

# Kansas Freight Advisory Committee



## Meeting Summary

**August 20, 2014 – Overland Park, KS**

### Observations From The Full Committee

- Secretary King provided a review of the activities and discussions from the KFAC meeting held on July 9, 2014 in Wichita
- KFAC Co-Chairman, Chris Gutierrez, provided an overview of the KFAC highway freight corridors of significance map final draft. The map, based on KFAC input and KDOT data, shows primary and secondary highway freight corridors of significance, rail unit loader locations, and key rail-rail and rail-highway connection points.
- KFAC Co-Chairman, Chris Gutierrez, provided an overview of the freight needs assessment exercise that was conducted during the breakout sessions during the Wichita KFAC meeting. Freight needs identified by KFAC members were categorized in three tiers based on degree of importance
- KDOT Deputy Secretary Jerry Younger explained the difference in the project selection process for various types of projects such as highway overlay projects, minor bridge repair, interchanges, etc. The local consult meeting process was also discussed.
- KDOT Deputy Secretary Jerry Younger discussed system wide freight investments that included T-WORKS projects designed and programmed for construction (passing lanes, new interchanges, expansion projects and railroad crossing improvements); projects approved from preliminary engineering (bypasses, additional lanes, interchanges, and corridors); and studies and analyses (transload facility site location analysis, KTA/KDOT truck parking study, KTA bridge analysis and passing lane studies)
- Seaboard Foods had a CNG (compressed natural gas) tractor-trailer on display that KFAC members visited during breaks and after the meeting
- General discussion from the KFAC members included:
  - Look at freight projects not only from a local/state perspective but the importance of freight projects from a regional perspective
  - Potential freight projects need to be analyzed and evaluated as equally as possible. There are different needs in different regions of the state (ie. urban and rural). Different modes have different needs.

- Look at the project benefits of partnering with local units of government, other states and the private sector
- Flexibility of addressing freight needs is important
- Freight transportation goals and objectives need to be established
- KDOT needs to stay engaged in all aspects of multimodal freight problem solving
- The connection of multiple freight modes throughout the state (and U.S.0 is important
- Keep the private sector involved
- The ongoing efforts of the KFAC were discussed. It was noted that the involvement of KDOT's private sector freight partners will be important in the future as various freight issues and needs are identified and potential solutions are discussed
- The meeting was adjourned at 4:30 pm