



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, June 6, 2023, 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 MARCZoom09 Address: <https://marc-kc.zoom.us/j/6576214834?pwd=U0ptVVArAGVlU3psNIU4UXh2czRvZz09>

Meeting ID: 657-621-4834

Passcode: 075821

AGENDA

- I. Introduction and approval of minutes
- II. Overview of KC Port proposed new Marine Terminal and economic development activities – Richard Greenville
 - Long term plans
 - MO Governor's funding
- III. Regional projects that support economic development – Committee discussion
- IV. 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.

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- 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 4th and 26th, 2023 Meeting Summaries

Members/Alternates Present-Representing – April 4th

Janet McRae, Miami County
 Mike Duffy, Riverside
 Tom Cole, Leavenworth County
 Cheryl Ball, MoDOT
 Arron Lynch, OOIDA
 Michael Espinoza, KDOT
 Matt Messina, KDOT

Davonna Morgan. Moore, CDM Smith
 Ron McLinden, Citizen
 Drew Mitrisin, Burns & Mc Donald
 Juan Yin, MoDOT

MARC Staff Present

Martin Rivarola, Asst. Dir T&E
 Darryl Fields, Principal Planner

1) Introductions and Approval of Meeting Summary

Mr. Duffy called the meeting to order and welcomed attendees. Mr. Duffy presided over the meeting and conducted a room and Zoom roll call. **Correction to the February 7th meeting minutes** Tom Cole, Leavenworth County, Beth Linn and Brian Stanley, City of Edgerton were in attendance. – Ms. McRae motion for approval to the minutes with corrections, Ms. Ball 2nd – minutes were approved with corrections unanimously.

2) Regional long range transportation plan – “Connected KC 2050” Metropolitan Transportation Plan (MTP)

Mr. Rivarola, MARC, provided information regarding the start of the MARC process to update the region’s MTP. MARC is presenting to the programming and model committees the update process and schedule. The MTP updated is scheduled for completion in 2025. There will be additional times that MARC will be before the Committee providing Plan updates and requesting Committee input/guidance.

Committee discussion:

- With recent rail safety events the Plan should provide a larger discussion regarding rail safety and education.
- What new north/south rail movements will occur with the merger of KC Southern and what are the possible new impact to the KC region
- With an increase of freight and distribution facilities development in the periphery there should be a increased conversation about balancing greenhouse gas emission of the region and the increase need for transportation options
- KCI’s new terminal will probably provide new/more opportunities for freight
- Will the freight study be incorporated within the MTP?
 - The proposed freight study will provide the freight chapter of the MTP
- The need for transportation is largely depended upon our cities and counties – the MTP should provide guidance regarding the land use decisions jurisdictions make and how those decisions impact our transportation system and climate change.
- MARC should remain a policy voice not an implementer or developer of regional regulations

Emailed comments from Ron McLinden (concerned citizen):

What guidance does MARC give in the Scope regarding assumptions the Regional Freight Study is to make about Climate Change?

2. Anything about likely major trends resulting from CC? E.g., localization of global and national economies (i.e., from off-shoring to on-shoring), with a consequent likely decline in the total volume of freight (ton-miles) that will need to be moved?

3. There are mentions of "resiliency" scattered throughout the discussion. I assume that's a vague reference to the Kansas City Region's Climate Action Plan (CAKC) -- though I have yet to see a clear explanation of just what "resiliency" means. Likewise, there are a few mentions of "carbon reduction," and I assume that's a tacit reference to CAKC and the need to make our region's contribution to mitigating global temperatures.

4. In Task 1 there is mention of "tipping points or triggers," and I assume that might be a vague reference to credible warnings of "cataclysmic" changes in the global climate resulting from loss of Arctic Sea Ice and disruption of the Atlantic Ocean currents that moderate the climate of Europe. Yes, we are not Europe, but such disruption would likely result in a significant rise in sea levels, with subsequent relocation of people and business from US Coasts. (Please pardon that digression.)

5. I see a couple of references to "workforce," and to me that implies that the Freight Study would make some recommendations regarding where future freight-related economic activity would be encouraged to locate. (I acknowledge that MARC pretty much leaves that up to local jurisdictions to decide, but I suggest that MARC should play a stronger advisory role.)

6. In Task 8, there is mention of "disruption in the transportation due to manmade and natural occurrences." Is that a vague reference to Climate Change?

7. The "Discussion" section of Agenda Item II is vague, probably because is probably based on comments made during the ensuing discussion.

8. "Anticipated study release April 1." Is that release of an RFP for the study, or release of a draft of the actual study?

