



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, April 4, 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=U0ptVVArAGVIU3psNIU4UXh2czRvZz09>

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

Passcode: [075821](#)

AGENDA

- I. Introduction and approval of minutes
- II. Regional long range transportation plan – Martin Rivarola, MARC
 - MTP – Metropolitan Transportation Plan
- III. Missouri Unfunded needs – Martin Rivarola, MARC
 - MoDOT project prioritization
- 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.

Dial Toll-Free

- 877 853 5247 US Toll-free
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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 February 2023, Meeting Summary

Members/Alternates Present-Representing

Janet McRae, Miami County
Mike Mc Duffy, Sugar Creek
Davonna Morgan. Moore, CDM Smith
Cheryl Ball, MoDOT
Matt Massina, KDOT

MARC Staff Present

Darryl Fields, 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) Regional Freight Study

Mr. Fields, MARC, facilitated a discussion regarding the regional freight study requesting Committee's input regarding scope development. The study will receive consultant support to 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
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- **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.

Discussion

- Incorporate a task that reviews roles and responsibilities associated with the new IJA bill and what that means for public policy in the next 5 years. what is the regional coordination/compromise to maximize the use of federal funds for the region.
 - Do you feel there is sufficient opportunity in MARC's current process?
 - There are some opportunities in STP but not much attention is given to economic development. There is not much merit place on freight related projects.
- There needs further clarification on protecting freight routes – what are the best routes for freight and how do we protect those routes seems to be an afterthought. The ability to move this conversation more to beginning of the planning process is more applicable and allows clearer understandings surrounding the importance of freight movement to all jurisdictions.
- The STP process is more geared to smaller transportation system components that are at a micro level and not looking at the big components of the system. As you get more density you need to get goods/products into those areas
- Criteria for infrastructure should include disruption to the system not necessarily project cost. Current project cost is extremely high, and this should not be considered as a determination.
- Examine last mile if that could include more than one jurisdiction and characteristics and connection back to the full transportation system.
- More education that every community has freight. MARC does a good job incentivizing walkable communities and/or bicycles but does not make the same effort for freight movement.
- Be aware with increased development, economic development and density there is also a parallel increase in freight activity to service growth.
- Whom do we provide information to in order to keep the MARC freight map up to date?
 - Until we work out a formal process – send info to Mr. Fields – dfields@marc.org
- Will resiliency look at all modes of travel or focus on a single mode
 - The plan is to focus on all modes but to minimize/focus discussions to general system disruptions/impacts based on natural or man-made disasters.
- Will the study outline some of the tech trends the railroads are pursuing?
- What trucking parking issues are you seeing more illegal or overflow parking
 - We are seeing both instances
- Will the study highlight many of the technology advances for truck parking?
- Will the workforce development section provide education related to high paying jobs associated to logistics and freight movement. Particularly focusing on freight jobs today are not the same as they were in their parents' and grandparents' day.
- Some major issues that are affecting freight movement is supportive services for 24 hour operations – child care, affordable housing, and transit connections – we the study look at this broader aspect of workforce development.
- Best practices that could addressed and/or support workforce development
- Additional issue my be how to address oversize and overweight and is that a regional issue?

Anticipated study release April 1

Agenda Item II

Metropolitan Transportation Plan (MTP)

Required by the federal government, the MTP identifies transportation improvements for the next 30 years. As the metropolitan planning agency for the Kansas City region, the Mid-America Regional Council is required to update the regional transportation plan every five years. Connected KC 2050 replaces is the region's current plan <https://connectedkc.org/about-the-plan/>.

The plan identifies needs and sets out a budget for federal transportation funds that the metro area expects to receive over the next three decades. It contains:

- Vision — a long-term vision for the region's transportation system.
- Goals and strategies — what the region wants to achieve by the year 2050 and how we plan to do it.
- Transportation projects — major regional transportation investments that help accomplish goals.

Connected KC 2050 considers

- Projected population and employment growth
- Maintenance of transportation facilities
- Safety
- Quality of life
- Preserving the human and natural environment
- Climate change and energy use
- Public health
- New technologies and innovations in transportation
- Current and future transportation needs — air, bicycle, bus, pedestrian, rail, roads, water, freight and others

Agenda Item III

MoDOT's Unfunded Needs

MoDOT district offices work with MPOs and RPCs to annually prioritize regional needs, collectively. This requires MoDOT's District to work collectively to create priorities among all needs identified, regardless of location. Safety, traffic volume, asset condition data are used to help select the highest priorities within MoDOT's district boundary.

Unfunded Road & Bridge Needs

Tier	County	Route	Project Description	Est Funding Needed	Unfunded Needs Category
1	Jackson	I -70	I-70 CORRIDOR IMPROVEMENTS FROM I-435 TO I-470 (PARTIAL	\$100,000	Increase Economic Growth and Improve Safety
2	Jackson	I - 35	I-29 AND I-35 CORRIDOR IMPROVEMENTS	\$158,400	Increase Economic Growth and Improve Safety
2	Jackson	I - 49	PAVEMENT RECONSTRUCTION FROM BLUE RIDGE BLVD TO 163RD ST	\$83,050	Improve Road condition
2	Jackson	US - 71	SAFETY IMPROVEMENTS ACROSS BRUCE R. WATKINS	\$110,000	Increase Economic Growth and Improve Safety
2	Platte	Rt D	PAVEMENT RECONSTRUCTION FROM AMBASSADOR DR. TO EAST OF I-435	\$8,800	Improve Road condition
3	Cass	I - 49	INTERCHANGE IMPROVEMENTS AT MO 58	\$40,260	Increase Economic Growth and Improve Safety
3	Clay	I - 35	I-35 CORRIDOR IMPROVEMENTS FROM I-435 TO US 69	\$67,100	Increase Economic Growth and Improve Safety
3	Clay	I - 435	INTERCHANGE IMPROVEMENTS AT PARVIN ROAD	\$20,130	Increase Economic Growth and Improve Safety
3	Clay	MO 291	RTE. 291 (I-435 TO ASH) CORRIDOR IMPROVEMENTS	\$40,000	Increase Economic Growth and Improve Safety

3	Clay	MO 92	MO 92 HIGHWAY IMPROVEMENTS - PHASE 2 FROM I-29 TO US 169	\$20,000	Increase Economic Growth and Improve Safety
3	Jackson	I - 70	I-70 AND I-470 INTERCHANGE IMPROVEMENTS	\$73,810	Increase Economic Growth and Improve Safety
3	Jackson	I - 70	I -70 CORRIDOR IMPROVEMENTS FROM MO 7 TO RTE. F	\$70,991	Increase Economic Growth and Improve Safety
3	Jackson	US 50	PAVEMENT RECONSTRUCTION FROM I-470 TO RTE RA	\$46,200	Improve Road condition
3	Platte	CST NW Waukomis Dr	TE. AA/WAUKOMIS DRIVE COMPLETE STREETS RECONSTRUCTION FROM US 69 TO I-29	\$8,000	Increase Economic Growth and Improve Safety

Unfunded Multimodal Needs

Category	County	Route	Project Description	Est Funding Needed	Unfunded Needs Category
Multimodal	Cass	CST Independence	BICYCLE NETWORK IMPROVEMENTS IN CASS COUNTY	\$5,775	Improve Multimodal Transportation Options
Multimodal	Clay	CST Main St	BICYCLE NETWORK IMPROVEMENTS IN CLAY COUNTY	\$7,525	Improve Multimodal Transportation Options
Multimodal	Jackson	CST E 12th St	IMPROVEMENTS FOR PORTS, AVIATION, AND RAIL	\$50,000	Improve Multimodal Transportation Options
Multimodal	Jackson	CST 18th St	INTERJURISDICTIONAL TRANSIT CAPITAL PROJECT COSTS	\$36,000	Improve Multimodal Transportation Options
Multimodal	Jackson	CST 18th St	INTERJURISDICTIONAL TRANSIT SERVICE OPERATIONAL COSTS	\$36,000	Improve Multimodal Transportation Options
Multimodal	Jackson	CST Troost Ave	BICYCLE NETWORK IMPROVEMENTS IN JACKSON COUNTY	\$16,275	Improve Multimodal Transportation Options
Multimodal	Jackson	CST Troost Ave	STRATEGIC PEDESTRIAN SAFETY IMPROVEMENTS	\$25,000	Improve Multimodal Transportation Options
Multimodal	Platte	CST Main St	BICYCLE NETWORK IMPROVEMENTS IN PLATTE COUNTY	\$5,426	Improve Multimodal Transportation Options

Agenda Item IV

Updates and Other Business