Kansas Freight Advisory Committee

Meeting Summary

May 21, 2014 – Salina, KS

Observations From The Full Committee

- Secretary King provided a review of the activities and discussions from the kick-off KFAC meeting held on April 2, 2014 in Topeka
- Dr. Ernie Perry, with the Mid-America Freight Coalition (MAFC) served as guest facilitator for the meeting. MAFC is based at the National Center for Freight & Infrastructure Research & Education (CFIRE) at the University of Wisconsin-Madison.
- The Committee identified the base criteria that should be considered when identifying freight corridors of significance. This discussion included Class I and Class III rail lines, highways, pipelines/terminals, waterway facilities and air cargo facilities
- KDOT staff provided the Committee with overviews of the "Connect Oregon" freight program and the activities and efforts regarding freight transportation of the I-95 Corridor Coalition
- Dr. Perry provided a presentation that identified, from a MAFC regional perspective, best practices from other MAFC State DOTs for identifying multimodal freight corridors of significance
- Freight corridors should be looked at from a multimodal perspective
- A panel discussion dealing with the truck driver shortage issue and truck driving training was held. Panelists included Keith Meyers, Kansas Department of Commerce; Robert Minor, Fort Scott Community College Truck Driver Training Program; Mike Kelley, YRC Worldwide; and Eric Brown, Salina Chamber of Commerce.
- A panel discussion covering "Regional Freight Transportation Logistics was held. Panelists included Scott Ball, MV Purchasing, LLC; George Eakin, Osborne Industries, Inc.; Dennis Lauver, Salina Area Chamber of Commerce; and Tim Rogers, Salina Airport Authority and Airport Industrial Center
- The Committee discussed and identified various geometric impediments impacting all freight transportation modes, from both transportation provider and shipper perspectives and the impact those impediments have on freight flows.
- Deputy Secretary Jerry Younger lead the Committee in a discussion to identify and prioritize (primary and secondary) a draft list of freight corridors of significance. While all modes and potential corridors of significance were discussed, the identification and prioritization of highway freight corridors was the primary focus.

- Secretary King proposed a site visit to the Port of Catoosa, sometime prior to the third KFAC meeting in Wichita, and invited members of the Committee to attend

Draft Corridors of Significance – Full Committee Discussion

- All freight transportation modes were discussed by the Committee
- Modal interconnectivity – a seamless multimodal transportation network – is important for efficient freight transportation
- All aspects of safety…on both highways and the rail system, especially when transporting hazardous materials, is a top priority
- Need for fewer at-grade rail-roadway crossings and more grade separations
- The ability of short line railroads to safely and efficiently transport 286,000 pound rail cars across their systems is critical to operating efficiencies and interconnectivity with their Class I railroad partners
- When analyzing freight movements need to take into account both tonnage moved and the value of goods moved (by mode, by route, by corridor)
- Need for investment in rural parts of the state
- Important to understand the export of Kansas products (regionally, nationally and internationally) and having adequate multimodal freight infrastructure, as well as rail cars and trucks, to transport these products
- Critical economic sectors generate approximately 80% of the state's economic activity – volume, tonnage, value
- Local roadways are not designed to withstand increased volumes of truck traffic and OSOW loads – more rapid deterioration to roadway and bridge infrastructure
- State transportation policy needs to take into account all regions of the state
- For local communities, especially in rural areas, connectivity (via local city streets and county roads) is a critical issue to get products to the regional and national freight networks
- The need to use modeling to analyze freight movement, value of freight moved, corridors, and economic sectors was discussed
- Wider lanes, passing lanes, highway geometrics (ie., line of sight, curves, hills, etc.) are all important factors to consider
- The state's highway infrastructure needs to be strategically modified to improve lane width, passing lanes, turning radius, interchange type(s), bridge height and other geometrics that can improve freight transportation efficiencies and safety
- The KTA is "freight friendly" – with minimal delays, improved safety, and minimal geometric impediments

- Need to look at freight movements and economic development at all levels…local (city and county), regionally (various regions of the state) and the state as a whole.
- The use of data to be "predictive" rather than "reactive" is gaining in the importance of freight flow/route planning.
- Shippers and transportation providers need to be involved during the planning process for major highway projects
- Continued growth in the use of alternative fuels…CNG, LNG, DNG is predicted
- Towards the end of the meeting each member of the Committee was given a highway map and asked to identify their choices for highway corridors of significance for the movement of freight. The results of this exercise will be compiled into one map by KDOT staff and presented at the July 9 meeting in Wichita.
- Committee members representing the Class I and short line rail industries provided their rail corridors of significance
- The importance of pipeline terminals and the connection to truck and/or rail transportation were discussed
- Waterway freight transportation and the importance of intermodal connectivity with ports on the Missouri River in the northeast corner of the state, the Port of Kansas City (currently being redeveloped) and both rail and highway connections to the Port of Catoosa in Oklahoma were discussed
- Air cargo was discussed by the Committee. While there is not a lot of air freight tonnage handled in Kansas air cargo is an important part of the multimodal freight transportation system. Generally, the truck portion of the multimodal freight move is what is seen in Kansas. The airports that have higher amounts of air freight tonnage include those in Kansas City, Oklahoma City and Denver.