9. Does the region's MTP, "Connected KC 2050," articulate any goals regarding reduction of VMT?

3) Missouri Unfunded needs – project prioritization

Mr. Rivarola, MARC, provided a presentation on MoDOT's Kansas City region's unfunded needs list of priority projects. MoDOT provided MARC a list of roads, highways, transit, bike & ped and freight projects for the Kansas City region. The unfunded needs list includes \$50 million in Intermodal Freight Program projects (improvements for ports, aviation, and rail). MoDOT is requesting a recommended list by May 31st.

Committee discussion:

- MoDOT comment – the MO legislature identified approximately \$5 billion in revenues that could be used to fund MoDOT multimodal unfunded needs list. This makes it imperative that MoDOT has a prioritized list of projects that could possibly receive funding. MoDOT's Multimodal Administrators maintain an unfunded needs list derived by direct contact with the multimodal modes (aviation, rail, transit and waterways).
- Piggy backing off this comment –maybe we ask, for example, KC Port what would you accomplish with \$10 million, or the region could possibly help fund some mega site development within the region.
- The Committee was interest to work further on an unfunded freight list recommendation?
 - The Committee and staff committed to meet April 26 to discuss possible projects to advance as an unfunded need
- Request staff scrutinize the 2022 unfunded need list to determine if a project is a need or a want and what will need to happen for the need to be reduced. MARC's process should be refined to further include stronger questions that evaluate projects impacts to climate change.

Goods Movement Committee April 26th

Members/Alternates Present-Representing – April 26th

Janet McRae, Miami County
 Mike Duffy, Riverside
 Cheryl Ball, MoDOT
 Ron McLinden, Citizen
 Juan Yin, MoDOT
 Marisela Ward, MoDOT
 Davonna Morgan. Moore, CDM Smith

MARC Staff Present

Martin Rivarola, Asst. Dir T&E
 Darryl Fields, Principal Planner

1) Missouri Unfunded needs – project prioritization

Mr. Rivarola, MARC, the Committee reconvened from the April 4th meeting to further discuss MoDOT's Kansas City region's freight unfunded needs list. MoDOT provided MARC a list of roads, highways, transit, bike & ped and freight projects for the Kansas City region. The unfunded needs list included \$50 million in Intermodal Freight Program (improvements for ports and rail). The Committee met to provide the MO STP Priority Committee a recommendation of freight (port/rail) needs for inclusion into MoDOT unfunded needs list. The Committee recommended the following four projects allowing \$22 million for Woodswether Port and allow KC Port to address prioritizing the MRT projects. Additionally Mexico City Ave's cost are an estimate and place holder. The project will be discussed at MO STP Priority Committee to address inclusion on the proper project needs list.

Project*	Agency	Location	Project Estimate (in millions)	Revised costs (in millions)
Independence Avenue Rail Bridge Construction	KCMO and Terminal Railroad	Kansas City, MO	\$24.00	\$20.00
Canadian Pacific Railroad grade- separated crossing (Birmingham Road @ Holt Drive)	City of Liberty	Liberty, MO	\$9.150	\$8.00
MRT/Woodswether port improvements	Port KC	Kansas City, MO	\$17.000	\$22.00
Mexico City Ave Extension	Platte Co./KCMO/Platte City?	Airport vicinity	\$10.000	\$10.00
Total			\$60.15	\$60.00

*Bold – projects added to the list

Committee discussion:

- The Committee did not want to prioritize KC Port projects without input from the Port.
- Overall question – is this an ongoing process for MoDOT and could MARC establish a more comprehensive project selection process in 2024?
- MoDOT encourages an ongoing process to identify projects for funding possibly by State appropriations or new funding opportunities.

- Is there a possibility to establish a per-capita list of projects promoted by counties in an effort to develop a more well-rounded project list?
- MARC can establish any process that works for the region (especially for 2024 forward) but the current unfunded need list is needed to fulfill MoDOT's current need

Ron McLendon email comments:

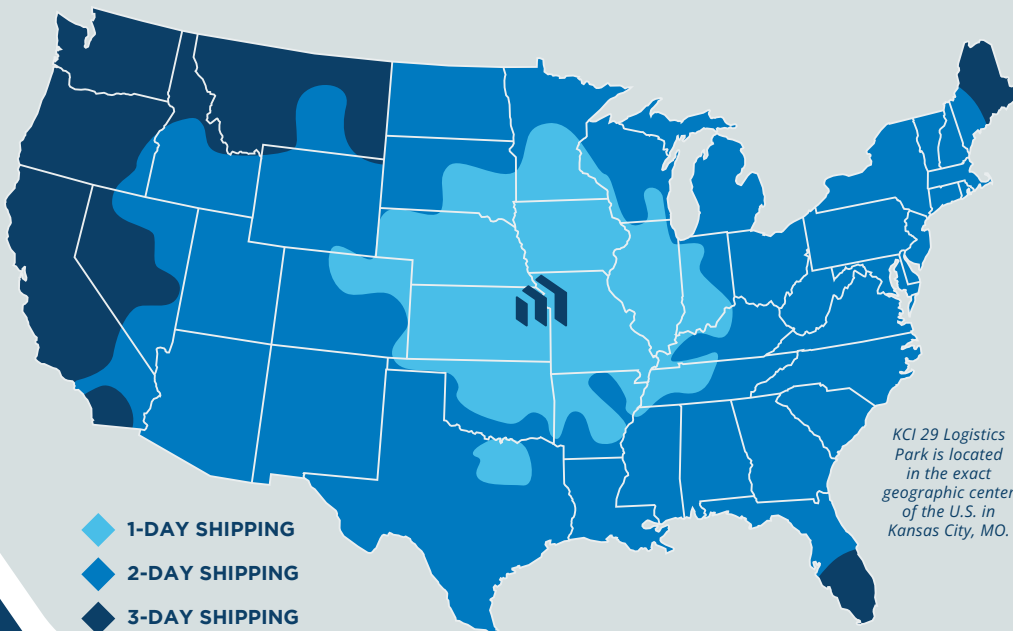
- I'm ambivalent about attending. However, seeing the enormous appetite for port facilities, I think you need to ask about the prospects for river traffic in the future. Climate change is likely to result in greater frequency of both low- and high-water level events. Do barge shippers expect reliable water levels on the Missouri? A key question is, How much capital are Missouri River users willing to commit toward the projects being proposed by PortKC?

KCI 29 LOGISTICS PARK

3,300-ACRE MASTER PLANNED MEGA SITE | KANSAS CITY, MISSOURI

KEY FEATURES:

- 20M+ SF class A industrial space
- Centrally located in logistics epicenter of U.S.
- Excellent access to I-29, I-435, I-70, and I-35
- Last stop for FedEx, UPS, and USPS
- Access to mega site and KCI Air Cargo via full Mexico City Avenue Interchange
- Fully entitled for manufacturing, distribution, e-commerce, office, technology, and similar industries
- On-site utilities include:
 - 345kV & 161kV power
 - Transmission water line
 - Wastewater treatment plant
- Lease, build-to-suit, and land-sale options



2-DAY
SHIPPING TO
90%
OF THE CONTIGUOUS
UNITED STATES.



MORE INFO? PLEASE SCAN.

KCI 29 LOGISTICS PARK

3,300-ACRE MASTER PLANNED MEGA SITE | KANSAS CITY, MISSOURI

KCI 29 Logistics Park is conveniently located in the logistics epicenter of the United States with direct access to the Kansas City International Airport (KCI/MCI) Air Cargo Hub

Direct access to Interstates 29 and 435 via the Mexico City Avenue interchange

Mexico City Ave

Provides regional freight connection from Hwy 92 (Platte City) to I-29 (Kansas City) and to the KCI Air Cargo Hub.

Provides freight access for up to 20M SF of distribution uses.

Leveraged project - \$2.5M from the State of Missouri secured. Additional State funding available

Funding request - \$17M

KANSAS CITY
International Airport

WATER TRANSMISSION LINE

345/161 kV
TRANSMISSION LINES

92

92

MEXICO CITY AVE

N WINAN AVE

FUTURE DEVELOPMENT

KANSAS CITY
WATER

SANITARY SEWER
TRANSMISSION
LINE

136TH ST

29

435

MEXICO CITY AVENUE
INTERCHANGE

FedEx

Forward

UPS

UNITED STATES
POSTAL SERVICE

CERTIFIED
evergy
SUBSTATION

29

435

CERTIFIED
evergy
SUBSTATION

niagara

SYGMA

Melaleuca

AmerisourceBergen

CVS

CUBEWORK

CHALLENGE
MANUFACTURING

BUNZL

URBAN
OUTFITTERS

DHL

rogers
sporting goods

BLOUNT
INTERNATIONAL

PURE
FISHING

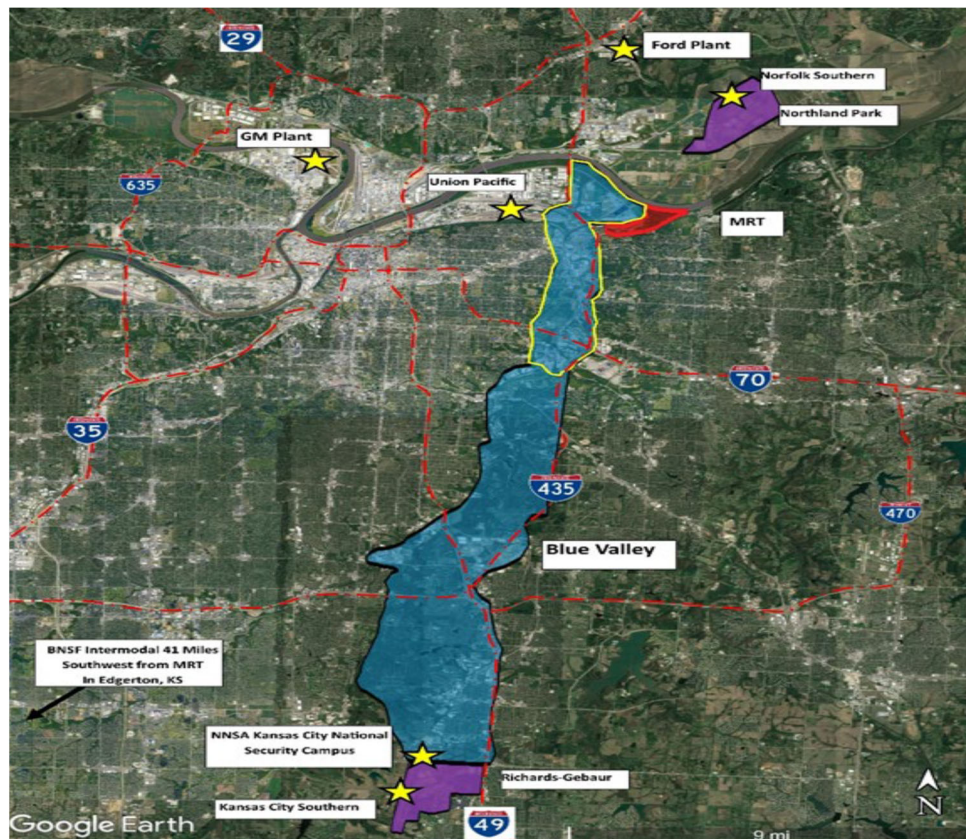
BMS Logistics, Inc.

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Agenda Item II

Overview of KC Port proposed new Marine River Terminal (MRT) and economic development activities

KC Port is proposing a new river terminal along the Missouri River at the confluence of the Little Blue River in Kansas City. This project will advance planning, multimodal transportation and remediation efforts on the Missouri River. The Port is continuing efforts to plan for a large-scale intermodal marine terminal for waterway commerce in the Kansas City area. The project will enhance transportation options for the region and provide a significant economic catalyst. The MRT anticipates creating a state-of-the-art inland port facility that will be the premier destination for rail, truck and freight movements for the region. Total project cost is estimated at 550 million at full build out. The Projects received \$30 million in Missouri proposed 2024 budget for an access road from New Century over the Blue River into the property and rail connection.



Agenda Item III

Regional projects that support economic development

Currently MARC does not have a process to adequately score freight or economic development projects. Therefore, projects containing these attributes find it difficult to compete for program funds. MARC is currently reviewing the existing project scoring process. This is an appropriate time for the GMC to review the "Economic Vitality" scoring sections and provide recommendations that best support review and scoring of economic/freight projects.

Surface Transportation Block Grant Program 2025-2026
Roadway Capacity

5.1 Transportation Choices/Public Health -- 10 Points	
Facilitation of Other Modes	
10	
Improvement in 3 modes level of service	10
Improvement in 2 modes level of service	5
Improvement in 1 modes level of service	2
Pedestrian LOS	
Bicycle LOS	
Transit LOS	

5.2 Economic Vitality -- 15 Points	
Supports the Regional Freight Network	
5	
On a designated National, Regional, or Local Freight Corridor or Direct connection to A, B, C, D, F (does not include E) or Average daily truck traffic greater than 500	5
Any combination of 4 of A thru F	4
Any combination of 3 of A thru F	3
Any combination of 2 of A thru F	2
1 of A through F	1
Within a mile of:	
A. Top twenty warehousing site by square footage	
B. Top twenty manufacturer by number of employees	
C. Presence of a rail/truck or air/truck intermodal facility	
D. Presence of a Foreign Trade Zone	
E. Area with two out of four transportation modes: air, barge, rail, truck	
F. Located within a mile of a significant freight corridor, i.e., roadway with greater than 500 trucks/day	
Local delivery truck traffic does not constitute significant freight movement	

