



OPEN MEETING NOTICE

Goods Movement COMMITTEE

Janet McRae Kansas Co-Chair
Open, Missouri Co-Chair

There will be a meeting of MARC's Goods Movement Committee on **Tuesday, October 4, 2022, at 10:00 a.m.** in the Westview Room of the Marc office 2nd Floor 600 Broadway Kansas City, MO 64105. Those who are unable to attend in person may attend virtually join us via MARCZoom01 Address: <https://marc-kc.zoom.us/j/3869572593?pwd=TORMZForRU5QTC9jWHVmMXRBcGtZz09>

Meeting ID: **386-957-2593**

Passcode: **367541**

A G E N D A

- I. Introduction and approval of minutes
- II. Panasonic is Coming – Elie Bowen, SmartPort
 - What we could expect
- III. MARC Freight Map – Darryl Fields, MARC
 - Freight map and Freight Zones
- IV. Regional Freight Study – Darryl Fields, MARC
 - Proposed regional Freight Study
- V. Updates & Other Business

**Action Item*

Meeting Attendance Audio:

Audio:

- We encourage the use of computer audio especially if you are viewing a webcam or sharing your webcam.
- Dial Toll-Free
 - 877 853 5247 US Toll-free
 - 888 788 0099 US Toll-free
- One tap mobile
 - +1-877-853-5247,,3869572593#
 - +1-888-788-0099,,3869572593#
- Please use cell phones only as a last resort.

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.

Goods Movement Committee April 5, 2022, Meeting Summary

Members/Alternates Present-Representing

Richard Grenville, Port KC
Janet McRae, Miami County
Michael Duffy, Riverside
Mullie Koehler, KCMO Aviation Dept
Marisela Ward, MoDOT
Dan Wancura, Northern Flyer
Brian Stanley, Edgerton
Ann Jordon, KCMO

Kip Strauss, HNTB
Chris Gutierrez, SmartPort
Davonna Morgan - Moore, CDM Smith
Randy Rowson, CDM Smith
Cheryl Ball, MoDOT

MARC Staff Present

Martin Rivarola, Asst. Director of
Transportation
Karen Clawson, Principal Planner

1) Introductions and Approval of Meeting Summary

Ms. McRae called the meeting to order and welcomed attendees. Ms. McRae presided over the meeting after the Zoom roll call - minutes were approved.

2) MARC Climate Environmental Council

Karen Clawson, MARC provided an overview of a new MARC committee the Climate and Environment Council. This is MARC's first committee to focus on sustainability and environment issues. MARC is currently in the process of soliciting applications for new members. Selection to the committee is not the typical MARC committee member model through appointment. The Committee is application based and selection provides diversity from all the different subject experts from other MARC initiatives. Committee structure will include representation from areas as transportation, housing, green infrastructure, food, and community leaders as an example. The purpose is to include many different viewpoints with a purpose to move climate action forward. Membership requirements must be a resident of one of MARC's counties and/or Douglas County (the County is part of MARC's Climate Action Plan). Applications are open until April 25, 2022.

<https://www.marc.org/Environment/Climate-Action/Climate-Environment-Council/Climate-Environment-Council-Application>

Questions:

How often will the group meet?

- Anticipate meeting are every other month other details will occur once the Committee is formed

3) MoDOT State Freight and Rail Plan <https://www.modot.org/missouri-state-freight-and-rail-plan>

Cheryl Ball, MoDOT, have worked on the combined freight and rail plan for the past two years in January prior to freight becoming headline news story about supply chain bottle necks. Bottle neck issues helped the study to point out major issues in Missouri's supply train. MoDOT will finalize the study at the May 2022 MO Highway and Transportation Commission meeting (MHTC). The Plan has seven goals that align with MoDOT's three foundational pillars Safety, Resiliency and Stability. The Plan's goals are 1) Safety and Security, 2) Connectivity and Mobility, 3) Equity & Environmental Resiliency, 4) Coordination & Collaboration, 5) Maintaining, 6) Economic Growth & Competitiveness, 7) Innovation. In 2018 more than 985 million tons of freight moved through Missouri generating approximately 482,000 jobs, \$26 billion in income, \$42 million in gross state products and \$7 million in state and local taxes. Missouri's top manufacturing producers are transportation equipment and farm produce. It is anticipated that freight values will increase from \$1.1 billion in 2018 to over \$.1.7 trillion in 2045. The study identified roughly 832 miles of freight transportation milage important to freight movement in MO this includes road, rail, water and air. Rail and truck will continue to be the most dominate method of moving freight beyond

2045. There is strong public support to strengthen passenger rail movement in MO and expand passenger and rail freight opportunities. This includes two additional Amtrak runs between St. Louis and Kansas City.

Questions:

Are you going to make a similar presentation to Gov Parson's Supply Chain Task Force?

- No ans of making the presentation to the Task Force at their up coming meeting but can make the presentation available at the St. Joseph meeting. If you feel that it is relevant.

Seeing a lot of requests for support/funding for rail spurs into business developments much like the KDOT program. Will Missouri start a similar program?

- MoDOT is hopeful in starting a similar program. Hope the Supply Chain Task Force make the recommendation because the program would need to come from a legislative action not in MoDOT's control. MoDOT is a strong supporter of such a program.

The Supply Chain Task Force recommendations are available <https://www.modot.org/supplychaintaskforce>

Has the State been able to supplement the data from 2018 to bridge current freight impacts?

- 2018 was the last stable year of freight data but because of data volatility the recommendations are more intune with market trends. The new transportation bill requires States to update their plans every four years this will do a lot to better understand those market shifts.

Although this is a freight committee it is was good to see passenger rail included in the study and it dove tails nicely with Kansas's effort for Amtrak service down to Newton KS and Oklahoma City.

- Early in 2020 MoDOT completed an economic impact of passenger rail service in MO. This has been used a lot to demonstrate needs, benefits and support for expanded passenger rail service.

Is passage rail a topic of the Supply Chain Task Force?

- Yes, one of the presenters to the Task Force is Derrick James with Amtrak

Is the potential of Hyper Loop in the Study?

- It was mentioned but the technology is to far in the future for consideration into the scope of the Study recommendations.

4) Regional Development Update

Chris Gutierrez, SmartPort provided an update about regional warehouse develop. SmartPort is the regional economic develop group and covers 18 counties in KS and MO. Focused with the task of attracting freight based economic development. These are warehouse, manufacturing, distribution and logistics new development opportunities. Although 2020 was a struggle for many this was SmartPort's best year in its history for new development opportunities. Attracting 10 companies in values over \$1 billion in development opportunities. It was a lot of e-commerce and food/beverage companies coming to the area. In 2021 companies started to optimism their development opportunities by asking themselves should they move to new locations or invest in expanding current locations. Companies are slowing investment decisions with a tight labor market and choosing to optimizing their existing network. 2022 the pipeline is on fire with e-commerce, distribution, food and beverage, advanced and electric vehicle (EV) manufacturing -- EV batters to vehicles. In the current Pipeline there is approximately 8 projects over \$2 billion. The investments are getting bigger because the development requires more technology and larger spaces to account for tighter labor market. An additional trend is the speed to market business are not waiting to negotiate labor and incentives. They are moving straight into existing buildings. There are 16 industrial spec buildings over 500,000 sq ft either build or under construction or for delivery in 2023 in our market with 4 of those over 1 million sq ft.

Questions

Supply chain issues with COVID disruption what is the official lead on supply chain?

- Industry will not see a vast improvement anytime soon. Probably will not see anything close to normal to well after next year.

With issues between Russia and the Ukraine are their typical import products that we see issues?

- Absolutely the Ukraine is the largest wheat and grain producers in all of Europe. This will affect global prices additional also gas prices. They will need to reassess global supply chain access and movements through ports like the Port of Rotterdam.

What are regional issues that we will face keeping the supply chain and region moving

- Labor – Urban Outfitters in KCK is more than 1 million sq ft close to 1/3 of the building is automated to make up for the lack of worker. Workforce training whether in public schools or community colleges. Our region is doing a better job in developing a skilled workforce through our education system, on the job training and worker access.

