



## 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, December 5, 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 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 (June and August)
- II. Regional Freight Study Kick off – CDM Smith
  - Scope overview, comments and roles and responsibilities
- III. Whistle Blower/Conflict of Interest – Darryl Fields, MARC
  - <http://marc.org/About-MARC/pdf/WhistleblowerPolicy>
  - <http://marc.org/About-MARC/pdf/Conflict-of-Interest-Boards>
- 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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- 877 853 5247 US Toll-free
- 888 788 0099 US Toll-free
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  - +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.

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## Goods Movement Committee August 1 & October 3, 2023, Meeting Summaries

### **Members/Alternates Present-Representing – August 1**

Janet McRae, Miami County  
Mike Duffy, Riverside  
Cheryl Ball, MoDOT  
Richard Greenville, KC Port  
Kip Strauss, HNTB  
Michael Espinoza, KDOT  
Ron McLinden, Citizen

Davonna Morgan. Moore, CDM Smith  
David Slater, Clay Cnty Econ Dev.  
Juan Yin, MoDOT

### **MARC Staff Present**

Darryl Fields, Principal Planner  
Beth Dawson, Principal Planner  
Selina Zapata Bar, Principal Planner  
Patrick Trouba, Transportation Planner

### **Members/Alternates Present-Representing - October 3**

Janet McRae, Miami County  
Richard Greenville, KC Port  
Michael Espinoza, KDOT  
Tom Cole, Leavenworth County  
Randy Rowson – CDM Smith  
Gina Murphy – CDM Smith  
Barb Wells – CDM Smith  
Chris Hess – Pioneer Trails RPC  
Norm Lucas – Pioneer Trails RPC  
TJ Smith – CDM Smith

Davonna Morgan. Moore, CDM Smith  
David Slater, Clay Cnty Econ Dev.  
Juan Yin, MoDOT

### **MARC Staff Present**

Darryl Fields, Principal Planner  
Beth Dawson, Principal Planner  
Selina Zapata Bar, Principal Planner  
Patrick Trouba, Transportation Planner

## **August 1, 2023, Meeting Minutes**

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

Ms. McRae called the meeting to order and welcomed attendees. Ms. McRae presided over the meeting and conducted a room and Zoom roll call.

### **2) Overview of MARC's Complete Streets and Congestion Management Policies.**

Complete Streets Policy:

Patrick Trouba, MARC, provided an update regarding MARC's Complete Streets Policy. Mr. Trouba provided an overview, definition and reasons why MARC is updating the Complete Streets Policy.

<https://www.marc.org/transportation/plans-and-studies/complete-streets>

- Definition: "Complete Streets are streets, highways, bridges and facilities that are planned, designed, operated and maintained for the needs and safety of all users along and across the entire public right of way..."
- Reasons for update:
  - Policy requirement when there is a new or update to the Metropolitan Transportation Plan (MTP).
  - MARC completed a Complete Streets assessment tool that MARC would like to integrate into the Policy.
- The Policy applies:

- To any activity that programs federal funds for use in MARC's Transportation Improvement Program (TIP) and/or MTP. During Phase 1 Project Selection process projects are evaluated if they concur with the Complete Street Policy.
- Projects that are not streets, transportation modes or activities that are exempt by law are exceptions to the Policy.

Mr. Trouba conducted an online poll ([www.pollev.com/marckc](http://www.pollev.com/marckc)) to ascertain Committee thoughts on how the Policy affects freight and freight movement. The poll's questions (below) and the Committee could respond 1) Poorly, 2) Fairly, 3) Average, 4) Well and 5) Excellent:

- How well is each mode served by our Complete Streets Policy (through MARC's planning process)?
- How well are pedestrians served (walking and wheelchair)? Poll results:
  - Fairly
  - Well
- How well are cyclists (bicyclists, e-bikes, other cyclists, scooters) served? Poll results:
  - Poorly
  - Well
- How well are motorists (cars, motorcycles) served? Poll results:
  - Well
- How well are city transit and transit users served? Poll results:
  - Fairly
- How well is freight served? Poll results:
  - Well
  - Fairly

Overarching question: How can this policy better affect a complete multimodal network in the Kansas City region? We don't talk about how a complete street policy affects freight. Any publication that provides design guidance that includes freight movement and complete streets and/or other freight best practices to integrate into the Policy. Who are contacts to ask? Update Policy should be ready for approval Nov 2023.

#### Comments/questions:

- Poll results are meaningless because people taking the poll have a vastly different understanding of what Complete Streets mean.
  - This is an indicator of what impacts there are to freight not a method to rewrite the Policy.
- Certain design standards where community have developed along highways. As these communities grow there is an increased need for traffic signals. The increase in signals is related to highway access (i.e. entrances and overpasses). Increase needs in traffic signals reduces freight movement efficiency. As these communities grow, they should be aware that they are close to a highway. There should be design guidelines to keep highways – highways.
- OGL has the purpose of continuous movement of vehicles. This works counter to pedestrians crossing the street particularly with the length of the traffic cycle needed to effectively cross the street. Therefore, signal timing lengths for pedestrian crossing may affect continuous traffic movement thus affecting freight efficiency.
- MARC should evaluate what impacts and/or conflicts the Policy has against MARC's designated goods movement corridors. Especially those freight corridors that are not classified as interstates.
- Should there be bicycle lanes in connection with freight truck movements? Be mindful regarding the type of trees planted with truck related corridors.
- Truck turning radii needs typically are not advantageous to pedestrian crossings – the Policy should reflect this difference.
- The policy should reflect that there are competing interests among classes of users. Each class needs to understand and acknowledge that there are competing interests among users.

