



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, October 3, 2023, at 10:00 a.m.** in the **Westview Room of the Marc office 2nd Floor** 600 Broadway Kansas City, MO 64105. Those who are unable to attend in person may attend virtually join us via MARCZoom09 Address: <https://marc-kc.zoom.us/j/6576214834?pwd=U0ptVVArAGVlU3psNIU4UXh2czRvZz09>

Meeting ID: [657-621-4834](#)

Passcode: [075821](#)

AGENDA

- I. Introduction and approval of minutes (June and August)
- II. Regional Freight Study Overview
 - Consultant selection
 - Scope overview and comments
- III. Updates & 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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Goods Movement Committee June 6, 2023, Meeting Summaries

Members/Alternates Present-Representing

Janet McRae, Miami County
Mike Duffy, Riverside
Cheryl Ball, MoDOT
Richard Greenville, KC Port
Jon Stephens, KC Port
Michael Espinoza, KDOT
Randy Rowson, CDM Smith

Davonna Morgan. Moore, CDM Smith
Chris Gutierrez, SmartPort
Juan Yin, MoDOT
Stacy Fowler, MoDOT

MARC Staff Present

Darryl Fields, Principal Planner

1) Introductions and Approval of Meeting Summary

Ms. McRae called the meeting to order and welcomed attendees. Ms. McRae presided over the meeting and conducted a room and Zoom roll call. Meeting minutes were approved as presented.

2) Overview of KC Port proposed new Marine Terminal and economic development activities.

Richard Greenville and Jon Stephens, Port KC provided an update of the proposed Marine River Terminal (MRT). Through Missouri enabling legislation Port KC is one of 15 port authorities in the Missouri. Port KC works to promote Missouri's general economic welfare by "the creation of industrial facilities, industrial parks and increased the volume of commerce..." Port Authority tools available are bonding, sales leaseback (conduit financing), port improvement districts, advance industrial manufacturing zone and tonnage/volume tax incentives. Mr. Greenville further explained economic, safety and environmental advantages of moving freight along the Missouri River. Port KC is proposing to make enhancements to the current Woodswether Port Terminal. Additionally, the Port is proposing a new MRT located along the Little Blue River in the location of the former AK Steel site. Port KC has secured funding from multiple program and agencies in development of the new MRT. It's anticipated in 2024/2025 to secure a private equity partner for a potential operation in 2025. A key component of the MRT is the use of new container on barge technology (American Patriot Holdings) allowing Kansas City to be the most northern and furthest west in-land water way location that supports container on barge. The development of the MRT provides the next step in the region's ability to meet the logistics and environmental stewardship needed by the next generation shippers/manufactures. It is important for the region to maintain its transportation logistics relevance and it is imperative the region has an ability to support containerized shipments.

Committee recommendations:

- Suggest the Port increase talking points regarding business and political support, strengths and environmental stewardship associated with freight movement along the Missouri River.
- The MRT should think strategically regarding locations of truck holding and parking areas to support reduce environmental impacts, carbon footprints and future site congestion issues.
- Committee Port tour request.

Questions:

What was the environmental cleanup cost related to the AK Steel site?

- Remediation is approximately \$3.7 million but this may be handled through creative environmental engineering alternatives/processes. The hard part of environmental cleanup is the unknown – the Port now knows what is needed.

What impact is expected from navigation issues as low/high water?

- Climate change and water management is always a concern, to their credit, the Corp of Engineers has invested a portion of the \$260 million allocated by Congress for the in-land water network to correct the Missouri River navigation channel and levies along the river. This coupled with UDOT designating the Missouri River as M-29 Inland Water way designation, coupled with Port KC's ongoing river discussions is going a long way to keep the River's flow significant in the Corp's mind. Last year was the 1st time in several years that there was 12 months of navigation on the Missouri River.
- There is strong bi-partisan support for increased flood control and continued freight movement along the nation's in-land water way network.

Will the Port own and operate the inland barge?

- No, American Patriot Holdings will own and operate – the company is currently building 6 vessels (3 for the Mississippi River and 3 for the Inland waters).

Port KC received \$2 million for rail crossing improvements from the Biden Administration – is this for improvements in the Port?

- No, these funds are for 3 rail line crossing improvements related to river front/Berkley Park's redevelopment. This improvement should help neighborhoods, Berkley Park and rail roads within the East Bottoms of KCMO.