5) KDOT Freight and Rail Plan update <https://www.ksdot.org/bureaus/burRail/Rail/default.asp>

John Maddox, KDOT provided an update on KS Statewide freight and rail study. KDOT is currently monitoring the impacts of possible domestic steel sanctions. One of the US major steel producer's majority Stock holder is Alexei Mordashov, Russian billionaire. If sanctions are imposed this may jeopardize several KS rail projects. KDOT has completed its Rail Plan update hopefully out by May for public review and comment. KDOT has started its service development plan from Newton to Oklahoma City with an expected completion early 2023. The freight plan should be completing the data portion on the plan soon. The Freight Advisory Committee is waiting on Governor approval before getting the word out.

Questions:

Does the study mention anything regarding the Newton to Oklahoma Amtrak extensions?

- The Rail Plan mentions the extension in some degree, but the service development plan will mention the extension in detail. The Plan should be completed early in 2023.

6) Updates

Martin Riverola MARC provided an update to MARC's call for project. GMC will receive a staff assessment to provide input to the staff scored projects. There will be a joint meeting May 25th with the Highway Committee to evaluate scores and provide recommendation to an appropriate STP Committee.

Questions

Can you provide an update about what the process will look like?

- The Committees will hear an assessment of staffs' scores as a group. Each Committee member will based their response on whether they agree or disagree with staffs' assessment. The final assessment will be provided to the STP Committee.

STP Committee asked It appears that projects score weigh heavier toward transit and trail vs economic development. The STP Committee wonder if scoring could be tweaked to cover more economic development

- The application process is broken into two processes the preapplication process and the full scoring process that will happen later this summer. The pre app process reviews projects to see how well they align with the goals and objectives of the MTP. The full scoring process will take a deeper dive into scoring. Many of our projects have struggled meeting green infrastructure, environmental outcomes. The goals and objects of the MTP are more geared to these type of projects at this time.

Agenda Item II

Panasonic is Coming

Panasonic Energy Co., Ltd., announced plans to build one of the largest electric vehicle (EV) battery manufacturing facilities of its kind in the United States in De Soto, Kansas. The planned project is expected to create up to 4,000 new jobs and result in an investment of up to \$4 billion, which represents the largest economic development project in Kansas history.

The planned project is expected to create up to 4,000 new jobs and result in an investment of up to \$4 billion, which represents the largest economic development project in Kansas history. The development will have ripple effects throughout the regional and state economy, supporting an estimated 4,000 additional jobs created by suppliers and community businesses and 16,500 construction jobs as cited in an independent Wichita State University economic impact study.

This planned state-of-the-art facility will create and supply lithium-ion batteries and accelerate the future of electric vehicle innovation on a global scale. Panasonic Energy's current U.S. battery manufacturing operation has shipped more than six billion EV battery cells. Panasonic Energy plans to expand its production of EV batteries as the automotive industry shifts to more sustainable electric technologies. The proposed development would boost the regional economy, creating opportunities for suppliers and community businesses.

Agenda Item III

MARC Freight Map

- <https://marc-gis.maps.arcgis.com/apps/instant/sidebar/index.html?appid=5cc137e28d1d4076afd58d9f076bcd6b>
- Log in: Trans_Dept
- Password: Trans_Dept_2

In 2009 the Freight Outlook Study identified freight activity centers (Freight Zones) in the region. Freight Zones are locations that met certain criteria of land use, heavy freight activity and large employment. MARC has updated the original map in an attempt to expand and update the Freight Zone Activity map from the 2009 freight study.

Old Criteria from the 2009 Study:

- The Freight Zone Boundaries were mainly based primarily on land use, acreage, with some slight adjustment made based on employment data. The MARC region has currently identified 30 Freight Zone Boundaries. The Freight Zone Boundaries were identified as having at least 250 acres of freight-related, including proposed vacant/agr freight-related, land use, or if there is less than 250 acres then the zone boundary would need to have over 3,000

New Approach

- The tool that we put together focuses on land use and the square footage of the structure. Using 2020 "Data Axle (formally Info USA) location data to identify locations that have a NAICs code related to manufacturing and/or warehousing. Building square footage (3000 sq ft or more) that was not provided within the data set, was estimated by measuring the building's footprint and an assumed approximate height (typically 1 story tall).

The map is clunky to move around not ready for the public but we would like Committee comments: on the map, criteria, locations that we may have missed and locations that have strong economic potential that should be identified.

FREIGHT ZONES ACTIVITY CENTER ANALYSIS

1 HARRISONVILLE

Lies on the southern outskirts of Harrisonville, MO just west of Highway 49

Contains the Church & Dwight Co and the new industrial Warner site

Most likely a Suburban Employment Zone nearby residential neighborhoods of Harrisonville, MO

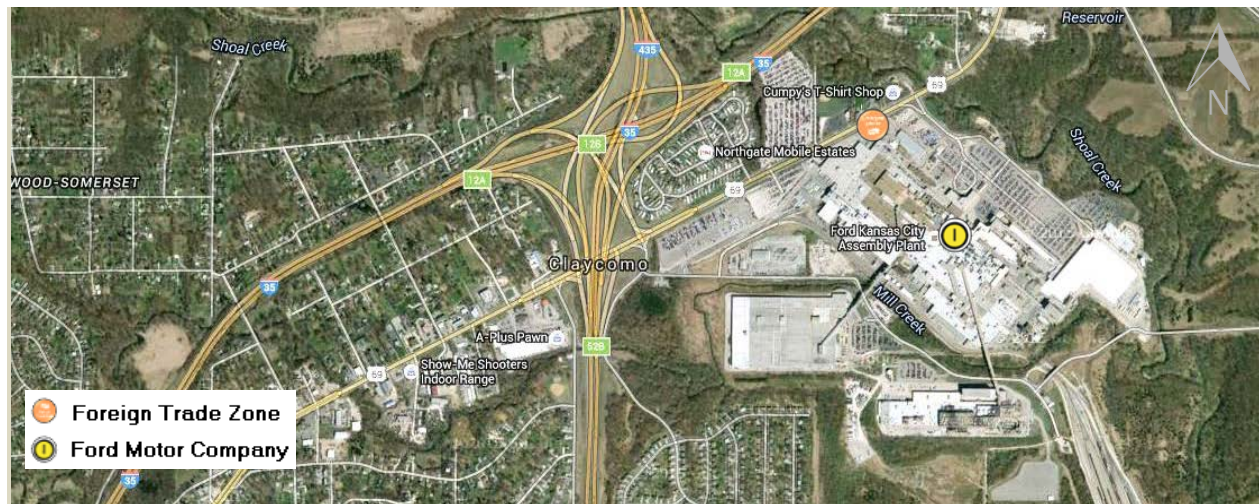


2 CLAYCOMO

Lies at the junction of Interstates 35 of 435 in Clay County, MO

Contains the Ford Motor Company Assembly Plant

Most likely an Industrial and Employment Zone surrounded by residential neighborhoods

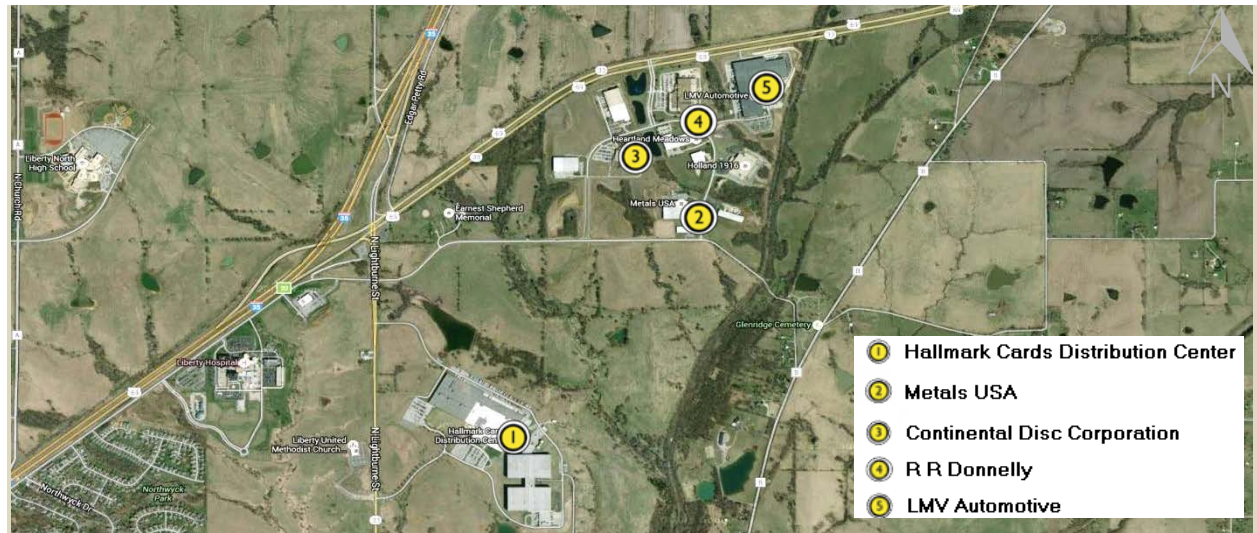


3 INTERSTATE-35 / US-69 - MISSOURI

Lies on the northern outskirts of Liberty, MO alongside Interstate 35

Contains the Hallmark Cards Distribution Center along with 4 other major industries

