



## OPEN MEETING NOTICE

### Goods Movement Committee

Janet McRae Kansas Co-Chair  
Mike Duffy, Missouri Co-Chair

There will be a meeting of MARC's Goods Movement Committee on **Tuesday, February 7, 2023, at 10:00 a.m.** in the Westview Room of the Marc office 2<sup>nd</sup> 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/6576214834?pwd=U0ptVVArAGVIU3psNIU4UXh2czRvZz09>

Meeting ID: [657-621-4834](#)

Passcode: [075821](#)

## AGENDA

- I. Introduction and approval of minutes
- II. Regional Freight Study Scope Review/Process – Darryl Fields, MARC
  - Proposed regional Freight Study
- III. Goods Movement Committee direction – Committee Discussion
  - How does the Committee View its role
- IV. Amtrak Daily Long-Distance Service Study – Darryl Fields MARC
  - Restoration of long-distance and potential new intercity rail passenger service
- 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 October 2022, Meeting Summary

### **Members/Alternates Present-Representing**

Janet McRae, Miami County  
Marisela Ward, MoDOT  
Dan Wancura, Northern Flyer  
Brian Stanley, Edgerton  
Dan Merkh, Edgerton  
Ann Jordon, KCMO

Chris Gutierrez, SmartPort  
Ellie Bowen, SmartPort  
Davonna Morgan. Moore, CDM Smith

### **MARC Staff Present**

Darryl Fields, Principal Planner  
Karen Clawson, Principal Planner

### **1) Introductions and Approval of Meeting Summary**

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

### **2) Panasonic**

Elie Bowen, Smart Port provided an overview of Panasonic proposed development. Panasonic Energy Co., Ltd., announced plans to build one of the largest electric vehicles (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.

Allen Reed is KDOT's Project Manager regarding how the KS roadway system will interact with the development

#### Questions:

Has Panasonic set a timeline when more information is available regarding development needs?

- Panasonic has been heavily involved with project development from day one but has not set a development timeline. There are ongoing conversations regarding facility access. They have a facility in Reno with a shared employee and freight single entrance and exit. The Reno facility single point access is a major issue.
- Allen Reed is KDOT's Project Manager to the project – currently KDOT will use the design build concept to address roadway connections.

How may facility do they have?

- Bit of a gray area – the KC facility will be the 1<sup>st</sup> facility in the US owned and operated by Panasonic. There is a Tesla Giga facility in Reno which they lease but the facility was built and operated by Tesla.

Any idea of the types of raw materials the facility will receive from Asia?

- This is an ongoing conversation at the federal and state level in addition with the railroads regarding how and what materials will be moved. There is not a lot of information regarding materials and how moved.

There are 4 projects associated with projects under amendment for public review and comment:

1. 380219 - REDECK BRIDGES #178 & #179 ON K-10 IN JOHNSON COUNTY
2. 380221 - DE SOTO (PANASONIC BATTERY PLANT): LOCAL ROAD IMPROVEMENTS AT VARIOUS LOCATIONS INCLUDING WIDENING A SECTION FROM 2-LANE TO 4-LANE, SHARED USE PATH AND INTERCHANGE IMPROVEMENTS AT K-10/LEXINGTON AVE
3. 380222 - DISCOVERY: DE SOTO AT K-10/LEXINGTON AVE INTERCHANGE, LOCAL ROAD IMPROVEMENTS AT VARIOUS LOCATIONS
4. 380223 - IMPROVEMENTS TO LOCAL ROADS IN DE SOTO/JOHNSON COUNTY

Will there be any barge movements and will this be a foreign trade zone?

- Currently no barge movement and foreign trade zone is unknown. It is too early in the process for these decisions. Construction will occur in 2024 and operation in 2025 it's assumed that those decision will happen closer to actual operations.

Employment – will workers be transferred in or from the local work force.

- It is a combination management is relocating and other technical employees from Reno and Asian locations. Additional hiring will be from local forces. There is also a Japanese modal they will follow that includes a 6 to 1 year rotation of Japanese engineers that will rotate in/out to work at the facility.

What actions are being implemented by the developer or government entities to ensure reductions to climate change and transportation impacts? There are many unresolved issues (i.e. impacts to climate change, urban sprawls, transit connections, increase highway capacity) for the region to rush into this

- There are already discussions regarding reducing car trips in favor of more transit options and Panasonic Global has very high standards regarding reducing environmental impacts. There is a general opinion that Panasonic will hold themselves to possible a higher standard than Climate Action Plan.

3) MARC Freight Map <https://www.modot.org/missouri-state-freight-and-rail-plan> and Proposed Freight Study Darry Fields, MARC – provided and overview of the new MARC Freight Map. 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 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/agricultural, 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.

Questions:

There was some discussion a few weeks earlier to include Sunflower on the map and area within the North Land (Sugar Creek).

- Sunflower is included on the public version we are working through the area to determine what is currently under development for Panasonic. The area discussed in Sugar Creek is included in the update.

Will the map be updated in reference to the freight study update. Some of zones are triple the coverage from the time of the 2009 study.