Missouri Unfunded Needs – the Committee had a \$50 million freight allocation to prioritized unfunded freight need if funds became available. The Committee recommended \$22 million for the MRT and Woodswether improvements allowing the Port KC to decide improvement priority. The Committee felt it is too difficult to define Port priorities.

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
Mexico City Ave Extension**	\$ 10,000,000 *
Total	\$ 50,000,000

* GMC revised the 2023 project list. Mexico Ave Extension was added as an Unfunded Need Priority.

**GMC recommended this project as a priority freight supportive project. However, MoDOT indicated that Roadway Projects are not eligible for multi-modal list. Given this project is not on Missouri system, it is also not eligible for Tier I/III road/bridge list as an Unfunded Need.

Original Unfunded Needs Ranked List

# of Projects	Agency	Location	Description	Estimate (in millions)
1	KCMO and Terminal Railroad	Kansas City, MO	Independence Street Rail Bridge Construction	\$24.00
2	City of Liberty	Liberty, MO	Canadian Pacific Railroad grade-separated crossing (Birmingham Road @ Holt Drive)	\$9.15M

3	Port KC	Independence/Kansas City, MO	Marine River Terminal (MRT) - Rail Connection and working Track	\$43.00
4	Port KC	Independence/Kansas City, MO	MRT - Road Access, Interstate connection and entry Gate	\$45.00
5	Port KC	Independence/Kansas City, MO	MRT - Dock rehab and improvements	\$23.00
6	Port KC	Independence/Kansas City, MO	MRT - Site Clearing, earthwork	\$33.00
7	Port KC	Kansas City, MO	Woodswether - New Dock	\$28.00
8	Port KC	Kansas City, MO	Woodswether - Railcar Unloading conveyor	\$0.30
9	Port KC	Kansas City, MO	Woodswether - Grain Loading infrastructure	\$1.50
10	Port KC	Kansas City, MO	Woodswether - Paving	\$2.00
11	Port KC	Kansas City, MO	Woodswether - Rail improvements	\$2.00
12	Port KC	Kansas City, MO	Woodswether - Storage dome and conveyor rehab	\$0.10
13	Port KC	Kansas City, MO	MRT - Storm water, sanitary and fire main, installation, design and material cost.	\$12.00
Total				\$189.90

3) Regional projects that support economic development – due to time this will be pushed to a later meeting.

4) Other Business

Michael Espinoza is KDOT's new Freight and Rail Program Manager. Prior to KDOT Mr. Espinoza was a BNSF locomotive engineer for over 10 years. He has worked in Sioux City IA and Kansas City. He replaces the retired John Maddox.

KDOT will have its annual call for projects rail service improvement program (July). The Rail Service and Short Line Programs will be combined into a single (\$10 million) program.

MoDOT has provided MARC with access to it's MoFAS freight movement database developed from an update of the Statewide Freight Study. The database will allow access to Missouri freight movements data as tonnage, commodities and freight corridors.

Members/Alternates Present-Representing

Janet McRae, Miami County
Mike Duffy, Riverside
Cheryl Ball, MoDOT
Richard Greenville, KC Port
Kip Strauss, HNTB
Michael Espinoza, KDOT
Ron McLinden, Citizen

Davonna Morgan. Moore, CDM Smith
David Slater, Clay Cnty Econ Dev.
Juan Yin, MoDOT

MARC Staff Present

Darryl Fields, Principal Planner
Beth Dawson, Principal Planner
Selina Zapata Bar, Principal Planner
Patrick Trouba, Transportation Planner

1) Introductions and Approval of Meeting Summary

Ms. McRae called the meeting to order and welcomed attendees. Ms. McRae presided over the meeting and conducted a room and Zoom roll call. The meeting did not have a quorum June 6th meeting minutes were not approved.

2) Overview of MARC's Complete Streets and Congestion Management Policies.

Complete Streets Policy:

Patrick Trouba, MARC, provided an update regarding MARC's Complete Streets Policy. Mr. Trouba provided an overview, definition and reasons why MARC is updating the Complete Streets Policy.

<https://www.marc.org/transportation/plans-and-studies/complete-streets>

- Definition: "Complete Streets are streets, highways, bridges and facilities that are planned, designed, operated and maintained for the needs and safety of all users along and across the entire public right of way..."
- Reasons for update:
 - Policy requirement when there is a new or update to the Metropolitan Transportation Plan (MTP).
 - MARC completed a Complete Streets assessment tool that MARC would like to integrate into the Policy.
- The Policy applies:
 - To any activity that programs federal funds for use in MARC's Transportation Improvement Program (TIP) and/or MTP. During Phase 1 Project Selection process projects are evaluated if they concur with the Complete Street Policy.
 - Projects that are not streets, transportation modes or activities that are exempt by law are exceptions to the Policy.

Mr. Trouba conducted an online poll (www.pollev.com/marckc) to ascertain Committee thoughts on how the Policy affects freight and freight movement. The poll's questions (below) and the Committee could respond 1) Poorly, 2) Fairly, 3) Average, 4) Well and 5) Excellent:

- How well is each mode served by our Complete Streets Policy (through MARC's planning process)?
- How well are pedestrians served (walking and wheelchair)? Poll results:
 - Fairly
 - Well
- How well are cyclists (bicyclists, e-bikes, other cyclists, scooters) served? Poll results:

- Poorly
- Well
- How well are motorists (cars, motorcycles) served? Poll results:
 - Well
- How well are city transit and transit users served? Poll results:
 - Fairly
- How well is freight served? Poll results:
 - Well
 - Fairly

Overarching question: How can this policy better affect a complete multimodal network in the Kansas City region? We don't talk about how a complete street policy affects freight. Any publication that provides design guidance that includes freight movement and complete streets and/or other freight best practices to integrate into the Policy. Who are contacts to ask? Update Policy should be ready for approval Nov 2023.

Comments/questions:

- Poll results are meaningless because people taking the poll have a vastly different understanding of what Complete Streets mean.
 - This is an indicator of what impacts there are to freight not a method to rewrite the Policy.
- Certain design standards where community have developed along highways. As these communities grow there is an increased need for traffic signals. The increase in signals is related to highway access (i.e. entrances and overpasses). Increase needs in traffic signals reduces freight movement efficiency. As these communities grow, they should be aware that they are close to a highway. There should be design guidelines to keep highways – highways.
- OGL has the purpose of continuous movement of vehicles. This works counter to pedestrians crossing the street particularly with the length of the traffic cycle needed to effectively cross the street. Therefore, signal timing lengths for pedestrian crossing may affect continuous traffic movement thus affecting freight efficiency.
- MARC should evaluate what impacts and/or conflicts the Policy has against MARC's designated goods movement corridors. Especially those freight corridors that are not classified as interstates.
- Should there be bicycle lanes in connection with freight truck movements? Be mindful regarding the type of trees planted with truck related corridors.
- Truck turning radii needs typically are not advantageous to pedestrian crossings – the Policy should reflect this difference.
- The policy should reflect that there are competing interests among classes of users. Each class needs to understand and acknowledge that there are competing interests among users.
- New urban and some suburban areas development plans need to account for semi-truck deliveries and incorporate standards to accommodate these types of vehicles.
- The Policy may need to account for drone/robot deliveries.
- We need to occasionally bring modal groups, developers and planners together to discuss overlaps in competing issues to develop joint problem resolutions.
- Electric scooters are becoming an issue – it is very intimidating for pedestrians when scooters are on the sidewalk moving at 20 mph.

Congestion Management Policy:

Selina Zapata Bar, MARC, provided an update to MARC's Congestion Management Policy (CMP) and Toolbox. The Policy update will go to the Board for approval in Nov. 2023. Federal regulations require metropolitan planning organizations to develop and implement a congestion management process as part of the planning process. The Congestion Management Process policy provides a framework for how MARC activities address the federal congestion management process requirements. The Congestion Management process:

- Part of the metropolitan planning process
- Monitors, measures, and diagnoses the causes of current and future congestion on the region's multi-modal transportation system.
- Evaluates and recommends alternative strategies to manage current and future regional congestion.
- Monitors and evaluates performance of strategies implemented to manage congestion.

The Existing policy recommends review and revision of the *Policy*:

- In coordination with updates to the MTP.
- To address changes to regional transportation goals and/or federal rules and requirements.
- Policy recommends review and update of the *Toolbox* at least every four years.
- The CMP is integrated with the MTP and TIP.

