



## 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, February 6, 2023, at 10:00 a.m.** in the **Westview Room of the Marc office 2<sup>nd</sup> 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=U0ptVVArAGVIU3psNIU4UXh2czRvZz09>

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

Passcode: [075821](#)

## AGENDA

- I. Introduction and approval of minutes
- II. Regional Freight Update (Connected Freight KC 2050) – CDM Smith
  - Project update with group discussion
- III. MoDOT Unfunded Needs – Martin Rivarola
  - Yearly MoDOT process to capture regional transportation projects that may receive funding if additional funds become available.
- IV. Connected KC 2050 Update – Martin Riverola
  - MARC is conducting an update of the region's MTP (Metropolitan Transportation Plan or long-range transportation plan).
- V. 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.

### Dial Toll-Free

- 877 853 5247 US Toll-free
- 888 788 0099 US Toll-free

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

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

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

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

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## Goods Movement Committee Dec 2023, Meeting Summaries

### **Members/Alternates Present-Representing – Dec 5.**

Janet McRae, Miami County  
Mike Duffy, Riverside  
Richard Greenville, KC Port  
Michael Espinoza, KDOT  
Terry Mainies, Orange EV  
Barb Wells, CDM Smith  
Beth Linn, Edgerton  
Tim Smith, CDM Smith

Davonna Moore-Edeh, CDM Smith  
David Slater, Clay Cnty Econ Dev.  
Juan Yin, MoDOT  
Chris Gutierrez, Smart Port  
Chris Hess, Pioneer Trails  
Jessica Mortinger – Lawrence MPO  
Randy Rowson, CDM Smith  
Levi Woods, MoDOT  
Tom Cole, Leavenworth Cnty Econ Dev

### **MARC Staff Present**

Ron Achelpohl, TE Director  
Darryl Fields, Principal Planner

## **December 2023, Meeting Minutes**

### **1) Introductions and Approval of Meeting Summary**

Mr. Duffy called the meeting to order and welcomed attendees. Mr. Duffy presided over the meeting and conducted a room and Zoom roll call.

### **2) Regional Freight Study (Connected Freight KC 2050) kick-off – CDM – Smith received the Notice – to – Proceed 12/14/23**

Mrs. Davonna Moore – Edeh, CDM Smith, is the regional freight study's project manager. The study team consists of CDM Smith (prime) with sub-consultants Viero, HG Consult and RSG. The study area includes the transportation planning areas of Pioneer Trails Regional Planning Commission and Lawrence -Douglas MPO. There are 5 additional counties in addition to MARC's 9 counties (Douglas County, KS and MO Counties Johnson, Pettis, Saline and Lafayette). The Study will examine rural as well as urban freight movement issues/infrastructure. This will also include an examination regarding the level of freight movement impacts to regional economics. The final product will provide a proactive planning approach for elected officials and planning staff use. The Study includes rail, truck, ports, and air. Project is slated for an 18-month timeline and the Committee will provide input along numerous milestones and deliverables. The Study will review/evaluate the structure of the Goods Movement Committee to better represent a broader planning perspective and outreach. This is especially timely with the inclusion of Ray County. The study is divided into 6 phases. Phases 1 Project Management (ongoing throughout the project), 2 Stake Holder and Public Engagement, and 3 Existing Condition (expected completion in May). This includes industry trends, technology, truck parking and complete streets. Phase 4 Trends impacting Freight and Scenario Planning expected to kickoff in April through October with scenario planning workshops during the summer months. Trends will include impacts of e-commerce, economic, land use, and freight challenges. Phase 5 Freight Industry Trends and Resiliency is expected to complete in November. There are Phase overlaps and Phases can occur simultaneously. Outcomes of the 5 Phases will develop the final document (Phase 6). Expected draft plan for Committee review/comment is December. The final document is expected in February 2025 for a March adoption.

Questions:

- How will the Committee provide an overview and input? If tied to the Committee meetings, can we extend the meeting time to 11:30.
  - Study updates are tied to the Committee's meetings.
  - Meeting time will be extended to 11:30
  - Study updates will be coordinated to the Committee's schedule.
- Outreach – how will we conduct outreach on a broader scale?
  - In the Engagement Plan there will be a key component to identify (who needs to be at the table) and coordinate with key stakeholders (economic development, private business, elected officials and the public)
  - Input may include group meetings, phone calls, and/or one-on-one meetings but the Team will use the most appropriate method to get them to the table.
  - The process is geared to identify key champions to help keep people involved.
- Who will participate in the bi-weekly meeting?
  - Bi-weekly meetings are open to anyone who wants to participate. Bi-weekly meeting is set for staff to remain updated on the study schedule and administrative issues. Although we have set bi-weekly meetings we may choose not to meet.
- It's important to get input from some of the smaller trucking firms and owner operators and smaller warehouse operators other than the Amazons of the world.
- Need to have a conversation regarding oversize and overweight trucks.
- It would be nice to know if the railroads have plans for new or improved intermodal facilities within the next decade +
- Plan to have fuel producers at the meeting? Any producer that will develop power for the industry.
- Different OEM producing new types of freight movement equipment.
- Would you like a list of possible partners/representatives from the PTRPC region, and if so, when?
- The Astra Enterprise Park in De Soto has 205 acres and features quick access to Lawrence and Kansas City, Kansas, via BNSF's mainline. The site is part of the Kansas City Metropolitan Statistical Area. Additional non-certified acreage is also available. <https://www.bnsf.com/ship-with-bnsf/rail-development/certified-sites>
- KS Dept of Commerce commissioned a freight Impact study for the state of KS <https://www.kansascommerce.gov/industry/logistics/>
- Reach out to your prescriptive EDC and other individuals about the study.

**3) Whistleblower Policy:** <http://marc.org/About-MARC/pdf/WhistleblowerPolicy>

The policy is intended to:

- Encourage individuals to bring ethical or legal violations to the attention of an internal or external authority so that action can be taken to resolve the problem.
- Establish guidance and procedures for staff (paid and volunteer) or others to report illegal, unethical or inappropriate behaviors or practices, in good faith, without fear of retribution.
- To provide a constructive process for individuals to report issues of concern.
- Emphasize the importance of adherence to MARC's standards of conduct.

***Conflict of Interest Policy:*** <http://marc.org/About-MARC/pdf/Conflict-of-Interest-Boards>

The purpose of the policy is to ensure that participants on the MARC board and committees have clear guidance when a participant in any MARC decision-making process that could have a conflict of interest and what the appropriate action would be in those circumstances.

#### **4) Other Business**

Levi Woods succeeded Cheryl Ball as MoDOT's Waterway and Freight Administrator. Mr. Woods is MoDOT's point of contact for MO's statewide freight initiatives.

## Agenda Item II

### **Regional Freight Study Connected Freight 2050**

Freight Study update 1 – Review of Scope, Schedule and discuss Committee roles and responsibilities.

- CDM Smith will set the agenda and lead the discussion.

#### **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.

**MoDOT Unfunded Needs**

MoDOT district offices work with MPOs and RPCs to annually prioritize regional needs, collectively. This requires MoDOT’s District to work collectively to create priorities among all needs identified, regardless of location. Safety, traffic volume, asset condition data are used to help select the highest priorities within MoDOT’s district boundary. MARC will assist MoDOT in identifying a list of projects that allows MoDOT to react quickly if additional funding becomes available.

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
Total	\$ 50,000,000



# MISSOURI UNFUNDED NEEDS



## 2024 Missouri unfunded needs

- ▶ Goal:
  - ▶ provide a list of projects which represent where additional funding could be used
  - ▶ Be able to react quickly with deliverable projects to any identified or secured funding
  
- ▶ Request: Update *unfunded transportation needs* list
  - ▶ Complete work by May 31, 2024
- ▶ Add any projects from Ray County to MARC region's lists
- ▶ Retain funding targets from 2023

# Committee review process (2023)

❑ Timeline shifted and shortened from prior year's process

❑ Planning & programming committee review (March-June 2023)

Mo STP Priorities

Goods Movement

Active Transportation Programming

Bicycle Pedestrian Advisory

Highway

Aviation

Transit Coordinating Council Technical Team

❑ I-70 project (east of Oak Grove) recently funded through Missouri legislative process

❑ Road/bridge project costs updated and adjusted for inflation

- (I-70 (I-435 to 470) and I-29/I-35 corridors improvement projects for certain specific amounts
- Flat 10% inflation adjusted compared to 2022 for remaining road/bridge projects

❑ Committee support to further prioritize certain road/bridge projects

❑ Specific freight/aviation projects added by Goods Movement/Aviation committees

### 2023 Missouri Unfunded Needs Tier 1 Regional Priorities

Project Name	Cost	Note
I-70 (435-470) - Corridor Improvements (partial)	\$100,000,000	Stay in current Tier from 2022. Revised cost from \$139M
<b>Tier 1 Total</b>	<b>\$100,000,000</b>	<b>(Exceeded MoDOT target of \$90m by \$10m)</b>

### 2023 Missouri Unfunded Needs Tier 2 Regional Priorities

I-29 and I-35 Corridor Improvements	\$174,240,000	Stay in current Tier from 2022. Revise costs from \$158.4M
Safety Improvements Across Bruce R. Watkins (Partial 1 of 2)	\$30,250,000	Cost adjustment of 10% from prior year. Project partially included in tiers 2 and 3.
MO 291 (I-435 to Ash) Corridor Improvements	\$44,000,000	Cost adjustment of 10% from prior year. Moved up from Tier 3.
I-49 - Pavement Reconstruction from Blue Ridge Blvd to 163rd St.	\$91,355,000	Stay in current Tier. Cost adjustment of 10% from prior year.
Rte. D - Pavement Reconstruction from Ambassador Dr. to east of I-435	\$9,680,000	Stay in current Tier. Cost adjustment of 10% from prior year.
MO 92 Hwy Improvements - Phase 2	\$22,000,000	Cost adjustment of 10% from prior year. Moved up from Tier 3.
Traffic signal improvements on Mo Rt 13 (Main & South St.) Richmond	\$687,230	Project in Ray County.
<b>Tier 2 Total</b>	<b>\$372,212,230</b>	<b>(Exceeded MoDOT target of \$360m by \$12.2m)</b>

### 2023 Missouri Unfunded Needs Tier 3 Regional Priorities

Safety Improvements Across Bruce R. Watkins (Partial 2 of 2)	\$90,750,000	Cost adjustment of 10% from prior year. Project partially included in tiers 2 and 3.
I-70 and I-470 Interchange Improvement	\$81,191,000	Stay in current Tier. Cost adjustment of 10% from prior year.
I-35 (I-435 to US 69) Corridor Improvements	\$73,810,000	Stay in current Tier. Cost adjustment of 10% from prior year.
I-435 at Parvin Rd	\$22,143,000	Stay in current Tier. Cost adjustment of 10% from prior year.
Interstate 49/ Route 58 Interchange Enhancement Project	\$22,000,000	Stay in current Tier. Cost adjustment of 10% from prior year.
Route AA/Waukomis Drive Complete Streets Reconstruction	\$8,800,000	Stay in current Tier. Cost adjustment of 10% from prior year.
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$50,820,000	Stay in current Tier. Cost adjustment of 10% from prior year.
<b>Tier 3 Total</b>	<b>\$349,514,000</b>	<b>(Within MoDOT target of \$360m)</b>

**2023 Missouri Unfunded Needs - Multimodal (Transit)**

Project/service route or program	Project / Program Cost
Interjurisdictional Transit Service Operations	\$36,000,000
Interjurisdictional Transit Capital Projects	\$36,000,000
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)	
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)	
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)	
Other routes and services	
<b>Total</b>	<b>\$72,000,000</b>

Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".

**2023 Missouri Unfunded Needs - Multimodal (Bike/Ped)**

Project	Cost
Strategic pedestrian safety improvements <i>(Includes but not limited to sections of Rt 78 in Independence from I-435 to MO-291, MO-7 in Blue Springs from Pink Hill Road to Mason School Road and US-69 in Kansas City from I-29 to I-35)</i>	\$25,000,000
Regional Bicycle Network - Cass County	\$5,775,000
Regional Bicycle Network - Jackson County	\$16,275,000
Regional Bicycle Network - Clay County	\$7,525,000
Regional Bicycle Network - Platte County	\$5,425,000
<b>Pedestrian facilities from Burns Street to Mo Rt. 13 (Richmond – Ray County)</b>	<b>\$3,320,000</b>
<b>Total</b>	<b>\$63,320,000</b>

Note: Protected bicycle facilities preferred for bicycle network improvements.



### 2023 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
<b>Total</b>	<b>\$50,000,000</b>

\* Goods Movement Committee revised this list from prior 2022 list. Programmatic priorities have been replaced by these specific project priorities.

### 2023 Missouri Unfunded Needs - Multimodal (Aviation)

Project	Cost
RSA Grading and Erosion Control (Clay County general aviation airport)	\$2,400,000
Runway Lighting Rehabilitation (Excelsior Springs)	\$300,000
Northeast Side Development (Lee's Summit airport)	\$3,900,000
South Apron Expansion (Lee's Summit airport)	\$1,700,000
Construct Air Traffic Control Tower (Lee's Summit airport)	\$7,200,000
Construct Hangars (Harrisonville general aviation airport)	\$1,000,000
<b>Total</b>	<b>\$16,500,000</b>

Multimodal projects exceed MoDOT target of \$182m by \$19.8m)

# Next Steps



- ▶ Do any projects move off 2023's lists?
- ▶ Incorporate any Ray County projects to MARC region project list
- ▶ Update/revisit project costs for each project on the various lists
- ▶ Identify specific potential which could be good candidates for this list.
  - ▶ Bike/ped projects - Stakeholder survey. Committee (ATPC/BPAC) prioritization of projects
  - ▶ Other modes - consult with programming/planning committees as needed
- ▶ Prioritize/rank projects, as needed (March/April)

### **Metropolitan Transportation Plan (MTP)**

MARC is currently working on an update to the Connected KC 2050 is the region's current plan <https://connectedkc.org/> Required by the federal government, the MTP identifies transportation improvements for the next 30 years. MARC updates the plan every 5 years but provides 2-year incremental updates to ensure regional projects, considerations and financial picture are still relevant.

The plan identifies needs and sets out a budget for federal transportation funds that the metro area expects to receive over the next three decades. It contains:

- Vision — a long-term vision for the region's transportation system.
- Goals and strategies — what the region wants to achieve by the year 2050 and how we plan to do it.
- Transportation projects — major regional transportation investments that help accomplish goals.

Connected KC 2050 considers:

- Projected population and employment growth
- Maintenance of transportation facilities
- Safety
- Quality of life
- Preserving the human and natural environment
- Climate change and energy use
- Public health
- New technologies and innovations in transportation
- Current and future transportation needs — air, bicycle, bus, pedestrian, rail, roads, water, freight and others

Agenda Item IV

Updates and Other Business