- A task of the freight study is to update the map but we are trying to establish a baseline and the zone's criteria.

How will this and the freight study meld with State's advisory committee recommendations? Will the MARC study be connected or independent of one another

- Study task include developing regional policy that incorporates goals and objectives identified in KS/MO freight studies.
- The KDOT Statewide study's completion is expected Nov or Dec. This late in the process deliverables from MARC's study would be too late to include in KDOT's Study but the State will always take into considerations those metro aspects identified from the regional study.
- The next KS Freight Advisory Committee next meeting is Oct 19<sup>th</sup> from 1 to 3 pm.

What is the timing for the proposed regional freight Study and how long to complete

- Due to efforts to secure local match hopefully January 1 or the 1<sup>st</sup> quarter 2023 the RFP can be published. The study, due to its study size and scale of 15 counties, (Douglas County, Lawrence MPO, 4 Counties of the Pioneer Trails RPC and 9 counties of the MARC region) the Study will probably take 18 months to complete.

Do you expect this map being used for economic development purposes?

- No -- the map is for use to identify areas of economic opportunities within in your jurisdiction. This will help support some transportation decision made in support of economic development.
- Looking for input from economic development directors to put locations on the map.

The world of economic development moves so fast that while during the time you're asking the question and getting answers will make the make the map irrelevant because developers are moving so fast the landscape changes. Zoning and development move faster than our ability to update a map.

- Map updating will become an annual MARC process. This process is to help develop an baseline. The current map and subsequent update through the study will work to develop an annual update process.

The Freight Study will take a different approach that historical studies. Instead of focusing on discovering commodities and identifying projects the new study will take a more proactive approach to freight planning. Allowing regional planners to better understand freight ramification and a more interactive concept associated

with Policy and freight activity. Additionally, because the study will include Douglas County KS and 4 relatively rural counties in MO the study will look at rural as well as Urban activities. What are additional tasks or issues should the study cover? What can a study provide me to help me do my job better?

Questions:

Public policy consideration – there should be a region wide perspective on where freight development is being encouraged. Is it a good public policy approach that we tell developers that we will accommodate development wherever you want to develop. Would it be better if the region prioritizes some of these areas for future freight-oriented development.

Just because a regional owner is looking at impacts of their decisions to their jurisdictions this might not align with my adjacent owner's or regional impact. What would be helpful are avenues to discuss pros/cons of impact by local freight related decisions that may have regional impacts on freight movements.

- Example a community looks to ban truck traffic on a major street there are no mechanisms to discuss pros/cons regarding how this decision may impact an adjacent communities or regional impacts. There is a benefit in identify major freight corridors and locations of significant intermodal activities.
- Understanding who the local jurisdiction should contact regarding freight related issues – county, MARC, state or the Feds
- Truck parking and metered lanes what kind of impact will that have on reliability and predictability

KDOT Updates

Final review of the rail plan update in the next couple of days and the freight study completion for early Dec to FHWA for approval. The next KS Freight Advisory Committee next meeting is Oct 19<sup>th</sup> from 1 to 3 pm. John Maddox final day is early Dec (retirement) – Matt Massina will act as KDOT's interim contact until John's position is filled.

Any last updates on Amtrak's Northern Flyer extension

- Finalizing some last item discussion with the subs and between the consultant (BP Consulting), Amtrak, and BNSF regarding the study with an anticipated plan completion the summer of 2023.

MoDOT – no update

## Agenda Item II

### Regional Freight Study

To conduct a freight planning study (the ‘project’) that provides the current state and relative future of freight movement for Kansas City region. The study will develop a proactive planning process for planners, particularly at regional planning commissions (RPCs) and metropolitan planning organizations (MPOs). Proactive planning is an attempt to predict the future and then develop plans that may supports the predicted future. The planning process will seek to position an agency to take advantage of changes that are occurring around us. The process will integrate into local, regional, statewide and national freight planning processes. Allowing agencies an opportunity to identify, select and prioritize local, regional, state and national multimodal freight projects. The process shall be developed in a manner that is harmonious with an agency’s planning and project selection processes. Additionally, outcomes of this study are to provide planners and public agencies with abilities to identify, define and communicate the transportation system’s:

1. Scenario Planning
2. Reliability (connectivity, travel time and capacity) and Predictability (as it relates to reliability and efficiency)
3. Resiliency and carbon reduction
4. Farm to market
5. Logistics/economic development support/land use
6. Infrastructure,
7. Truck parking,
8. Public Policy considerations
9. Best use of resources
10. EV, alternative fuel and artificial intelligence (AI)
11. Workforce development

#### Deliverables

- **Overall Freight Planning Action Plan**
  - The final product must include considerations of six key stakeholders: (1) shippers; (2) freight carriers; (3) general public (residents); (4) workforce/economic develop (5) public agency planners and (6) elected officials.
- **Task 1 Freight Scenario Planning (Wild Wild West, Shifting Patterns, Show Me)**
  - Scenario outcomes demonstrating indicators (i.e., tipping points or triggers) of possibly futures becoming reality.
  - Steps to allow planners to take action on appropriate tactics such as funding, policy development, data needs and possible implementation (infrastructure projects).
- **Task 2 Roles and responsibilities of planning agencies in regional, state and national freight planning**
  - Develop a process for jurisdiction to discuss pro/con local, regional, state, or national freight issues
  - Blend national and states’ freight plans’ objectives into an Action Plan that gives the region and other possible stakeholders a strategic planning process blending goals and objectives into regional planning processes.
- **Task 3 Infrastructure:**

- Identified locations/projects that support efficient freight movement on local (Urban/Rural), regional and national critical freight corridors
- 
- **Task 4 Process to identify the most cost-effective Farm to Market (FM) routes/resiliency**
  - List, matrix/rubric and map of FM and resiliency routes that demonstrates hierarchy, efficiency, predictability, reliability, safety, infrastructure needs and condition
- **Task 5 Impacts and freight challenges: What are public policy impacts related to freight movement?**
  - Determination and policy recommendation about what are impacts of freight delivery (real, imaginary) for the next 10, 20, 30 years
  - Public policy recommendation that supports transportation system predictability and reliability efficiency.
- **Task 6 Regional strengths and weakness**
  - Pro and Con policies and recommendations that support freight movement that effectively and continually support 1- and 2-day delivery to 90% or more of the population.
- **Task 7 Land use and Economics**
  - Update/development of freight zones and a process for annual update
  - Policy definition of last mile for rural, small and large urban areas.
  - Near, mid, and long term policy recommendations that effect last/first mile implications
  - What considerations are need to capture in existing project selection criteria
- **Task 8 Freight System Resiliency/carbon reduction**
  - The possible economic impact because of disruption in the transportation due to manmade and natural occurrences
  - Vulnerability Action Plan
    - Capital assessment of vulnerable infrastructure and
    - Strategies to reduce vulnerabilities
    - Vulnerability roles and responsibilities for local, regional and state transportation providers
- **Task 9 Carbon reduction and Future Trends- EV, Alternative fuels, Artificial Intelligence (AI)**
  - Policy recommendation and criteria for carbon reduction in freight movements
  - Projects that support carbon reduction, MARC's Climate Action Plan and a mechanism to include into regional planning processes
  - Policy recommendation that promotes/support EV/Alternative fuel placements and strategies
  - Impacts of AI on urban/rural freight and farm (agricultural) trends
- **Task 10 Truck Parking**
  - Locations that are currently/future experiencing truck parking issues
  - How issues/ramification affect Tasks 1 – 9
  - Recommendation that local jurisdiction could implement to support existing and preventive truck parking issues
- **Task 11 Work force development/ impact of the freight industry**
  - Labor market analysis that describes trends affecting the freight and logistics industries and occupations that are in high demand. Steps/recommendations to address these trends.



## Agenda Item III

### Goods Movement Committee Direction

The Goods Movement Committee is a Modal Committee with the responsibility:

The Committee shall advise, educate and recommend to the Kansas City Urban Area MPO and TTPC on transportation strategies and policy guidance that will aid in the movement of freight into, around and out of the metropolitan area, provide a forum for regional freight stakeholders, increase public-private collaboration, and public outreach on freight importance and needs. Membership will be comprised of representation from major transportation providers from the private and public sectors, economic development agencies, and energy involved in freight planning and the users of those modes of transportation.

#### Modal Committees:

Modal committees report to the TTPC, each one corresponding with a particular mode or type of transportation. Membership on the modal committees is a mixture of elected officials, local government staff members, state and federal officials, and representatives from various community groups.

Five separate modal committees have been established to provide input to the TTPC:

- Aviation committee
- Bicycle/Pedestrian Advisory committee
- **Goods Movement committee**
- Highway committee
- Transit committee

## Agenda Item IV

### Amtrak Daily Long-Distance Service Study

The Federal Railroad Administration (FRA) is conducting an Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily long-distance intercity rail passenger service and the potential for new Amtrak long-distance routes. This study will ultimately create a long-term vision for long-distance passenger rail service and identify capital projects and funding needed to implement that vision.

Amtrak operates 15 long-distance trains, ranging from approximately 760 to 2,500 miles. Long-distance trains provide service at nearly half of the train stations in the Amtrak system. In 2019, long-distance trains carried more than 4.5 million passengers.

10:30 - 10:45 am	Break
10:45 - 11:15 am	Current Route Overview
11:15 - 11:45 am	Discontinued Route Overview
11:45 am - 12:15 pm	Baseline and Market Conditions
12:15 - 1:00 pm	Lunch (with presentation by others)
1:00 - 2:00 pm	New Routes Interactive Session
2:00 - 2:45 pm	Evaluation Criteria Interactive Session
2:45 - 3:00 pm	Break
3:00 - 3:30 pm	Amtrak and Communities Working Together
3:30 - 3:45 pm	Closing & Next Steps
4:00 pm	Adjourn



September 2021

Agenda Item V

Updates and Other Business: