

# The Port KC Missouri River Terminal (MRT) – Gateway for Freight!

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TRANSYSTEMS





# GATEWAY FOR FREIGHT



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Project Manager

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# THE VISION

## What is MRT?

The *Missouri River Terminal*, referred to as “MRT” is the site for a **state-of-the-art inland port container facility** that will be the premier destination of rail, truck, and freight movements in the Kansas City Region



**MISSOURI RIVER  
TERMINAL**

MARINE • RAIL • TRUCK



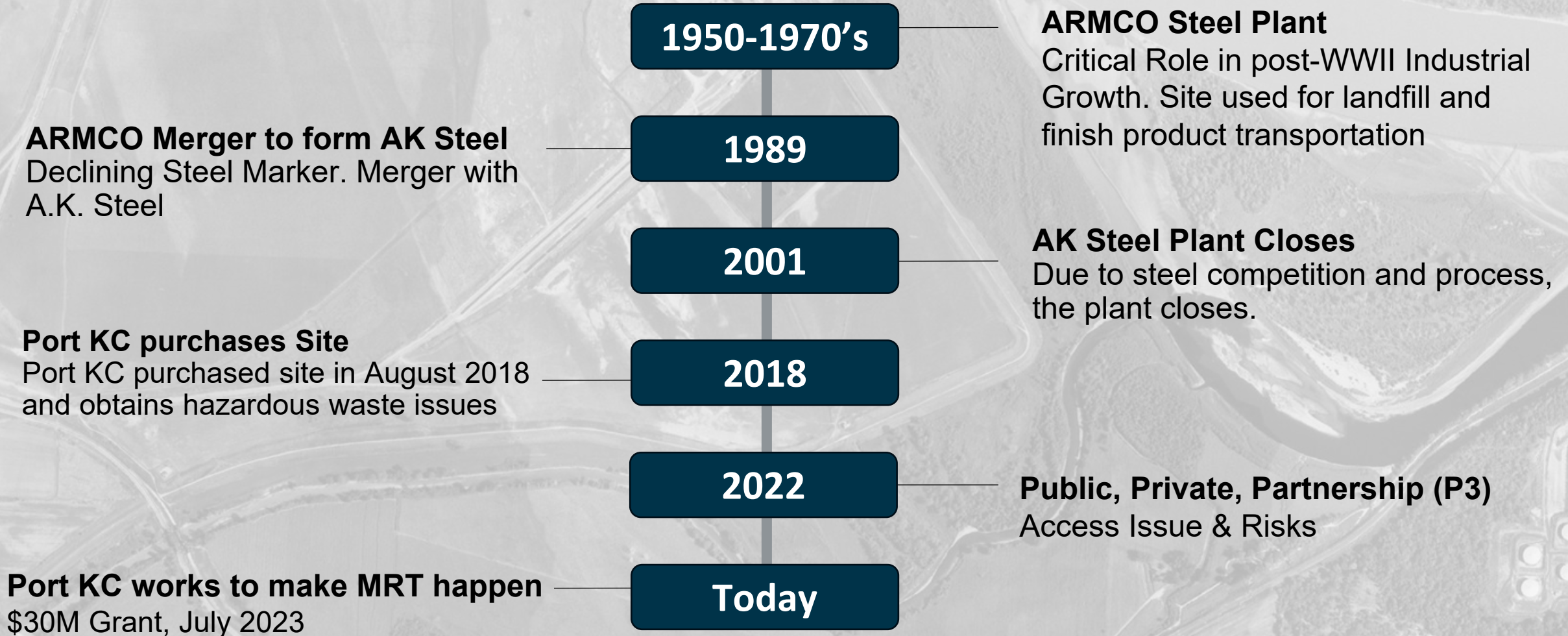
*“Development of the MRT will benefit the Kansas City region by providing transportation infrastructure, environmentally remediating a contaminated property, and providing economic and employment reinvestment to spur growth in an area growth which has been long-neglected since the closing of the steel mill.”*

*– Missouri Governor Michael Parson*





# THE HISTORY



# THE OPPURTUNITY

## River/Rail/Highway Intermodal Terminal

### Strategic Location

The site offers a unique intermodal opportunity.



### Multimodal Connectivity

We're creating a River/Rail/Highway hub for efficient freight transfer.

### Economic Growth

The terminal will boost regional economic development.



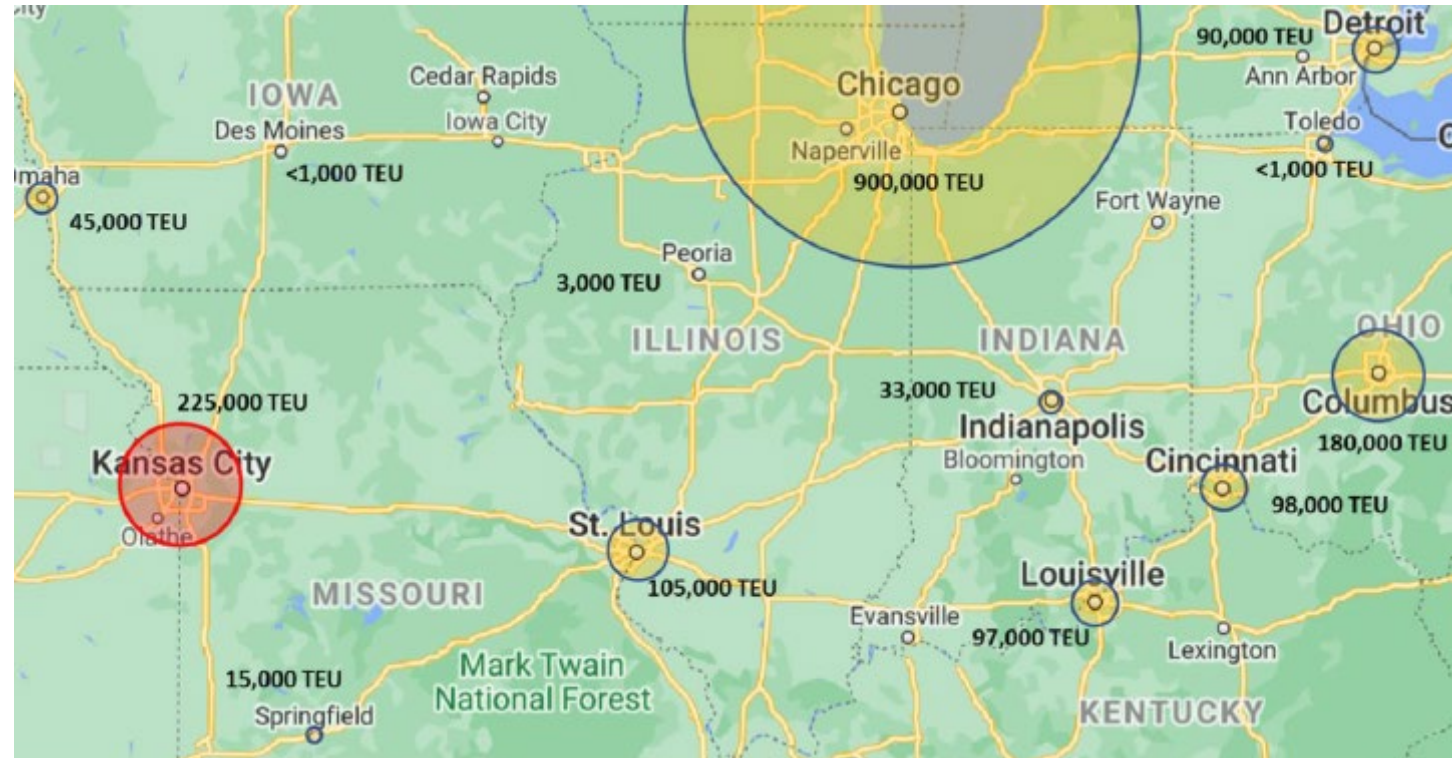
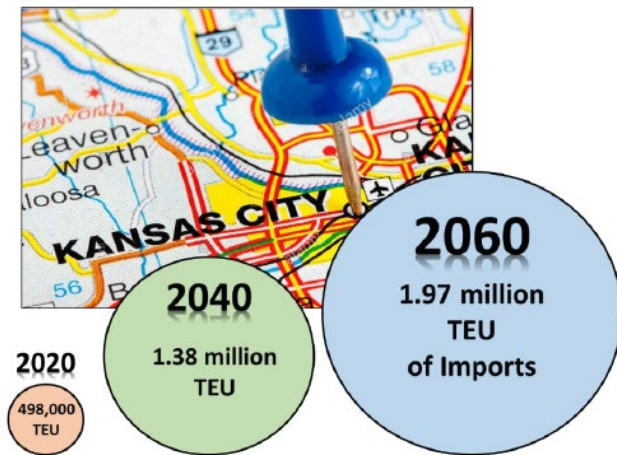
### Environmental Reinvestment

Less Human Exposure



# THE MARKET NEED

- U.S. Freight Needs
- Increase in TEUs
  - Twenty-Foot Equivalent Unit (TEU)
- KC Global Logistics Center



	2018	2020	2030	2040
Inbound Intermodal TEUs	310,000	390,000	500,000	625,000
Outbound Intermodal TEUs	417,710	542,050	677,210	1,365,390
<b>Total Intermodal TEUs</b>	<b>727,710</b>	<b>932,050</b>	<b>1,177,210</b>	<b>1,990,390</b>

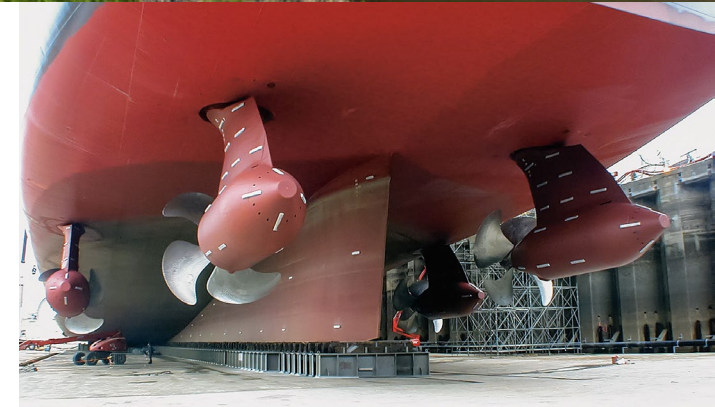
Source: TranSystems Freight Study, 2019



# THE FUTURE

## State of the Art Vessels – *American Patriot Holdings*

- **Speed**
  - Upriver speeds of 13 MPH
  - vs 4-5 MPH against head current
- **Cargo Payload**
  - 2500 TEU's vs. 300 (today's COB)
- **Safety & Environmentally Friendly**
  - Marine vs truck/rail, emissions reduction
  - (no wake, low emissions, no hydraulics on deck)
- **Cargo Flexibility**
  - dry, refrigerated, agricultural, chemical, manufactured
- **Propulsion**
  - Azipod Propulsion
  - Parallel docking / undocking without assist tugs
  - Ability to turn in own length



# BUILDING THE MISSOURI RIVER TERMINAL

Development of the MRT will **benefit the Kansas City region** by providing **transportation infrastructure**, environmentally remediating a contaminated property, and providing **economic and employment reinvestment** to spur growth in an area which has been long-neglected since the closing of the steel mill”

**-Missouri Governor Michael Parson**





# BUILDING THE MRT

- **Funding**

- **February 2018** – Port KC acquires Site
- **July 2018** – Public/Private Partnership (P3)
- **October 2020** - Port Infrastructure Development Program (PIDP) Planning Grant from MARAD for \$1 million
- **May 2023** – Port KC secures \$30M State funding





# BUILDING THE MRT

- **Maritime Operations**
  - Make KC Multimodal
  - Future Capacity
- **Rail Operations**
  - Connections to America
- **Truck Operations**
  - Phase 1
  - Access to Site





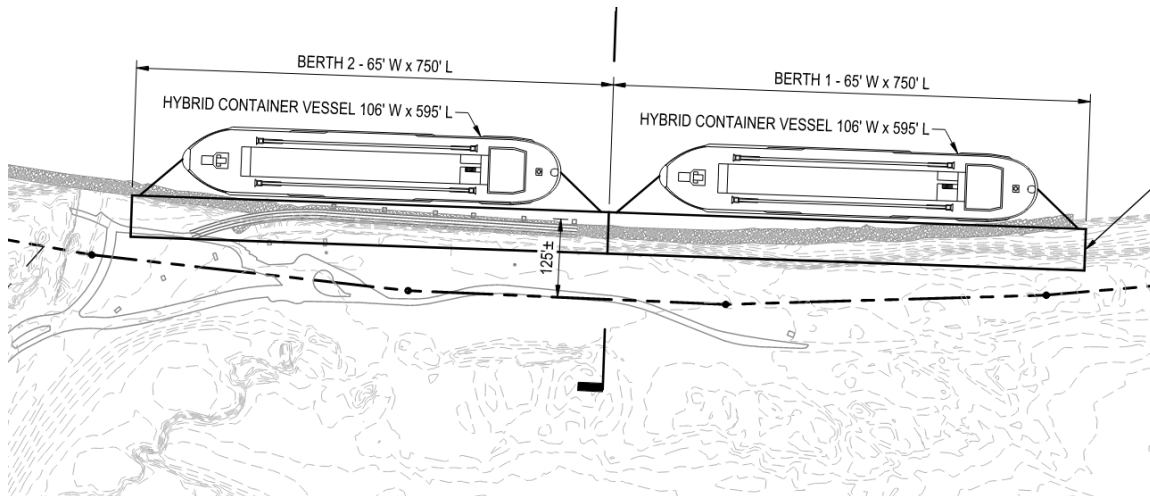
# BUILDING THE MRT





# BUILDING THE MRT

- **Marine Port Terminal**
  - Inland Container Vessels
  - Dock Operations
    - Existing Dock
    - Proposed Dock
  - Operations North of St. Louis





# BUILDING THE MRT

- **Rail Operations**

- Direct access to five Class 1 Rail Roads
- Connections through US, Canada, and Mexico
- US East to West Coasts
- KC is the 2<sup>nd</sup> Largest Rail Hub in the US (second to Chicago)







# BUILDING THE MRT



# BUILDING THE MRT

- **Progressive Design Build (PDB)**

- **What is it?**

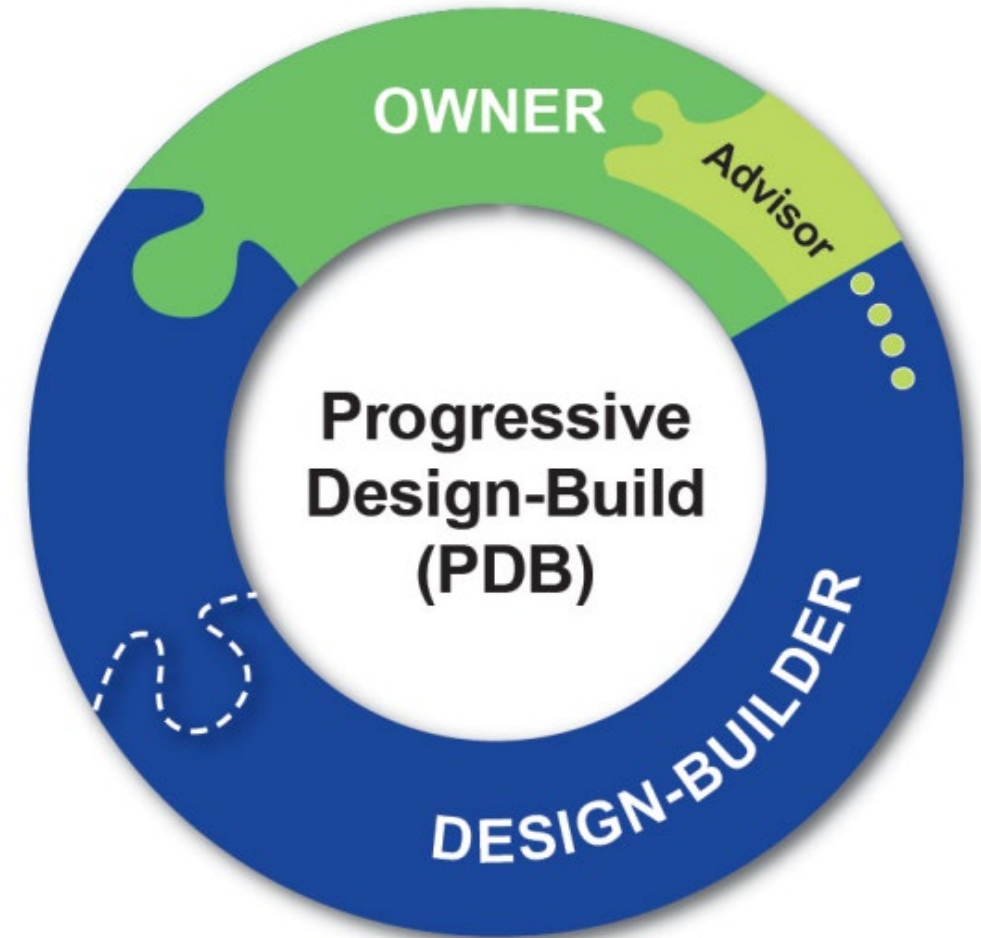
- Project delivery method that provides **collaboration** and flexibility
- More **Owner involvement** during early stages
- Two-Stage Process
  - Pre-Construction & Construction

## Pro

- Faster Delivery
- Flexibility
- Cost Management
- Risk Registry (early)

## Cons

- Complexity
- Upfront Investment
- Its NEW!

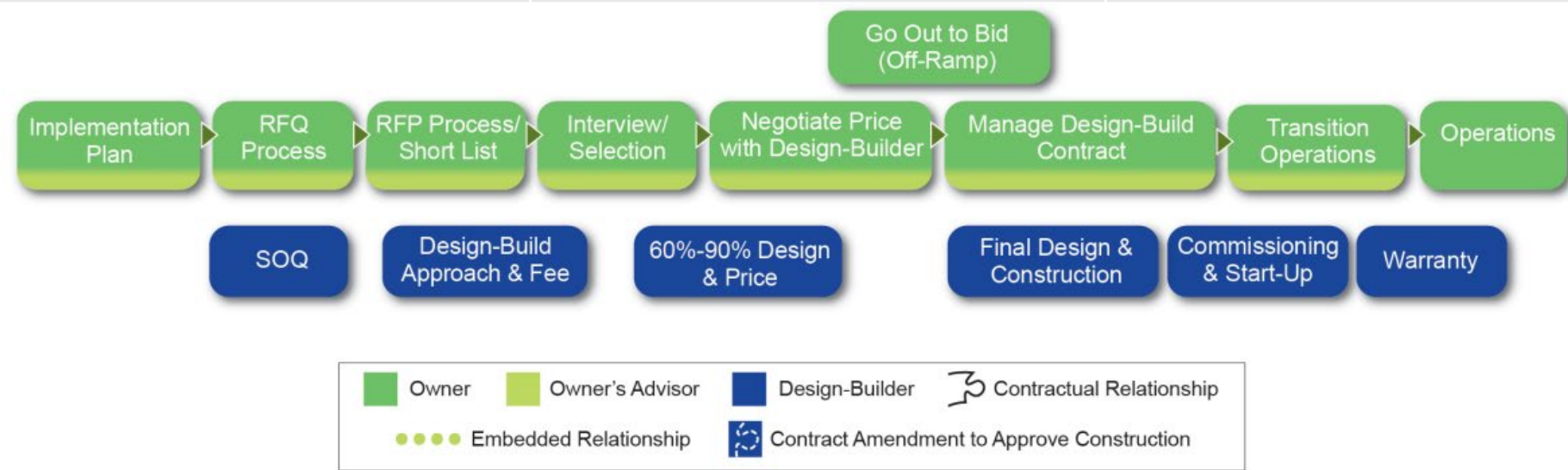




# BUILDING THE MRT

- **Progressive Design Build (PDB)**

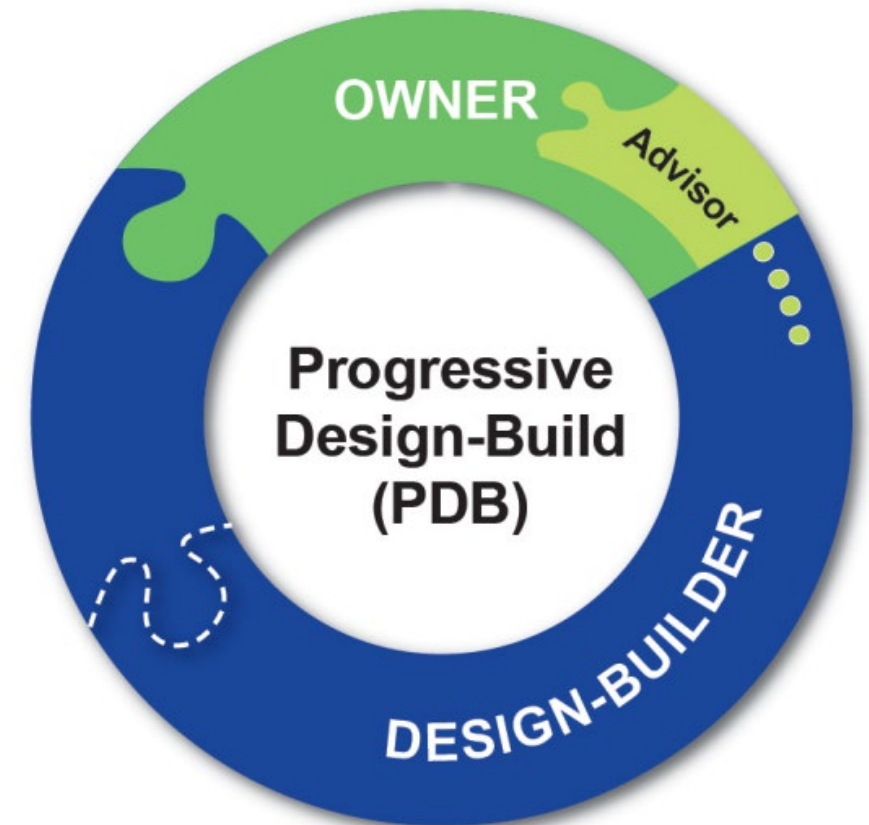
ASPECT	DESIGN-BUILD	PROGRESSIVE DB
Team Selection	Cost & Qualifications	Qualification & Trust (QBS)
Project Pricing	Early Determination	Finalized as “GMP” after Design
Owner Involvement	Min. Input in Design	Extensive in Design
Flexibility	Fixed & Less Adaptable	Highly Adaptable & Evolving





# BUILDING THE MRT

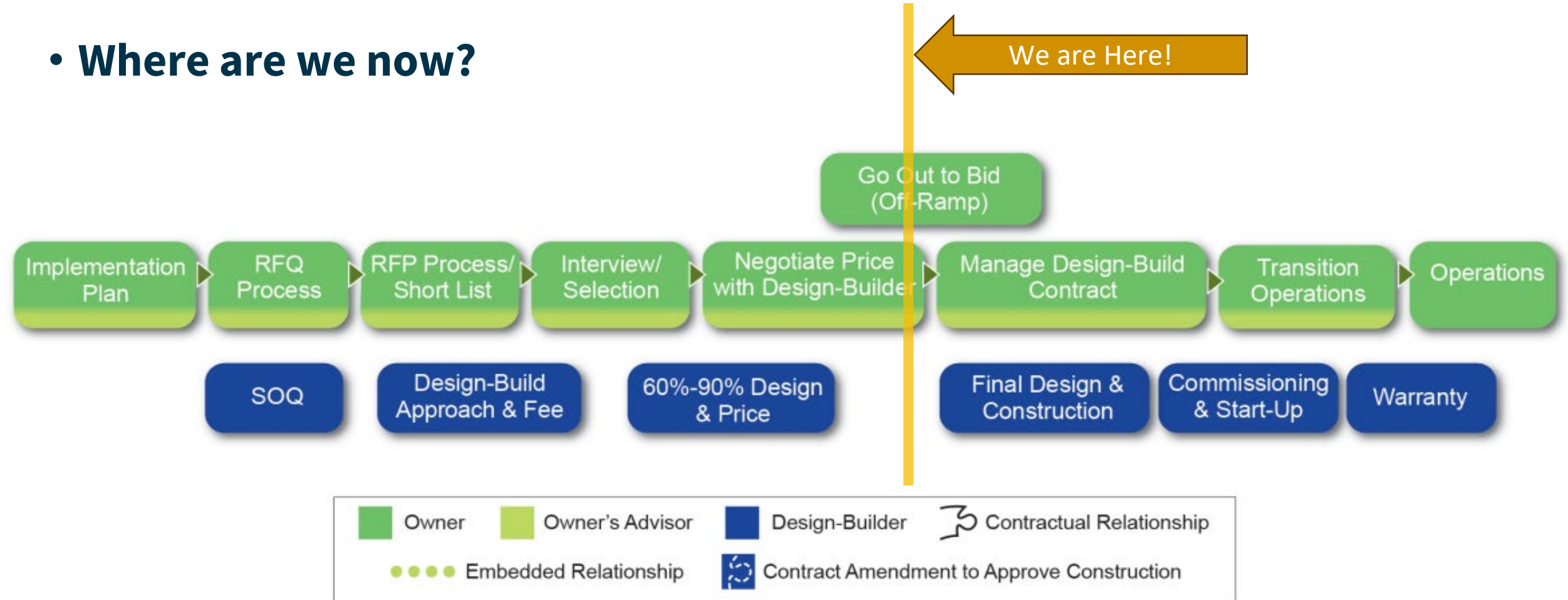
- **Owner: *Port KC***
  - Design: *TranSystems*
  - Independent Cost Estimator (ICE): *Stanton*
  - Legal: *Rouse, P.C.*
- **Design-Builder: *Clarkson Construction***
  - Designer: *HDR, Inc.*
  - Subs:
    - Taliaferro & Brown (DBE)
    - VSM (WBE)
    - UES
    - Leigh & O’Kane (WBE)





# BUILDING THE MRT

- Where are we now?





# LESSONS LEARNED(ING)

- Start with a **Strong Concept**
- **Contracts / Procurement**
- Things move *fast*
  - Permitting
  - Resources
- Create a **Relationship**
  - Have a **trusted** team
  - **Collaborate** to *Innovate*
- **Risk Management/Risk Register**
- **High Time Commitment**
- Get **ICE onboard** at beginning
- **Ask!**
  - PDB is new. Talk to those familiar
  - Ask during meetings
  - Listen to wise council
- **Interview Process**
  - Building the team / Interactions





# Questions?

We appreciate the opportunity to speak to you today!  
Visit our project website via the QR Code

SCAN ME





# TRANSYSTEMS



## **ALL-IN ALWAYS**

Whether it's for our clients, or our colleagues, we're committed to delivering excellence, every time.



## **PASSIONATE PROBLEM SOLVERS**

We're passionate about working together to find outstanding solutions for the challenges our clients and communities face.



## **DRIVEN TO SERVE**

Service to others is at our core. We act with integrity to advance our communities, our team, our company, and our profession.