Most likely a Suburban Employment Zone nearby residential neighborhoods of Liberty, MO



4 NORTH KANSAS CITY

Lies in-between the bend in the Missouri River along Interstate 29 and Highway 169 just north of the Kansas City, MO downtown Central Business District (CBD)

Contains BNSF and Norfolk Southern Railway lines along with 4 major industries

Most likely an Industrial and Employment Zone adjacent to the Kansas City, MO's "Core Business and Government Employment" Activity Center

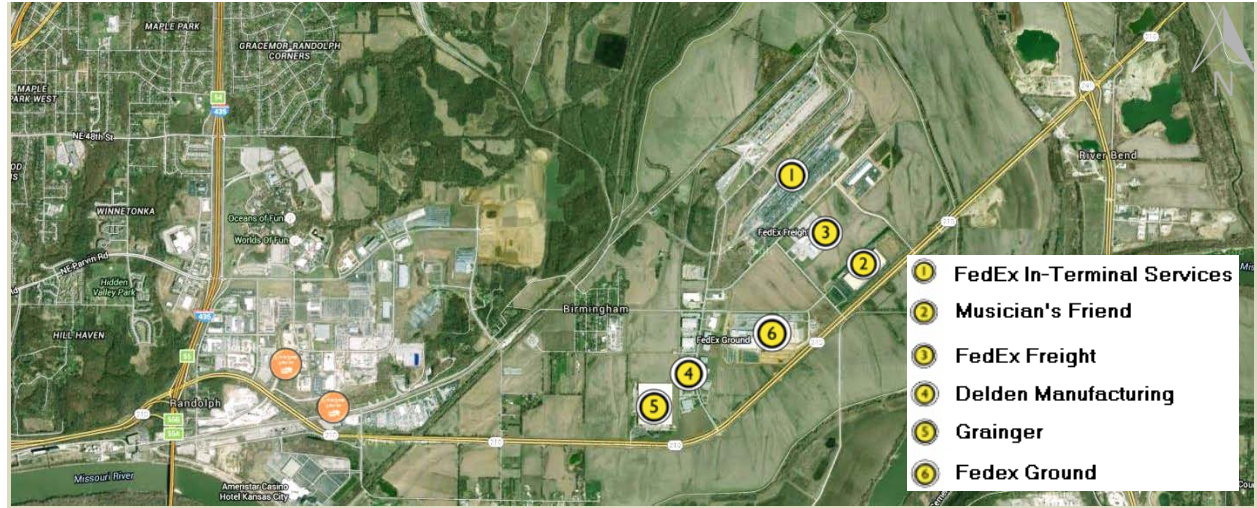


5 NORTHLAND PARK AT MO-210

Lies along the BNSF and Norfolk Southern Railway lines just east of Interstate 435 in Kansas City, MO

Contains the Norfolk Southern Intermodal Yard, 5 major manufacturing, freight industries, and a distribution center

Most likely an Industrial and Employment Zone on the outskirts of Kansas City, MO

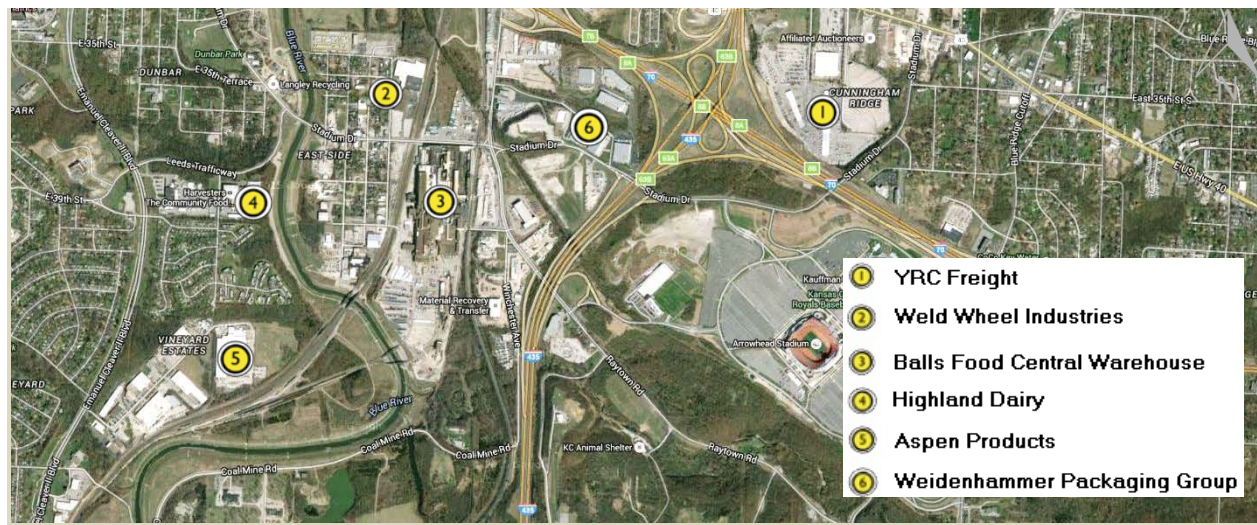


6 BLUE RIVER VALLEY - NORTH

Lies at the junction of Interstates 70 and 435 in Kansas City, MO

Contains the KCT Union Pacific and KCS Railway lines along with 5 other major industries, an industrial park, and the site is adjacent to the Truman Sports Complex

Most likely an Industrial and Employment Zone adjacent to the "Truman Sports Complex Entertainment" Activity Center

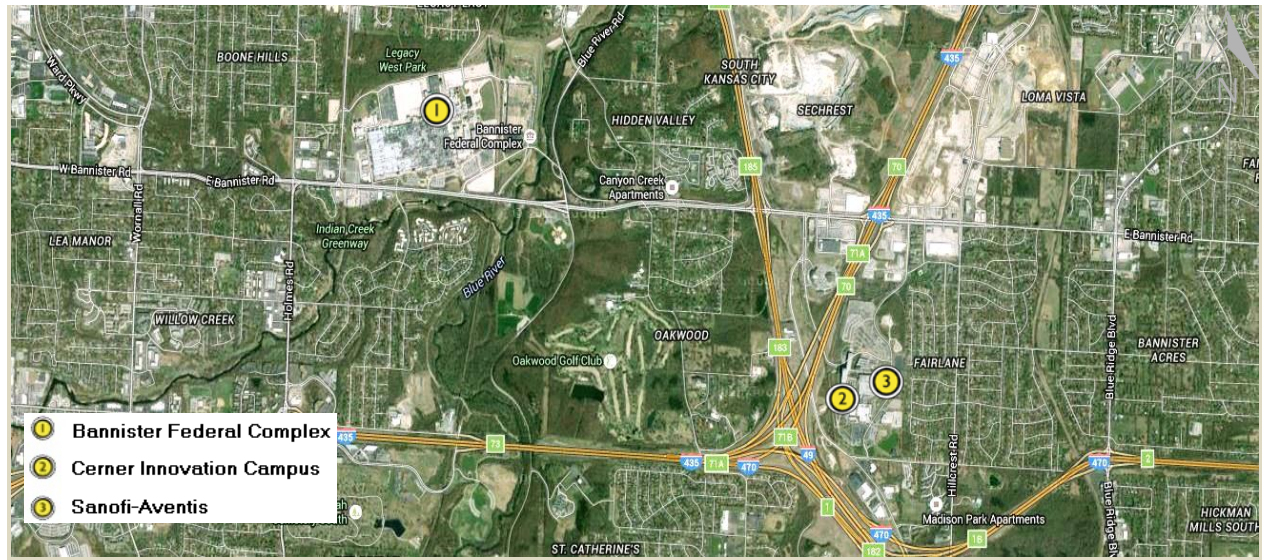


7 BLUE RIVER VALLEY - SOUTH

Lies at the junction of Interstate 435 and Highway 49 in Kansas City, MO

Contains the Center Point Industrial Park, and 2 other major industries

Most likely an Industrial and Suburban Employment Zone surrounded by residential neighborhoods



8 BLUE SPRINGS

Lies on the western outskirts of Blue Springs, MO just north of Interstate 70

Contains the Kohl's Distribution Center

Most likely a Suburban Employment Zone nearby "Suburban and Mixed-Use" Activity Centers of Blue Springs, MO and Grain Valley, MO

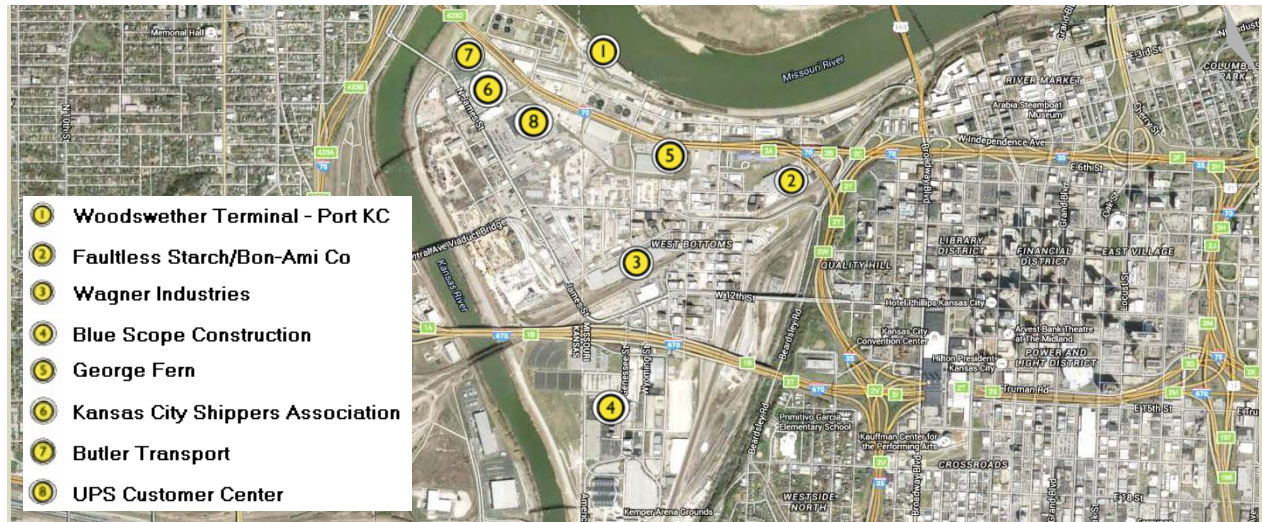


9 CENTRAL INDUSTRIAL DISTRICT

Lies in the “West Bottoms” at the junction of the Kansas and Missouri Rivers and in-between Interstates 70, 670, and 35 just west of the Kansas City, MO downtown Central Business District (CBD)

Contains a port along the Missouri River for water access, along with 7 major manufacturing and freight industries

Most likely an Industrial and Employment Zone adjacent to Kansas City, MO’s “Core Business and Government Employment” “Activity Center



10 CENTERPOINT-KCS INTERMODAL CENTER

Lies at the junction of Interstate 49 and State Highway 150 in Jackson County, MO

Contains the Honeywell and Centerpoint – KCS Intermodal Center/Yard along with 5 other major manufacturing industries

Most likely and Employment Zone in-between the Suburban Activity Centers of Grandview, MO & Belton, MO

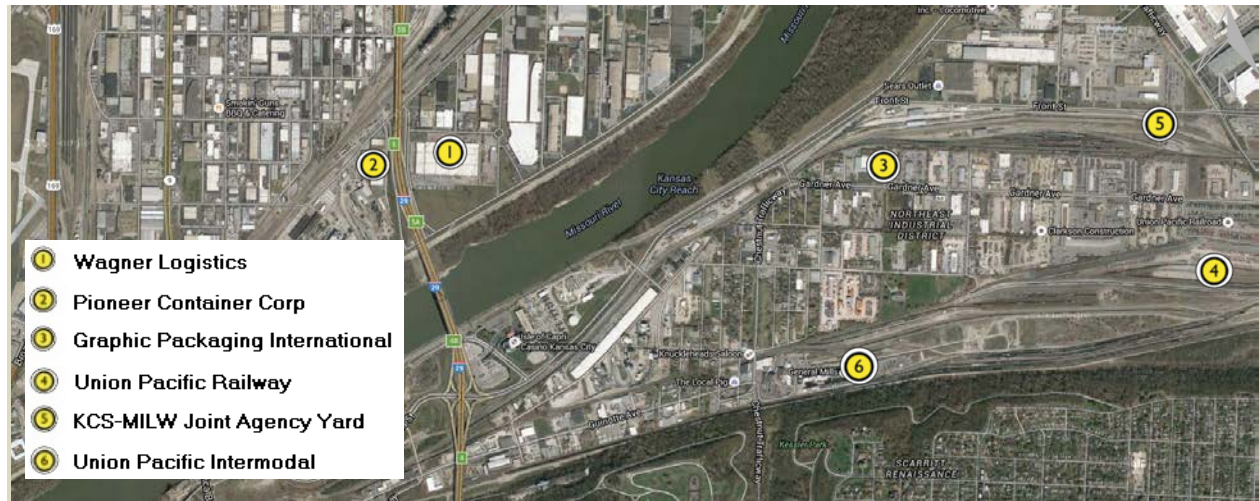


11 FRONT STREET AT I-29

Lies off of Front Street, adjacent to Interstate 29, and along the Missouri River in Kansas City, MO

Contains 2 major freight/rail yards (Union Pacific Neff Yard and KCS Knoche Yard) and 4 other major manufacturing industries

Most likely an Industrial and Employment Zone just north of Kansas City, MO's "Core Business and Government Employment" Activity Center



12 FRONT STREET AT I-435

Lies along Front Street, adjacent to Interstate 435, just south of the Missouri River in Kansas City, MO

Contains several major industrial and manufacturing industries

Most likely an Industrial and Employment Zone just northwest of Kansas City, MO's "Core Business and Government Employment" Activity Center

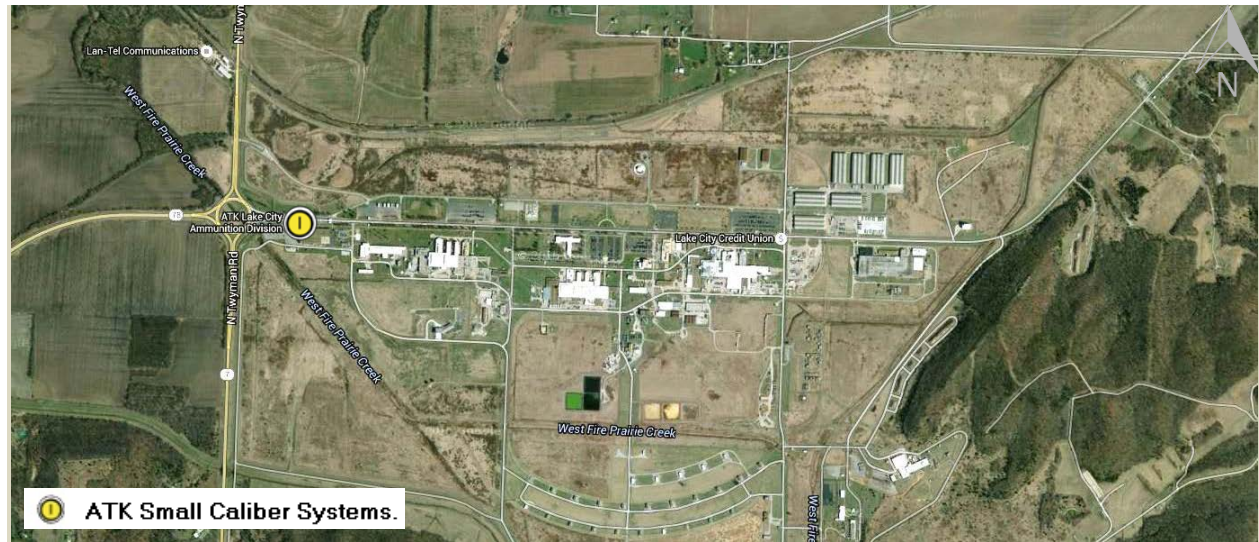


13 LAKE CITY

Lies at the junction of Highway 7 to the west of Lake City in the eastern outskirts of Independence, MO

Contains the ATK Lake City Ammunition Division

Most likely a Manufacturing Zone nearby residential neighborhoods

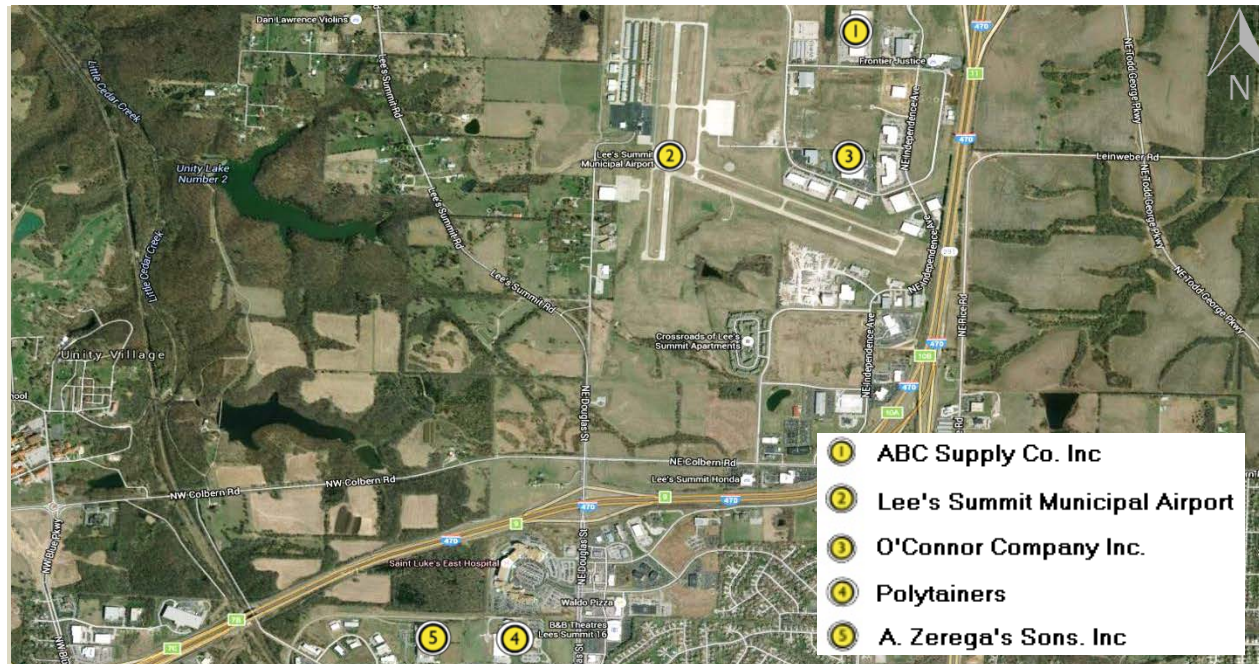


14 LEE'S SUMMIT-NORTH

Lies at the junction of Highway 7 and Lake City Rd in the eastern outskirts of Independence, MO

Contains Lee's Summit Municipal Airport along with 5 major industries

Most likely a Suburban Employment Zone adjacent to the "Suburban and Mixed-Use" Activity Center of Lee's Summit, MO

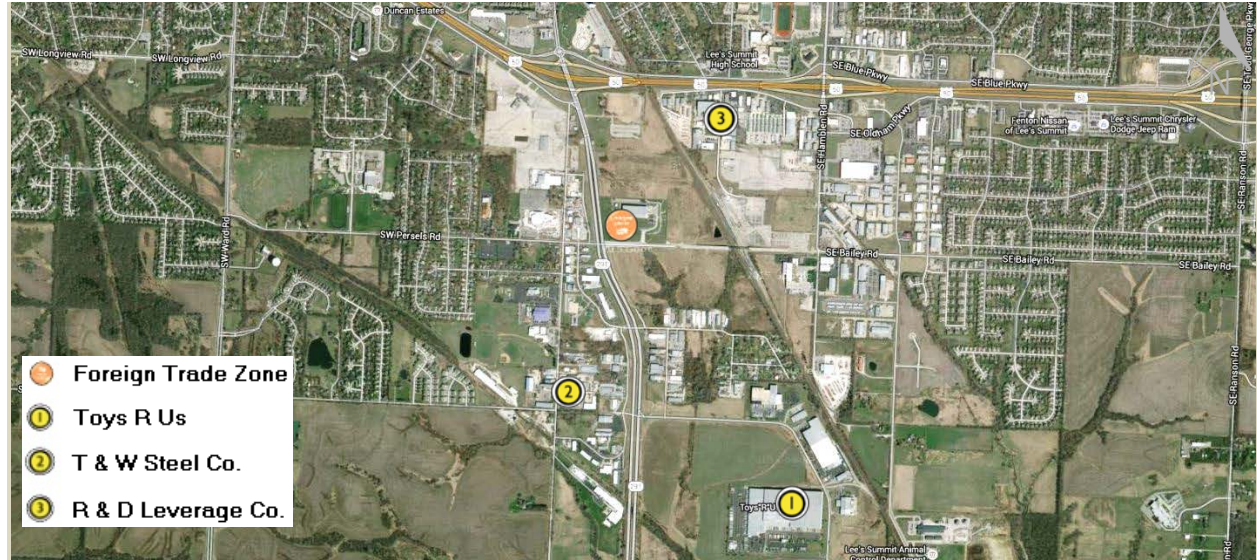


15 LEE'S SUMMIT-SOUTH

Lies at the junction of Missouri Highways 50 and 291 in Lee's Summit, MO

Contains the Toys R Us Distribution Center along with 2 other major manufacturing industries

Most likely a Suburban Employment Zone adjacent to the "Suburban and Mixed-Use" Activity Center of Lee's Summit, MO

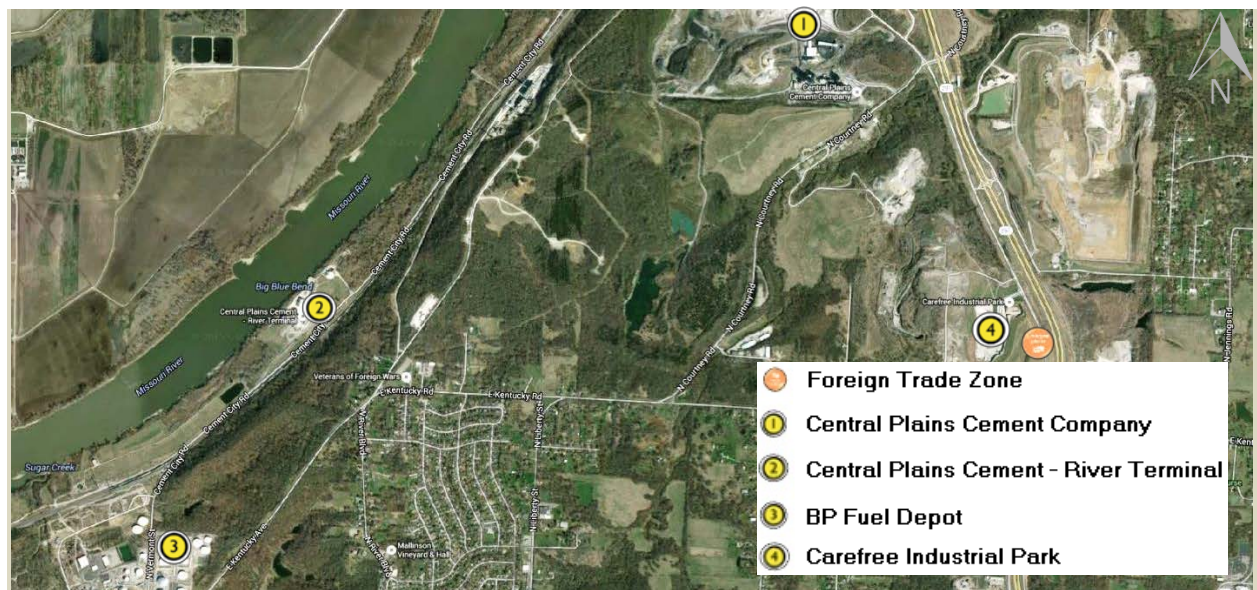


16 SUGAR CREEK

Lies along the Missouri River and west of Highway 291 in Sugar Creek, MO just north of Independence, MO and just east of Kansas City, MO

