$0	\$0
Safety & Hazard Elimination	\$313,000	\$78,000	\$0	\$0	\$391,000
Freight	\$0	\$0	\$0	\$0	\$0
Scoping	\$20,000	\$5,000	\$0	\$0	\$25,000
<b>Total</b>	<b>\$9,957,621</b>	<b>\$1,897,000</b>	<b>\$8,896,154</b>	<b>\$282,000</b>	<b>\$21,032,775</b>

Project Category	Federal	State	Local	Other	Total
Aviation	\$4,636,014	\$0	\$782,972	\$0	\$5,418,986
Bicycle & Pedestrian	\$0	\$0	\$98,593	\$0	\$98,593
Bridge	\$358,000	\$88,000	\$0	\$0	\$446,000
Elderly & Disabled	\$295,000	\$0	\$0	\$295,000	\$590,000
Highways & Streets - Rehab & Recon	\$7,366,000	\$1,316,000	\$7,500,000	\$0	\$16,182,000
Highways & Streets - Capacity & Connect	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$0	\$0	\$0	\$0	\$0
Safety & Hazard Elimination	\$0	\$0	\$0	\$0	\$0
Freight	\$0	\$0	\$0	\$0	\$0
Scoping	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$12,655,014</b>	<b>\$1,404,000</b>	<b>\$8,381,965</b>	<b>\$285,000</b>	<b>\$22,735,578</b>

Project Category	Federal	State	Local	Other	Total
Aviation	\$4,931,420	\$0	\$522,840	\$0	\$5,454,260
Bicycle & Pedestrian	\$0	\$0	\$101,507	\$0	\$101,507
Bridge	\$13,000	\$2,000	\$0	\$0	\$15,000
Elderly & Disabled	\$295,000	\$0	\$0	\$295,000	\$590,000
Highways & Streets - Rehab & Recon	\$0	\$0	\$8,311,960	\$0	\$8,311,960
Highways & Streets - Capacity & Connect	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$0	\$0	\$0	\$0	\$0
Safety & Hazard Elimination	\$0	\$0	\$0	\$0	\$0
Freight	\$0	\$0	\$0	\$0	\$0
Scoping	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$5,239,420</b>	<b>\$2,000</b>	<b>\$8,936,326</b>	<b>\$285,000</b>	<b>\$14,472,747</b>

Project Category	Federal	State	Local	Other	Total
Aviation	\$14,783,565	\$0	\$2,355,782	\$0	\$17,139,347
Bicycle & Pedestrian	\$2,108,000	\$217,000	\$800,151	\$0	\$6,868,151
Bridge	\$2,999,000	\$744,000	\$0	\$0	\$6,101,000
Elderly & Disabled	\$1,194,600	\$0	\$0	\$1,163,400	\$55,575,402
Highways & Streets - Rehab & Recon	\$15,696,720	\$3,059,100	\$33,277,583	\$1,184,000	\$53,217,402
Highways & Streets - Capacity & Connect	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$0	\$0	\$0	\$0	\$1,049,000
Safety & Hazard Elimination	\$865,000	\$183,000	\$0	\$0	\$1,049,000
Freight	\$0	\$0	\$0	\$0	\$47,000
Scoping	\$37,600	\$9,400	\$0	\$0	\$80,725,900
<b>Total</b>	<b>\$37,685,484</b>	<b>\$4,212,500</b>	<b>\$36,433,515</b>	<b>\$2,347,400</b>	<b>\$80,678,900</b>



Table 8: Category Summary by FY (After Amendment)

Project Category	Federal	State	Local	Other	Total
Aviation	\$3,206,430	\$0	\$339,469	\$0	\$3,545,899
Bicycle & Pedestrian	\$2,108,000	\$217,000	\$460,001	\$0	\$2,785,001
Bridge	\$925,000	\$230,000	\$0	\$0	\$1,155,000
Elderly & Disabled	\$322,600	\$0	\$0	\$291,400	\$614,000
Highways & Streets - Rehab & Recon	\$2,700,800	\$353,100	\$9,420,000	\$1,184,000	\$13,657,900
Highways & Streets - Capacity & Connect	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$0	\$0	\$0	\$0	\$0
Safety & Hazard Elimination	\$553,000	\$105,000	\$0	\$0	\$658,000
Freight	\$0	\$0	\$0	\$0	\$0
Scoping	\$93,600	\$23,400	\$0	\$0	\$117,000
<b>Total</b>	<b>\$9,909,430</b>	<b>\$928,500</b>	<b>\$10,219,470</b>	<b>\$1,475,400</b>	<b>\$22,532,800</b>

Project Category	Federal	State	Local	Other	Total
Aviation	\$2,009,701	\$0	\$710,501	\$0	\$2,720,202
Bicycle & Pedestrian	\$0	\$0	\$140,050	\$0	\$140,050
Bridge	\$1,703,000	\$424,000	\$0	\$0	\$2,127,000
Elderly & Disabled	\$282,000	\$0	\$0	\$282,000	\$564,000
Highways & Streets - Rehab & Recon	\$5,629,920	\$1,390,000	\$8,045,609	\$0	\$15,065,529
Highways & Streets - Capacity & Connect	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$0	\$0	\$0	\$0	\$0
Safety & Hazard Elimination	\$313,000	\$78,000	\$0	\$0	\$391,000
Freight	\$0	\$0	\$0	\$0	\$0
Scoping	\$496,000	\$124,000	\$0	\$0	\$620,000
<b>Total</b>	<b>\$10,433,621</b>	<b>\$2,016,000</b>	<b>\$8,896,154</b>	<b>\$282,000</b>	<b>\$21,627,775</b>

Project Category	Federal	State	Local	Other	Total
Aviation	\$4,636,014	\$0	\$782,972	\$0	\$5,418,986
Bicycle & Pedestrian	\$0	\$0	\$98,593	\$0	\$98,593
Bridge	\$358,000	\$68,000	\$0	\$0	\$446,000
Elderly & Disabled	\$295,000	\$0	\$0	\$295,000	\$590,000
Highways & Streets - Rehab & Recon	\$7,366,000	\$1,316,000	\$7,500,000	\$0	\$16,182,000
Highways & Streets - Capacity & Connect	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$0	\$0	\$0	\$0	\$0
Safety & Hazard Elimination	\$0	\$0	\$0	\$0	\$0
Freight	\$0	\$0	\$0	\$0	\$0
Scoping	\$240,000	\$60,000	\$0	\$0	\$300,000
<b>Total</b>	<b>\$12,895,014</b>	<b>\$1,464,000</b>	<b>\$8,381,565</b>	<b>\$295,000</b>	<b>\$23,035,578</b>

Project Category	Federal	State	Local	Other	Total
Aviation	\$4,931,420	\$0	\$522,840	\$0	\$5,454,260
Bicycle & Pedestrian	\$0	\$0	\$101,507	\$0	\$101,507
Bridge	\$13,000	\$2,000	\$0	\$0	\$15,000
Elderly & Disabled	\$295,000	\$0	\$0	\$295,000	\$590,000
Highways & Streets - Rehab & Recon	\$0	\$0	\$8,311,980	\$0	\$8,311,980
Highways & Streets - Capacity & Connect	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$0	\$0	\$0	\$0	\$0
Safety & Hazard Elimination	\$0	\$0	\$0	\$0	\$0
Freight	\$0	\$0	\$0	\$0	\$0
Scoping	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$5,239,420</b>	<b>\$2,000</b>	<b>\$8,936,326</b>	<b>\$295,000</b>	<b>\$14,472,747</b>

Project Category	Federal	State	Local	Other	Total
Aviation	\$14,783,565	\$0	\$2,355,782	\$0	\$17,139,347
Bicycle & Pedestrian	\$2,108,000	\$217,000	\$800,151	\$0	\$6,868,151
Bridge	\$2,999,000	\$744,000	\$0	\$0	\$6,101,000
Elderly & Disabled	\$1,194,600	\$0	\$0	\$1,163,400	\$55,575,402
Highways & Streets - Rehab & Recon	\$15,696,720	\$3,089,100	\$33,277,583	\$1,184,000	\$53,217,402
Highways & Streets - Capacity & Connect	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$0	\$0	\$0	\$0	\$1,049,000
Safety & Hazard Elimination	\$866,000	\$183,000	\$0	\$0	\$1,049,000
Freight	\$0	\$0	\$0	\$0	\$1,037,000
Scoping	\$829,600	\$207,400	\$0	\$0	\$82,705,900
<b>Total</b>	<b>\$38,477,484</b>	<b>\$4,410,500</b>	<b>\$36,493,515</b>	<b>\$2,347,400</b>	<b>\$81,688,900</b>


# SPONSOR SUMMARY BEFORE AND AFTER

Table 9: Sponsor Summary (Prior to Amendment)

Project Sponsor	AV	BP	BR	ED	RR	CC	PT	HE	FR	SC	TOTAL
MoDOT		\$1,075,000	\$3,743,000		\$19,898,900			\$1,049,000		\$47,000	\$25,812,900
KDOT											\$0
City of St. Joseph	\$17,139,347	\$1,999,401			\$31,920,000						\$51,058,747
City of Wathens											\$0
City of Elwood											\$0
City of Savannah					\$1,398,502						\$1,398,502
Village of Country Club											\$0
Buchanan County			\$50,750								\$50,750
Andrew County											\$0
Doniphan County											\$0
St. Joseph Transit							\$0				\$0
OATS, Inc.				\$2,358,000							\$2,358,000
Port Authority											\$0
<b>TOTAL</b>	<b>\$17,139,347</b>	<b>\$3,074,401</b>	<b>\$3,793,750</b>	<b>\$2,358,000</b>	<b>\$53,217,402</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,049,000</b>	<b>\$0</b>	<b>\$47,000</b>	<b>\$80,678,900</b>

Table 10: Sponsor Summary (After Amendment)

Project Sponsor	AV	BP	BR	ED	RR	CC	PT	HE	FR	SC	TOTAL
MoDOT		\$1,075,000	\$3,743,000		\$19,898,900			\$1,049,000		\$1,037,000	\$26,802,900
KDOT											\$0
City of St. Joseph	\$17,139,347	\$1,999,401			\$31,920,000						\$51,058,747
City of Wathens											\$0
City of Elwood											\$0
City of Savannah					\$1,398,502						\$1,398,502
Village of Country Club											\$0
Buchanan County			\$50,750								\$50,750
Andrew County											\$0
Doniphan County											\$0
St. Joseph Transit							\$0				\$0
OATS, Inc.				\$2,358,000							\$2,358,000
Port Authority											\$0
<b>TOTAL</b>	<b>\$17,139,347</b>	<b>\$3,074,401</b>	<b>\$3,793,750</b>	<b>\$2,358,000</b>	<b>\$53,217,402</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,049,000</b>	<b>\$0</b>	<b>\$1,037,000</b>	<b>\$81,668,900</b>



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 Telephone: (816) 271-4653

[www.stjoemo.info/mpo.cfm](http://www.stjoemo.info/mpo.cfm)

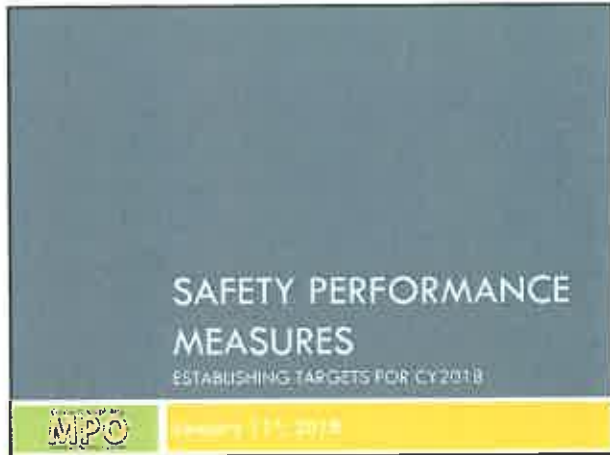
*The Federally Designated Organization for the Kansas & Missouri Departments of Transportation; Counties of Buchanan, Doniphan, and Andrew; Cities of Wathena, Elwood, Savannah, and St. Joseph, Village of Country Club.*

### 2018 Safety Targets

Safety targets were reviewed in the November 2017 meetings; it was agreed by both Technical and Coordinating Committees that the MPO would establish their own targets separate from the state DOTs. See attached for a copy of the PPT which will be presented at the January 11<sup>th</sup> meeting with staff recommendations for 2018 targets. Staff is seeking final approval and recommendation to the Coordinating Committee. Targets are due February 27<sup>th</sup>, 2018. See below for a summary of targets; note these targets will be established annually.

Safety Performance Measure	Targets for CY2018					
	MO	%	KS	%	SJATSO	%
Number of Fatalities	857.7	-7%	364	-1%	7	-12.50%
Fatality Rate per 100 Million VMT	1.22	-7%	1.17	-1.60%	0.90	-11.80%
Number of Serious Injuries	4559.3	-4%	1190	-5.30%	131	-6.40%
Serious Injury Rate per 100 Million VMT	6.191	-4%	3.85	-6.30%	15.70	-11.20%
Number of Non-Motorized Fatalities and Serious Injuries	431.9	-4%	138	3%	135	-6.80%

Note: Targets based on 5-year rolling average.



### Safety Performance Measures

"While MPOs do not own or operate roadway facilities, many regional agencies find that their strongest role is to [redacted] for crash data and analysis to [redacted]. A core MPO strength is the ability to bring together key stakeholders and facilitate regional discussion of safety issues"

-FHWA Safety Target Setting Peer Exchange

As required by the FAST Act State DOTs and MPOs must establish targets based on a 5-year rolling average for:

- Number of Fatalities
- Fatality Rate per 100 Million VMT (Vehicle Miles Traveled)
- Number of Serious Injuries
- Serious Injury Rate per 100 Million VMT
- Number of Non-Motorized Fatalities and Serious Injuries

### Methodologies

Linear reduction (Linear)

Mandated by policy-makers (Mandate)

AASHTO target to halve fatalities (one-half)

Toward Zero Deaths (TZD)

### Assumptions

<p><b>SJATSO</b></p> <ul style="list-style-type: none"> <li>1% annual increase in VMT</li> <li>Note: we tend to assume an increase in VMT results in an increase in crashes, i.e. increased exposure. The last 3 years SJATSO has seen an increase of at least 1%.</li> </ul> <p>Operating under the assumption fatalities and serious injuries will never reach absolute zero, leaving room for statistical anomalies</p> <p>Decrease [redacted] and [redacted]</p>	<p><b>MoDOT</b></p> <p>1% annual Increase In VMT</p> <p>Goal of zero roadway fatalities and Serious Injuries (TZD)</p> <p>700 fatalities by 2020</p> <p>7% Fatality and 4% Serious Injury/Non-Motorized Fatality and SI decrease [redacted]</p> <p><b>KDOT</b></p> <p>Increase in VMT?</p> <p>Goal established using a [redacted]</p> <p>Did not provide out years beyond 2018</p>
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## Accuracy of Forecast

R<sup>2</sup> value is the measure of the error between the known data points and the forecasted values

- 0 = no relationship
- 1 = perfect relationship
- >.95 = considered trustworthy

**Quality of data**

- Significant variations in serious injury reporting
  - No follow up after a crash, no linkage between medical provider and reporting, HIPPA restrictions
- Unreliable data for specific crash types, incomplete location data, and delays in obtaining crash data, etc.
- Data obtained from MoDOT and KDOT crash databases

Injury scales can differ between states

## Vehicular Fatalities

**Number of Fatalities**

Proposed 2018 Target for Fatalities: **7**  
(12.5% Reduction)

**Fatality Rate Per 100 Million VMT**

Proposed 2018 Target for Fatality Rate: **13**  
(11.8% Reduction)

## Vehicular Serious Injuries

**Number of Serious Injuries**

Proposed 2018 Target for Serious Injuries: **131**  
(6.4% Reduction)

**Serious Injury Rate per 100 Million VMT**

Proposed 2018 Target for Serious Injury Rate: **15.28**  
(11.2% Reduction)

## Non-Motorized Fatalities & SI

**Number of Non-Motorized Fatalities & Serious Injuries (SI)**

Proposed 2018 Target for Non-Motorized Fatalities and SI: **135**  
(6.8% Reduction)

## Proposed 2018 Goals

Safety Performance Measure	MO	%	KS	%	SIATSO	%
Number of Fatalities	857.7	-7%	366	-1%	2	-12 %/yr
Fatality Rate per 100 Million VMT	1.22	-7%	1.17	-1.60%	0.14	-11 %/yr
Number of Serious Injuries	4559.3	-6%	1190	-5.30%	141	-6 %/yr
Serious Injury Rate per 100 Million VMT	6.193	-6%	3.85	-6.30%	1.11	-13 %/yr
Number of Non-Motorized Fatalities and Serious Injuries	491.9	-6%	198	3%	111	-6 %/yr

Note: Targets based on 5-year rolling average.

Note: These targets will be reset annually

## Safety Targets & Future Challenges

Future resources unknown

Emerging trends are challenging known assumptions

- Flattening of the VMT nationally
- Reduced driving by younger generation
- Changes in population growth trends
- Advances in vehicle technology

Linking data using various data sets

States struggle to forecast outcomes for behavioral countermeasures given limited research in this area, which hampers target setting in behavioral areas

Measuring success

- Inclusion in SJATSO's MTP and TIP
- Identifying contributing factors
  - I.e. demographics, policy measures, enforcement, roadway design and laws