



MOVE 2040: Amendment #3

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Amendment Approval

The MOVE 2040 Amendment #3 was approved by the WAMPO Transportation Policy Body on March 13, 2018, after the following public review and comment opportunities.

Activity	Date	Location	Purpose
Public Review	Friday, January 26	Electronic Review at www.wampo.org <i>Documents were available for review online or in hard copy upon request</i>	The general public, partners and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing.
Advanced Public Comment Closed	Monday, February 26 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	Comments will be accepted in person, via phone, or in writing.
Transportation Advisory Committee (TAC)	Monday, February 26 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	TAC will take formal action on the proposed amendment.
Special Public Meeting	Wednesday, March 7 11:30 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	Special public meeting to accept comments on MOVE 2040 Amendment #3, as well as discussion of other WAMPO issues.
Transportation Policy Body Meeting & MOVE 2040 Amendment Public Hearing	Tuesday March 13 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	During this meeting the TPB will hold a public hearing, accepting any final comments from the public before taking formal action on the proposed amendment.

WAMPO's public participation process also satisfies Wichita Transit's public participation requirements for their Program of Projects.

Public Review & Comment

A print media advertisement was released on February 2nd announcing the review and comment opportunity as well as the availability of WAMPO staff to share information within the community. Staff also distributed printed reference copies of the amendment summary and details to all regional libraries (and city halls where libraries were not present).

WAMPO received one comment from a member of the public on this amendment. The comment was supportive of bicycle and pedestrian investments.

Background

MOVE2040 recognized that conditions, projects, programs, federal and state requirements and transportation funding could undergo significant changes. These changes might occur prior to the adoption of the next metropolitan transportation plan, and included a process to amend MOVE 2040.

An amendment request may be made by any member of the Transportation Policy Body (TPB) and the Kansas Turnpike Authority (KTA). The KTA is not a member of the TPB, but is an independent authority owning and operating a regional transportation facility in the region. The request will be considered by the Transportation Advisory Committee (TAC) that will recommend action to the TPB.

Each plan amendment for a project, program, or planning related study must:

- Demonstrate consistency with the Investment Strategy
- Have regional significance
- Include estimated costs and sources – federal share, source of match funds
- Be consistent with MAP-21 (or the federal law in place at the time of the proposed amendments)

The TAC will use the following guidelines to evaluate amendment requests:

- Funding changes – e.g. improved project cost estimates, grant program application, new funding categories, private sector investment
- Change in project or program scope
- Government mandate or regulations
- Emergency response – severe weather damage, seismic activity related repairs, acts of God
- Project sponsor unable to provide local match or otherwise meet fiscal constraint requirements

Public input shall be solicited consistent with the WAMPO Public Participation Plan in effect at the time of the requested amendment. The TAC shall review the public input and provide a recommendation on final action to the TPB.

Amendment #3

Phil Nelson, the WAMPO Executive Director requested a MOVE 2040 Amendment to incorporate a new project to provide a potential funding source for WAMPO planning projects and ongoing operations. The amendment includes one new project (WAMPO Operations), the deletion of one existing project (Turnpike Network Contribution), and an adjustment to the federal funding and total project cost for one project (Air Quality). These changes support WAMPO's mission and its ability to contribute to the successful execution of MOVE 2040 and the development of the next metropolitan transportation plan.

In preparation for the 2019-2022 TIP, WAMPO staff conducted outreach to our jurisdictions and planning partners, noting that to be eligible for WAMPO funding in the 2019 TIP a project must be listed for WAMPO funding in the appropriate time band in MOVE 2040. In order for any changes to be incorporated into MOVE 2040 before the end of the project solicitation for the 2019 TIP a request for an amendment to MOVE 2040 would have to be received by December 15, 2017. Two requests for MOVE 2040 amendments were received by that date, one from the City of Andover and one from the City of Valley Center. These requests were incorporated Amendment #3.

The following section includes more detailed discussion of each of these project changes.

Project Changes

WAMPO

WAMPO Operations

The WAMPO Operations project makes possible the use of suballocated federal funding for WAMPO planning projects and ongoing operations.

Changes:

Add project.

Scope: This project covers the use of federal funds for WAMPO planning projects and operations in 2018, 2019, and 2020. Such planning projects could include the Freight Plan, Regional Transit Plan, and ongoing operational needs such as developing and monitoring Performance Measures and administering the TIP.

Time Band: 2015-2019, 2019-2025

WAMPO Funding: \$1,200,000

Total Project Cost: \$1,500,000

Turnpike Network Contribution

This amendment removes the Turnpike Network Contribution project. This was a WAMPO planning project to conduct an assessment of the effectiveness, impact and usage of Kansas Turnpike the interchanges in the WAMPO region. This work will be subsumed into the WAMPO Freight Plan.

Changes:

Remove project.

Scope:

Time Band: 2019-2025

WAMPO Funding: Decrease from \$160,000 to \$0
Total Project Cost: Decrease from \$200,000 to \$0

Air Quality Conformity 2017-2025

MOVE 2040 included this project to address the planning activities necessary to carry out WAMPO air quality conformity responsibilities in the event the Wichita metropolitan area was designated as a non-attainment area. At the time, air quality in the WAMPO region was worse than the new standard the EPA was proposing. Since MOVE 2040 was adopted, the WAMPO region has had several years of very good air quality, and it does not appear that it will be designated as a non-attainment area in the immediate future. The next opportunity for designation will not arise until sometime after 2020 (most likely 2022, based on past EPA practices). Accordingly we are repurposing some of these funds for the WAMPO Operations project. In the event WAMPO is designated as a non-attainment area in 2022, the remaining funds allocated to this project should be sufficient to carry out WAMPO's air quality responsibilities between then and 2025. Beyond 2025 funding for WAMPO's air quality responsibilities would be covered by the existing Air Quality Conformity 2026-2040 project in MOVE 2040.

Changes:

Time Bands: 2015-2019, 2019-2025

WAMPO Funding: Decrease from \$1,500,000 to \$460,000

Total Project Cost: Decrease from \$1,875,000 to \$575,000

Andover

159th St. East – KTA to Central

Andover requested the inclusion of a new locally funded project, 159th St East – KTA to Central.

The road improvements to 159th St. between the KTA Bridge and Central Ave. were not contemplated in MOVE 2040 because federal funds were not likely given the highly competitive nature of the process and the relatively low pressure from adjacent development. However recent potential for development have caused a reevaluation and a decision to prepare plans in order to improve the road in conjunction with the bridge project.

Several improvements on 159th Street East between US-54 and 13th Street North are planned or have been recently completed. A section between the KTA bridge and 13th Street North was improved to a three lane section in 2016. A project to reconstruct the bridge over the KTA is in the TIP for construction in 2019. The road section between US-54 and Central Ave is included in MOVE 2040 in the 2019-2025 time band. The proposed KTA to central project bridges the gap between the KTA Bridge and the future improvements between US-54 and Central. The proposed three-lane improvements mirror the recent improvements north of the KTA Bridge, which were warranted by future traffic projections while not overbuilding for the pavement life. Two development projects are in consideration, which will likely increase traffic more quickly than the traffic model anticipates.

Changes:

Add project.

Scope: The proposed project consists of a three-lane concrete pavement section beginning at the south end of the 159th St. KTA Bridge Project 8 N-0655-01 with a 10' bicycle pedestrian path on

the east side and a 5' pedestrian sidewalk on the west side of the street. The 10' bicycle pedestrian path on the east side of the street will be extended north from the north end of the bridge project to 13th St.

Time Band: 2015-2019

Total Project Cost: \$2,665,000

Valley Center

Meridian: Ford to Seward and Meridian: 5th to Main

Valley Center requested that the WAMPO funds from the Meridian: 5th to Main project be reallocated to the Meridian: Ford to Seward. Meridian: 5th to Main will remain in MOVE 2040 as a locally funded project.

Based on deteriorating pavement conditions in Valley Center, along Meridian from 69th Street North (Ford) to the Railroad crossing, pavement surface preservation and patching is no longer a practical option. The project description and budget has been revised for full depth pavement replacement as well as sidewalk improvements to upgrade existing 4' sidewalk to a shared use path facility.

This project is a top priority for the City of Valley Center based on the failing existing condition of the pavement and immediate need for repairs. Additionally, sidewalk improvements are in line with the City's Pedestrian and Bicycle Facility Master Plan and will be incorporated into the upcoming Walkable Spaces Program Plan. The project budget for Meridian 5th to Main been reduced such that the City is not requesting any additional funding from WAMPO. This project will likely be separated into smaller phases and is to be 100% funded by the City in the future.

Meridian: Ford to Seward Changes:

Scope: Full depth pavement removal and replacement for Meridian Avenue from 69th Street North to the Railroad. Spot repair for curb and gutter. Remove existing 4' sidewalk along west side of the project extents and replace with a shared use path facility with incidental driveway replacement associated with the sidewalk improvements.

Project Limits: Meridian, from Seward to the railroad crossing north of Ford Street

Increase WAMPO funding from \$919,420 to \$2,779,356

Increase Total Project Cost to: \$3,826,300

Meridian: 5th to Main:

Scope: Full depth pavement removal and replacement with storm sewer extension for Meridian Avenue from Main Street to 2nd Street, 1st Street from Birch Avenue to Meridian Avenue, and 2nd Street from Birch Avenue to Meridian Avenue.

Project Limits: Meridian Avenue from Main Street to 2nd Street, 1st Street from Birch Avenue to Meridian Avenue, and 2nd Street from Birch Avenue to Meridian Avenue.

Decrease WAMPO funding from \$1,860,150 to: \$0

Total Project Cost remains the same.

Partner and Stakeholder Consultation

In developing this MOVE 2040 Amendment WAMPO worked extensively with our member jurisdictions and planning partners. WAMPO staff also engaged with the Transportation Policy

Body and Transportation Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Fiscal Constraint Analysis

The changes proposed during this Amendment will maintain the fiscal constraint of MOVE 2040.

- The WAMPO Operations Project merely moves existing funds between projects. It does not make any changes to total revenues or expenditures and has a neutral effect on the fiscal constraint.
- The additional costs associated with the other two projects add up to approximately \$5.2 million in year of expenditure dollars. This amount can be absorbed by the positive balance in the fiscal constraint analysis from Amendment #2, which is approximately \$380 million over the planning horizon of the plan.