

TRANSPORTATION 2030 COMMITTEE (T2030)
MINUTES

Thursday, August 24, 2006

ATTENDEES:

Lisa Harris (MPO)	Kelsy Marr (Planning)
John Haase (MPO)	Bill Ahrens (Planning)
David Burress (MPO)	Keith Browning (DG Co.)
Boog Highberger (City Commission)	Byron Low (FHWA)
Bob Johnson (County Commission)	Mark Huffhines (FHWA)
Joel Skelley (KDOT)	

- **Status of the KDOT Comprehensive Transportation Program**

Ahrens reported that Terry Heidner, KDOT's Director of Planning & Development had met with the TAC on Aug. 8th as part of visits with all Kansas MPOs to discuss the Comprehensive Transportation Program (CTP). Heidner discussed the state's finances and KDOT's intention to complete all promised CTP projects. Due to higher costs for materials and transportation and lower-than-anticipated federal revenues, KDOT has re-examined its finances and done some restructuring to allow the CTP to continue on schedule. Some adjustments have been made in project schedules and letting dates, but overall, the program will continue on track.

KDOT is also beginning work on a post-CTP program. Absent a new state transportation program, any KDOT program after 2009 will essentially be maintenance only with minimal new construction. Construction projects will largely be reconstruction of existing facilities and only some capacity expansions with almost no new work. Initially KDOT will be able to match federal aid revenues, but as their debt service load increases, KDOT may not be able to match federal aid receipts and might look share increased amounts of federal funds with local governments. As part of the process of developing a list of projects, KDOT is using its priority formulas to develop an initial list, which will be taken out statewide for review and comment. Due to the time needed to advance a project to construction, KDOT feels that it is prudent to begin work now for the post-2009 program.

The committee discussed Lawrence and Douglas County projects such as the SLT, Eastern Connection, and 15th St. interchange and whether those types of projects might be considered for funding. KDOT's interim program that is being developed will likely not include those system enhancement-type projects and efforts should be made to seek out potential funding sources and also to work with KDOT to get attention for local priority projects.

- **Regional Freight Flow update**

Ahrens responded to several questions that had been asked at the previous meeting about Kansas City area intermodal freight facilities. The Richards-Gebauer intermodal facility is being developed by Kansas City Southern Railroad. The consultant studying the Gardner facility has not done any analysis of regional highway impacts. To date, their modeling and analysis has looked at the immediate area around the proposed facility, i.e. Gardner and connections to I-35. The consultants have been asked to also study projected traffic on regional roadways. We will receive that information when it is available.

- **Future Land Use Map**

Ahrens presented the T-2025 Future Land Use Map and explained the process used to develop it. Using the adopted Horizon 2020 future land use map as a base, staff worked with the planning commission and TAC to develop a 2025 future land use map. The map was not adopted, but planning commission approved it for use in developing the long-range transportation plan. Ahrens stated that staff is proposing a similar process when updating the map for use in preparing the transportation plan update. Staff is intending to create a composite future land use map that will use the T-2025 map as a base, then add staff concepts for areas west of the SLT, north of 6th St., Southeast Area, and south of the Wakarusa River. At the next meeting the map will be available for the committee to review and discuss.

Haase asked if the city has a consultant working on the Southeast Area Plan? Highberger stated that there is no consultant working on a plan.

Ahrens stated that staff and T2030 will develop a land use map. When T2030 is decided that the map is reasonable and generally acceptable, the committee will ask the planning commission to approve it for use in developing the Transportation 2030 long-range plan. Formally amending Horizon 2020 to incorporate the map would be too lengthy a process, given the time constraint to develop and adopt the transportation plan by Sept. 2007.

- **Transportation 2030 Schedule**

Ahrens provided the committee with an update MS Project schedule for the plan update process. Additional subtasks had been added and task timelines were adjusted as needed to reflect work underway on various items. Question was asked whether the plan update process was still on an acceptable schedule to enable completion to meet the Sept. 2007 deadline. Ahrens replied that he felt that the process was still on track to be able to be completed within the timetable. Work on assembling the 2005 base year data was taking longer than anticipated but a number of other work items were proceeding on parallel tracks at the moment. Staff is also still waiting on KDOT to provide revenue data that is needed to begin developing 2030 revenue projections for the financial constraint.

Next Meeting: Tuesday, September 19, 2006