

## Kansas

Freight Related Updates 4/1/08

Mississippi Valley Freight Coalition Meeting

Presented by David Schwartz, KDOT

1. Minor re-org in KDOT planning - Created State Multi-modal Planner position (Joel Skelley) and repositioned non-hwy modes under him (except air); also created freight point of contact with John Maddox (not freight coordinator per se)
2. Freight study - born of state Long-Range Transportation Plan, awarded to Cambridge Systematics, aims to:
  - a. Defining KS freight system
  - b. Taking inventory of facilities
  - c. Analyze commodity flows
  - d. Analyze bottlenecks
  - e. Assess economic impacts/benefits of freight investment
  - f. Assess safety/security of system
  - g. Analyze policy trends
  - h. Create policy framework
  - i. Develop freight performance measuresStudy to be completed by early 2009
3. Freight Analysis Framework – University Of Kansas with study to tailor FAF that looks more closely at agricultural commodities and others important to Kansas
4. KC Intermodal Facility - similar in size to Joliet and DFW facilities, BNSF hopes to open SW of metro Kansas City in 2010. Currently a NEPA study is underway by Corps for waterways (404). A parallel study to locate new interchange on I-35 is ongoing and will be determined based on the location of the intermodal facility. 12 million SF of new warehouse space associated with the intermodal facility is planned.
5. Truck weigh station study - partly due to #4, look at new location for I-35 as well as perform analysis on existing statewide locations to determine functionality and needs.
6. Freight-related projects:
  1. Wichita Rail Grade Separation - UP line thru inner Wichita faced much higher traffic; this project elevated rail thru several miles & streets; received dedicated funding (without going through KDOT apportionment) from the current state funding program in 2000.

2. Coordinating at Missouri border - Important freight connection to I-44 from SW Mo. to Wichita in danger of choking due to increased traffic from casinos accessing US 166 near the I-44 interchange; also, an additional E-W route south of the KC metro may be needed in the future as driving through the Kansas City area becomes a bottleneck to freight, but attempts to plan a route to date have faced strong opposition from locals.