There will be a meeting of MARC’s Goods Movement Committee on **Tuesday, December 4, 2018 at 10:00 a.m.** at MARC, 600 Broadway, Kansas City, MO 64105.

**AGENDA**

I. Introduction and approval of minutes

II. MTP 2050 - Laura Machala, MARC
   - Update on the region’s long range transportation plan

III. International trade -- Aaron Louchart, Kansas City Branch Manager, MIQ Logistics
   - International trade impacts and the KC region

IV. KS Vision Task Force -- Lindsey Douglas, UP Rail Road
   - Update KS Vision Task Force -- what’s being heard

V. Mid-America Freight Coalition (MAFC) Urban Freight Parking Study -- John Maddox KDOT
   - MAFC is conducting a study of parking availability in urban areas

VI. Other Business

*Action Item*

**Getting to MARC:** Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found online. If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

**Parking:** Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

**Special Accommodations:** Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.
1) **Introductions and Approval of Meeting Summary**
Mr. Greenville called the meeting to order and welcomed all attendees. Introductions followed, and minutes approved.

2) **Public Private Partnership (PPP) and Truck Parking -- Canceled**
Steve Vujic - Acres Truck Parking was unable to attend and present (out of the Country). He requested an opportunity to reschedule in 2019.

3) **Committee Vote* - Level of Truck Travel Time Reliability (LOTTTR)**
Committee voted to approve the Truck travel Time Reliability Index and submit to TTPC and the Board for final approval. (Motioned by Ms. McRae, second by Mr. Gutierrez, Committee voted unanimously to approve)

Mr. Fields provided an overview of the purpose LOTTTR targets and the process for approval. Additionally he provided information regarding the Committee’s members assigned to the MARC performance workgroup and the group’s charge to work out details relating to interstate truck travel time reliability targets and provide recommendations. MARC’s Highway and Goods Movement Committees will review these recommendations and decide if the workgroup should continue working on the proposed targets or if recommendations should proceed to TTPC and the Board for final approval and passed on to the States and FHWA.

Mr. Trouba provided the Committee and working overview of the proposed targets. The workgroup is composed of subject matter experts from local consultants and jurisdictions, KDOT, MoDOT and MARC decided on targets for 2019 and 2021.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2019 Target</th>
<th>2021 Target</th>
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<tbody>
<tr>
<td>Level of truck travel time reliability on Interstates</td>
<td>1.47</td>
<td>1.49</td>
</tr>
</tbody>
</table>

Mr. Trouba further explained that 1.0 is consider reliable travel times or “free flow” (the majority amount of traffic travels at or above posted speed limits) and 1.5 is considered unreliable. He additionally provided and explained a graphic map that depicted unreliable interstate locations.
The graphic depicts LOTTTR on Interstate routes for the 2017 performance period. Segments shown as yellow, orange or red had a LOTTTR value greater than 1.5, and would be considered unreliable.

The targets where presented to the Highway Committees’ July meeting and the Committee voted to approve.

Questions:
What is the rationale behind a 1.5 target and will targets be revisited?

Rationale:
- No major planned projects in the TIP/STIP that will significantly improve reliability
- First attempt at setting targets MARC will have an opportunity to revisit in a couple of years
- Not meeting targets will create a substantial administrative burden requiring changes to the MTP, TIP and documentation about why targets were not met
- Targets will be revisited in 2019 and 2021 to assess if the targets are appropriate.
4) **Rail Road Update -- new technology**
Lindsey Douglas, Union Pacific Rail Road, provided an overview of UP’s efforts in new technology particularly “positive train control” (PTC) and drones. Throughout 2019 UP will be celebrating 155 years in business and the 150 year anniversary of driving the golden stake at Promontory Summit, Utah where east meet west. UP has over 32,000 miles of track, 42,000 employees (1,200 in KS and 2,400 in MO), capital spending in excess of $3.1 billion, 8,600 locomotives and over 10,000 customers. PTC is an electronic communications based safety measure outside of the train’s engineer. It gives a rail road’s central dispatch an ability to automatically stop a train before certain accidents occur. This may occur due to loss of communications with a train’s engineer, excessive speeds that may cause derailments, train movement through misaligned tracks, unauthorized entry into work zones, train to train collisions and/or other safety concerns that may warrant a stop. ([https://www.youtube.com/watch?v=JFyyYJwg6GA](https://www.youtube.com/watch?v=JFyyYJwg6GA)). USDOT has mandated PTC implementation on trains and tracks that carry passengers and/or hazardous material by 2020. As of 2nd quarter 2018 UP has 84% of locomotives equipped, 98% of track and 96% of employees trained. Implementing PTC is a complex operation to include over 40 railroads nationwide. This means technologies as GPS, WIFI, radios and cellular technology must talk to one another across railroads in addition to introducing first of its kind software that must decide when to slow or stop a train operating on UP’s network.

UP is proud of is drone program and operates one of the most cutting edge programs. UP is using drones to conduct bridge inspections and typical drone technology limits their effectiveness. This occurs because the vast amount of the bridge’s structural steel limits communications with drones because the steel interferes with electronic signals and limited line of sight operations. UP working with cutting edge drone companies has worked to solve many of these short comings allowing drones to weave in and out of structures with no loss of signal. UP has also implemented drone technology to inspect crash sites, especially when toxic material are involved, yard and track inspections. 
[https://www.youtube.com/watch?v=AtQgy4QzMVk](https://www.youtube.com/watch?v=AtQgy4QzMVk)

- **KDOT Update:**
John Maddox, KDOT, provided an update on KDOT’ rail program and other activities. T-works Legislative Tasked Force kick off its efforts Aug. 7. Lindsey Douglas is a member of the task force representing railroads. The Task Force will meet throughout the state to help establish goals for the new funding program for all modes. There will be one meeting in each of the 6 KDOT districts and 2 meetings in the Kansas City area. The initial goal is to have all meetings completed in 2018. The following link will take you to the Legislative Research site for the Kansas Transportation Vision Task Force site. 

These are the meeting dates and locations:

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 6</td>
<td>Topeka (Eisenhower State Office Building)</td>
</tr>
<tr>
<td>September 6</td>
<td>Salina</td>
</tr>
<tr>
<td>September 12</td>
<td>Wyandotte County</td>
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<tr>
<td>September 20</td>
<td>Pittsburg</td>
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<td>October 4</td>
<td>Newton</td>
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<td>October 11</td>
<td>Garden City</td>
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<td>October 18</td>
<td>Wichita</td>
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<td>October 24</td>
<td>Hays</td>
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<td>November 8</td>
<td>Johnson County</td>
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<tr>
<td>November 9</td>
<td>Manhattan</td>
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<tr>
<td>November 28-29</td>
<td>Topeka</td>
</tr>
</tbody>
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Deadlines for speakers (conferees) to be added to the agenda are in this document: [http://www.kslegresearch.org/KLRD-web/Publications/Resources/Documents/TransportationVision/directions_for_conferees.pdf](http://www.kslegresearch.org/KLRD-web/Publications/Resources/Documents/TransportationVision/directions_for_conferees.pdf)

The Freight Advisory Committee is in hiatus and there is a 5 individual group working with KDOT in the interim on freight issues. The group is providing input on future issues and KDOT will reinstitute the Advisory Committee to work through identified issues (possible Spring 2019). Areas of discussions centered on technology and its integration across all modes and state agencies. KDOT has a solicitation for consultant to help KDOT and the Freight Advisory Committee by conducting a deeper analysis of the state’s freight plan, in particular rail. This will help spring board a multimodal freight summit in May 2019. This will be a freight only summit discussing all modes of freight. Numerous projects around the state are preparing to start that grew from KDOT’s rail program. Additional analysis of the rail program will look at ways for better utilization of the program’s funds for better and more projects.

Questions:
Does the Task Force know if the delayed T-work projects will be at the top of the list or will sponsors need to fight to get them back on the list?
- The Task Force has discussed and there is strong sentiment to complete those project commitments -- nothing is resolved.
- MoDOT
No report from MoDOT’s central office’s rail division

5) **2018 - “Call for Project review”**
Darryl Fields, MARC, discussed that KS and MO STP Priority Committees meet and decided on those projects that will be included into the 2018 - 2022 TIP. Of the four KS projects recommend by the Goods Movement Committee two were accepted A-2 De-Soto and A-4 Lenexa:

<table>
<thead>
<tr>
<th>Tier/Priority</th>
<th>Prj ID</th>
<th>ST</th>
<th>Jurisdiction</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>A - 1</td>
<td>858</td>
<td>KS</td>
<td>Gardner</td>
<td>US 56 &amp; I-35 Interchange Improvements</td>
</tr>
<tr>
<td>A - 2</td>
<td>966</td>
<td>KS</td>
<td>De Soto</td>
<td>Ottawa Street Bridge Replacement</td>
</tr>
<tr>
<td>A - 3</td>
<td>971</td>
<td>KS</td>
<td>De Soto</td>
<td>83rd Street Railroad Bridge Replacement and Sidewalk Upgrades</td>
</tr>
<tr>
<td>A - 4</td>
<td>934</td>
<td>KS</td>
<td>Lenexa</td>
<td>87th Street and I-435 Interchange Improvements</td>
</tr>
</tbody>
</table>

Unfortunately, the Ottawa Street Bridge Replacement project was deemed ineligible for federal funds by KDOT (labeled a covert instead of a bridge) and has been dropped for consideration.

The MO STP Committee selected A-2 Grandview and A-3 Platte City:
Questions:
Operation Green Light (OGL) didn’t receive funding?
- OGL received funding through CMAQ

6) Other Business:

- MARC submitted a letter of interest for consideration under FHWA’s National Economic Partnerships (NEP). The applications focuses on a multi-jurisdictional implementable plan to address freight movement, safety and economic development for states and major metropolitan areas of the Central Plains/Heartland region. The Central Plains/Heartland region, consisting of all or parts of Illinois (west of Chicago and Springfield), Iowa, Kansas, Missouri and Nebraska. Acknowledgement of winning applications are expected at the end of August.

- Mid-America Freight Coalition (MAFC) is starting an urban freight parking study for is Midwest members (includes KS and MO). MARC shared with the MAFC that Olathe has experienced increased truck parking issues and requested the Committee share with MARC staff about other locations.

Next meeting October 2nd