Committee members participated in an online survey (www.pollev.com/marckc) to answer the follow Policy related questions (poll answer choices - Not very well, Adequately and Very well) :

- How well is the purpose and content of the Congestion Management Process Policy clearly explained?
 - Poll results:
 - Adequately – 100%
- How well does the CMP Policy and Toolbox function to help our region manage congestion?
 - Poll results:
 - Not very well – 33%
 - Adequately – 67%
- Please note any elements you would add or change in the CMP.
 - Discussion
 - Community willingness to implement the Policy
 - The Policy might consider making a determination if trucks and included with the definition of single occupancy vehicle (SOV).
 - To some extent congestion is good because it induces changes in traveling choices and/or times during less congested times or modes – let's consider congestion a positive force in the region's transportation policy.
 - The CMP's goal is to manage congestion, not to eliminate.
 - Is anything in the CMP related to non-roadways? – (i.e. waterways, rail and air)
 - No
 - Should we consider freight congestion especially with climate change and possible impacts to air cargo?
 - A reference paragraph within the policy that could direct the reader to view other congestion issues that may be in another plan.
- The Congestion Management Toolbox details a wide range of alternative strategies to manage congestion. Are there any strategies you would add or that we should confirm are captured int the toolbox?
 - Shared toll tags identification among multiple states, open truck parking locations and travel time message boards are great tools for freight movement and should be continued.
 - Tie in trucking parking as a congestion management tool.
 - Tie in truck parking with land use policies.

3) Updates

MoDOT -- Cheryl Ball, MoDOT, Missouri Unfunded Needs list is posted for public comments on MoDOT's website. Comment period closes Aug. 31, 2023. The Governor vetoed several designated projects in the budget due to the fact that these projects were not on MoDOT's list (Port KC's projects are fine).

KDOT - no update

Agenda Item II

Regional Freight Study Connected Freight 2050

MARC is funding a regional freight study for 14 counties in KS and MO. The study includes Pioneer Trails Planning Commission, Lawrence Douglas County MPO and MARC.

Selected Consultant:

- Announced during the meeting.

Timeline:

Milestone	Date
RFP Released	14-Aug-23
Proposals Due	15-Sep-23
Interviews	28-Sep-23
Notice to Proceed	Within two weeks after receipt of MARC Board approval
Study completion	March 2025

Study Overview:

The Study will be an “Action Plan” blending national and Statewide Freight Plans’ objectives into an action plan that gives the region and other possible stakeholders a strategic planning process that blends these goals and objectives into the Group’s planning processes. The final product must include considerations of seven key stakeholders: (1) shippers; (2) freight carriers; (3) general public (residents); (4) workforce (5) land use/economic develop (6) public agency planners and (7) elected officials. Each entity has its own specific objective, needs and trends that behave in different manners and priorities. A major focus is to develop a planning process that demonstrates how identified entities can blend regional/local project selection and prioritization processes with KDOT’s and MoDOT’s project selection process while working together in achieving local, regional and state transportation and economic goals. Additionally, the Plan should provide a snapshot of the region’s “Freight Condition”. How well does the region support the eight (8) topics identified in Section A Purpose and Introduction and how can the region be more supportive.

SCOPE OF SERVICES

Task 1 - Overall Public Engagement

It is an expectation that each task will require significant public engagement to understand the nature of the region’s freight movement picture. The successful submitter will have successful public engagement tools that exemplifies the latest abilities to reach those that provide meaningful input into the process. The Engagement Plan should include sufficient information for MARC to ascertain that the submitter understands the freight community, has an expertise, tool, and experience necessary to encourage meaningful freight community engagement. Anticipated audiences are rural and urban participants.

Deliverable:
Freight engagement plan

Task 2 – A) Regional Freight Picture and Advisory structure: What are primary products shipped to, from and through the region by weight, volume, value and mode? How do they differ by subarea?

Deliverables:

- Report demonstrating freight flow corridors, top commodities, and trading partners.
- Direct and indirect economic impacts freight movement have on the region's economy.
- Twenty year-long range regional freight forecast and what are 10 top pros and cons associated with future freight movements.
- Corridor maps (GIS) that identify trading partners with relational freight flows including written supporting documentation.
- Identified freight corridors that correspond with national, regional, and local significant routes.
- Public policy recommendations to maintain existing and develop new trading partners.

A. Freight Advisory Structure - reorganize MARC's Goods Movement Committee to better serve as a regional advisory and policy recommendation committee to MPO/RPC Policy and State Advisory Committees:

Deliverables:

- Propose a new MARC Good's Movement Committee structure and membership.
- Develop a clear description of the Committee's work/purpose.
- Suggest a solid mix and match between rural/urban interests for membership.
- Suggest skills and experience of individual members.
- Identify needs and requirements of the committee.

Task 3 Freight Scenario Planning

Regional freight planning historically is a "reactive" versus "proactive" process. The study's final product has an expectation that develops a process that allows the Group to become proactive in freight planning. To be proactive, it is necessary for the Group to have a sense of what the future has to offer. *Scenario planning* is a useful tool and/or strategy to help public decision makers predict planning uncertainties in long- and short-term planning. The Consultant shall construct and conduct freight planning scenarios under three possible outcomes (may suggest and/or refine scenarios) that provide indicators (tipping points or triggers) of likely realities:

- Wild Wild West
 - What happens when economic development, technology and logistics growth is unchecked by regulations, land use, economics, minimal decarbonization policies, --- everything is possible.
- Shifting Patterns
 - Consumer expectations are high, decarbonization policies, logistic patterns change, redefining modal collaborations and partnerships, scale matters (size and area coverage), last mile partnerships, "just in time" is it a thing of the past or part of the future.
- Show Me
 - Another Pandemic, rescission returns, shortages in manpower, cost increase, markets decrease, stringent decarbonization policies, supply chain bottlenecks.

Deliverable

- Scenario outcomes (3 or 4) demonstrating indicators (i.e., tipping points or triggers) of possibly futures realities.
- Steps to allow planners to act on appropriate tactics such as funding, policy development, data needs and possible implementation (infrastructure projects).

TASK 4 - Infrastructure:

- A. What are key trends in US freight transportation that will most impact investments in publicly owned and operated transportation facilities in urban, suburban and rural settings within the region over the next 10 years? How do they differ by subarea (LDCMPO, MARC & PTRPC)?**

Deliverables:

- Prioritized list/map of recommendations and improvements of locations that are impediments and or gaps to efficient movement of freight.
- Identify the top 5 (per county) high accident locations that involve freight movements with recommendations to improve.
- Prioritized list and location map of rail crossing by efficiency and accidents. Include recommended locations for closing.
- Identify the top 10 freight movement congested locations and recommendations to alleviate.

- B. “Farm to Market” routes (FM routes) What/where are the primary farm to market routes, develop an identification method to identify routes that best support FM routes and are influenced by planting/harvest.**

Deliverable:

- Define a process to identify the most cost-effective FM routes.
- Develop a list, matrix/rubric and map of FM and resiliency routes that demonstrates hierarchy, efficiency, predictability, reliability, safety, infrastructure needs and condition.

TASK 5 - Impacts and freight challenges:

- A. What are the primary economic, environmental and social impacts of freight transportation within the region/study area? How do they differ by subarea? How should public and private sector stakeholders best organize to identify and address ongoing freight transportation needs and impacts in the region?**

Deliverables:

- Develop determinations and policy recommendations about what are impacts of the Amazon Effect (real, imaginary) for the next 10, 20, 30 years.
- Develop public policy recommendation that supports transportation system predictability and reliability efficiency.
- Provide complete street best practices that support effective freight movement through a community.
- Develop a policy guide that proved the pros and cons of restricting freight movement through a community.

- B. What are inherent strengths and weaknesses associated with the region’s location? Are there current or future public policy pressures that may impede the region’s ability to sustain 2-day coverage? What methods/recommendation are available to increase to 90% coverage to one day. Is this in the power of public policy?**

Deliverables:

- Provide pro and con policies and recommendations (existing and future) that support freight movement that effectively support 1- and 2-day delivery to 90% or more of the population.
- Recommendations about how to effectively support warehouse development?
- Provide warehouse development trends (current and future TBD) and how does the region support those trends?

- C. How agencies define the “last mile” and “first mile”.**

Deliverables:

- Develop policy definition of last mile for rural, small and large urban areas.
- Recommend near, mid and long-term policy recommendations that effect last/first mile implications.

TASK 6 - Land Use

A. What key characteristics and data should local governments use to identify potential and/or suitable future industrial development sites within the study area? Industrial development includes warehousing, trucking, rail and manufacturing (medium (25 -50 employees) and heavy (50+ employees) – may include additional criteria.

Deliverables:

- Provide an executive summary detailing findings for the above questions.
- Develop an Excel workbook including data and charts for the above questions.
- ArcGIS map package providing layers detailing “prime” locations of small scale, medium scale, and large-scale industrial land.
- Define criteria and definition to determine “prime location” (small scale, medium scale and large scale)?

B. Freight movement and Complete Streets: What are best practices for integrating freight transportation into complete streets in urban, suburban and rural contexts?

Deliverables:

- Provide freight movement integration within the complete street policy recommendation.
- Recommendation minimizing disconnects between regional/state freight plans and complete street policies.
- Analysis of MARC’s Complete Street Policy with recommendations to strengthen and support regional freight movement.

TASK 7 - Freight System Resiliency: What are key risks and vulnerabilities? What should be priorities for public sector funding to improve safety, reliability and resilience?

Deliverables:

- Identify economic impact because of disruption in the transportation system due to manmade and/or natural occurrences
- Develop a Vulnerability Action Plan
 - Capital assessment of vulnerable infrastructure and
 - Strategies to reduce vulnerabilities.
 - Vulnerability roles and responsibilities for local, regional and state transportation providers

TASK 8 - Future Trends- Carbon reduction, Alternative fuels, Artificial Intelligence (AI), Truck Parking, Workforce -- What complementary strategies related to workforce development, housing, land use, truck parking, carbon reduction, alternative fuels, EV charging infrastructure, intermodal facilities, etc. are needed to support and sustain the regional freight industry? How should these be addressed and prioritized? What role does AI factor in future rural/urban freight planning.

A. Every year, trillions of dollars are invested in infrastructure that helps us—and our goods—get around. What will it take to move the transport infrastructure industry toward carbon zero? According to experts’ freight transportation makes up 8% of global greenhouse gas emissions and as much as 11% when including warehouses and ports. The high cost of energy infrastructure, new vehicles, public sentiment, and some strategies will not work in every part of the region. Are there routes that better support carbon reduction, travel efficiency and predictability. Identify emerging technologies (EV, Alternative fuel and AI) and/or data clearing methods for freight and/or new corridors that may be implemented within the region to support these future trends. What freight recommendations can support the region’s Climate Action Plan in reducing the effects of freight movement. Additionally, how can MARC act as a regional forum to harmonize policies associated to these technologies.

Deliverables:

- Selected routes that support carbon reduction, efficiency and predictability

- Best practice list of new freight movement and farm to market technologies that support carbon reduction.
- Recommendations that help align freight movement with the region's Climate Action Plan
- Recommendations for regional policy forum.

B. Truck Parking

The lack of available truck parking has been consistently ranked as one of the top-five industry concerns among trucking stakeholders. *There is currently a shortage of parking for long-haul truck drivers in some of the region's communities. Due to several factors, including an increase in the number of trucks on the road, limited space for parking, truck drivers' hours of service requirements and restrictive regulations on where trucks can park overnight. The shortage has led to safety concerns as drivers are often forced to park in unsafe or illegal locations, leading to accidents and fines. Additionally, the lack of parking has led to increased stress and fatigue for drivers, which can negatively impact their performance and safety on the road.* In many communities the issue is not available space but an incorrect allocation of available space; but in either case parking on the side of a highway or on city streets simply are not practical or sustainable. Identify truck parking issues that are affecting communities and develop best practices with recommendations guidebook in alleviating truck parking issues.

Deliverables:

- Regional locations with truck parking issues
- Regional truck parking guidebook

C. Workforce

The Kansas City region has historically ranked in the top 10 locations in the country for shipping. In the geographic center of the country, the region enjoys diverse and efficient transportation options, with prime access to and an anchor of the intermodal network of the nation's freight rail system. One key component of the region's success is a continual access to a talented workforce. What are the freight and logistics industries occupations that are in high demand and what trends are affecting them? Is there a set of benchmark metros that the region can compare with and address its competitive position in the freight and logistics industry? Is there real-time industry and labor market information to inform strategies for growing the region's talent pool, strengthening the talent pipeline, and aligning employer and educational stakeholder interests? This analysis may be based on relative employment concentrations, wages, growth rates. The desired outcome is a shared regional understanding of needs and developing a plan to address.

Deliverable:

- Labor market analysis of trends affecting the freight and logistics industries and occupations that are in high demand.

Steps/recommendations to address these trends

Agenda Item III

Updates and Other Business: