TECHNICAL ADVISORY COMMITTEE - AGENDA

1. Call Meeting to Order, Welcome and Introductions

2. Action Item: Approval of Minutes from the April 4, 2017 meeting (attached)

3. Action Item: Adopt the initial KDOT targets for the Statewide Transit Asset Management (TAM) Plan (attached)

4. Discussion Item: Receive the Functional Class Administrative Revision – assets.lawrenceks.org/assets/mpo/T2040/fcnclass2017revision.pdf

5. Discussion Item: Receive the Unified Planning Work Program Administrative Revision #1 – www.lawrenceks.org/mpo/upwp

6. Quick Updates
   b. Lawrence Loop Alignment Study – www.lawrenceks.org/loop
   c. Transit Center Location Analysis
   d. Safety Analysis

7. Other Business

8. Next Meeting: August 1, 2017 or another date set by the TAC

Special Accommodations: Please notify the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) at (785) 832-3150 at least 72 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests.

The L-DC MPO programs do not discriminate against anyone on the basis of race, color, national origin, sex, age, or handicap/disability, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see www.lawrenceks.org/mpo/title6 or call (785) 832-3150.
1. Call to Order and Welcome
Danny Kaiser called the meeting to order at 1:32 PM. A quorum was present.

2. Action Item: Approval of Minutes from the March 7, 2017 meeting and notes from the March 20, 2017 meeting
Danny Kaiser asked if anyone had changes to the minutes. There were none. Keith Browning moved to approve the minutes; the motion was seconded by Robert Nugent and passed unanimously, 6-0.

Charlie Bryan arrived.

3. Action Item: Recommend Corridors for Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC) Designation
Jessica Mortinger presented the recommended corridors for Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC) designation as discussed at the March 20th TAC discussion. Ms. Mortinger handed out copies of the proposed list of CRFC and CUFC corridors for Douglas County, which were also included in the agenda packet. Ms. Mortinger noted that KDOT requests that projects be contained in the MTP and prioritize these projects. The data and details around projects are also needed to submit the designation but more information will be needed from KDOT.

John Maddox indicated these corridors can be related to industry or business districts that generate freight. Truck data such as inbound/outbound data, annual truck counts or daily truck counts would be useful. Keith Browning noted that the data for Route 438, Farmer’s Turnpike, is available but the data for K-10, Highway 56, and 23rd Street projects would come from KDOT. Ms. Mortinger said the land use and activities could come from the City of Lawrence. Scott McCullough mentioned the K-10 West Leg near Venture Park and East Hills currently has no development, but the Venture Park is a planned industrial use
development. Farmer’s Turnpike has certain segments planned or already existing. Highway 56 has more regional connection to the state system. The 23rd Street project would connect Venture Park to K-10, but there have been safety concerns with Venture Park in the past. Ed Courton asked if any studies had been completed with these projects in relation to quantifiable data. Mr. McCullough replied that trip counts from KDOT are the best source for data.

Allison Smith arrived.

Ms. Mortinger noted that the timeframe for these slated projects is important. Mr. Maddox replied that projects need to be identified in the plan.

Chuck Soules arrived.

Chuck Soules asked if this submission is the MPO’s only opportunity to submit projects for the CRFC or CUFC designation. Mr. Maddox explained that the state will submit the freight plan and corresponding freight designations every five years to FHWA, but there will be opportunities every year to change designations and add new projects if previous designated projects have been completed. He added the last freight plan update was completed in 2009, so there is a learning curve for MPOs and KDOT due to new regulations. The freight advisory committee developed ranking and weight criteria and will look at scopes and how the project relates to MPOs and regional influence to select projects as CRFC or CUFC in the freight plan.

Mr. Browning suggested the MPO prioritize the K-10. Mr. McCullough noted that this project would impact other projects and should be the only submission for Douglas County.

A motion to recommend K-10 from US-59 to I-70 as the designated freight corridor was made by Chuck Soules, seconded by Leslie Herring and passed unanimously, 8-0. MPO staff indicated they would update the proposal and add traffic count data from KDOT to provide to the MPO Policy Board for consideration.

4. **Quick Updates**

**T2040 Update** – Ashley Myers updated TAC on the public participation for the T2040 Update. The MPO has been surveying the public at events in Douglas County and has been conducting Stakeholder Interviews. Ms. Myers noted that the first technical memo will be produced by the end of spring.

**RFPs** – Jessica Mortinger said the RFPs for the Transit Center Location Analysis, Lawrence Loop Alignment Study, and Safety Analysis were open until the end of the week. Ms. Mortinger noted that the Safety Analysis will conduct a multimodal countywide crash hot spot analysis. The City Commission still needs to approve the Transit Center Location Analysis. If not approved, the funding will need to be reallocated in the UPWP in order to spend the $40,000 by the end of the year or the MPO will only receive 20% rollover into 2018

5. **Other Business**

Allison Smith mentioned Paul Foundoukis is on a rotational assignment until the end of July, so all FHWA correspondence should go to John Knowles.

6. **Next Meeting: May 2, 2017 or another date set by the TAC**

The meeting was adjourned at 2:02.
TAM Plan: Initial Target chart description

There are three **Categories** that we must report on in Kansas:

1. Rolling Stock (revenue-producing vehicles)
2. Equipment (non-revenue producing vehicles)
3. Facilities (large scale)

Each Category is then split by **Class** of items. For the vehicles, it is split by vehicle type (minivan, cutaway, etc.) For the facilities, it is split into administrative, maintenance, parking, and passenger facilities.

The next column lists **Examples** of each item. These are merely for your reference. Your vehicles may differ (you may have a Dodge instead of a Ford, for example).

The **Abbreviations** category lists all the official abbreviations for each inventory item.

The **Based on** column lists how the asset will be scored in the TAM. All vehicles will be scored by their age, and all facilities will be scored on their condition.

The **FTA Useful Life** column lists the point at which FTA allows us to consider replacement of vehicles under extenuating circumstances.

The **KDOT Replacement threshold** lists where we have said we will consider replacement of vehicles under extenuating circumstances (please note, KDOT has always been a little more stringent than the FTA requirements.) You will see that there is no replacement threshold for facilities; we will consider their repair and/or replacement on a case-by-case basis, knowing that repair will always be our first thought.

The **Useful Life Benchmark** column lists the number of years (for vehicles) or TERM score (for facilities) at which we will be considering our inventory. Basically, this number is the point at which we can reasonably consider a vehicle or facility to last in usable condition.

Finally, the **Performance Target** column lists at what value we would like to set our initial targets for the Group Plan:

- **Rolling stock revenue vehicles = 25%**, meaning that every year at inventory time, no more than 25% of the fleet (statewide, not by agency) will have passed their ULB and still be in service.
- **Equipment non-revenue vehicles = 75%**, meaning that every year at inventory time, no more than 75% of the non-revenue vehicles (statewide, not by agency) will have passed their ULB and still be in service.
- **Facilities = 25%**, meaning that every year at inventory time, no more than 25% of the facilities in service to public transit (statewide, not by agency) will have scored a 3.0 or lower on the FTA TERM Scale (where 5.0 = brand new building and 1.0 = recommended for demolition).

*Comments on these Initial Targets are due no later than December 29, 2016 at 3pm to KDOT.*
<table>
<thead>
<tr>
<th>Category</th>
<th>Class</th>
<th>Example</th>
<th>Abbreviation</th>
<th>Based on</th>
<th>FTA Useful Life</th>
<th>KDOT Replacement threshold</th>
<th>Useful Life Benchmark</th>
<th>% of fleet that is older than the ULB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over-the-road Bus</td>
<td>Motocoach</td>
<td>BR</td>
<td>Age</td>
<td></td>
<td>12 years / 500K miles</td>
<td>14 years / 750K miles</td>
<td>14</td>
<td>25%</td>
</tr>
<tr>
<td>Full-sized Bus</td>
<td>Gillig</td>
<td>BU</td>
<td>Age</td>
<td></td>
<td>10 years / 350K miles</td>
<td>12 years / 500K miles</td>
<td>14</td>
<td>25%</td>
</tr>
<tr>
<td>Cutaway Bus</td>
<td>Ford Cut-away</td>
<td>CU</td>
<td>Age</td>
<td></td>
<td>4 years / 100K miles</td>
<td>5 years / 100K miles</td>
<td>10</td>
<td>25%</td>
</tr>
<tr>
<td>Van</td>
<td>Ford Transit</td>
<td>VN</td>
<td>Age</td>
<td></td>
<td>4 years / 100K miles</td>
<td>5 years / 100K miles</td>
<td>8</td>
<td>25%</td>
</tr>
<tr>
<td>Minivan</td>
<td>Dodge Caravan</td>
<td>MV</td>
<td>Age</td>
<td></td>
<td>4 years / 100K miles</td>
<td>5 years / 100K miles</td>
<td>8</td>
<td>25%</td>
</tr>
<tr>
<td>Equipment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(non-revenue vehicles)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Van</td>
<td>Ford Transit</td>
<td>VN</td>
<td>Age</td>
<td></td>
<td>4 years / 100K miles</td>
<td>5 years / 100K miles</td>
<td>8</td>
<td>75%</td>
</tr>
<tr>
<td>Minivan</td>
<td>Dodge Caravan</td>
<td>MV</td>
<td>Age</td>
<td></td>
<td>4 years / 100K miles</td>
<td>5 years / 100K miles</td>
<td>8</td>
<td>75%</td>
</tr>
<tr>
<td>SUV</td>
<td>Ford Explorer</td>
<td>SV</td>
<td>Age</td>
<td></td>
<td>4 years / 100K miles</td>
<td>5 years / 100K miles</td>
<td>8</td>
<td>75%</td>
</tr>
<tr>
<td>Automobile</td>
<td>Ford Taurus</td>
<td>AO</td>
<td>Age</td>
<td></td>
<td>4 years / 100K miles</td>
<td>5 years / 100K miles</td>
<td>8</td>
<td>75%</td>
</tr>
<tr>
<td>Facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(large-scale)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administrative</td>
<td>Agency headquarters</td>
<td>F-ADMIN</td>
<td>Condition</td>
<td></td>
<td>40 years</td>
<td>n/a</td>
<td>3.00</td>
<td>25%</td>
</tr>
<tr>
<td>Maintenance</td>
<td>Repair garage</td>
<td>F-MAINT</td>
<td>Condition</td>
<td></td>
<td>40 years</td>
<td>n/a</td>
<td>3.00</td>
<td>25%</td>
</tr>
<tr>
<td>Parking</td>
<td>&gt; 500 spaces</td>
<td>F-PARK</td>
<td>Condition</td>
<td></td>
<td>40 years</td>
<td>n/a</td>
<td>3.00</td>
<td>25%</td>
</tr>
<tr>
<td>Passenger</td>
<td>Indoor transit hub station</td>
<td>F-PASS</td>
<td>Condition</td>
<td></td>
<td>40 years</td>
<td>n/a</td>
<td>3.00</td>
<td>25%</td>
</tr>
</tbody>
</table>