Contains an underground Industrial Park along with 4 other major industries

Most likely an Industrial and Suburban Employment Zone nearby residential neighborhoods of Sugar Creek, MO

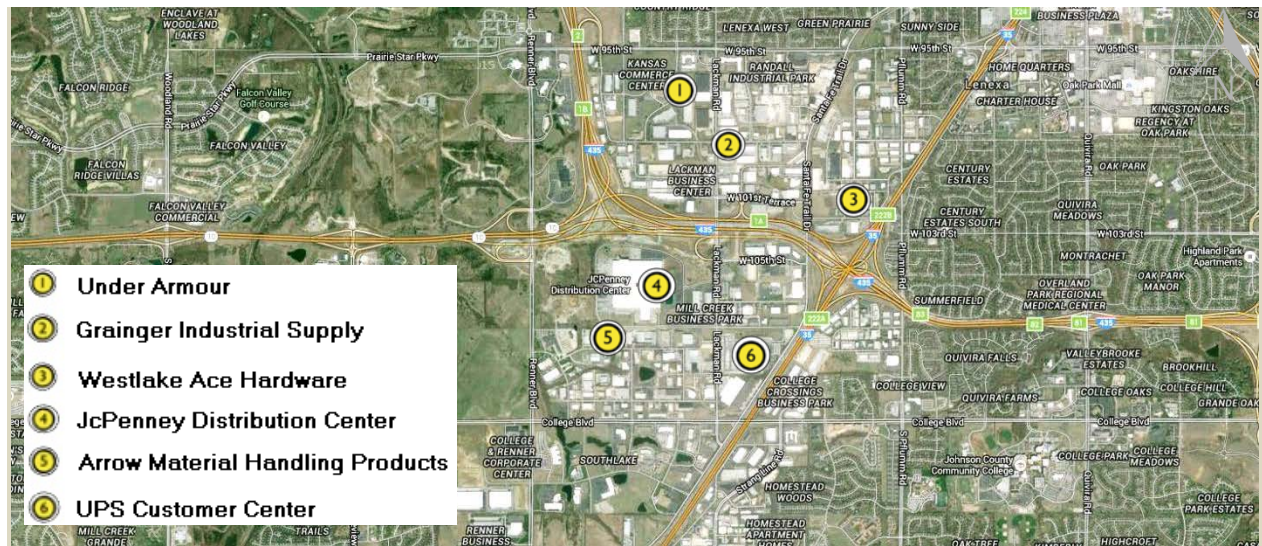


17 I-35/I-435/K-10

Lies at the junction of Interstates 35, 435, and Highway K-10

Contains the Lenexa Industrial Park along with 5 other major manufacturing and freight industries

Most likely an Industrial and Employment Zone within the “Suburban” Activity Center of Lenexa, KS

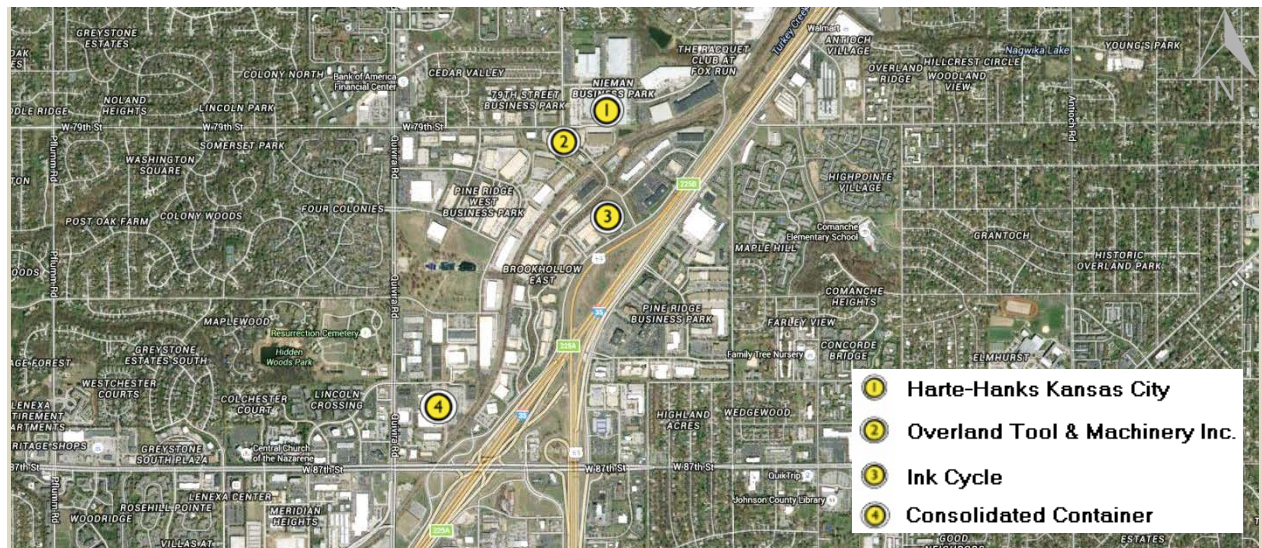


18 I-35/US-69 – KANSAS

Lies likely an Industrial and Employment Zone within the “Suburban” Activity Center of Lenexa, KS

Contains the Nieman Business Park along with 3 other major industries

Most likely a Suburban Employment Zone surrounded by “Suburban and Mixed-Use” Activity Centers of Lenexa, KS; Shawnee, KS; and Overland Park, KS

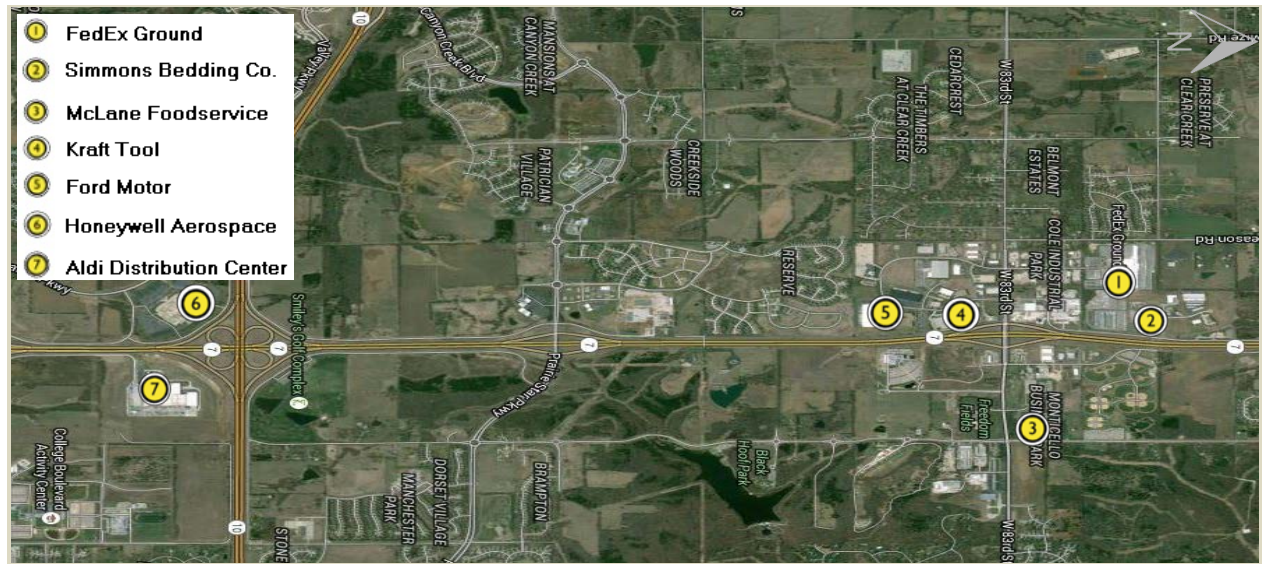


19 K-7 CORRIDOR

Lies along Highway K-7 north of Highway K-10 in Johnson County, KS

Contains 2 industrial parks along with 7 major manufacturing and freight industries

Most likely an Industrial and Employment Zone surrounded by residential neighborhoods

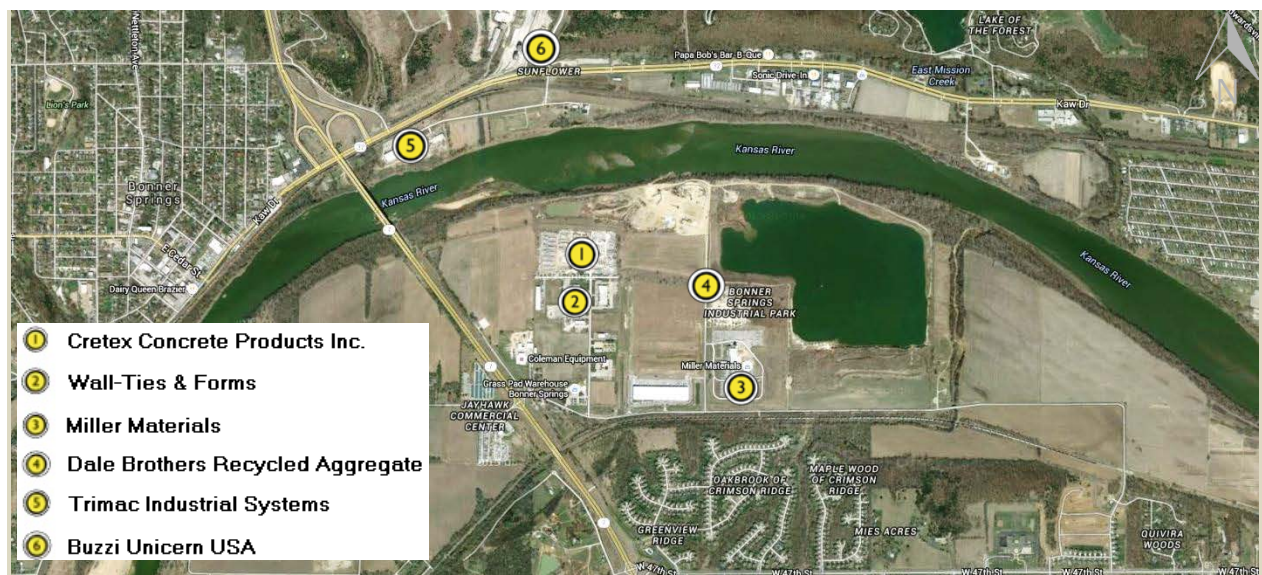


20 KAW VALLEY AT K-32 AND K-7

Lies at the junction of Highways K-32 and K-7, alongside the Kansas River in Bonner Springs, KS

Contains the Bonner Springs Industrial Park which includes 7 major manufacturing industries

Most likely an Industrial and Employment Zone adjacent to the "Suburban" Activity Center of Bonner Springs, KS and Shawnee, KS

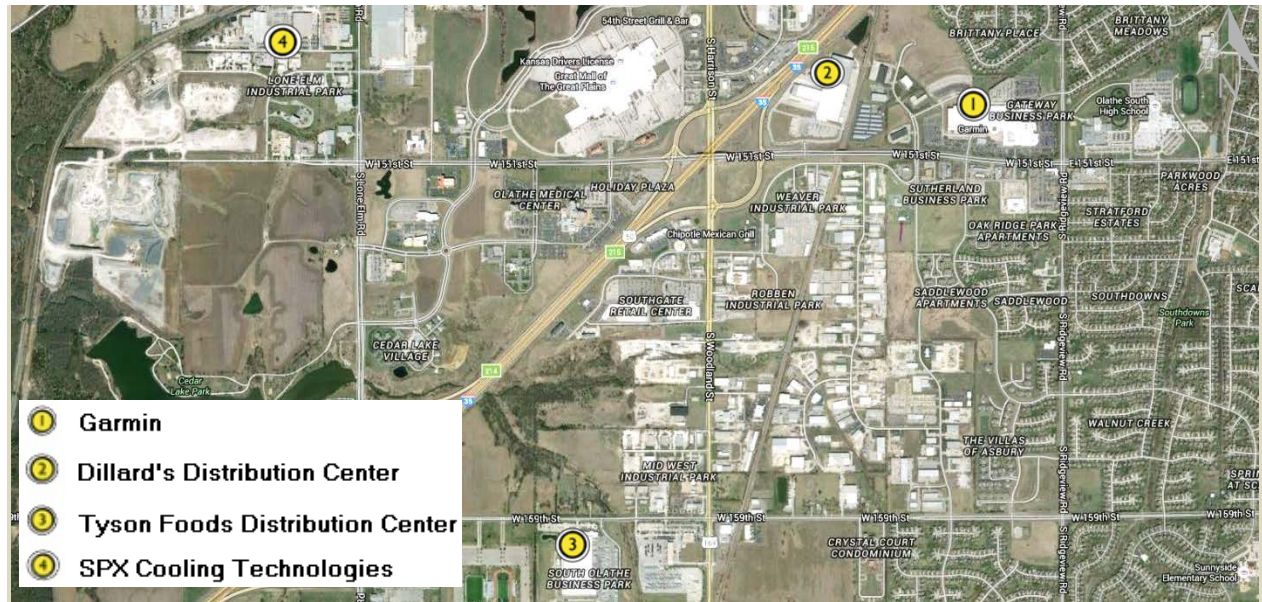


23 OLATHE – LONE ELM CORRIDOR

Lies at the junction of Interstate 35 and Kansas Highway 169 in southern Olathe, KS

Contains the Dillard's Distribution Center along with many other major industries

Most likely a Suburban Employment Zone adjacent to the "Suburban and Mixed-Use" Activity Center of Olathe, KS

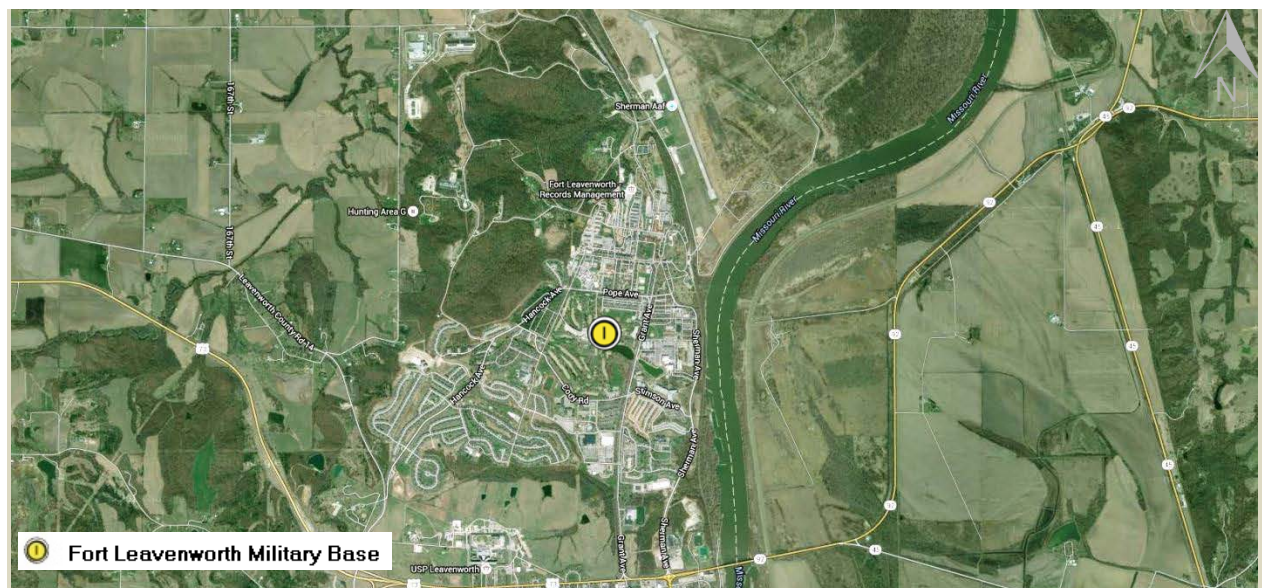


24 FORT LEAVENWORTH

Lies in northeastern Leavenworth County, KS along the Missouri River just north of Leavenworth, KS

Contains the Fort Leavenworth Military Base

Most likely a Military and Government Employment Zone adjacent to the "Suburban and Mixed-Use" Activity Center of Leavenworth, KS



25 KCI – AIR CARGO

Lies within the Kansas City International Airport in Kansas City, MO (Platte County)

Contains 6 major airline and freight industries

Most likely a Transportation Zone within a “Regional Airport” Activity Center



26 KCI/I-29 INDUSTRIAL

Lies adjacent to the Kansas City International Airport (Platte County, MO) and alongside Interstate 29

Contains the KCI Intermodal Business Center along with several other major airline and freight industries

Most likely a Transportation Zone within a “Regional Airport” Activity Center

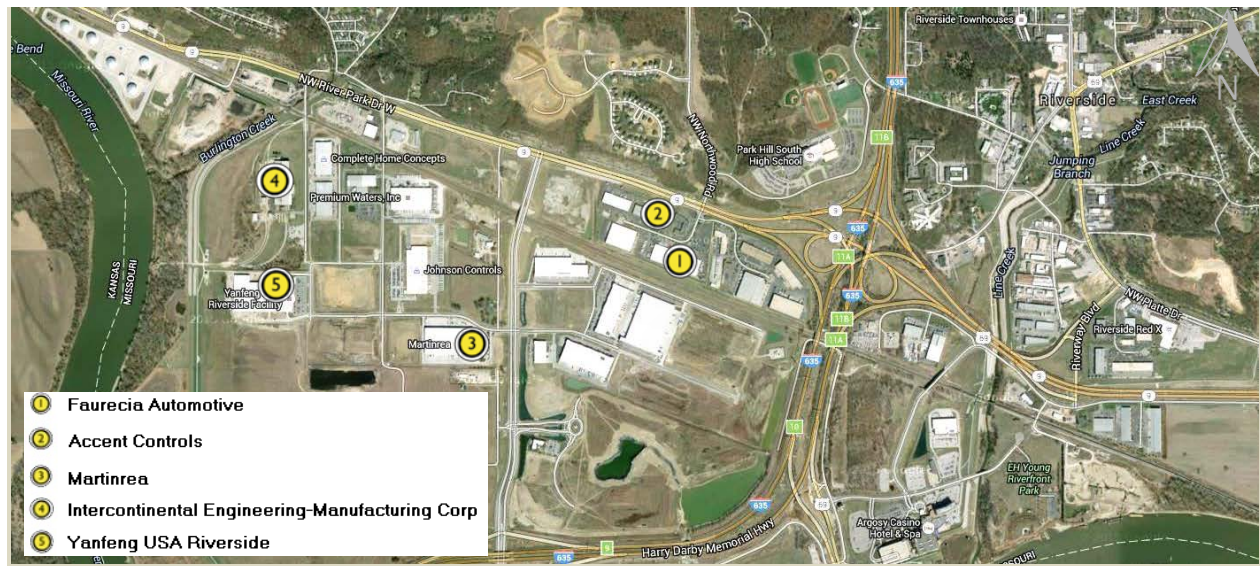


27 RIVERSIDE

Lies along Interstate 635 in Riverside, MO just north of Kansas City, KS and the Missouri River

Contains the Horizons Business Park along with many other major industries

Most likely an **Employment Zone** nearby Kansas City, KS and Kansas City, MO



28 ARGENTINE

Lies just north of the historic Argentine neighborhood in Kansas City, KS

Contains the BNSF Railway Argentine Yard along with 7 other major manufacturing and freight industries

Most likely an **Industrial and Employment Zone** adjacent to the “Historic Residential Neighborhood” Activity Center

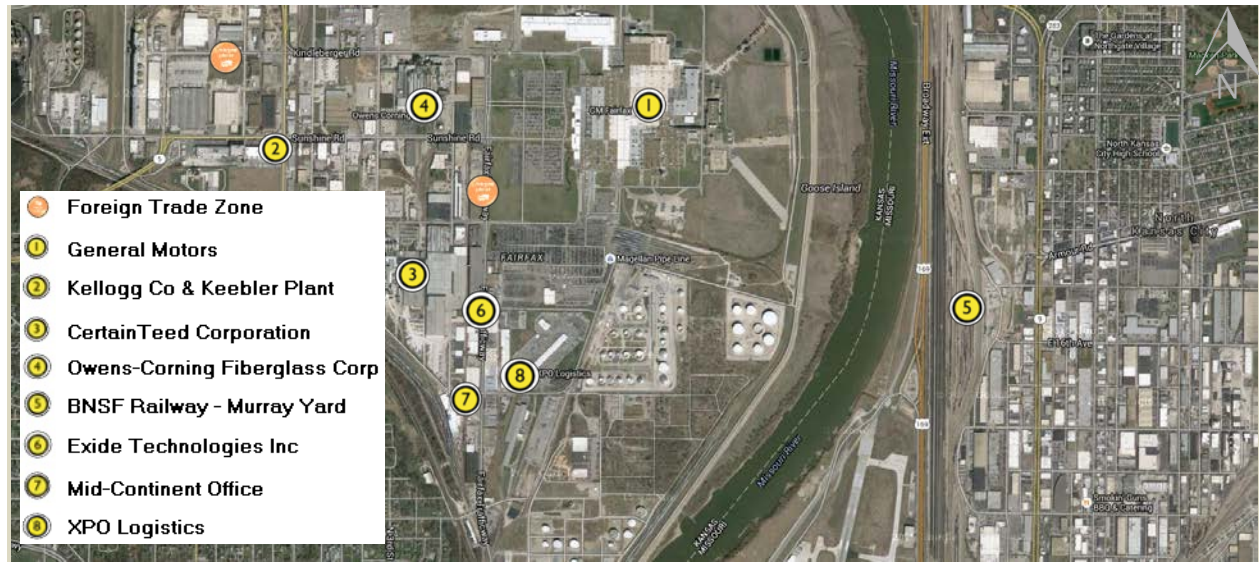


29 FAIRFAX

Lies adjacent to the Missouri River and in-between Highways 69 and 169 in Kansas City, KS

Contains the General Motors Assembly Plant along with many other major industrial and manufacturing industries

Most likely an Industrial and Employment Zone adjacent to residential neighborhoods



30 KAW VALLEY AT K-32 AND I-435

Lies at the junction of Highway K-32 and Interstate 435, in-between Highway K-32 and the Kansas River in southern Wyandotte County

Contains 6 major manufacturing and freight industries

Most likely an Industrial and Suburban Employment Zone nearby residential neighborhoods of Shawnee, KS and Kansas City, KS



Agenda Item IV

Proposed regional Freight Study

MARC completed its last regional freight study in 2009 (Freight Outlook). The Study helped set freight priorities for the MTP and provided criteria to select freight related projects. Since 2009 the region's freight outlook has changed tremendously. MARC is interested in conduct a new freight planning study that provides the current state and relative future of freight movement for the Lawrence KS MPO's, Pioneer Trails' (RPC) and MARC's planning regions. The study will include a process that develops a proactive planning process for port authorities, regional planning commissions (RPCs) and metropolitan planning organizations (MPOs). Allowing agencies an opportunity to identify, select and prioritize local, regional, state and national multimodal freight projects. The project's agencies/area of coverage shall include, at a minimum, the Port of Kansas City, MARC planning area including Douglas County, KS, Johnson, Lafayette, Pettis and Saline Counties in MO.

The Study will examine

1. Reliability (connectivity, travel time and capacity)
2. Predictability (as it relates to reliability)
3. Efficiency,
4. Resiliency,
5. Infrastructure,
6. Truck parking,
7. Public Policy considerations and
8. Best use of resources

MARC is interested in the Committee to provide study input about any additional study issues or desired outcomes/recommendations/deliverables

Agenda Item V

Updates and Other Business: