



Annual Meeting and Conference

State Freight Planning Initiatives
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This study will develop a systems-level overview of the extent and performance of the state's freight transportation system, commodities that move across it and the existing and emerging freight transportation, industry and logistics trends that affect goods movement into, out of, through and within Kansas.



The end result of the study will be a set of strategic infrastructure, institutional, and policy recommendations that can be integrated with the KDOT long-range planning process so that maximum benefit can be received from the state's multimodal freight transportation system.



Freight in general, and rail freight specifically, were addressed in the Kansas Long Range Transportation Plan.



Kansas Statewide Freight Plan and Commodity Flow Analysis

- KDOT's first freight plan
- Multimodal in nature
- All modes included: highway, Class I railroads, Class III railroads, air cargo, and water
- Analyzed both urban and rural freight issues
- Mapped all freight transportation networks, key corridors, and intermodal facilities



Goals for doing a statewide freight plan

- Gain a better understanding of freight transportation logistics practices and supply chains
- Gain a better understanding of industry perspectives on transportation barriers
- Gain a better understanding of freight flows to, from, through and within the state
- Develop recommendations for a freight transportation policy framework and better incorporate freight issues and needs in the planning process
- Develop strategies and initiatives to address freight transportation shortfalls
- Develop freight performance measures



Study Components Completed To Date

- Key Industry Profile and Analysis: growth trends, employment trends, per capita income trends, population trends and shifts, and transportation needs/modal dependency
- Multimodal freight system profile and logistics patterns analysis: trucking, Class I railroads, short line railroads, air cargo, waterways, and regional corridors of significance (highway, Class I railroads and short line railroads)
- Freight demand analysis: total freight movements based on a base year of 2006 and a horizon year of 2030 – counts, volume and value
- Public policy issues and preliminary recommendations



Key Issues and Challenges

- Class I rail system capacity constraints and choke points
- Short line railroad system switch yard choke points
- Ability of short line railroads to safely and efficiently transport 286,000 pound rail cars
- Continued growth in truck traffic in both urban areas and rural corridors
- Urban highway interchange bottlenecks
- Key highway corridor congestion issues – both urban and rural
- Continued growth in oversize/overweight movements
- Upgrading of oversize/overweight permitting and routing systems



Data Sources

- Woods and Poole Economics, Inc.; Moody's; U.S. Bureau of Transportation Statistics; Kansas Department of Agriculture; STB Waybill Data Samples; Kansas Department of Labor; Global Insights/Transearch
- 50 interviews with private and public sector stakeholders
- 8 public meetings were held throughout the state in conjunction with T-LINK local consultation public meetings
- A freight study advisory committee, comprised of various freight stakeholders, met several times to review study findings and provide comments



Coordination and Cooperation

- In addition to the KDOT Statewide Freight Study and Commodity Flow Analysis, the Mid-America Regional Council (MARC) and KC SmartPort were updating their freight plan and the Wichita Area Metropolitan Planning Organization (WAMPO) was beginning its first freight study
- A freight study coordinating committee – comprised of representatives from KDOT, MoDOT, MARC, KC SmartPort and WAMPO – along with Cambridge Systematics, HNTB and TranSystems, was formed and met several times to review and share findings and data



Interim Report to the Kansas Legislature

- The Kansas Statewide Freight Study and Commodity Flow Analysis Interim Report to the Kansas Legislature has been completed
 - This report will provide multimodal freight information and data to the Legislature and establish ties to T-LINK recommendations
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T-LINK Committee View on Freight

- The T-LINK Committee recognizes the importance of freight transportation across all modes, the need for connectivity between modes and how the state's multimodal transportation network can have a positive effect on economic development opportunities.
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Statewide Freight Summit

- Statewide Freight Summit was held in Topeka on February 23, 2009
- Attended by shippers, transportation companies, MPOs, industry organizations, and state DOTs
- Study findings were reviewed
- Breakout groups had the opportunity to discuss findings and provide comments
- Overall positive feedback from those in attendance
- Press coverage by local news media



Where Do We Go From Here?

- Increased freight planning
- Increased incorporation of freight needs and trends in agency decision making
- Formation of a Freight Advisory Committee – shippers, transportation companies, MPOS, industry groups, etc
- Continue to address increase in OSOW vehicles, update permitting and routing systems – working closely with the Kansas Department of Revenue, Kansas Corporation Commission, Kansas Highway Patrol and Kansas Motor Carriers Association
- Update Statewide Rail Plan
- Formation of a Railroad Advisory Committee – Class I railroads, short line railroads, shippers, industry groups, etc



Thank You!
