



## 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, May 7, 2024, at 10:00 a.m.** in the Lewis and Clark Room at the MARC office. 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 welcome
- II. MoDOT unfunded needs – Freight: Martin Rivarola, MARC
  - Committee prioritize, review and comment on Missouri urban area freight related projects
- III. Connected KC 2050 MTP update: Martin Rivarola, MARC
  - 456 Projects in current MTP
  - 259 resubmitted for plan update
  - 197 current MTP projects not resubmitted.
  - 132 NEW projects submitted and scored.
- IV. 2050 Population and Employment Forecast: Frank Link, MARC
- V. 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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**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 February 2024, Meeting Summary

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

Mike Duffy, Riverside

David Slater, Clay County Econ Dev.

Davonna Morgan. Moore, CDM Smith

Beth Linn, Edgerton

Terry Manies, Orange EV LLC

Christopher Hess, PTRPC

Stephen Mason, Lawrence- Douglas County MPO

Sam Kaiser, CDM Smith

Aimee Courtaway, JCEDC on behalf of Tracy Brantner

Norman Lucas, Pioneer Trails Regional Pipeline Operators

Barb Wells, CDM Smith

### **MARC Staff Present**

Taylor Cunningham,

Martin Rivarola, Assistant Director of Transportation and Land Use

Ellie Hall, Transportation Intern

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

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

### **2) Regional Freight Update (Connected KC 2050) – CDM Smith**

Ms. Morgan. Moore provided an update on the Connected Freight KC 2050 Plan. Project goals include:

- Leveraging MARC-LDCMPO-PTRPC Partnership
- Preservation and improvement of the multimodal freight network
- Convey freight-dependent business to economic resilience.
  - Considering challenges and opportunities of growing warehouse presence in the region. Identify friction points between public and private sector.
- Develop a proactive Freight Planning Process

Based upon CDM Smith's scope of work, they developed task goals to present to the GMC. Within this, emphasis was placed on task 2.2: GMC. This task encourages understanding what the vision of the study is and how it relates to CKC2050, the purpose of the GMC, and working toward gaining representation on TTPC. Establishes again the goal to bring stakeholders from all areas, urban and rural, to make efficient, sustainable, and economically beneficial freight decisions.

### Stakeholders

Ms. Morgan. Moore presented a non-exhaustive list of stakeholders to the GMC broken into different groups including agency committees, industry partners, key business leaders, key freight regulation partners, and the general public. The hope is that through including all relevant stakeholders, GMC and CDM Smith can take a more holistic approach to combat the freight issues at hand. A prior request had been made to MARC, LDCMPO, and PTRPC for a more detailed list of important area specific stakeholders (particularly in land use and economic development). Ms. Morgan. Moore opened the floor to the group to provide additional local representation ideas. Industry partners (KC Smart Port, Port KC) will be consulted in this process as well. Ms. Morgan. Moore suggests

that with a larger number of stakeholders possibly present at future meetings, the structure may need to change to a quarterly or twice-a-year basis with a larger agenda focused more on learning.

Suggestions for additional stakeholders from GMC members are as follows:

- Trucking operation (like Yellow)
- Possible barge company representation (consideration of the river)
- UPS (large presence running freight throughout the metro)
- Ford/GM
- Workforce Partnership local officials board (executive director, Keely Schneider)
  - MO side similar contact: Clyde McQueen, Full Employment Council
- Emergency Services
- Pipeline
- FHWA (local)
- Owner Operator Independent Driver's Association
- Local truck stop travel plaza representative
- Warren Erdman (CPKS)
  - A more local, available representative is also an option.

Further submissions and recommendations are open to GMC members. Submit them to Davonna Morgan. Moore.

### Challenging Issues

Ms. Morgan. Moore presented a challenge CDM Smith has been facing in engaging the private sector to keep them motivated to stay on top of participation in the GMC and freight decision making with the public sector. She opened the floor to ideas regarding how to keep the sector engaged.

- Ms. Manies, Orange EV, suggested a frank and honest approach regarding possible economic benefits of participating for the private sector in the goods movement.
- Mr. Duffy suggested taking advantage of possible limited time with the private sector by creating a list of key questions to pose to private sector stakeholders during a series of small lunches. The group emphasized a desire to send out questions beforehand to ensure busy stakeholders feel that their time is being respected and used effectively.
  - Ms. Morgan. Moore suggested developing a draft of such questions, with input from GMC members, to be able to review at the next meeting.
  - Submissions of draft questions should be sent to Davonna Morgan. Moore.

### **3) MODOT Unfunded Needs – Martin Rivarola**

Mr. Rivarola presented the MODOT Unfunded Needs list that is updated on an annual basis. This list aims to provide project deliverables on the Missouri side that are good candidates for additional funding should such funding materialize. The goal is to have an updated unfunded transportation needs list by May 31, 2024. Mr. Rivarola also reminded the GMC that projects from Ray County are to be added to the MARC region lists, but that as of this meeting the funding targets will remain from the previous year.

#### 2023 Unfunded Needs List Review

Mr. Rivarola walked the committee through the previous year's work on the unfunded needs list. This included mentioning the shortening of the process from previous years, as well as the committees that were consulted in creating the unfunded needs list. A project from the 2022 unfunded needs list was removed due to funding from Missouri legislative process (I-70 project east of Oak Grove). Additionally, project costs were updated for inflation, updated a flat 10% increase to account for such needs due to inflation. Road/bridge projects saw support for further priority, and projects specific to freight and aviation were added by the GMC and aviation committee. Mr. Rivarola presented a series of slides that provided a visual of the unfunded needs projects on the 2023 list. These slides are available for viewing. Project lists are split into tiers, based upon the likelihood that projects will be implemented within a given time frame. Tier one is the most urgent, and so on. Charts showing 2023

road/bridge, multimodal (transit and bike/ped), freight, and aviation needs were presented. Mr. Rivarola mentioned that in previous years the GMC had left projects vague, however as of 2023 specific projects were added to list per MODOT advisory. The 2023 unfunded needs freight projects are as follows:

- Independence Avenue Rail Bridge Construction (KCMO & Terminal RR)
- Canadian Pacific RR grade-separated crossing (Birmingham Rd @ Holt Dr) (City of Liberty)
- Missouri River Terminal/Woodswether port improvements (Port KC)

This was given to the committee as a starting point for deciding 2024 unfunded needs projects. The suggestion was made that the committee should decide in coming months how they would like to proceed with the list, making revisions or leaving it as is. Updates may include new projects, updated cost estimates, etc.

#### Next Steps

Mr. Rivarola suggested looking at whether projects may need to move off the list in 2024 (due to possibly receiving funding). He also mentioned adding Ray County to the 2024 list, providing updated project costs, and the tentative deadline for prioritization/ranking of projects being in March/April. Asked the committee for any thoughts about the current list, and possible changes they may like to make.

Mr. Duffy recounted the discussion regarding the previous year's unfunded needs. He mentioned that the projects had to be on system, and the mega site (Hunt Midwest) on I-29 not qualifying for specific funding. He suggested having a discussion to consider how the committee looks at infrastructure in mega sites due to their impact on the region. He mentioned the continued truck bottleneck at the Independence Avenue Rail Bridge because of the necessary detour. In the previous year, the committee left the funding a bit flexible at the discretion of the cities to decide its best use. Mr. Duffy suggested adding a discussion about the unfunded needs list to the April meeting agenda. Additionally, he suggested tightening numbers on the current projects and seeing if there are others that can fit in the balance.

A lengthy list of potential needs will be provided at the April meeting for discussion, as well as MODOT representatives present for the discussion.

#### **4) Connected KC 2050 Update – Martin Rivarola**

Mr. Rivarola presented a series of slides to the committee regarding the 2025 update to the CKC 2050 Plan. The plan must be updated every five years, and the next update is due in June 2025. MARC conducted a call for projects to refresh the list of projects currently in the long-range plan. The MPO pushed public engagement and outreach surrounding the long-range plan in late fall 2023 via an online page giving information, an introductory video, pop up events in the MARC counties, hosted open houses, and surveys for the public. MARC saw more engagement with the surveys in areas that they hosted public engagement events, but still saw coverage from around the region. The MPO also produced scenarios for possible future investments (information available on plan update website, ConnectedKC.org)

#### Call for Projects

Projects submitted to the MTP must be regionally significant. These projects existing on the MTP does not guarantee funding, for some inclusion is a requirement and a possible boost for future funding.

Outcomes of the call for projects are as follows:

- 456 Projects in current MTP
- 259 resubmitted for plan update
  - 197 current MTP projects not resubmitted.
- 132 NEW projects submitted and scored.
  - Scoring reports to project sponsors by early February
  - Available for committee review in March 2024, tentatively

All submitted projects are available for public review and comment.

#### **5) Updates and Other Business**

Mr. Slater was looking for advice on how to mirror the success on the south side of the MO river to the north side. The committee suggests applying as a MARC Planning Sustainable Places project looking at land use patterns on both sides of the river. Urged to consider conversation between KCMO and north KC.

**MoDOT 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. MARC will assist MoDOT in identifying a list of projects that allows MoDOT to react quickly if additional funding becomes available.

Project	Cost
Independence Avenue Rail Bridge Construction (KCMO & Terminal RR)	\$ 20,000,000
Canadian Pacific RR grade-separated crossing (Birmingham Rd @ Holt Dr) (City of Liberty)	\$ 8,000,000
Missouri River Terminal/Woodswether port improvements (Port KC)	\$ 22,000,000
Total	\$ 50,000,000



# MISSOURI UNFUNDED NEEDS



## 2024 Missouri unfunded needs

- ▶ Goal:
  - ▶ provide a list of projects which represent where additional funding could be used
  - ▶ Be able to react quickly with deliverable projects to any identified or secured funding
  
- ▶ Request: Update *unfunded transportation needs* list
  - ▶ Complete work by May 31, 2024
- ▶ Add any projects from Ray County to MARC region's lists
- ▶ Retain funding targets from 2023

# Committee review process (2023)

❑ Timeline shifted and shortened from prior year's process

❑ Planning & programming committee review (March-June 2023)

Mo STP Priorities

Active Transportation Programming

Highway

Transit Coordinating Council Technical Team

Goods Movement

Bicycle Pedestrian Advisory

Aviation

❑ I-70 project (east of Oak Grove) recently funded through Missouri legislative process

❑ Road/bridge project costs updated and adjusted for inflation

- (I-70 (I-435 to 470) and I-29/I-35 corridors improvement projects for certain specific amounts
- Flat 10% inflation adjusted compared to 2022 for remaining road/bridge projects

❑ Committee support to further prioritize certain road/bridge projects

❑ Specific freight/aviation projects added by Goods Movement/Aviation committees

### 2023 Missouri Unfunded Needs Tier 1 Regional Priorities

Project Name	Cost	Note
I-70 (435-470) - Corridor Improvements (partial)	\$100,000,000	Stay in current Tier from 2022. Revised cost from \$139M
<b>Tier 1 Total</b>	<b>\$100,000,000</b>	<b>(Exceeded MoDOT target of \$90m by \$10m)</b>

### 2023 Missouri Unfunded Needs Tier 2 Regional Priorities

I-29 and I-35 Corridor Improvements	\$174,240,000	Stay in current Tier from 2022. Revise costs from \$158.4M
Safety Improvements Across Bruce R. Watkins (Partial 1 of 2)	\$30,250,000	Cost adjustment of 10% from prior year. Project partially included in tiers 2 and 3.
MO 291 (I-435 to Ash) Corridor Improvements	\$44,000,000	Cost adjustment of 10% from prior year. Moved up from Tier 3.
I-49 - Pavement Reconstruction from Blue Ridge Blvd to 163rd St.	\$91,355,000	Stay in current Tier. Cost adjustment of 10% from prior year.
Rte. D - Pavement Reconstruction from Ambassador Dr. to east of I-435	\$9,680,000	Stay in current Tier. Cost adjustment of 10% from prior year.
MO 92 Hwy Improvements - Phase 2	\$22,000,000	Cost adjustment of 10% from prior year. Moved up from Tier 3.
Traffic signal improvements on Mo Rt 13 (Main & South St.) Richmond	\$687,230	Project in Ray County.
<b>Tier 2 Total</b>	<b>\$372,212,230</b>	<b>(Exceeded MoDOT target of \$360m by \$12.2m)</b>

### 2023 Missouri Unfunded Needs Tier 3 Regional Priorities

Safety Improvements Across Bruce R. Watkins (Partial 2 of 2)	\$90,750,000	Cost adjustment of 10% from prior year. Project partially included in tiers 2 and 3.
I-70 and I-470 Interchange Improvement	\$81,191,000	Stay in current Tier. Cost adjustment of 10% from prior year.
I-35 (I-435 to US 69) Corridor Improvements	\$73,810,000	Stay in current Tier. Cost adjustment of 10% from prior year.
I-435 at Parvin Rd	\$22,143,000	Stay in current Tier. Cost adjustment of 10% from prior year.
Interstate 49/ Route 58 Interchange Enhancement Project	\$22,000,000	Stay in current Tier. Cost adjustment of 10% from prior year.
Route AA/Waukomis Drive Complete Streets Reconstruction	\$8,800,000	Stay in current Tier. Cost adjustment of 10% from prior year.
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$50,820,000	Stay in current Tier. Cost adjustment of 10% from prior year.
<b>Tier 3 Total</b>	<b>\$349,514,000</b>	<b>(Within MoDOT target of \$360m)</b>

**2023 Missouri Unfunded Needs - Multimodal (Transit)**

Project/service route or program	Project / Program Cost
Interjurisdictional Transit Service Operations	\$36,000,000
Interjurisdictional Transit Capital Projects	\$36,000,000
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)	
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)	
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)	
Other routes and services	
<b>Total</b>	<b>\$72,000,000</b>

Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".

**2023 Missouri Unfunded Needs - Multimodal (Bike/Ped)**

Project	Cost
Strategic pedestrian safety improvements <i>(Includes but not limited to sections of Rt 78 in Independence from I-435 to MO-291, MO-7 in Blue Springs from Pink Hill Road to Mason School Road and US-69 in Kansas City from I-29 to I-35)</i>	\$25,000,000
Regional Bicycle Network - Cass County	\$5,775,000
Regional Bicycle Network - Jackson County	\$16,275,000
Regional Bicycle Network - Clay County	\$7,525,000
Regional Bicycle Network - Platte County	\$5,425,000
<b>Pedestrian facilities from Burns Street to Mo Rt. 13 (Richmond – Ray County)</b>	<b>\$3,320,000</b>
<b>Total</b>	<b>\$63,320,000</b>

Note: Protected bicycle facilities preferred for bicycle network improvements.



### 2023 Missouri Unfunded Needs - Multimodal (Freight)\*

Project	Cost
Independence Avenue Rail Bridge Construction (KCMO & Terminal RR)	\$20,000,000
Canadian Pacific RR grade-separated crossing (Birmingham Rd @ Holt Dr) (City of Liberty)	\$8,000,000
Missouri River Terminal/Woodswether port improvements (Port KC)	\$22,000,000
<b>Total</b>	<b>\$50,000,000</b>

\* Goods Movement Committee revised this list from prior 2022 list. Programmatic priorities have been replaced by these specific project priorities.

### 2023 Missouri Unfunded Needs - Multimodal (Aviation)

Project	Cost
RSA Grading and Erosion Control (Clay County general aviation airport)	\$2,400,000
Runway Lighting Rehabilitation (Excelsior Springs)	\$300,000
Northeast Side Development (Lee's Summit airport)	\$3,900,000
South Apron Expansion (Lee's Summit airport)	\$1,700,000
Construct Air Traffic Control Tower (Lee's Summit airport)	\$7,200,000
Construct Hangars (Harrisonville general aviation airport)	\$1,000,000
<b>Total</b>	<b>\$16,500,000</b>

Multimodal projects exceed MoDOT target of \$182m by \$19.8m)

### **Metropolitan Transportation Plan (MTP)**

MARC is currently working on an update to the Connected KC 2050 is the region's current plan <https://connectedkc.org/> Required by the federal government, the MTP identifies transportation improvements for the next 30 years. MARC updates the plan every 5 years but provides 2-year incremental updates to ensure regional projects, considerations and financial picture are still relevant.

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 IV

### Population and Employment Forecast

One of the most important inputs into the travel demand models used in the Connected KC 2050 metropolitan transportation plan (MTP) is the projection of the number of people and jobs expected in the region by 2050. These forecasts generate the total amount of growth available to be distributed to small areas like census tracts and transportation analysis zones (TAZs), and so are known as “control totals.”

MARC updates these forecasts with each iteration of the MTP and they are adopted with the adoption of the plan, which is currently scheduled for June 2025. However, the technical work must be completed before then in order to test the impact of the projects proposed in the plan as part of their evaluation, and then provide opportunity for public input. Public engagement on the plan and the projects included is expected to occur in late fall, 2024.

This forecast is derived by inputting the latest forecasts of the nation’s population and employment from the Census Bureau and the Bureau of Labor Statistics into MARC’s regional economic, REMI. The national forecasts show the U.S. growing significantly slower than prior forecasts, mainly due to declining fertility rates. Because the Kansas City region sits within this national context, it is also expected to grow more slowly than was projected in the forecasts adopted in June 2020.

MARC staff will present the initial draft of the control total forecasts for the Kansas City region and the assumptions underlying it. This forecast is in the process of being reviewed by the Technical Forecast Committee, which will recommend a forecast for adoption when that review is completed, likely in the next few months. We are presenting this early draft to several MARC committees to obtain input that may assist the TFC in their evaluation and review.