



OPEN MEETING NOTICE

Goods Movement Committee

Open - Kansas Co-Chair

Mike Duffy, Missouri Co-Chair

There will be a meeting of MARC's Goods Movement Committee on **Tuesday, Aug 6, 2024, at 10:00 a.m.** in the Westview 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](#)

A G E N D A

- I. Introduction and welcome
- II. Connected KC 2050 Financial Capacity & Project Prioritization: Martin Rivarola/Darryl Fields, MARC
 - Survey Results
 - MTP Financial Capacity
 - MTP Status
- III. Freight Study update – CDM Smith
 - Review Task 3 Deliverable – Regional Freight Picture
 - What we have heard - one on one interview recaps
- IV. Other Business
 - KDOT
 - MoDOT

**Action Item*

Meeting Attendance Audio:

Audio:

- We encourage the use of computer audio especially if you are viewing a webcam or sharing your webcam.

Dial Toll-Free

- 877 853 5247 US Toll-free
- 888 788 0099 US Toll-free
- One tap mobile
 - +1-877-853-5247,,3869572593#
 - +1-888-788-0099,,3869572593#
- Please use cell phones only as a last resort.

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found [online](#). If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

Parking: Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.

Goods Movement Committee June 2024, Meeting Summary

Members/Alternates Present-Representing

Barb Wells, CDM Smith
Cecelie Cochran, FHWA
Chris Gutierrez, KC SmartPort
Daniel Weitkamp, FHWA
Janet McRae, Miami County
Juan Yin, MoDOT
Kristen Abernathy, Orange EV
Levi Woods, MoDOT

Michael Espinoza, KDOT
Tom Cole, Leavenworth County
Mike Duffy, Riverside
Beth Linn, City of Edgerton
Davonna Moore, CDM Smith

MARC Staff Present

Taylor Cunningham, Transportation Planner III

Ron Achelpohl, Transportation & Environment Director

Ellie Hall, Transportation Intern

1.) Introductions and Approval of Meeting Summary

Mike 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

Davonna Moore provided members with an overview of the Regional Freight Plan. The plan consists of 14 counties and combines MARC, Lawrence-Douglas County MPO, and Pioneer Trails RPC to best understand freight in the region. The project is being completed in three phases:

- Phase 1: Understanding existing freight conditions
- Phase 2: Proactive planning
- Phase 3: Future freight trends

Moore explains that the project is in phase 1 where the CDM staff and the committee are analyzing the existing freight conditions. Within phase 1, CDM staff are looking at items related to the regional freight profile and analyzing data found with such information. In coordination with this research, the project also requires infrastructure assessment, identifying key points of the system that may contribute to bottlenecks or greater congestion, analyzing how the system is moving with general congestion, and considering what this may mean for freight. Also, CDM staff are working to identify rural areas that can best help the study understand the farm-to-market route system at an infrastructure and policy/funding level. Considerations are being made to both the primary and secondary farm-to-market systems that may cause redundancy, particularly when evaluating system resiliency and relation to emergency services. First and last mile strategies are being considered as an important piece of phase 1, particularly understanding these miles in the context of rural/urban areas.

The project (to be shared soon) allows the organizations involved to upload/download data for more effective data collection. The project is catching up with data collection due to difficulties with coordinating the participating 14 counties and their contributing information.

Goals/Objectives:

Moore explains to the committee that the study's major goal is to understand and combine goals already placed for the region via MARC, MoDOT, KDOT, and other organizations. With that in mind, the study seeks to find commonalities in long-range plans across the region and understand the differences between organizational goals. An overall harmonizing of each organization's goals and objectives can allow for more consistent freight planning across the region. This understanding also extends to collecting data and information on industry impacts across urban/rural areas for both states included in the study.

Looking toward the study's future, Moore explains CDM Smith's goal to begin the proactive planning process to understand the economic impacts of freight throughout the region. CDM Smith is also interested in finding ways to connect with others who have participated in the proactive planning process to share their experiences and wisdom on the topic.

Question(s):

- Is there a timeline for the process?
 - Moore: Yes, it can be released to committee members. Briefly, the project is supposed to be finished by April 2025. Phase 1 is expected to end by the end of July 2024 and phase 2 will begin in the early fall.
- Is there data regarding freight patterns that local agencies can provide to make the data collection process easier?
 - Moore: The farm-to-market aspect is where we lack data, it is not always something that the organizations we are working with focus on.
- Is the last mile something that the DOT's are providing enough information on? Local agencies may provide more information about the last mile as freight comes off the DOT system and onto the city systems.
 - Moore: That may be interesting to use on a case study basis. Thus far we have been looking specifically at policy level work. We have talked about looking at urban, suburban, and rural areas within case studies.
- A previous company I worked for generated their own last mile data, which consists of private data they collect themselves to figure out where it is best to put warehouses for various companies. Doing this would require your own data system and algorithms to collect that additional data.
 - Moore: One data source we use is new, not used by MARC before. It is called Geotab, and it looks a little bit at the first and last mile. With this, we are going to get some information on light/medium deliveries that happen on your local networks. That is a breakdown that we have not yet seen, and it uses telematics. We hope that this data source will capture something like creating our own data system.
- What is in the project's scope to look at the issue of workforce needs? What sort of data are you collecting or need?
 - Moore: The focus on the workforce shows up between phase 2 and 3. The goal is to understand where people are located relative to available jobs. This can create a work-travel issue in terms of the jobs that are available, and the hourly pay compared to transportation costs. We have information surrounding the industry clusters and where they are located. The piece we are trying to understand is the income level and travel costs.
- Have you all considered the importance of soft services within areas of industry clusters? Many of these people are paying to have services such as a medic on site due to not having one nearby. Industry in North KC and other areas have restaurants, laundromats, medical clinics, etc. nearby, which is convenient for staff and their families.
 - Moore: That is a good point, thank you.
- Within the workforce component, can we look at what the capacity for training is in the area now and if we have short call for that? We have a few very good career centers that are partnered with school districts and community colleges. Do we have the capacity in the kinds of jobs that we are looking at here, particularly on the trucking side, or is that something we should be looking to increase advertising for?
- In the previous minutes we considered who to reach in the private sector, have we started moving toward that yet or will that come up more in phase 2?
 - Moore: We have started that process of involving more private stakeholders and working with some key stakeholders such as KC Smart Port.
 - _____: There is the Heartland Roundtable, Smart Port KC, Douglas County Food and Policy Council, etc. We have reached out to them, and recently just got a meeting for July with Smart Port KC. If there are other organizations that come to mind, we would like to know who they are. Overall, we want to talk with them like the conversations we had at the Goods Movement kickoff. At that meeting we did not have as much private sector participation as we had hoped, so we are working to engage them in further conversations.
- What are the difficulties engaging the private sector?

- _____: The private sector has not yet been invited into this conversation the way we seek to, so we just need to go to them and meet them where they are instead of asking or expecting them to come to us.

3.) Summary of Kick Off Meeting at Orange EV

_____ began with a review of the project kick off meeting that occurred at Orange EV in April 2024. The meeting focused heavily on what the vision for freight needs to be, what goals should be created to achieve said vision, and what the GMC's role is to reach success.

At the April meeting, CDM Smith staff asked some key questions of participants. A few of the questions included how people describe freight currently with respect to goods movement between Lawrence and Sedalia. Words participants used to describe the current freight patterns in the region included "unstructured" and "unconnected." In the future, participants want to see freight that is "diversified," "expanded," "resilient," "efficient," "sustainable," and "well-coordinated." The meeting's conversation also centered around issues and corresponding improvements, as well as what factors should be heavily considered in the study. Issues members identified include:

- Disconnected freight routes
- Mapping (reliability and sustainability)
- Ability to react efficiently to construction activities
- Workforce and job centers
- Rural and agriculture
 - Meat to processing plants, pricing, etc.
- Safety
- Private sector participation

The members present at the meeting also identified improvements relative to these issues that they felt could best suit the goods movement network in the region. These included:

- Infrastructure (land use and infrastructure improvements together)
- De-siloing how jurisdictions work together
- Standardization
- Improvements for technology and innovation
 - What is the role of AI?
- Green transportation
- Innovative last mile strategies
- Fuel/energy efficiency
- Considering all modes of freight
- Climate

CDM Smith staff asked committee members at the kickoff meeting to consider what the most important factors are to keep in mind within the freight impact area (Lawrence to Sedalia). This included infrastructure, coordination, collaboration, truck parking (location), speed of development, standardized growth metrics. In a similar conversation, staff asked participants to consider what keeps them up at night regarding freight. Answers to this question included funding, technology adaptation, supply chains/regulations, etc. Members were then asked what the GMC's role is within the improvements of the region. They suggested the role to include education/engagement (educating and building careers in freight), advocacy (system reliability, speaking with legislators), proactive planning, and preparedness. The group set loose goals for the committee for the next few decades. These goals were focused on planning policy – integrating freight with multi modal planning, facilitating planning with diverse partners, land use coordination, inclusivity. Additionally, the group focused on involvement of membership that included finding a middle ground between the public and private sectors.

Currently, CDM Smith staff is taking the feedback from the meeting and meetings with the private sector and turning it into a series of questions to be asked via survey. The draft will be shared with the committee and others at MARC later. The staff is also looking at the quantitative data regarding trends to incorporate into survey questions. The survey answers and feedback to generate a series of scenarios to be considered at an interactive workshop. The survey is likely to roll out this summer and the workshop is slated for late summer or early fall.

Question(s)/Comment(s):

- What is the anticipated end date to the study?
 - Moore: Spring of 2025
- The education component is important. The fact that we can order something from Amazon or Walmart and the extent of our experience is the truck that shows up at a house. We often do not think through the process from raw materials, transportation, production, ordering, etc.

4.) Other Business

Connected KC Update:

- MARC is beginning to plan for Fall 2024 engagement that will be most effective. There are hopes to bring forecasting information and project submissions to the public.
- The random sample survey conducted has been closed, but the final report has not been released.
- **Question(s):**
 - Do you have an idea about how many projects have a significant freight impact?
 - Achelpohl: No, the next step in that includes committee feedback on the alignment of those projects.

5.) Meeting adjourned

Agenda Item II

Connected KC 2050 Financial Capacity & Project Prioritization:

MARC staff will discuss the status update of Connected KC 2050. Additionally providing results of MARC's metropolitan transportation plan (MTP) survey, reasonably anticipated financial resources to fund the MTP and project selection status report and anticipated role of the Goods Movement Committee.

- Survey may be found – <https://www.marc.org/sites/default/files/2024-06/2024-MARC-Long-Range-Transportation-Survey-Findings-Report.pdf>
- Project public comments - <https://connectedkc.org/2024/01/31/public-invited-to-share-input-on-projects-submitted-for-connected-kc-2050-update/>

Agenda Item III

KC Connected Regional Freight Plan update

Review of draft TASK 3 Deliverable Task 3 Existing Conditions - Regional Freight Industry Clusters and Related Summaries. The CDM Smith Team will provide an overview of the regional freight picture and request comments from the Committee. Additionally, the Team will provide an overview of what they have learned from the freight community such as the KC Port and Smart Port.