- New urban and some suburban areas development plans need to account for semi-truck deliveries and incorporate standards to accommodate these types of vehicles.
- The Policy may need to account for drone/robot deliveries.
- We need to occasionally bring modal groups, developers and planners together to discuss overlaps in competing issues to develop joint problem resolutions.
- Electric scooters are becoming an issue – it is very intimidating for pedestrians when scooters are on the sidewalk moving at 20 mph.

#### Congestion Management Policy:

Selina Zapata Bar, MARC, provided an update to MARC's Congestion Management Policy (CMP) and Toolbox. The Policy update will go to the Board for approval in Nov. 2023. Federal regulations require metropolitan planning organizations to develop and implement a congestion management process as part of the planning process. The Congestion Management Process policy provides a framework for how MARC activities address the federal congestion management process requirements. The Congestion Management process:

- Part of the metropolitan planning process
- Monitors, measures, and diagnoses the causes of current and future congestion on the region's multi-modal transportation system.
- Evaluates and recommends alternative strategies to manage current and future regional congestion.
- Monitors and evaluates performance of strategies implemented to manage congestion.

#### The Existing policy recommends review and revision of the *Policy*:

- In coordination with updates to the MTP.
- To address changes to regional transportation goals and/or federal rules and requirements.
- Policy recommends review and update of the *Toolbox* at least every four years.
- The CMP is integrated with the MTP and TIP.

Committee members participated in an online survey ([www.pollev.com/marc](http://www.pollev.com/marc)) to answer the follow Policy related questions (poll answer choices - Not very well, Adequately and Very well) :

- How well is the purpose and content of the Congestion Management Process Policy clearly explained?
  - Poll results:
    - Adequately – 100%
- How well does the CMP Policy and Toolbox function to help our region manage congestion?
  - Poll results:
    - Not very well – 33%
    - Adequately – 67%
- Please note any elements you would add or change in the CMP.
  - Discussion
    - Community willingness to implement the Policy
    - The Policy might consider making a determination if trucks and included with the definition of single occupancy vehicle (SOV).
    - To some extent congestion is good because it induces changes in traveling choices and/or times during less congested times or modes – let's consider congestion a positive force in the region's transportation policy.
      - The CMP's goal is to manage congestion, not to eliminate.
    - Is anything in the CMP related to non-roadways? – (i.e. waterways, rail and air)
      - No
      - Should we consider freight congestion especially with climate change and possible impacts to air cargo?
      - A reference paragraph within the policy that could direct the reader to view other congestion issues that may be in another plan.

- The Congestion Management Toolbox details a wide range of alternative strategies to manage congestion. Are there any strategies you would add or that we should confirm are captured in the toolbox?
  - Shared toll tags identification among multiple states, open truck parking locations and travel time message boards are great tools for freight movement and should be continued.
  - Tie in trucking parking as a congestion management tool.
  - Tie in truck parking with land use policies.

### **3) Updates**

MoDOT -- Cheryl Ball, MoDOT, Missouri Unfunded Needs list is posted for public comments on MoDOT's website. Comment period closes Aug. 31, 2023. The Governor vetoed several designated projects in the budget since these projects were not on MoDOT's list (Port KC's projects are fine).

KDOT - no update

## **October 3, 2023 meeting summary**

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

Ms. McRae called the meeting to order and welcomed attendees. Ms. McRae presided over the meeting and conducted a room and Zoom roll call. There was not a quorum to approve the August 1 meeting minutes.

### **2) Regional Freight Study overview**

MARC initiated a qualifications-based RFP procurement process to conduct a regional freight study (Connected freight KC 2050) in August of 2023. We received five proposals and a workgroup of representatives from KDOT, MoDOT, MARC, Lawrence MPO (LDCMPO) and Pioneer Trails Regional Planning Council (PTRPC) met and interviewed three consultant teams (CDM Smith, Cambridge Systematics and CPSC) on September 28, 2023. After reviewing these team's proposals and qualifications the workgroup recommended that MARC select the team led by CDM Smith to conduct this work. CDM Smith's project manager provided the Committee an overview of the proposed scope of work. The consultant team consists of CDM Smith prime (lead), Vireo (public engagement) and HG Consult (data analysis) and RSG (infrastructure). CDM Smith's Project Manager (Davanna Moore) provided an overview of the studies proposed scope of work (see attached power point). The Goods Movement Committee will be the Study's Advisory Committee with additional attendees from LDCMPO and PTRPC. The Study is expected to start in December 2023 and conclude March 2025. Study area – MARC's planning area including Douglas County, Kansas and Ray, Saline, Lafayette, Pettis and Johnson Counties in Missouri.





# Connected Freight KC 2050



PSP Presentation

November 3, 2023

# Overall Project Goals



Includes public and private rail, trucking, water, and aviation industries

## Preservation and improvement of the multimodal freight network



## Convey freight-dependent business to economic resilience



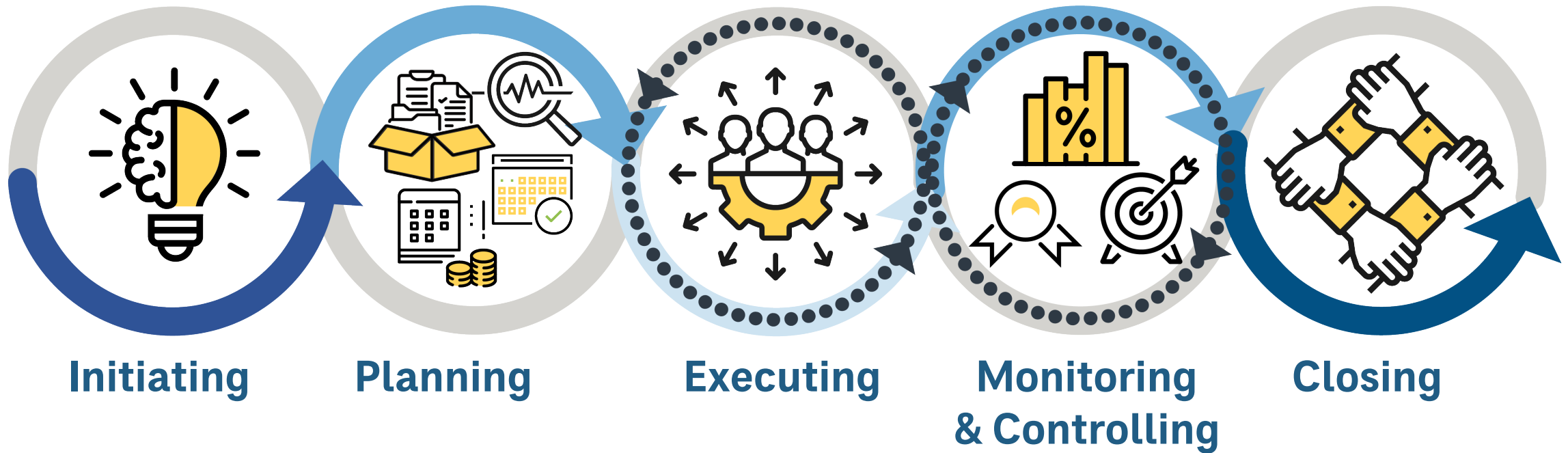
## Develop a proactive Freight Planning Process





# Project Management Approach

*A smooth process with proven strategies to deliver*

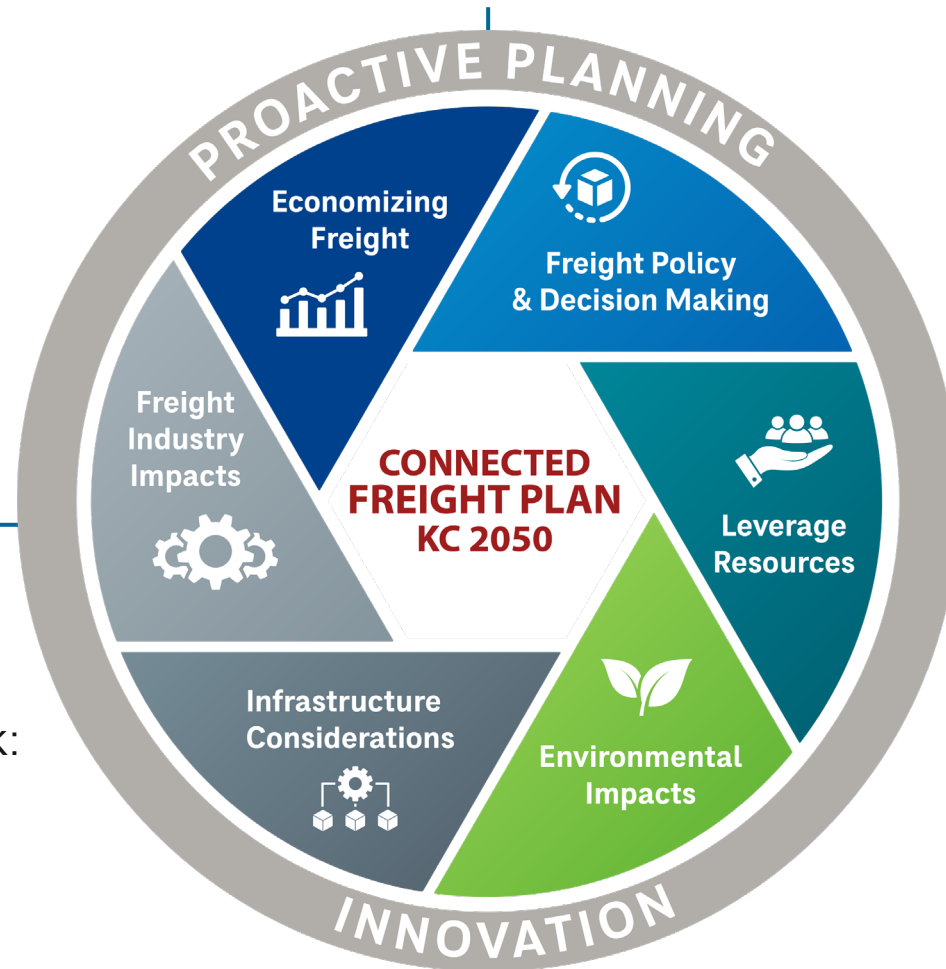


# Project Delivery

Ability to Mobilize Immediately and Deliver Effective Results

The **PMP** and **Communication Plan** will guide project management, contacts, and documentation

**Strategic Project Management** Monitor progress and manage risk: **schedule**, quality, deliverable acceptance, dynamic requests – remain flexible



**Resource Management** that assigns the right staff to the right task at the right time

**QA/QC procedures** will include progress reports, scheduled reviews, and tracking of deliverables



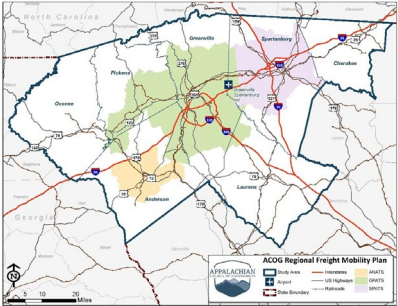
# Challenging Issues

Engaging private sectors

Others?



Understanding data capability & availability







# Phase 1 Baseline

- **Task 2A:** *Regional Freight Picture*
- **Task 2B:** *Goods Movement Committee*
- **Task 4A:** *Infrastructure Assessment*
- **Task 4B:** *Farm to Market Routes*





## Phase 2 Proactive Planning

- **Task 3:** Scenario Planning
- **Task 5A:** Impacts and Freight Challenges
- **Task 5B:** Supply Chain Concepts
- **Task 5C:** First/Last Mile
- **Task 6A:** Land Use-Industrial Development



# Phase 3 Future Trends and Resiliency

- **Task 7:** Freight System Resiliency
- **Task 8:** Future Trends
- **Task 6B:** Complete Streets
- **Task 8B:** Truck Parking



## **Regional Freight Study Connected Freight 2050**

Freight Study kick off – Review of Scope, Schedule and discuss Committee roles and responsibilities.

### **Study Overview:**

The Study will be an “Action Plan” blending national and Statewide Freight Plans’ objectives into an action plan that gives the region and other possible stakeholders a strategic planning process that blends these goals and objectives into the Group’s planning processes. The final product must include considerations of seven key stakeholders: (1) shippers; (2) freight carriers; (3) general public (residents); (4) workforce (5) land use/economic develop (6) public agency planners and (7) elected officials. Each entity has its own specific objective, needs and trends that behave in different manners and priorities. A major focus is to develop a planning process that demonstrates how identified entities can blend regional/local project selection and prioritization processes with KDOT’s and MoDOT’s project selection process while working together in achieving local, regional and state transportation and economic goals. Additionally, the Plan should provide a snapshot of the region’s “Freight Condition”. How well does the region support the eight (8) topics identified in Section A Purpose and Introduction and how can the region be more supportive.

MARC - Kansas City Regional Freight Plan

DRAFT Schedule - Oct 23, 2023

Task	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
1 Project Management																	
Project Kickoff Meeting																	
Biweekly Project Meetings																	
2 Stakeholder & Public Engagement																	
2.1 Outreach Meetings																	
2.1.1 Goods Movement Committee/Policy Board																	
2.1.2 Industry Partners																	
2.1.3 Business Leaders																	
2.1.4 Regulation Partners																	
2.1.5 Public Meeting																	
Survey																	
Scenario Workshop																	
3 Existing Conditions (Phase 1)																	
3.1 Regional Freight Picture																	
3.2 Infrastructure Assessment																	
3.3 Farm to Market Routes																	
3.4 First and Last Mile																	
4 Trends Impacting Freight & Scenario Planning (Phase 2)																	
4.1 E-Commerce and Freight Challenges																	
4.2 Economic Impact of Freight																	
4.3 Land Use and Industrial Development																	
4.4 Scenario Planning																	
5 Freight Industry Trends & Resiliency (Phase 3)																	
5.1 Freight System Resiliency																	
5.2 Freight Technology Trends																	
5.3 Complete Streets																	
5.4 Truck Parking																	
6 Draft & Final Plan																	
6.1 Draft Plan																	
6.2 Final Plan																	

All months shown as 4 weeks. A 12 month schedule has 4 weeks of float due to every third month having 5 weeks.

Task Duration Meetings Submittals Client Review



**SCOPE OF SERVICES  
FOR PROFESSIONAL CONSULTING PLANNING SERVICES**

**Regional Freight Plan**

**MARC, LDCMPO, AND PTRPC**

**Project Overview**

To conduct a freight planning study (the ‘project’) that provides the current state and relative future of freight movement for the Kansas City region. The study will include a process that develops a proactive planning process for planners, particularly at regional planning commissions (RPCs) and metropolitan planning organizations (MPOs). Proactive planning is an attempt to predict a future and then develop plans that may support that predicted future. The planning process will seek to position the region to take advantage of freight related changes that are occurring. The process will integrate local, regional, statewide and national freight planning processes into an overall regional freight planning process, 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 will provide planners and public agencies with tools to identify, define and communicate the freight transportation system’s effect on:

1. Regional Economy
2. Policy and Decision Making
3. Leverage Resources
4. Environmental Impacts
5. Infrastructure Considerations
6. Industry Impacts

**Study Area**

The area of coverage shall include, at a minimum, Lawrence – Douglas County KS, MPO (LDCMPO), Pioneer Trails Regional Planning Commission (PTRPC) planning area, and the Mid - America Regional Planning Council (MARC) (collectively known as the Group) this includes the following counties:

Kansas		Missouri	
Douglas	Johnson	Clay	Cass
Leavenworth	Miami	Johnson	Jackson
Wyandotte		Platte	Lafayette
		Ray	Pettis
			Saline

### **Study's Overall Objective**

- Develop a Freight Planning Action Plan that defines roles and responsibilities of planning agencies in Regional, State and National Freight Planning
- Integrate proactive freight planning into the planning process
- Support regional, state, and federal freight goals and objectives

### **Data Assumptions**

\*All data that is not being purchased as a part of the contract will be purchased by MARC

The Mid America Regional Council (MARC) will provide the following datasets:

- Land Use Data
- Streetlight Data
- MODOT Mufasa data
- MODOT Statewide Freight Plan Data
- KDOT Statewide Freight Plan Data
- Port KC Market Analysis
- Transearch Data \*
- Geotab Data \*
- Travel Demand Model
- Travel Demand Model Outputs
- O-D Matrices (Freight Zones)
- COSTAR DATA
- Highway Traffic Counts with Classification
- Project Selection Criteria for transportation related funding categories (i.e., PSP, STP)

The Consultant team will provide the following datasets:

- Baseline data for model
- IT Trip Rates

### **PROJECT DELIVERABLES PROCESS:**

All Deliverables for this project has been allotted time in the schedule and budget for 1 review from MARC of the draft deliverables 1 final QA/QC review from the Consultant Team.