Serves Regional Activity & Employment Centers	
10	
Project serves activity center * found to be of highest development intensity and walkability, and/or Project implements elements & recommendations of "Planning Sustainable Places" or corridor demonstration projects from "Creating Sustainable Places" initiatives, and/or Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	10
Project serves activity center found to be of higher development intensity walkability. Project sponsor is able to clearly and objectively document how served activity center has increased in intensity and walkability in order to warrant a higher intensity status.	6
Project serves any activity center	4
None of the above	0

5.3 Environment --20 Points	
Environmental Lands	MetroGreen Implementation
10	10
Applicant provides a map identifying priority natural resource conservation and restoration opportunities along the project corridor and in project watershed	1
Applicant specifies which conservation areas will be protected, articulates how, and what resources will be required	2
Applicant specifies which natural resource areas will be protected and restored, articulates how, and identifies what resources will be required	4
Applicant also articulates a comprehensive plan to conserve and restore natural resources on a watershed or sub-watershed scale with explicit linkages to other community and environmental assets	10

5.4 Public Health --5 Points	
Reduces Ozone Precursor Emissions	
Reduces urban heat island effect through materials or landscaping	
Decreased energy/fuel use	
Alternative fuel use	
Multi-modal/increased bike/ped access	
Traffic flow/congestion mitigation	
One point for each strategy	

5.5 Safety -- 20 Points					
Crash Severity		5 Year Crash Rate		Data Driven Analysis & Countermeasures	
7		5		8	
Data: TNC: Total Number of Crashes FC: Fatal Crashes IC: Injury Crashes PDO: Property Damage Only SR: Severity Ratio PSS: Project Severity Score Formula: SR= (9 x FC) + (3.5 X IC) + (1.0 X PDO)/TNC PSS= 5x(SR-1)	7= >90% 6= 75-89% 5=60-74% 4=45-59% 3=30-44% 2=15-29% 1=<14% All project PSS will be grouped into equal frequency and assigned points based on scale	Road Segments R=1,000,000 x C/365 x N x V x L Intersections R=1,000,000 x C/365 x N x V R=Crash Rate per 100 million VMT C=Total number of crashes in the study period N=Number of years of data V=Traffic volume L=Length of segment (mi) * Normalized per 100 million VMT	5= >80% 4= 60-79% 3= 40-59% 2= 20-39% 1= <19% All project PSS will be grouped into equal frequency and assigned points based on scale	Countermeasures: • 3 or more top contributing factor safety countermeasures selected (3) • 2 top contributing factor safety countermeasures selected (2) • 1 top contributing factor safety countermeasure selected (1) Analysis & Explanation • Safety analysis has been conducted with data driven process explained, <u>and</u> all the safety countermeasures selected are explained. (5) • Safety analysis has been conducted with data driven process explained, <u>all</u> the safety countermeasures selected are explained. (4) • Safety analysis has been conducted with data driven process explained, but only some of the safety countermeasures selected are explained. (3) • Safety analysis has not been conducted and only some of the safety countermeasures selected are explained. (2) • Safety analysis has been conducted but none of the safety countermeasures selected are explained. (1) • Safety analysis has not been conducted and none of the safety countermeasures selected are explained. (0)	

5.6 System Condition -- 10 Points			5.7 System Performance (a) -- 6 Points			
Useful Life			Congestion Management & System Efficiency			
10			6			
>25 Years or project includes replacement or rehabilitation of a bridge with a sufficiency rating of 70 or less	10		On Congested CMS Segment	3	CMS Toolbox strategies deployed	1 point/strategy up to 6 maximum
20-24 years	7		On CMS Network	1		
15-19 years	4					
<15 years	0					

5.7 System Performance (b) -- 6 Points				5.7 System Performance (c) -- 8 Points			
Current LOS		Future LOS		Current AADT/Lane		Future AADT/Lane	
3		3		4		4	
E or F	3	E or F	0	>10,001	4	>10,001	4
D	2	D	3	5,001 - 10,000	3	5,001 - 10,000	3
C	1	C	1	2,501 - 5,000	2	2,501 - 5,000	2
A or B	0	A or B	0	0 - 2,500	1	0 - 2,500	1

Agenda Item IV

Updates and Other Business: