TFSA - History

- **Statewide Transportation Freight Summit – September 2013**
  - Large group meeting and modal breakout sessions
  - Interest from freight stakeholders and local units of government to identify multimodal freight transportation needs, issues and trends
  - Freight breakout session – Identified need for a Statewide Freight Advisory Committee

- **Statewide Freight Advisory Committee**
  - Multi-modal in nature; four meetings between April and September 2014
    - Topeka, Salina, Wichita, Overland Park
  - Stakeholders from transportation companies (truck and rail), industry organizations, manufacturers, OSOW industry, LUGS, economic development organizations, state agencies, Kansas Turnpike Authority and FHWA
  - Identified multimodal freight trends, issues and needs: current, near term and long term
  - Identified Kansas Freight Corridors of Significance
  - Multiple recommendations
  - Primary recommendation – Transload Facility Site Analysis
Kansas Freight Advisory Committee – Kickoff Meeting

April 2, 2014 - Topeka
Kansas Freight Advisory Members
Geographic Representation
Freight Advisory Committee Member Map Summary

KFAC Heat Map

PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
MAP CREATED MONDAY, JUNE 30, 2014

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Transload Facility
Site Analysis

- **Timeframe**
  - Phase 1 – January 2015 through August 2015: Site Selection Process
  - Phase 2 – September 2015 through February 2016: Detailed Technical, Environmental, Commercial/Financial; Construction Analyses; Funding Partnerships; and Agreements
  - Phase 3 – Preliminary Engineering (January – February 2016)
  - Phase 4 – Construction (timeline to be determined during PE)
Transload Facility Site Analysis Advisory Committee

- Two meetings – February and June 2015
- Members representing – agriculture, manufacturing, chambers of commerce, Class I and short line railroads, trucking companies, economic development organizations, industry organizations, and the FHWA
- Departments of Commerce and Agriculture Served in Advisory Capacity
- Consultant – HDR; Subconsultant Dodd Consulting Group, Inc.
- Overview of transload facility characteristics, operations and benefits
- Inventory of existing transload facilities in Kansas
- Transload facility site location criteria
- Engagement of the advisory committee
- Site recommendations for potential transload facilities
- Review technical memos
- Final report
TFSA Advisory Committee

February 19, 2015 - Topeka
Transload Facility Site Analysis Advisory Committee Role

- Provide advice and recommendations
- Listen to and understand any concerns, issues, trends and needs
- Reflect input and comments in site assessment process as appropriate
- Serve as a collaborative, interdisciplinary sounding board for the TFSA teams from KDOT and HDR
- Provide insight and perspective on various siting criteria and priorities
TFSA Site Selection Criteria

- **Site Criteria**
  - **Minimum of 40 contiguous acres**
    - Room to expand?
    - Zoning?
    - Existing or potential environmental issues?
    - Property terrain characteristics
  - **Rail Access**
    - Existing – if yes, what is frequency of service? Can the site be served without blocking mainline traffic?
    - Adjacent with connection
    - Adjacent with no connection
    - Build-in (distance)
  - **Will Railroad Serve the Site?**
  - **Highway Access to Interstate, U.S. or state highway routes**
  - **Local Roadway Access**
  - **Potential geometric impediments for truck traffic (especially OSOW)**
TFSA Site Selection Criteria

- **Utilities**
  - Currently available? If so, which utilities?
  - If not currently available what is the process, timeframe and cost to locate?

- **Anchor Commodity/Customer**
  - Is there an existing or potential anchor business?
  - Are there existing commodities currently being shipped by truck in the absence of rail service?
  - Which commodities/sectors are prospective customers?
    - Construction
    - Agricultural
    - Manufacturing
    - Warehousing
    - Multi-use

- **Local Trucking Partners**

- **Competing Transload Facilities**
  - Are there existing transload facilities in the proposed catchment area?
  - If so, what commodities are handled?
  - Would it compete for market share?
TFSA Site Selection Criteria

Community Involvement
- Will the community support a transload facility?
- What is the level of support?
- Is there a local workforce available?
- Is workforce training available?
- Will the local unit(s) of government contribute to the construction of a transload facility and any ancillary improvements (e.g. local roadways, utilities, economic development incentives, etc.).
Multi-Criteria Analysis (MCA)

MCA Approach – KDOT Transload Facility Site Selection

- Decision Goal/Context
  - Select the Most Compelling Transload Sites

- Identify Options
  - Transload Site 1

- Identify Criteria
  - Frequency of Existing Service
  - Infra Cost to Obtain Rail Access
  - Degree of Utility Infra Available
  - Infra Cost to Obtain Highway Access
  - Presence of Nearby Transload Facilities

- Measuring Criteria (Scales)
  - Days of Service per Week: 2
  - Distance to Track and Existing Connection: 5
  - Presence of Utilities (#): 3
  - Proximity to Highway Access: 3
  - Distance to Nearest Transload Site: 1

- Scoring Criteria (Rating)
  - 10%
  - 25%
  - 20%
  - 25%
  - 20%

- Weighing Criteria (Tradeoffs)

- Value Score: 3
Committee Makeup

- 11 Members: Real estate; banking; marketing; agriculture; accounting; energy; technology; legal; education; transportation
- Upper level management
- Presentations over one and one-half days
- 45 minute presentations by each Tier 1 finalist (approximately 25 minute presentation and 20 minutes questions/answers)
- Representatives from the four serving railroads answered committee questions for approximately 45 minutes following presentations
- Deliberation and decision
TFSA Site Selection Process, PE and Construction – 24 to 36 months

- **STEP 1:** Call for sites that are right size, near rail, near roads (Questionnaire 1) 111 sites
- **STEP 2:** Assess sites for readiness (Questionnaire 2) 98 sites
- **STEP 3:** Gather input from railroads on ability and interest in serving sites 71 sites
- **STEP 4:** Further assess sites for readiness (Questionnaire 3) 41 sites
- **STEP 5:** Desktop analysis and limited multi-criteria analysis 7 sites
- **STEP 6:** Site presentations and detailed multi-criteria analysis 2 sites
- **STEP 7:** Final analysis/due diligence, PE, funding contributions, agreements 2 sites
- **STEP 8:** Construction 2 sites
111 Sites Representing All Geographic Regions of Kansas

- 2 Class 1 Railroads
- 6 Short Line Railroads

Railroads Represented: BNSF, UP, KYLE (GWRR), SKO and KO (WATCO), CVR, BWNR, VSR
Tier 1 Finalists: Concordia, Norton, Abilene, Parsons, El Dorado, Great Bend, Garden City

Selected Sites: Great Bend (BNSF), Garden City (KO – WATCO [short line])
Additional Due Diligence
Top 2 Sites

- **Technical:** Gain full understanding of project elements and potential phasing opportunities
  - Design
  - Current Infrastructure Condition (road, rail and utilities)
  - Road Improvements and costs; timeframe
  - Rail Improvements and costs; timeframe
  - Utilities and costs; timeframe
  - Topography Issues (if any)

- **Environmental:** Provide detail on potential environmental constrains and permitting timeline
  - Identify Required Permits and Timeframe to Acquire
  - Identify any Environmental Constraints/Mitigation that may be present and Timeframe to Mitigate
Additional Due Diligence
Top 2 Sites

- Commercial/Financial: Assess economic viability of site in terms of lifecycle cost as compared to revenue
  - Identify/Confirm
    - Site Owner
    - Site Developer
    - Site Operator
    - Anchor Tenant
    - Funding Partners (in addition to KDOT) — city, county, developer/operator, tenants, railroad: what is level of funding commitment?
    - Are there additional potential funding sources — e.g. Kansas Department of Commerce Programs? Federal Programs?
    - Are there other incentives (e.g. tax) being offered?
Additional Due Diligence
Top 2 Sites

- Commercial/Financial: Assess economic viability of site in terms of lifecycle cost as compared to revenue
  - Detailed Business, Marketing and Operating Plans
  - Coordination With Other Communities Within Regional Zone of Influence
  - Detailed Information About Future Tenants – type(s) of business(es)
  - Detailed Information About Potential Customers in Catchment Area
  - Potential Revenue Sources Derived From: Leases; Transload Operations; Warehousing; Other
  - Pricing Structure: Lease Rates; Transload Rates; Other
  - Rail Service and Car Supply
  - Short-Haul Trucking Partner(s)
  - What is the Estimated Cost of the Project? What is the Level of Confidence in the Estimate? What is the Construction Timeframe?
    - Site Construction
    - Rail Improvements
    - Roadway Improvements
    - Utility Improvements
Regional Area of Influence (Catchment Zone)

- Tier 1 Sites
- Tier 2 Sites
- Existing Transload Facilities
Follow-up Meetings/Interviews With Representatives From Garden City and Great Bend (TFSA Phase II – Discovery Phase):
- Identify Potential Gaps in Information and Data
- Identify Potential “Red Flags” That Would Need Further Analysis
- Detailed Site Visits – November 16 and 17, 2015
- Individual Workshops With Garden City and Great Bend – early 2016
- Preliminary Engineering – January – February 2016
- Partnerships/Agreements: KDOT; Local Units of Government; KDOC; Railroad(s); Utilities; Private Sector – ongoing
- Construction
Great Bend Site Review

- November 16, 2015
Garden City Site Review

- November 16, 2015

Site visit cancelled due to tornado warnings at 4:24 pm and 4:59 pm
Final Report Release in Early to Mid December 2015

Transload Facility Site Analysis
Site Selection

Prepared for
Kansas Department of Transportation
and Kansas Turnpike Authority

Prepared by
HDR
Konza Prairie: I-70
Between Junction City and Manhattan
THANK YOU! QUESTIONS…

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