### **TASK 1: Project Management**

#### **Notice to Proceed, Project Management Plan, and Kick Off Meeting**

Upon receipt of the Notice to Proceed from the Client, the Consultant Project Manager will initiate project set up and activities, including development of a project management plan and an internal kick off with key staff members. The purpose of the Project Management Plan and internal kick-off meeting will be to establish the strategies, steps, and schedule deadlines in completing the scope of work and organize tasks efficiently for review with the Client at the Client Kick-Off Meeting and Project Quality Meeting (PQM). Consultant staff, including four people in person and three by phone, shall prepare for and attend the Client Kick Off Meeting with key CONNECTED FREIGHT KC 2050 staff. At this meeting,

CONNECTED FREIGHT KC 2050 staff and key members of the Consulting team shall verify the final parameters for the project, review scope, schedule, budget, critical success factors and expectations for the project, and formally initiate the study.

### **Project Status Meetings**

The Consultant's Project Manager and up to three (3) consultant staff members will attend biweekly project status meetings (by phone) up to 20 meetings with the CONNECTED FREIGHT KC 2050 Project Manager and their appropriate staff. These meetings will be held biweekly at the initiation and at key times related to deliverable submission and review to discuss project progress and status, upcoming events, and action items. The frequency of these meetings may be reduced to monthly, reflecting the appropriate level of coordination needed. The purpose of these meetings is to maintain clear communication between the Client and the Consultant team. The Consultant will prepare and distribute meeting minutes following each of these meetings.

### **Project Status Reporting and Invoicing**

Monthly invoices up to 20 will be prepared in the format prescribed by the CONNECTED FREIGHT KC 2050. A narrative description of the work performed by the Consultant during the billing period for each item in the scope will accompany the invoice with an estimate of percent complete for work to date based upon tasks identified in the scope of work. The narrative will also describe the work to be performed during the next billing period.

### **Quality Assurance/Quality Control**

The Consultant shall designate appropriate staff to conduct Quality Assurance/Quality Control (QA/QC) reviews of all work products. These reviews shall be performed for public facing collateral materials, exhibits, PowerPoint presentations, reports, maps, and other work products prior to them being submitted to the CONNECTED FREIGHT KC 2050 for review or use. Work effort for QA/QC reviews shall be included as part of the work effort and are reflected in the Project Schedule (Exhibit A).

### **Task 1 Project Management Deliverables:**

- Project Management Plan & Project Schedule (Initial and quarterly meetings),
- Kick Off Meeting materials and meeting summary
- PQM Meeting materials and meeting summary
- File and data management
- Quality control and quality assurance procedures
- Project accounting, including monthly invoicing and status reports

## **TASK 2: Stakeholder and Public Engagement**

The Consultant team will develop and execute a freight stakeholder engagement program that will define engagement strategies with the CONNECTED FREIGHT KC 2050 staff, the Goods Movement Committee, Industry Partners, Key Business Leaders and then the general public. The timing of meetings will be in sequence to align with the review and approval of key documents and the finalization of this study. The first task in the public engagement task will be the development of a public engagement plan. This plan will provide additional details on outreach efforts and deliverables.

## TASK 2.1: Outreach Meetings

The Consultant team will place a strong emphasis on online based engagement (online meetings and a survey) and focused in-person outreach efforts with plan stakeholders, and Goods Movement Committee meetings. An online survey will be developed and distributed to stakeholders and linked on the project website. The survey will be used to gather information on the performance of freight infrastructure for the various users in the region. It will also collect information on challenges, opportunities and needs for the project team to investigate. The survey is anticipated to be released in Phase 1 of the project and be open for 4 weeks. The Consultant will perform up to 20 meetings and outreach opportunities and 1 public engagement meeting with the general public. Early meetings will be used to develop the guiding vision, goals, and objectives to guide plan development. These will be used to obtain information and priorities from stakeholders. Middle meetings will be held in February through October 2024 corresponding to the 3 main phases of plan development where those efforts and results will be relayed to audiences and feedback obtained. The final round of meetings will be held near the end of the project to present a final summary to participants. All meetings are anticipated to be hybrid with an in person and virtual option.

A total of up to 6 Plan Presentations will be developed and presented to the groups at key points in plan development at in-person meetings and virtual meetings if held. These will include:

1. Presentation 1 – Plan Introduction
2. Presentation 2 – Phase 1 Summary
3. Presentation 3 – Phase 2 Summary
4. Presentation 4 – Phase 3 Summary
5. Presentation 5 – Final Plan Summary
6. Presentation 6 – Summary of Presentations 2-4

Outreach will be conducted with 5 key groups or plan audiences. The five audiences, and their roles in the project are referenced in the table below:

Audience	Example Members	Methods for Communicating	Number of Meetings (Up to 12 in person)
Agency Committees: Goods Movement Committee (GMC) Agency Technical Staff/ Policy Board	GMC, Committee leads, elected officials as identified by CONNECTED FREIGHT KC 2050 Staff	Status Briefings and Presentations (Guest Speakers); Survey	Up to 6 meetings. (Presentations 1-6)
Industry Partners-KC SMART, PORT KC, Heartland Roundtable	Private sector; non-profit; freight industry partners, as identified by CONNECTED FREIGHT KC 2050 Staff and project team	Plan updates, survey, Provide plan materials for CONNECTED FREIGHT KC 2050 project webpage	Up to 3 meetings. (Presentations 1,5, and 6)
Key Business Leaders-Panasonic, Amazon, BNSF, GM, Ford, MO-AG, Whiteman AFB,	Direct Freight related businesses or organizations	Survey; One-on-One Interviews; Provide plan materials for	1 meeting (Presentation 1)

Industry Training Institutions		CONNECTED FREIGHT KC 2050 project webpage	Follow on outreach will be virtual based on interest received.
Key Freight Regulation Partners – OOIDA, Cities, Counties, MCSA, MO Freight Coalition, KDOT, KC District MODOT, KCATA	Industry regulators, local governments as identified by CONNECTED FREIGHT KC 2050 and project team	Interviews, survey, meetings; Provide plan materials for CONNECTED FREIGHT KC 2050 project webpage	2 meetings (Kansas partners and Missouri Partners) (Presentation 1) Follow on outreach will be virtual as needed.
General Public (1)		Social media through CONNECTED FREIGHT KC 2050 social media channels; potential public information meeting near conclusion of plan	CONNECTED FREIGHT KC 2050 Webpage live for life of plan development: (1) public information meeting at Draft Plan Release

#### **Task 2.1 Deliverables:**

- Public Engagement Plan
- Project Survey
- Meeting Presentations 1-6
- Documentation and Data resulting from public engagement process, including a “Regional Freight Plan Stakeholder Engagement Program” Draft and Final Briefing Deck.
- Stakeholder engagement meeting (up to 12) and 1 public engagement meeting materials (presentations, handouts, sign-in sheets, photos, and summary feedback)

#### **TASK 2.2: Goods Movement Committee**

This task will focus on growing a regional voice to champion freight by expanding and retaining membership in the Goods Movement Committee (GMC). Key efforts will include identifying what activities are needed for the committee to sustain long term interest. Our team will help to create a new vision, purpose, and goal for the GMC that involves identifying strategies to integrate freight principles into the project selection process for both, establish representation on the MARC Total Transportation Policy Committee (TTPC), and create a forum to assist both urban and rural stakeholders to make sustainable and economically beneficial freight decisions that is adaptable to quickly grow industries in the region.

#### **TASK 2.2 Deliverables:**

- Goods Movement Committee Retention Plan
- Presentation slide deck to be used a publicity tool to expand membership and gain membership to the TTPC
- Interagency Policy Assessment

### **TASK 3: Existing Conditions (Project Phase 1)**

#### **TASK 3.1: Regional Freight Picture**



### **Establishment of Goals and Objectives**

The Consultant Team will establish goals and objectives for this regional freight plan that are consistent with those identified in the KDOT and MoDOT State Freight Plans. Those state freight plans will be reviewed to identify appropriate goals and objectives for this effort. This alignment will ensure the regional freight plan advances national and state priorities.

### **Develop and Establish Regional Freight Network**

The Consultant will develop a regional freight network and subsystem of freight significant corridors (highways and rail). Using available data and stakeholder input, the Consultant Team will map the regional freight system that includes the national and state freight corridors as well as propose local freight corridors or connectors, both urban and rural, that link major freight-related land uses or freight generators to critical freight corridors in the region. In addition, the CDM Smith team will look at localized freight industry clusters which tend to be closer to points of freight generation. This will allow us to look at potential local access issues for trucks which tend to be more acute and more easily rectified to improve overall truck freight mobility. Consideration will be given to truck restricted facilities and preferred truck routing networks. The CONNECTED FREIGHT KC 2050 will provide any available classification counts from related studies, such as the MODOT AND KDOT Statewide Strategic Corridors Plan.

### **Regional Freight Network Operational Analysis**

The Consultant Team will use mapping and available data to analyze the local freight network and identify issues or shortcomings in the network that would impact the safe and efficient movement of freight. An analysis of safety and congestion hotspots using crash data obtained from public agencies will be conducted to determine if alternative routing or wayfinding is necessary. The Consultant Team will then overlay all available data to identify where trucks and trains are currently carrying goods, identify the conditions of those and complete an analysis of bottlenecks and deficiencies in the network. Last mile connections and intermodal connectors will also be identified.

### **Documentation of Analysis and Monitoring Methodology**

The Consultant team will document a regional quantitative data collection process used in the analysis and address how CONNECTED FREIGHT KC 2050 and partner agencies can continue to gather or maintain these datasets to regularly monitor the performance of the network. We will inventory data sources to harmonize MO and KS DOT freight goals and data outputs that impact project prioritization.

#### **Task 3.1 Deliverables:**

- Regional Freight Network Map
- Regional Freight Industry Clusters Map
- Regional Freight Network Operational Analysis Maps
  - Crash Map
  - Freight Traffic Map
  - Freight Network Bottleneck and Deficiencies Map
- Data Analysis and Monitoring Process Summary Report

### **TASK 3.2: Infrastructure Assessment**

### **Analysis of Freight Goods Movement**

The Consultant team will use available data provided by the client to forecast and examine future freight/goods movements, patterns, mode share, volumes, major commodity flows, and origins and destinations. Any assumptions used in determining future year forecasts of freight/goods movement in the region will be documented. An “Existing and Forecast Conditions and Commodity Flow Profile” will be developed that demonstrates the geographic distribution of these facilities, the extent to which these facilities generate cargo movements, what modes of transportation carry what types of goods, and the amount of growth we expect to manage in the planning horizon.

### **Assessment of Regional Freight Facilities**

The Consultant team will use available data sources provided by the client such as State DOT freight data, travel demand model data, and any related asset management data to identify, inventory, and assess the current condition and performance of the regional rail, freight, intermodal, air, water, regional focus on freight commodity movements will provide the foundational data to estimate the economic impacts associated with highway and rail transport.

### **Freight Safety and Security Features**

The Consultant team will assess the safety and security features of the multimodal freight system and their impact on the movement of goods in the region. This assessment will focus on railroad derailment factors, highway-railroad grade crossings, and requirements for railroad crossings within the regions.

Additional Work Not Included in this Scope and Fee. The consultant team can use the regional travel demand model to provide detailed analysis assisting in the identification and selection of improvements needed to accommodate existing and future commercial vehicle trips. A special generator trip table will be developed and added to the model to match origin and destination patterns of commercial traffic. This will allow for an identification of improvements needed to accommodate freight flow. This will cost approximately \$50,000 in labor.

#### **Task 3.2 Deliverables:**

- Existing and Forecast Conditions and Commodity Flow Profile
  - Commodity Flow Map(s)
- Freight Facilities Assessment
  - Maps and Summary Tables
- Safety and Security Summary

### **TASK 3.3: Farm to Market Routes**

The Consultant team will develop a hierarchy of FM routes and alternate routes that best support agricultural activities by evaluating the physical condition of the system using local, regional, and statewide pavement and bridge management databases, as well as USDA National Agricultural Statistic Service data. Deficiencies on the identified FM system will be outlined based on connectivity, efficiencies, and safety of the FM system.

#### **Task 3.3 Deliverables:**

- FM network map
  - Primary FM routes
  - Alternative FM routes
- Summary tables of FM Route Conditions

- Pavement
- Bridges

### **TASK 3.4: First/Last Mile Strategies**

The Consultant team will define first and last mile for urban and rural locations based on the location and roadway characteristics. The team will also identify methodology to determine locations for optimal delivery, recommend planning policies that address infrastructure investments, technology options, partnerships with businesses, traffic management, data sharing, and local agency coordination.

#### **Task 3.4 Deliverables:**

- Policy definition of first and last mile for urban and rural locations
- Near (0-5), mid (6-15), and long-term (15+) year first and last mile policy recommendations.
- Existing Conditions Phase 1 Briefing Deck

## **TASK 4: Trends Impacting Freight and Scenario planning (Project Phase 2)**

### **TASK 4.1: Economic Impact of Freight in the Region**

Building upon the data compilation of previous tasks and the KDOT and MoDOT freight plans, the Consultant will prepare an economic impact summary that will further tell the “story” of freight mobility for the region summarized at the modal level in the region. This summary will use the state freight plans and associated data as the primary data source. A detailed economic impact analysis will not be conducted under this task. If one is desired, it can be added on as a supplemental task to this scope.

Additional Work Not Included in this Scope and Fee. A complete economic impact analysis could be conducted to provide a more detailed understanding of the economic impact of freight for the region. This would cost approximately \$108,000 in labor and \$55,000 in additional TRANSEARCH data at a total of \$163,000.

#### **Task 4.1 Deliverables:**

- Policy recommendations and summary of the economic impact freight provides for the Kansas City region.

### **TASK 4.2: Land Use & Industrial Development**

#### **Identification and Inventory of Regional Freight Land Use Policies and Regulations**

The Consultant team will conduct an assessment and analysis of the adopted local government existing and future land use policies and local decision-making on freight and goods movement in the region which will include first engaging staff level considerations of how local land use policies and regulations support or discourage freight activities and needs. Future freight will be evaluated incorporating planned projects to determine capacity constraints, bottlenecks, and deficiencies in the region’s transportation infrastructure. Existing and future bottlenecks will be determined and the extent to which they impact freight movement analyzed. Based on the inventory of region freight and logistics facilities and needs assessment the Consultant team will assess the impact of freight and goods movement on land use in the region and outline opportunities to mitigate potential freight transportation impacts. Land use data will be made available by the client.

**Task 4.2 Deliverables:**

- Land Use Assessment Briefing Deck
- Summary of freight land uses within the Region (Map and tables)
- Methodology to identify potential freight facilities based on size- mega, large, mid, and small.
- Assessment of Freight Activity Center criteria with recommendations for updating and proposing new locations
- Documented process framework that can be used to update data on a regular basis

Additional Work Not Included in this Scope and Fee. A detailed analysis using the methodology developed in this task of land availability and value for mega, large, mid and small freight facilities. This would cost approximately \$105,000 in labor and assumes no data purchase would be necessary.

**TASK 4.3: Complete Streets**

The Consultant team will execute a new collaborative approach termed “Complete Corridors” planning that focuses on goods delivery and what that means for local street space. This approach aligns goals defined at different scales (i.e., local vs regional) by defining methods to reduce the disconnect between Complete Street policies and freight activities at the regional and local level. Our team will also assess the freight network and how trucks of various classes traverse local roadways and then overlay this information with data from agency Complete Street policies, freight plans, and various land use data sets to provide recommendations for freight movement integration policies within the Complete Streets policies and funding sources such as PSP and STP that are used to fund these projects.

**Task 4.3 Deliverables:**

- Summary of complete street policies in the study area
  - Map of identified complete street corridors
  - Map of identified freight routes with complete street corridor overlay
- Summary analysis of operational considerations and policy implications with complete street and freight traffic interactions
  - List of complete street and freight design policy best practices (toolbox)

**TASK 4.4: Scenario Planning**

The Consultant will provide a readily implementable scenario planning process complete with action items and recommended tactics to guide future actions. Our local and national experts will draw on this experience to develop and analyze the policy implications of the three provided scenarios.

Analysis of the three designated scenarios will be captured at a Freight Scenario Planning Workshop with detailed descriptions of the key factors defining each scenario. The workshop will be organized around identified industry challenges to assist in creating a shared agenda across seven groups of key public- and private-sector stakeholders that have direct impact to goods movement policy and economics as presented in the 3 presented scenarios. Identifying these shared outcomes of regional and state economies will provide a foundation into prioritizing freight infrastructure, policy, technologies, and economic development strategies.

**Task 4.4 Deliverables:**

- Summary of scenario planning workshop with documented stakeholder input

- Summary of (3) Scenarios, analysis and outcomes
- Policy, Project, and Program Recommendations

## **TASK 5: Freight Industry Trends and Resiliency (Project Phase 3)**

### **TASK 5.1: Freight System Resiliency**

The Consultant team will develop a Freight Vulnerability Action Plan to assess the region's vulnerable freight transportation infrastructure including their value to determine economic impact if disrupted, assessment of loss, and how to protect these assets. The Action Plan will result in a suite of resilience options with strategies for different transportation infrastructure types for the top three priority regional climate hazards (such as floods). Each suite of options will include up to three strategies for each infrastructure type (such as highways, bridges, and railways). The Consultant team will also develop a process roadmap that incorporates the roles and responsibilities of government officials and public policy decision makers.

#### **Task 5.1 Deliverables:**

- Policy Analysis summary on the importance of freight system resiliency
- Regional Resiliency Policy Plan with regional intercommunication exchange
- Responsibility Matrix defining responsible actors and actions needed to sustain freight movements through reroutes or shutdowns

### **TASK 5.2: E-Commerce and Freight Challenges**

The Consultant team will examine the "Amazon Effect" has changed the supply chain in the study area what can be done to accommodate changes to the benefit of companies and consumers that live and work in the Kansas City region. Due to the safety, time, and costs, the desire to minimize through heavy truck traffic in urban and small downtowns areas, freight restrictions are often enacted by municipalities to reduce traffic conflicts. The Consultant team will identify recent trends and impacts of e-commerce and develop policies that link local decisions to regional/national trends and support delivery expectations. The Consultant will review strategies that focus on optimization of warehouse locations, and freight facilities that include impacts on traffic patterns, land use and development.

#### **Task 5.2 Deliverables:**

- Summary analysis of the impact of increased E-Commerce shipments to the network in 0-5, 6-15, and 15+ year periods.
- Policy recommendations to support effective and timely e-commerce deliveries
- Recommended changes to the regional Project Selection Criteria (PSC) needed to maintain and sustain freight viability to the region

### **TASK 5.3: Freight Technology Trends**

The Consultant team will identify best practices in the areas of modal technology trends and applications utilized by the private sector to improve freight throughput and increase efficiencies, land use, regulatory and planning practices. In addition to the national scan of current best practices, we will also conduct a scan of innovative and emerging trends for CONNECTED FREIGHT KC 2050's understanding and the potential application to (and implications for) the Plan.



The consultant team will create a regional online **Freight Impact Management Guidebook** that **highlights** best practices to improve safety, efficiency, resiliency, freight data, infrastructure condition, and carbon reduction regulations based on industry best practices. This guidebook can be used by transportation agencies, local municipalities, and economic development groups for planning level understanding of the impacts of future trends.

The Consultant team will create a **Workforce Action Plan** that will examine the **workforce** needs of major freight-related industries in the region and identify strategies to enhance the education and training of available, qualified workers and access to jobs by determining:

- What are the current gaps that may affect new trends in freight related to viable workforce (toolbox or whitepaper)
- Impacts to losses in employment for well trained workers

The plan will include an **income and travel** analysis that identifies average wages against top job site locations to quantify mobility demand and transportation costs for workers.

**Task 5.3 Deliverables:**

- Freight Impact Guidebook
- Workforce Action Plan

**TASK 5.4: Truck Parking**

The Consultant team will assess available truck parking data to identify needs and opportunities unique to the Kansas City region. The findings will include best practices, potential policy solutions and other actions public agencies and private entities may take to address parking deficiencies. This information will be compiled in the task briefing deck and outline a continuous process that will incorporate findings from feedback loops to define best practices for truck parking in urbanized and rural areas.

Additional Work Not Included in this Scope and Fee. The Consultant team will partner with private truck parking agencies to identify opportunities in urban and rural locations to maximize truck parking and address disconnects in enforcement versus the demand required of supply chain needs. This effort would cost approximately \$30,000 in labor.

**Task 5.4 Deliverables:**

- Truck Parking Briefing Deck
  - Best practices
  - Policy solutions
  - Potential public and private solutions

**TASK 6: Draft and Final CONNECTED FREIGHT KC 2050 Regional Freight Plan**

**TASK 6.1: Draft Plan**

The deliverables from Tasks 2-5 will be compiled to form the complete Draft CONNECTED FREIGHT KC 2050 Regional Freight Plan based on the deliverables produced project Phases 1-3. The plan will be submitted to the client and when approved for public review the consultant team will hold 1 public

meeting to present the plan for public review and comment. The draft plan will also be presented to the Regional Goods Movement Committee for their review and comment. A comments tracker will be developed of all comments from the public and stakeholders, documenting the comments received and how they were addressed.

**Task 6.1 Deliverables:**

- Draft CONNECTED FREIGHT KC 2050 Freight Plan
- Draft Plan Comments Tracker

**TASK 6.2: Final Plan**

With stakeholder and client review and comment incorporated into the draft plan a Final CONNECTED FREIGHT KC 2050 Regional Freight Plan will be delivered to the client.

**Task 6.2 Deliverables:**

- Final CONNECTED FREIGHT KC 2050 Freight Plan
  - An electronic version of the plan suitable for posting on the internet will be delivered to the client along with all project files via file transfer.

### **MARC Whistle Blower and Conflict of Interest Policies**

**Whistleblower Policy:** <http://marc.org/About-MARC/pdf/WhistleblowerPolicy>

The policy is intended to:

- Encourage individuals to bring ethical or legal violations to the attention of an internal or external authority so that action can be taken to resolve the problem.
- Establish guidance and procedures for staff (paid and volunteer) or others to report illegal, unethical or inappropriate behaviors or practices, in good faith, without fear of retribution.
- To provide a constructive process for individuals to report issues of concern.
- Emphasize the importance of adherence to MARC's standards of conduct.

**Conflict of Interest Policy:** <http://marc.org/About-MARC/pdf/Conflict-of-Interest-Boards>

The purpose of the policy is to ensure that participants on the MARC board and committees have clear guidance when a participant in any MARC decision-making process that could have a conflict of interest and what the appropriate action would be in those circumstances.

### Agenda Item III

#### Updates and Other Business