There will be a meeting of MARC’s Goods Movement Committee on **Tuesday, April 4, 2017 at 10:00 a.m. in MARC’s Heartland Room, 600 Broadway, Ste. 200 Kansas City, MO**

**AGENDA**

I. **Introduction and approval of minutes**

II. **KDOT Truck Parking Study. HNTB**


   The Truck Parking Study allows KDOT/KTA to better understanding current and future freight truck parking needs in the state, Kansas is positioning itself to take action and adopt policies that will create a safer driving environment, better use of its parking assets and increase the economic impact of trucks being routed through Kansas to benefit from the decisions the state’s transportation agencies make.

III. **Another Opinion of the Driver Shortage - Todd Spencer, executive vice president - Owner-Operator Independent Drivers Association (OOIDA)**

   Truck drivers are running more miles and hauling more freight than ever, in part because of a driver shortage. It’s been a growing issue in the industry for years, and much of it can be attributed to an aging workforce. The average age of a truck driver is 49, and many of them are now retiring. This combined with a lack of qualified drivers and industry turnover, in general, has some projections showing a need for 100,000 drivers heading into in 2017. Many companies and government agencies state there is a national shortage.

IV. **Corridors of Freight Significance -- MARC**

   Overview of the region’s Corridors of Freight Significance and its connection to an established national primary freight corridor. The Freight Outlook Study 2009 established freight corridors selected as national, regional, and local. These corridors were accepted and designated by MARC as Corridors of Freight Significance.

V. **Critical Urban Freight Corridors (CUFC) -- KDOT**

   MARC in cooperation with the States are required to develop the Critical Urban Freight Corridors (CUFC): “Public roads in urbanized areas which provide access and connection to the Primary Highway Freight System (PHFS) and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.”
VI. Other Business

**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.
1) Introductions and Approval of Meeting Summary
Mr. Grenville called the meeting to order and welcomed all attendees. Introductions followed, and minutes approved.

2) National Freight Performance Measures Final Rule:
Jim Hubbell, MARC, provided information on the final rule from FHWA regarding freight performance measure as required by the FAST Act. The performance measure rules are expected to go into effect 2/17/17. The System Performance Measure (PM3) for freight is slightly different from the proposed rule. The Truck Travel Time Index looks at truck travel time on the interstate by dividing the reporting periods into five groups. This allows you to compare the worst travel time to the average. This measures the ration of the 90th percentile to the 50th percentile travel time. The review period grouping are unique to freight and measures weekday traffic peaks: morning (6 - 10 am), mid-day (10 am - 4 pm), afternoon (4 - 8 pm) and overnight (8 pm - 6 am). Passenger and other modal measurements do not look at overnight peak. Weekend peaks are divided into two periods 6 am to 8 pm and 8 pm to 6 am. The worst peaks, by group, are measured to the average peak for its group and then weighted by its roadway length. The measurement calculations are somewhat complicated but the final product is a measure of system reliability for freight. The measure does not look at speeds and travel time but compares the worst travel against the average giving you system reliability.

The process (caveated - there is a certain level of uncertainty if these rules will be implemented based on pending decision from the Trump administration regarding implementing new regulations) States’ DOT would have until Feb 2018 to develop performance base line and implement. MPOs have 180 days (August 2018) after states’ DOT implementation to implement a regional performance measure.

MARC is probably a month or two away from having the necessary tools to manage, analyze and interpret the data’s complexity and size. Staff will come to the Goods Movement Committee to select the appropriate regional measures.

Questions:
• Is it also weighted by the number of trucks, similar to crash rate?
  o No, some of the other performance measures are - person hours, where they looked at volumes -- but this measure is not.
• Is staff planning to set the targets prior to the due date of the DOT
  o No - Ideally, we would like to set regional targets in parallel with the states. Because we are all analyzing the same date at the same time. In addition, the planning rules suggest that we should develop targets “collaboratively up to the maximum extent possible”.
3) Project Selection Criteria/ Critical Urban Freight Corridor (CUFC)

Darryl Fields, MARC, discussed both the future process for the CUFC and the project selection scoring criteria. The FAST Act has provided provisions that allows funding freight projects. The first 2 years of the program (2016 & 2017) state DOTs are deciding where to apply the freight funds. This gave states time to address creating constrained state freight plans. Future (2018 and beyond) freight project funding must come from a FAST Act compliant freight plan. States are required to identify these projects in accordance with criteria established for Critical Urban and Rural Freight Corridors (CUFC and CUFC). Urban corridors are based on the following criteria:

**Requirement:**

The FAST Act requires MARC in cooperation with the States are required to the Critical Urban Freight Corridors (CUFC): “Public roads in urbanized areas which provide access and connection to the Primary Highway Freight System (PHFS) and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.”

**Rule**

- In urbanized areas with populations of 500,000 or more individuals, the MPO, in consultation with the State, may identify, designate, and certify the CUFC routes.
- In urbanized areas with populations of 500,000 or less, States, in consultation with the MPO, may identify, designate, and certify the CUFC routes.

**Criteria**

- Designation Is in an urbanized area, regardless of population; and
- Connects an intermodal facility to:
  - The primary highway freight system;
  - The Interstate System; or
  - An intermodal freight facility;
  - Is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement;
- Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the metropolitan planning organization or the State.

As states develop their CUFC, the FHWA has allocated a certain number of miles to each state. In Kansas MARC will share a portion of 75 total statewide miles with the other 6 MPOs and in Missouri the share is 102 miles (corrected from the meeting mistakenly quoted at 200 miles) between 9 MPOs. MARC as a TMA (population 500,000 or more) both state DOTs will need to coordinate with MARC in identify projects and the CUFC.

Since neither state has established a funding, mileage, and/or project allocation process. MARC staff is suggesting submitting an approach to the state DOTs. One approach that may ensure allocation equity is a formula approach. An approach could be based on the share of each MPO’s statewide GDP, population, average daily truck (ADT) and truck VMT. Each metric could be weighted based on its significance and weighting allows a more level playing fields for MPO allocation. An example:

<table>
<thead>
<tr>
<th>*Weight</th>
<th>KS</th>
<th>MO</th>
</tr>
</thead>
<tbody>
<tr>
<td>State GDP</td>
<td>20%</td>
<td>8%</td>
</tr>
<tr>
<td>Population</td>
<td>20%</td>
<td>6%</td>
</tr>
<tr>
<td>Truck count*</td>
<td>40%</td>
<td>24%</td>
</tr>
<tr>
<td>VMT*</td>
<td>40%</td>
<td>24%</td>
</tr>
</tbody>
</table>

*Informational purposes only: an illustration of possible weights

Results:
- Kansas MARC receive 15% of projects, mileage and/or funding.
- MO MARC receives 10% of projects, mileage, and/or funding

**Project Scoring Process:**

Since MARC will select projects for the CUFC, it may be necessary to refine the project scoring process. The Committee has help select freight projects for the STP and long range plan. Staff expects this to continue. Staff uses the following as a scoring template to evaluated projects for its freight significance.

**Scoring Criteria:**

Local delivery truck traffic does not constitute significant freight movement. To receive freight points the project location must meet at least one of the following:
- On a designated National, Regional, or Local Corridor = 5 pts
- Direct connection to A, B, C, D, F (does not include E) = 5 pts
- Any 4 combination of A thru F but not all = 4 pts
- Any 3 combination of A thru F = 3 pts
- Any 2 combination of A thru F = 2 pts
- Within mile of a significant freight corridor or A thru E = 1 pts

Within a mile of:
- A. Top twenty warehousing site by square footage
- B. Top twenty manufacturer by number of employees
C. Presence of a rail/truck or air/truck intermodal facility  
D. Presence of a Foreign Trade Zone  
E. Area with two out of four transportation modes: air, barge, rail, truck  
F. Located within a mile of a significant freight corridor, i.e., roadway with greater than 500 trucks/day

Projects are related to its proximity to regional freight zones and regionally designated corridors. The Goods Movement Committee designated a regional network:

<table>
<thead>
<tr>
<th>Corridor Designation</th>
<th>Highway</th>
<th>Rail</th>
<th>River</th>
<th>Air</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td>Roadways with greater than 4,000 trucks/day</td>
<td>Primary Corridor per AAR</td>
<td>Missouri River</td>
<td>None</td>
</tr>
<tr>
<td>Regional</td>
<td>Roadways with 1,000 to 3,999 trucks/day</td>
<td>None</td>
<td>None</td>
<td>KCI</td>
</tr>
<tr>
<td>Local</td>
<td>Roadways with 500 to 999 trucks/day</td>
<td>Less than 10 trains</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Staff requested Committee input about asking project sponsors for truck counts and was this considered overly burdensome. The Committee felt that truck counts are appropriate for highway related freight projects. Additionally the Committee feels that freight projects in and of themselves do not compete well against STP projects and additional work is required to even the playing field.

4) Revisions to the MARC freight webpage
Darryl Fields, provided background into MARC’s redesign of the freight website. Ms. Latina Ford, an intern, was introduce to demonstrate the proposed interactive map. Ms. Ford displayed how different mapping layers/data are being applied to a web base GIS mapping tool. The concept is inspired by the “Philly Freight finder” [http://www.dvrpc.org/webmaps/phillyfreightfinder/](http://www.dvrpc.org/webmaps/phillyfreightfinder/) (developed by the Delaware Regional Planning Council). The map will allow users an opportunity to interact with a regional map that displays regional freight information as freight zones with related actives as land uses, employment, rail crossing, freight corridors, ports, airports, intermodal, trucking facilities and large warehouses, etc. Staff expects to add additional freight related info as freight flow data, and various modal counts.

The Committee was excited about the possibility of an interactive map and what are the possibilities that other entities information can be incorporate into the map. Staff responded that MARC is limited only by an ability to host and maintain any additional information. As long as MARC is able to link to other’s data and they are tasked to maintain their data there should not be a problem.

Staff requested the Committed to provide advice about how to normalize and defining freight zones boarders. The Committee decided that many different freight activities occur within a zone and those activities help to define the zone’s nature. In addition, freight zones should not be limited to physical boundaries as rivers. As user try to understand the region the freight activity in the zone will attract the user and provide zone understanding, as locations to railroads employment, warehousing, and access highways etc.

5) New Business
No New Business
KDOT Truck Parking Study. HNTB


The Kansas Department of Transportation and the Kansas Turnpike Authority set out in 2015 to improve the state’s freight competitiveness by studying and developing strategies for improving its statewide freight network’s safety, efficiency and competitiveness, especially along primary and secondary freight corridors of significance, which include Interstate 70, Interstate 35 and the Kansas Turnpike.

KDOT and the KTA undertook this plan realizing that, while the Kansas economy relies on freight trucks moving goods to and from local, national and international markets, moving those goods efficiently depends greatly on how easily drivers can find safe, convenient parking.

To improve the efficiency, economic competitiveness and safety of the national freight network, the State of Kansas in partnership with Indiana, Iowa, Kentucky, Michigan, Minnesota, Ohio, Wisconsin and the Mid America Association of State Transportation Officials (MAASTO), developed a proposal for a multi-state Truck Parking Information and Management System (TPIMS). This project, sponsored by the eight-state MAASTO TPIMS Partnership, provides an opportunity to create a new and collaborative way for the Midwest region to address truck parking information and availability needs along its busiest freight corridors. When deployed, this system will provide truck drivers with reliable, real-time information to make smarter, more efficient truck parking decisions. In addition, the innovative application of existing, shovel-ready technologies assembled in this project will provide a benefit-cost ratio of over 4.27. Approximately $37 million in deployment costs will generate over $403 million in benefits for the motoring public over the life of the system.
Agenda Item III

Another Opinion of the Driver Shortage - Todd Spencer, executive vice president - Owner-Operator Independent Drivers Association (OOIDA)

Truck drivers are running more miles and hauling more freight than ever, in part because of a driver shortage. It's been a growing issue in the industry for years, and much of it can be attributed to an aging workforce. The average age of a truck driver is 49, and many of them are now retiring. This combined with a lack of qualified drivers and industry turnover, in general, has some projections showing a need for 100,000 drivers heading into 2017. Many companies and government agencies state there is a national shortage.


- There is no shortage of truck drivers in the United States. The Department of Transportation registers more than 40,000 commercial drivers licenses per month.
- Owner-operators are small business people who own, maintain and drive their own commercial motor vehicles.
- Ninety percent of the trucking industry is made up of small business trucking companies with ten or less trucks.
Agenda Item IV

Corridors of Freight Significance

MARC adopted the Freight Outlook 2040 suggested Corridors of Freight Significance to facilitate improved goods movement and efficiency. The overall objective is to improve the goods movement system performance across all modes. One strategy is to maintaining and preserving freight-related infrastructure by conducting corridor assessments, enhancing safety, and addressing specific freight-related needs.

*Strategy 1A: Maintain and preserve goods-moving infrastructure (Corridors of Freight Significance).* This strategy relies on defining the goods movement transportation system for all modes and conducting high-level as well as specific corridor assessments to ascertain the current state of the system, and through periodic review, determine if this objective is being met. *This lead to defining Corridors Of Freight Significance (COFS)*

Three classifications of corridors applicable to all modes are defined for the region: National, Regional and Local. Some classifications include all modes of goods movement while some modes are not applicable to each classification.

<table>
<thead>
<tr>
<th>Corridor Designation</th>
<th>Highway</th>
<th>Rail</th>
<th>River</th>
<th>Air</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td>Roadways with greater than 4,000 trucks/day</td>
<td>Primary Corridor per AAR</td>
<td>Missouri River</td>
<td>None</td>
</tr>
<tr>
<td>Regional</td>
<td>Roadways with 1,000 to 3,999 trucks/day</td>
<td>None</td>
<td>None</td>
<td>KCI</td>
</tr>
<tr>
<td>Local</td>
<td>Roadways with 500 to 999 trucks/day</td>
<td>Less than 10 trains</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Freight Corridors & Boundary Map

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

0 2.5 5 10 15 20 Miles

Local

NHFN Network

National

Freight Zone Boundaries

Regional

State boundary

Counties

MARCH 2017

More information and data use policy available at www.marc.org/gis
Regional Planning Boundaries in Greater Kansas City

- RPC (Regional Planning Commission) Boundary
- FHWA Adjusted Urban Area Boundary (2012)
- MPO (Metropolitan Planning Organization Boundary)
- Air Quality Boundary

Urbanized Areas (2010)
- Kansas City, MO--KS Urbanized Area
- Lee's Summit, MO Urbanized Area

Counties

Highway data created by MARC and city and county governments; other data provided by Esri and/or Tele Atlas North America, Inc.

More information and land use policy available at www.marc.org/gis

JANUARY 2014
Agenda Item V

Critical Urban Freight Corridors

The FAST Act requires MARC in cooperation with the States are required to the Critical Urban Freight Corridors (CUFC): “Public roads in urbanized areas which provide access and connection to the Primary Highway Freight System (PHFS) and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.”

Rule

• In urbanized areas with populations of 500,000 or more individuals, the MPO, in consultation with the State, may identify, designate, and certify the CUFC routes.
• In urbanized areas with populations of 500,000 or less, States, in consultation with the MPO, may identify, designate, and certify the CUFC routes.

Criteria

• Designation Is in an urbanized area, regardless of population; and
• Connects an intermodal facility to:
  ▪ The primary highway freight system;
  ▪ The Interstate System; or
  ▪ An intermodal freight facility;
  ▪ Is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement;
  ▪ Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
  ▪ Is important to the movement of freight within the region, as determined by the metropolitan planning organization or the State.
• Established the National Highway Freight Program (NHFP)
• Established FASTLANE Grant Program
• Established National Highway Freight Network (NHFN)
  • Primary Highway Freight System (PHFS) – 41,518 miles
  • Other Interstates not on the PHFS – 9,511 miles
  • Critical Rural Freight Corridors (CRFC)
  • Critical Urban Freight Corridors (CUFC)
KANSAS CUFC/CRFC

• Kansas has a maximum of **75 miles** of highway that may be designated as CUFCs.

• Kansas has a maximum of **150 miles** of highway that may be designated as CRFCs.

• States can spend NHFP funding on CRFCs and CUFCs.

• FASTLANE Grants Program eligibility
Critical Urban Freight Corridors (CUFCs): These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.
CUFC REQUIREMENTS

H. Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility

I. Located within a corridor of a PHFS route and provides an alternative option for goods movement

J. Serves major freight generator, logistic center, or manufacturing and warehouse industrial land

K. Corridor that is important to the movement of freight within the region, as determined by the MPO or State
Critical Rural Freight Corridors (CRFCs): These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
CRFC REQUIREMENTS

A. Rural principal arterial with 25 percent trucks of AADT measured in PCE units

B. Provides access to energy exploration, development, installation, or production areas

C. Connects the PHFS or the Interstate System to facilities that handle more than:
   a) 50,000 20-foot equivalent units per year
   b) 500,000 tons per year of bulk commodities
CRFC REQUIREMENTS (CONT.)

D. Provide access to grain elevators, an agricultural facility, a mining facility, a forestry facility, or an intermodal facility

E. Connect to an international port of entry

F. Provides access to significant air, rail, water, or freight facilities

G. Corridor is vital to improving the efficient movement of freight to the economy of the state
WHY IS CUFC AND CRFC DESIGNATION IMPORTANT?

According the FHWA:

“By designating these important corridors, States can strategically direct resources toward improved system performance and efficient movement of freight on the NHFN. The designation of CRFCs and CUFCs will increase the State's NHFN, allowing expanded use of NHFP formula funds and FASTLANE Grant Program funds for eligible projects that support national goals identified in 23 U.S.C. 167(b) and 23 U.S.C. 117(a)(2)”. 
STATE TRENDS

- Project based designation
- Plan to designate most of the mileage
- Dynamic list to meet needs
WHAT IS PROJECT BASED DESIGNATION?

• Project on corridor that meets CUFC requirements
• Project applying for FASTLANE Grant and meets CUFC requirements
• Recommend annual review of projects and corridors
IDENTIFYING CUFC AND CRFC

KFAC Project Priority Guidance

- Mobility – connections to freight facilities, bottlenecks/restrictions, system capacity
- Safety – High crash locations, rail/highway crossings
- Economic Development – support new or existing businesses, improvements in economically distressed counties, targeted industries
- Environmental Impacts – Enhance opportunities to EJ areas, reduce impacts to air/water quality, enhance opportunities to economically distressed areas
IDENTIFYING CUFC AND CRFC

Other Criteria Options

• Volume – AADTT, Truck Percentage
• Performance – Travel Time, Speed
• Commodity – Tons, Value
• Area Served – Manufacturing/Warehouse s.f. served
WHAT KDOT NEEDS FROM YOU

1. Freight projects (2018-2025)
   • LRTP financially constrained project list
   • Route, to/from, length, description (GIS shapefile?)
   • Description of freight relevance
   • Applying for FASTLANE grant? Yes/No
DISCUSSION AND QUESTIONS