OPEN MEETING NOTICE

Goods Movement COMMITTEE
Janet McRae Kansas Co-Chair
Richard Greenville, Missouri Co-Chair

There will be a meeting of MARC’s Goods Movement Committee on **Tuesday, February 4, 2020 at 10:00 a.m. at MARC, 600 Broadway, Kansas City, MO 64105.**

**A G E N D A**

I. Introduction and approval of minutes

II. Membership on the Kansas STP Priority Committee* - Darryl Fields
   - Membership from the Goods Movement Committee on the KS STP Committees

III. Curb Access Management – Patrick Trouba
   - The freight industry has a stake in curb access management for the efficient delivery of goods in urban areas

IV. 2020 Work Plan – Darryl Fields
   - Expected work items for 2020

V. Regional Freight Study – Darryl Fields
   - Committee thoughts about additional scope of work items

VI. Updates
   - MO STP Priority Committee
   - KDOT
   - MoDOT

VII. Other Business

*Action Item

**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.
Members/Alternates Present-Representing
Janet McRae, Miami County
Michael Duffy, Riverside
Adam Kleinschmidt, OOIDA
Ben Jones, UPRR
Sara Clark, TranSystems
Cheryl Ball, MoDOT (via phone)
John Maddox, KDOT (via phone)

MARC Staff Present
Laura Machala, Transportation Planner III
Darryl Fields, Senior Planner

Gina Murphy, CDM Smith
Davonna Moore, CDM Smith
David Albright, Metro Energy
Chris Gutierrez, SmartPort
Elli Bowen, SmartPort

1) Introductions and Approval of Meeting Summary
Ms. McRae called the meeting to order and welcomed all attendees. Introductions followed - minutes unavailable from the October 1, 2019 meeting.

2) Connected KC 2050 Project Prioritization
Laura Machala, MARC staff - provided the Committee with an update to the region’s metropolitan transportation plan (MTP). The plan will set a framework for the region’s long range transportation goals and objectives and projects that will support them for the next 30 years; including how we will spend federal and state transportation funds over the life of the Plan. The discussion centered primarily on financially constrained project prioritization process – how projects are selected to be in the plan. Note: by federal rule the MTP most show enough financial resources to complete those projects identified in the Plan. The new Plan’s development is somewhat of a departure from prior plans in that it will be primarily web based versus a large PDF version. This should give the reader an easier and more interesting method in reviewing the Plan. Additional points of the Plan are the realization that we need to investigate new methods of transportation funding because we can no longer rely on the Highway Trust Fund to continue to fund transportation into the future. Project selection and prioritization covers major street and highway, public transportation, bicycle and pedestrian, and freight transportation needs:

- Received: 419 projects
- Total Amount: $15 billion
  - Majority of project submittals are for road improvements
  - Timeline
We know the region cannot afford to build everything so how do prioritize those projects we can afford. The MTP process elevates projects with higher alignment to the region’s stated vision and outcomes. This is accomplished through asking the public and MARC Committees to identify those projects that are considered the most important. Additionally, this multi-step process helps to financially constrain projects to maximize investment of limited funding. It is assumed that rehabilitation and reconstruction projects should be funded and are considered the top priorities. Projects are separated into groups based on funding streams:

- KS State System
- MO State System
- KS Local
- MO Local
- Transit

The project prioritization process resulted in:

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>MO Local</td>
<td>$1.05 Billion</td>
</tr>
<tr>
<td>MO State</td>
<td>$ 750 Million</td>
</tr>
<tr>
<td>KS Local</td>
<td>$1.06 Billion</td>
</tr>
<tr>
<td>KS State</td>
<td>$ 70 Million</td>
</tr>
<tr>
<td>Transit</td>
<td>$1.86 Billion</td>
</tr>
<tr>
<td>Rehab</td>
<td>$3.1 Billion</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$7.89 Billion</strong></td>
</tr>
</tbody>
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Next steps will include presentations and discussions with the remaining Planning/Policy Committees through November and December (2019) and project prioritization and financial constraint with the MTP Steering Workgroup December 2019.

Questions:

**What is Active Transportation?**
- Projects that support walking and biking (primarily trails, sidewalks and bike facilities)

We are assuming $7.89 billion in projects – how much revenues are available to meet the $7.89 billion
- We are still working through the numbers to understand year of expenditure by decade and matching revenues.

