There will be a meeting of virtual MARC’s Goods Movement Committee on **Tuesday, June 2, 2020, at 10:00 a.m.**

The meeting will be held virtually. Contact jwhitmore@marc.org for meeting information.

**AGENDA**

I. Introduction and approval of minutes

II. Committee Vote - membership on the KS STP Priority Committee*
   - Adam Kleinschmidt volunteered as the GMC representative to the KS STP Committee at the Feb. 2020 meeting

III. KC Port update – Richard Grenville – KC Port
   - KC Port future multimodal development project

IV. Kansas City freight related development – Chris Gutierrez - SmartPort
   - Is the region seeing a shift in commercial (goods movement related) development based on COVID-19

V. Committee input into the call for projects process – Martin Rivarola - MARC
   - The Committee’s input process for the call for projects

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

VII. Other Business

*Action Item*
Meeting Attendance Audio:

- We encourage the use of computer audio especially if you are viewing a webcam or sharing your webcam.
- Use of a desk phone is optional (but may be required if you need a mic and your PC does not have one). Please make sure GoToMeeting on your PC is also set to phone or you may experience feedback.
  - Phone: 1 (872) 240-3401
  - Phone access code: 651-261-861
  - Audio pin (syncs attendee list): Provide under Audio on meeting screen
- 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.
1) **Introductions and Approval of Meeting Summary**
Ms. McRae called the meeting to order and welcomed all attendees. Introductions followed - minutes were approved with a correction spelling correction of David Albrecht’s last name.

2) **GMC membership on the Kansas STP Priority Committee***
Adam Kleinschmidt, OOIDA volunteered as the GMC member to participate on the KS STP Priority Committee. Since the GMC did not have a quorum for a formal vote. Mr. Kleinschmidt will participate on the STP KS meetings and the GMC will formally ratify Mr. Kleinschmidt at a quorum of the GMC.

Questions:
How often do they meet?
- The 2nd Thursday of every quarter.

3) **Curb Access Management**
Patrick Trouba, MARC, presented the concept of Curb Access Management and requested input from the Committee. 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.

Comments:
- Our most dense urban areas as the River Market, downtown central core, West Bottoms, Crossroads, the Plaza and restaurant banks (area with high concentration of restaurants) are areas that may have a higher demand for curb access. Especially restaurant banks because of locations and availability to receive deliveries in non-peek business hours.
- Technology can make an impact as possibly converting ideas as electronic truck parking to some type of reservation system for curbside deliveries.
- Possible collaboration with electronic parking systems as “Park Mobile”.
- Possibly the use of parking areas as delivery zones based on the time of year or day. This is particularly useful for construction sites and a source of revenues by cities as impact zones.
- Identify where it is a problem in KC. This will help identify locations and issues. This will localize issues that helps to define an appropriate strategy.
• This would make sense as a PSP project to supports sustainability. Allowing areas as KCMO or Overland Park that utilize PSP to test assumptions or develop processes.
• Might be get your best data from police departments based on ticketing locations.
• Defining demand helps to identify strategies

Questions:
How are you defining curb?
• Any area that provides a safe haven from vehicle travel as the 4” rise of concrete by a\or sidewalk and\or the middle of a travel way that provides safety for pedestrians. This could also include parking lanes.

Is Marc looking at creating some type of policy guide for use by cities?
• At a minimum a list of planning ideas that cities may use.

Has there been a curb inventory?
• No

Is this eligible for PSP?
• Unknown will need to check

Could this be considered in the regional freight plan?
• This is very preliminary, and the freight plan may act as a springboard to possible regional issues or possible future planning strategies/recommendation.
Curb Access Management: Freight Deliveries

PATRICK TROUBA, MID-AMERICA REGIONAL COUNCIL
What is curb access management?

The way space is allocated between different uses of the curb:

- Pedestrians
- Bicycle parking and bike share
- On-street parking
- TNCs (Uber/Lyft)
- Package deliveries (Amazon, Fed-Ex, UPS)
- Store deliveries
- E-Scooters
<table>
<thead>
<tr>
<th>Function</th>
<th>Definition</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility</td>
<td>Moving people and goods</td>
<td>Travel lanes, bike lanes, transit rights-of-way</td>
</tr>
<tr>
<td>Access for People</td>
<td>Users entering or exiting vehicles</td>
<td>Private cars, TNCs, buses</td>
</tr>
<tr>
<td>Access for Commerce</td>
<td>Goods delivery</td>
<td>Truck or commercial vehicle loading zone</td>
</tr>
<tr>
<td>Activation</td>
<td>Social uses by people</td>
<td>Food trucks, public art, street festivals</td>
</tr>
<tr>
<td>Greening</td>
<td>Enhancing vegetation</td>
<td>Street trees, planters, rain gardens</td>
</tr>
<tr>
<td>Storage</td>
<td>Storing vehicles and equipment</td>
<td>Parking, bus layover</td>
</tr>
</tbody>
</table>

Source: City of Seattle
Strategies to manage curb access

• **Relocation** – Reallocating curb space along a block while keeping the overall amount of space dedicated to each use constant.

• **Conversion** – Converting curb space along a block to another use that changes the amount of curb space dedicated to various uses.

• **Flexibility** – Converting curb space, implementing technology, and modifying infrastructure so that more than one kind of use can access the curb at different times of day.

Source: Fehr & Peers
Case Study: Washington, D.C.

- D.C. converted parking space to delivery space in nine locations
- It contracted with curbFlow to set up an app-based delivery zone reservation system
- Pilot project ran from August through October 2019
- Double parking incidences dropped by 64 percent
- 85% of users rated the system a 9 or a 10 as something they would recommend

Photo Credit: Nicole De Khors from burst.shopify.com
Case Study: New York City

• In 2009 and 2010, NYC conducted a pilot to move deliveries for some carriers to 7 pm to 6 am

• Delivery carriers reported
  • less time wasted in traffic
  • fewer parking tickets
  • Less stress
  • Increased feeling of safety

• Washington, D.C. and Orlando seeking to do similar programs

Source: CityLab, NYC DOT

Photo Credit: Matthew Henry from burst.shopify.com
Questions for the Committee

• Where are the areas in your cities or the region that have high curbside delivery demand?

• What are the advantages in the KC metro area for deliveries?

• What are the challenges or needs in the KC metro area for deliveries?

• Is there value in communicating and/or devising curb management techniques?

• Are there opportunities for MARC to help you with developing curb access techniques, or coordinating with other cities or committees?
4) **2020 Work Plan**

Darryl Fields, MARC - provided the Committee a proposed 2020 workplan

**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 definition with MoDOT

**Comments:**

- Request greater participation from GMC membership especially if the Committee will act as regional participants of States’ advisory committees
- KCI update may be a joint meeting with other committees
- Request update from the Downtown Airport
- Air Cargo Update
- Probably not much more required of the Committee for the long-range transportation plan
- The Committee will participate in a new process related to the STP “Call for Projects”

5) **Regional Freight Study**

Mr. Fields, MARC, gave an update of the proposed regional freight study. Requested if there are any regional tasks or issues the study should address? The study will include a process that develops a proactive planning process for port authorities, regional planning commissions (RPCs) and metropolitan planning organizations (MPOs). 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

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

Questions:
Have we started to talk about cost share?
  • No not yet – we are pretty close to a finale scope of work

6) Updates

KDOT – no update

MoDOT
Paula Dowel, Cambridge Systematics, MoDOT has selected Cambridge Systematics and HNTB to conduct Missouri’s statewide freight and rail plan. Missouri is one of the first state to conduct a joint freight and rail plan. The Study is anticipated to take about 18 months to complete around the end of summer 2021. The GMC will act as a regional voice for implementation into the statewide advisory group. Study schedule under development. A study deliverable are freight analysis and analytical tools available for MoDOT and its planning partners use. Additionally, there will be a focus on truck parking utilization and demand.

Questions:
What is the timeline or specific milestones?
  • Official kick off meeting and Study’s proposed schedule is planned for the end of February

Is there anyone from GMC who needs to pan to participate in upcoming meetings or a member to a particular group?
  • Those details are yet to be worked out, but GMC will play a role in the statewide process

Since the Committee will play a more specific role in Statewide planning, we need to touch base with the GMC membership. This is important that we become a valuable player and not a checkmark in the process.

Metropolitan Energy Center
David Albrecht, Metro Energy Center, requested to provide an update at the next meeting about FHWA’s Alternative Fuel Corridors? In 2016 FHWA asked for specific routes, data and station density. What’s different this year is that there is funding attached to their request. Along with what is occurring with VW in both states. Two Funding opportunities:
  • DERA 2020 - application deadline February 14, 2020 – anticipated maximum ask $1.5 million with an anticipated overall for the Region 7 funding of $3.6 million.
  • A new funding support application to purchases a new Orange EV, Electrical terminal truck. The program max is about $550,000. Application deadline February 28, 2020.
Questions
What you have info on electric charging stations and can role it all in together?
Agenda Item II*

Vote: Goods Movement Committee Participation on the Kansas STP Priority Committee

February 4th meeting Mr. Adam Kleinschmidt volunteered to act as the GMC member on the KS STP Priority Committee. There were not enough members that constitutes a quorum. The vote is pushed to the next meeting that a vote can be conducted. In the interim Mr. Kleinschmidt will continue to act as the GMC representative.
Agenda Item III

KC Port Update

Port KC is in the process to develop a multimodal freight center that will expand the region's capacity for efficient management of intermodal containers into and out of the local area and regional freight market. The terminal will also increase the efficiency of moving freight through Kansas City to and from West, Gulf and East coast ports. The terminal will also offer trans-loading of grains and oil seeds to the regional market, as well as spurring development along the Blue River Corridor, an industrial area within Kansas City, Missouri, which has been identified as an area needing re-investment and re-vitalization as a former industrial core with significant labor, access and infrastructure advantages.
Agenda Item IV

**Kansas City freight related development**

The nation and region have been hit with historic pandemic and economic instability. Questions arise what impacts are we seeing in the region? Chris Gutierrez, SmartPort President, will provide an overview regarding the region’s freight related development pre pandemic and current expectations.
MARC is completing the region’s long-range transportation plan (KC 2050). The Plan sets goals, strategies and projects for transportation for until year 2050. These strategies set frameworks for projects selection in both long- and short-range project development. Currently there is a call for projects soliciting project proposals for Federal Fiscal Years (FFY) 2023-2024 for three Federal Highway Administration funding programs. There is a new application process consisting of two phases, an initial screening and a technical evaluation. Completion of both phases is required for funding consideration.

The Committee will provide input in both Phases – Martin Rivarola will provide an overview of the Committee’s role, responsibility and timeline related to the Phases.
Agenda Item VI

Updates

KDOT –

MoDOT –

KS and MO STP –
LET'S CHART THE REGION'S FREIGHT FUTURE
Connect with leaders across the spectrum
Gain perspective on emerging technologies
Influence the future of freight transportation

The Heartland Freight Technology Plan (HFTP) project team is hosting a two-part online workshop and networking series on June 3 and 4, 2020. The workshop is designed to gather input to provide recommendations for public and private data management and sharing arrangements that will promote the efficient interoperability of freight technology systems within the region.

REGISTER TODAY
Heartland Freight Technology Plan Workshop Series
Two-Part Interactive Workshop & Networking Events
Help define the broad spectrum of private and public sector data aggregation, sharing, use and other arrangements key to integrating emerging technologies and new datasets discussed during the recent Technology Workshop.

MODULE #1 Wednesday, June 3, 2020 / 9 a.m. - 12 p.m. Central /
KEYNOTE: Gary Carlin, INRIX
Click MODULE #1 and MODULE #2 above to register for both events.

AGENDA INCLUDES:

Two Keynote presenters at the forefront of collecting, analyzing, and leveraging new datasets associated with emerging technologies:
- Gary Carlin, INRIX (Module #1)
- Glenn Luckinbill, Iowa State University Supply Chain Forum Director (Module #2)

Rotating Breakout Discussions:
Module #1: Data Sharing & Management: Public/Private Roles, Needs and Best Practices
Module #2: Challenges & Opportunities for Data Exchange

Attire: Couch Casual (optional)

Please plan to attend with your Zoom Video engaged so we can put a face with a name and build regional connections.
*Attendees must be updated to the 5.0 version of the Zoom platform to participate.

A PLATFORM FOR REGIONAL COLLABORATION
The HFTP is part of FHWA’s National Economic Partnership (NEP) grant program and is being developed through a partnership of six MPOs, five state DOTs, the Heartland Civic Collaborative and other academic, business and industry leaders throughout the region.
Free supply chain webinar series starts in June

The COVID-19 crisis caused a major disruption to the existing global supply chain and may prompt a sea change in logistics and manufacturing. Missouri manufacturers and industry leaders need to position themselves to thrive in this rapidly evolving marketplace.

Learn how manufacturers are continuing to operate during the disruption and gain insights into what businesses can do today to build resilience and mitigate future risk.

**Segment 1: Supply Chain Disruption** will stream live on Wednesday, June 3 at 10am. Joining us are experts from Kansas City Southern, Scarbrough Group of Companies, and Kansas City SmartPort.

This is the first segment in a multi-part Supply Chain Webinar Series. Watch for information coming soon about additional segments.
End of session in review: New podcast episode

The 2020 Legislative Session has adjourned! In this special episode of the Missouri Capitol Chat podcast, the Missouri Chamber advocacy team takes a deep dive into the bills that passed and the legislation that just missed the cut. They also look forward toward the possibility of Gov. Parson calling a special session.

Listen on desktop, Apple Podcasts, Google Podcasts or Spotify.

Uniting For Recovery: A COVID-19 Economic Response Agenda

Download our free Return To Work Guide

Watch on demand: Return To Work webinars

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