

From: [Assenza, Adam](#)
To: [Marks, Justin J.](#)
Cc: [Diller, Elizabeth](#); [Gosselin, Danielle](#); [Wolff, Mikenna](#); [Bartlett, Alex](#)
Subject: FW: Port KC Next Steps
Date: Friday, March 19, 2021 12:43:00 PM
Attachments: [MRT Purpose and Need Statement.DOCX](#)

Thanks Justin, I'm forwarding this to Alex to inform some of the draft documents that he is working on.

Alex will send you the current contact list to make sure we haven't missed any people or agencies to which Port KC has begun reaching out. He will also include you on our Tuesday email and grant you access to the Sharepoint site so you can see completed steps in the environmental review process and share any responses to requests for information moving forward.

I like the idea of a monthly check in call for the three of us to keep up project momentum. How would first Wednesdays at 2:00PM (Eastern) work for everyone?

As always, if anyone has any question or issue, don't hesitate to call.

Thanks,

Adam

From: Marks, Justin J. <jmarks@ClarkHill.com>
Sent: Monday, March 15, 2021 5:15 PM
To: Assenza, Adam <Adam.Assenza@stb.gov>
Cc: Gosselin, Danielle <Danielle.Gosselin@stb.gov>
Subject: RE: Port KC Next Steps

Hi Adam:

Attached is a Purpose and Need Statement. I think you've seen a draft of this from the kick off meeting. This is essentially the same document with some revisions and it is re-shaped a bit to highlight the purpose and need for the project.

I will hopefully have a few agency contacts for you this week as well.

Justin

Justin J. Marks

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From: Assenza, Adam <Adam.Assenza@stb.gov>
Sent: Wednesday, March 10, 2021 9:23 AM
To: Marks, Justin J. <jmarks@ClarkHill.com>
Cc: Gosselin, Danielle <Danielle.Gosselin@stb.gov>
Subject: FW: Port KC Next Steps

[External Message]

Hi Justin,

We have a draft contact list and outreach letter developed, but I am still looking for information from this request to complete these and move forward. Please send me relevant materials speaking to the purpose and need for the project and its stated objectives as well as a list of any agency contacts with whom Port KC has been consulting (I have the MARAD one) about this project so we may including them in our consultation process for the environmental review.

Thanks,

Adam Assenza

From: Assenza, Adam
Sent: Thursday, February 11, 2021 2:30 PM
To: Marks, Justin J. <jmarks@ClarkHill.com>
Cc: Gosselin, Danielle <Danielle.Gosselin@stb.gov>; MCoulter@portkc.com (MCoulter@portkc.com) <MCoulter@portkc.com>; Richard Grenville <RGrenville@portkc.com>; Diller, Elizabeth <Elizabeth.Diller@icf.com>; Bartlett, Alex <Alex.Bartlett@icf.com>
Subject: RE: Port KC Next Steps

Hi Justin,

One of our early step with ICF is to develop our state/local/federal/Tribal contacts list to begin interagency coordination and prepare for initial outreach. In order to inform the purpose and need that OEA will include in its environmental review process, any information that Port KC can provide us that speaks to the intents of the project is helpful. Information about potential shippers or users of the project, likely industries affected, projected improvements to local economy or consistency with long-term regional planning and development can all be included. As we discussed many of these at the initial kickoff meeting, OEA does have a sense of the project purpose already, but if the goals or targets of the project have shifted since we first began discussing it, a statement will help us capture this in writing.

I will continue to work with ICF to develop that initial outreach contact list so we can keep the review moving.

Thanks,

ADAM ASSENZA
Environmental Protection Specialist
Office of Environmental Analysis
Surface Transportation Board
P: 202-245-0301
E: Adam.Assenza@STB.gov

From: Marks, Justin J. <jmarks@ClarkHill.com>
Sent: Wednesday, February 3, 2021 7:17 PM
To: Assenza, Adam <Adam.Assenza@stb.gov>
Cc: Gosselin, Danielle <Danielle.Gosselin@stb.gov>; MCoulter@portkc.com (<MCoulter@portkc.com>); Richard Grenville <RGrenville@portkc.com>; Diller, Elizabeth <Elizabeth.Diller@icf.com>; Bartlett, Alex <Alex.Bartlett@icf.com>
Subject: Port KC Next Steps

Hi Adam:

I am adding Mark and Richard with Port KC as well as Elizabeth and Alex to keep everyone in the loop. As you and I discussed last week, I am sending you the MARAD contact information for you to connect with at the appropriate time. Second, Port KC would like to make sure that while OEA and ICF are developing the work plan, we are moving forward on our end. Can you provide us a list of the agency contacts that you will require so we can begin compiling those? I presume that you will need us to collect the state and local for you, but if that's not the case, please let me know. Additionally, when will you require the Purpose and Need statement?

If Port KC can get those two tasks started, we feel like we can hit the ground running once the work plan is finalized.

Thanks and here is the MARAD contact information:

Kristine Gilson, REM, CHMM
Office of Environment
MAR-410, Mail Drop #1
Maritime Administration
US Department of Transportation
Southeast Federal Center, West Bldg.
1200 New Jersey Ave SE
Washington, DC 20590
Phone 202-366-1939
Cell 202-603-2402
kristine.gilson@dot.gov

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Thank you.*

Missouri River Terminal Project Purpose and Need Statement

In 2015, the Port Authority of Kansas City Missouri, (Port KC), with the assistance of the Federal Economic Development Agency, (EDA), commissioned a freight study to gain a clear overview of the freight market in Kansas City and the ability to drive growth at Richards-Gebaur Commerce Park, a property within Port KC's portfolio. The study identified a need for additional freight transportation capacity because it found that Kansas City's overall projected growth in the freight market would double by the year 2040; this conclusion aligned with other national freight studies. However, capacity at the commerce park and other transportation centers in Kansas City are limited and do not accommodate the anticipated freight growth.

To address this anticipated need in projected growth, Port KC initiated the Missouri River Terminal project (MRT). The purpose of the MRT project is to develop a multimodal freight center consisting of a common carrier railroad and transportation by river barge and motor carriage that will expand the region's capacity for efficient management of intermodal containers into and out of the local area and regional freight market. The terminal will increase the efficiency of moving freight through Kansas City to and from West, Gulf and East coast ports. It will also offer trans-loading of grains and oil seeds to the regional market.

Another purpose of the MRT project is to spur development along the Blue River Industrial Corridor, a former industrial core within Kansas City, Missouri (Fig 1) utilizing the anticipated economic benefits associated with freight movement through the MRT project. This critical infrastructure investment will provide the necessary foundation for further growth. The Blue River Industrial Corridor is identified as an area that requires re-investment and re-vitalization and has significant labor, access and infrastructure advantages.



Fig 1, Blue River Industrial Corridor

Terminal Location

Port KC researched the KC area for viable properties to build an additional rail-served intermodal terminal. Port KC identified and purchased a roughly 415-acre former steel mill property on the east side of Kansas City, which was shuttered for over twenty years. Originally,

river and rail service moved the mill's goods in and out of KC. A rail connection is possible via the Terminal Railroad, the short line that connects all the Class I railroads in Kansas City (Fig 2).

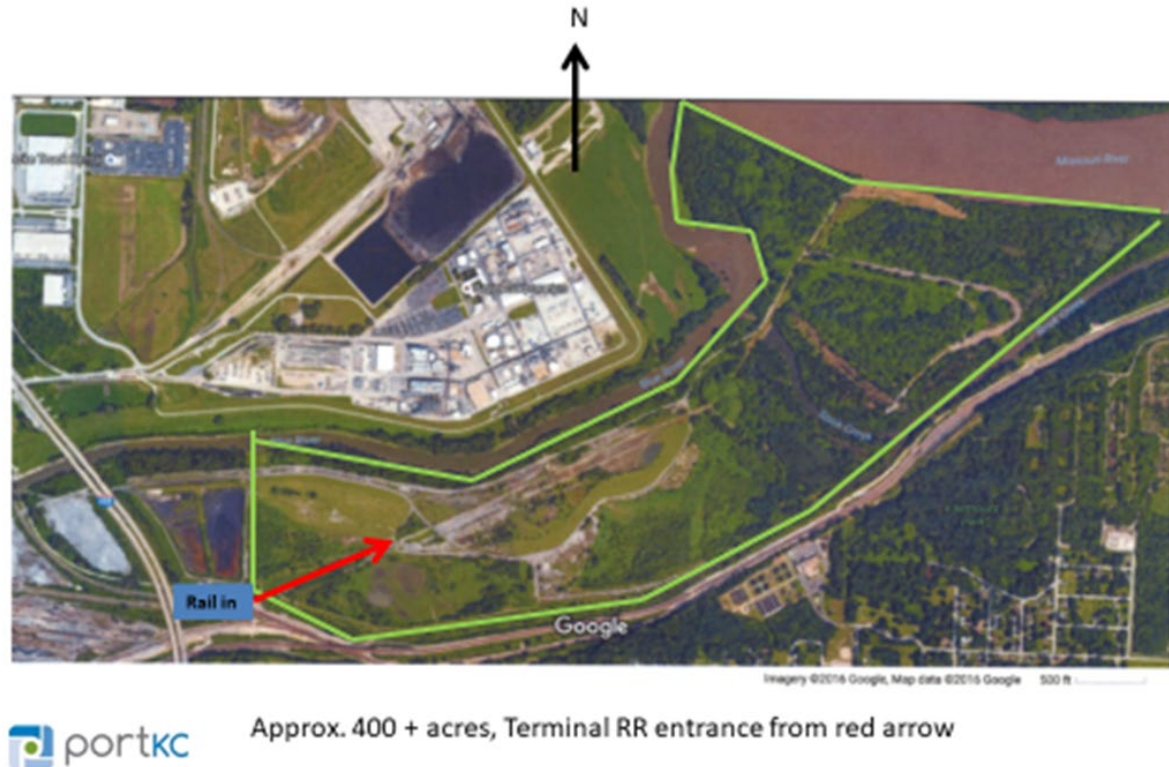


Fig 2, Rail into Site

The property's previous uses created environmental challenges, but none insurmountable. Port KC purchased the site in 2018, bounded by the Blue River to the west, Rock Creek to the east, I-435 to the south and the Missouri River to the north.

MRT Project Planning

Port KC is addressing several challenges exist for MRT site development.

Water Connection

MRT has direct access to the Missouri River on the southern side of the property. Port KC is collaborating with American Patriot Holdings (APH) as our prime carrier for a waterborne transportation solution. This company holds an innovative and patented vessel design particularly suited to increasing the efficiency of transportation on inland waterways. We will also look to barge operators to supply empty containers to other ports on the Missouri as a micro network of smaller operations.

Rail Connection

The rail connection to the MRT is an important aspect of the project because of its potential to interchange with Class I carriers via the Terminal Railroad.

Access

Road access is challenging at the present time. Current access is granted with agreements from existing adjacent property owners. However, based on expected initial volumes, MRT will soon outgrow this road structure. Port KC has developed two alternatives for access to the site.

Alternative 1 is building an access road with a bridge over the Blue River to connect East Gardener road and North Century Avenue with Front Street to the I-435 interchange. Although more cost-effective, it does greatly increase traffic on local two-lane roads and crosses the Kansas City Southern main line at grade, at East Gardner Road. (Fig 3)

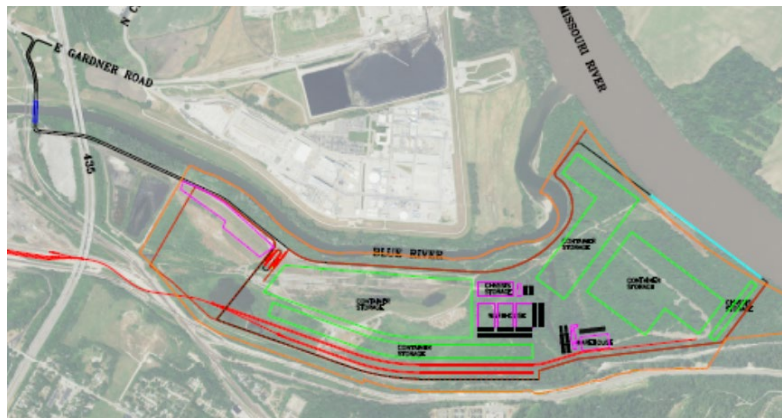


Fig 3, Alternative 1

The second option is a direct connection to I-435, adjacent to the property (Fig 4). This option appears to conflict with interstate connectivity protocols disallowing close proximity with existing interchanges. However, the Missouri Department of Transportation (MoDOT) has initially agreed that potential container volumes would warrant an interchange at this location. It will require placement on the State Transportation Improvement Plan, (STIP).

Terminal Plan

Port KC and its port engineering company, TranSystems, proposes an initial proposed layout. (Fig 5 and 6). Port KC, the developer, and the MRT operator will determine final design.

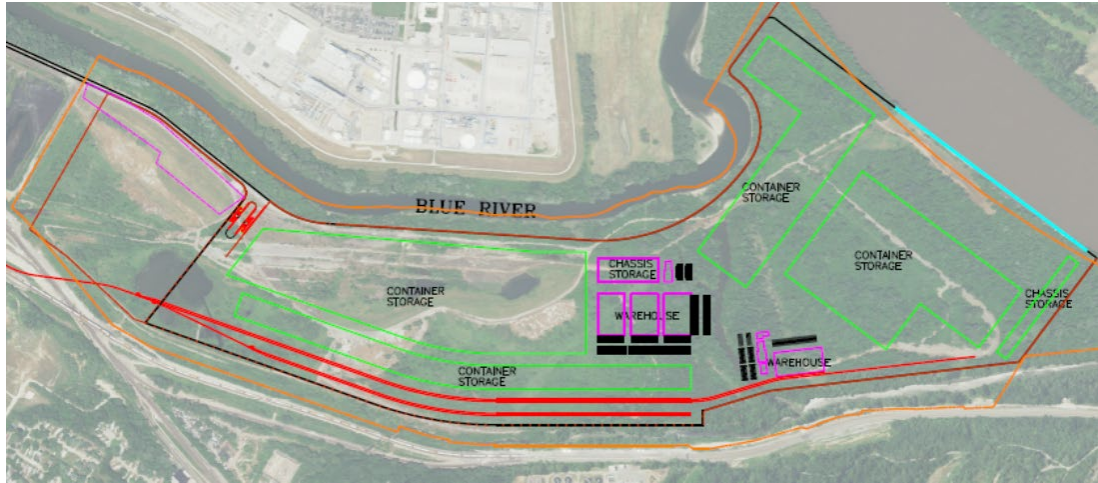


Fig 5, Initial Proposed Terminal Layout



Fig 6, Artist's Impression