Does the process consider all of the new funding recommendation proposed by KDOT and MoDOT?
In developing long range projections MARC accounts for funding as reported by the State DOTs for federal and state. Local revenues are derived through general revenues reported through the Local Census of Governments. We are working to develop new possible revenues as gas tax, tolls, VMT and transportation sales tax.

What is the growth rate used?
- Growth 2.5% inflation 3%

If all projects are receiving max freight points than those projects or the scoring may not be a good representation of freight related points – is there anything being done to correct this?
- It is a process that we are consistently dealing with to find better ways to score freight projects. Generally, most highway projects received a vast array of scores for freight but these projects in general are the most supportive of freight. There is no way for staff to ask a different question regarding freight projects.

How does MARC establish freight project priority – is it through addressing bottlenecks or geared to regionally identified industries?
- The projects are reviewed by the modal Committees to help establish priorities of those projects that help to increase freight efficiencies. The current scoring process (by theory) the questions build upon each other to establish the best projects – i.e. projects receive scores related to congestion, economic vitality and freight these questions should advanced the best projects to the top.

3) Kansas City Freight scene
Chris Gutierrez, SmartPort – KC region continues to see a lot of development both on the spec side and the industrial side. The region should expect tremendous growth in 2020. We are still seeing trends in automotive projects probably not as much as the past but still large growth. There is tremendous growth in e-commerce (couple of 1million plus square foot facilities). There is expected large growth in the food sector both manufacturing and distribution. These facilities are built to suite pushing close to $500 million in capital investment. Kansas City stays high on the radar for a lot of these projects because of the advantages the region provides. KDOT, MoDOT, and MARC’s efforts to keep the region with low congestions does well to keep Kansas City high in site selections. We are seeing decision making slowing and this is probably based on the current business unease with federal trade policies. Hyperloop – Missouri has stepped far ahead of other locations in establishing Hyperloop. VHO (Virgin Hyperloop One) has gone through a process of putting together an RFP to establish a certification center that regulates safety and viable projects. Location under consideration is near the Rock Island corridor near the Stadium. This would be a multi building campus.

Elli Bowen, SmartPort – provided an update on workforce and job access. The top 2 drives we are seeing for project development is spec development and workforce. As we see the uptick in automotive, food, industrial and others there is a need for semiskilled labor. This is just not a Kansas City issue, but we need to develop a pipeline of talent that is available to support the growing need. Things accruing are strong partnerships in several different skills sets as KC Tech academy (automotive) and a few others. They are teaming with area high schools to provide graduates with skill sets that support needs of industries coming to the area. This gives students options to go right into the workforce or attend higher institutes of learning for advance skills. Other issue is transportation access the ability to move workers from their
homes to the job sites. There are a lot of conversation happening around traditional transportation models, as KCATA, and other creative transportation options as van pooling and ridesharing.

4) Whistleblower and Conflict of Interest  
Darryl Fields, MARC - provided the Committee with MARC’s annual Whistleblower and Conflict of Interest Policies  


5) Updates  
KDOT  
John Maddox, KDOT completed its second round of public outreach on “Forward” (Kansas’s next multimodal transportation plan). Lot of discussion on freight and rail what’s currently on the ground and what to expect, and possible needs. There are no program details developed currently but once available it will be shared with the Committee. Additionally, no new legislative details to share. KDOT is implementing a 286,000-rail car short-line railroad initiative. About 70% of the short-line system can not handle the larger cars safely and/or efficiently. KDOT set aside $10 million and a project call. Four projects were selected and award over $11 million in grants. KDOT will start its process to update its rail crossing plan as required by the Fast Act and will be soliciting public comment from the public, local jurisdictions and MPOs. There may be some type of advisory group establish to help lead the initiative. Truck Parking Program is up and running smoothly currently collecting and reporting data to FHWA.

MoDOT  
Cheryl Ball, MoDOT drafting letters of interest to form Missouri’s State Advisory Committee. MoDOT is finalizing a scope and budget for its statewide freight and rail plan update. Cambridge Systematics is the lead consultant. Scope includes tool for economic impact. The Committee should start thinking about regional freight projects as rail to industrial parks or specific freight connections. Currently MoDOT does not have a rail administrator but anticipates rolling the rail crossing plan into the freight and rail plan update.

MO STP  
Mike Duffy additional offer of funds in 2023 – 2024 a decision was made to slide a project from the TIP and fund that project directly. Since we over program every TIP cycle this gives us opportunities to move projects around to capture overages prior to new funding and TIP call for projects. As a GMC member on the STP Committee I advocate for projects that support economic development and freight.

Questions  
The inputs need from this Committee on unfunded projects what is MoDOT’s timing?  
- Plan will start in January and round approximately 18 months the anticipation is spring or summer before project discussion.  
- Should include Hyperloop needs in the freight plan

Is the KS STP committee still open?  
- KS spot is still available
6) **Regional Freight Plan**

Darryl Fields, MARC, introduced to the Committee staff’s idea to conduct a regional freight study. The study will examine freight condition for approximately 17 counties. The project’s agencies/area of coverage shall include, at a minimum, Ports of Kansas City and St. Joseph including counties in the Pioneers Trails Regional Planning Commission (PTRPC), the St. Joseph Metropolitan Planning Organization (SJATO) and the Mid - America Regional Planning Council (MARC) this includes the following western Missouri counties:

1. Andrew
2. Buchanan
3. Clay
4. Ray
5. Platte
6. Jackson
7. Cass
8. Lafayette
9. Saline
10. Johnson
11. Pettis

The study will include a process that develops a proactive planning process for port authorities, regional planning commissions (RPCs) and metropolitan planning organizations (MPOs). Proactive planning is an attempt to predict the future and then develop a plan that supports the predicted future. The planning process will seek to position an agency to take advantage of changes that are occurring around us. The process will integrate into local, regional, statewide and national freight planning processes. Allowing agencies an opportunity to identify, select and prioritize local, regional, state and national multimodal freight projects. The process shall be developed in a manner that is harmonious with an agency’s planning and project selection processes. Additionally, outcomes of this study are to provide planners and public agencies with abilities to identify, define and communicate the transportation system’s:

1. Reliability (connectivity, travel time and capacity)
2. Predictability (as it relates to reliability)
3. Efficiency,
4. Resiliency,
5. Infrastructure, and
6. Best use of resources
Membership on the Kansas STP Priority Committee

**Kansas STP Priority Committee - voting membership**

The Kansas STP Committee establishes transportation priorities for the state's metropolitan Surface Transportation Program (STP) federal funds.

The Committee is authorized by the MARC’s Total Transportation Policy Committee (TTPC) to provide project funding recommendations to TTPC for federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) traffic flow funds sub-allocated in Kansas to the Metropolitan Planning Organization (MPO) by Federal and/or State policy and to assist in monitoring and reporting on the progress of projects funded through these programs.

The Kansas STP Priorities Committee meets regularly on the second Thursday during the second month of each quarter.

For additional information, please see the use the following link or contact MARC staff:

[http://www.marc.org/Transportation/Committees/](http://www.marc.org/Transportation/Committees/)Transportation-Committees/STP-Priorities-Kansas
Agenda Item III

Curb Access Management

As transportation choices evolve curbs are serving varying uses. Pedestrians, bicyclists, scooters, deliveries, automobiles, transportation network company (TNC) (Uber/Lift) users are all vying for access to curb side locations. Needs of all those users in urban, suburban and ex-urban settings will be examined to arrive at a best practice for our region. This is an opportunity to be proactive and forward-looking about curb management decisions and help communities meet changing needs.
Agenda Item IV

2020 Work Plan

Committee focus:

1. Committee’s suggestions on topics

2. Participation in the regional freight plan –
   - Anticipated role

3. Updates
   - KCI update
   - Hyperloop
   - Regional Economics (SmartPort and/or economist
   - Mode update
     - Rail
     - Truck
     - Water

4. Input into Connected KC 2020 Plan
   - Committees’ participation to complete the long range plan. Final Plan delivery June of 2020

5. KS freight advisory committee
   - Need to define role and participation

6. MoDOT statewide freight plan?
   - Need to define
Regional Freight Study

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1. Reliability (connectivity, travel time and capacity)
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What areas should the study examine to support needs of the Kansas City area?

- Task 1 Freight Scenario Planning
- Task 2: Define roles and responsibilities of port of authorities and planning agency in regional, state and national freight planning
- Task 3 “Farm to Market” routes (FM routes)
- Task 4 Impacts and freight challenges: What are public policy impacts related to freight movement?
- Task 5 Strengthen and Weakness
- Task 6 How agencies define the “last mile” and “first mile”.
- Task 7 Freight System Resiliency
Agenda Item VI & VII

Updates and Other Business