



Transportation Advisory Committee (TAC) meeting notice

Monday, August 28, 2017 at 10:00 am

271 W. 3rd Street, Suite 203, Wichita, KS 67202-1212

Please call us at 316.268.4315 at least 48 hours in advance if you require special accommodations to participate in this meeting. We make every effort to meet reasonable requests.

Meeting Agenda

[Note: Meeting agenda is subject to change during the meeting.]

1. Welcome

2. Regular Business

- A. Approval of August 28, 2017 Agenda
- B. Approval of July 24, 2017 Minutes
- C. Director's Report

3. Public Comments

4. Planning Considerations

- A. Presentation: The City of Wichita's Pavement Assessment Program
Aaron W. Henning, Maintenance Engineer, City of Wichita

5. New Business

- A. Action: MAP-21 Transit Asset Management Performance Measures
Chris Upchurch, WAMPO Senior Planner

6. Other Business

7. Adjournment

Phil Nelson, TAC Secretary
August 21, 2017



You can request a recording of the entire meeting by calling 316.268.4315. Thank you.

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION Transportation Advisory Committee (TAC) Meeting Summary		
07/24/17	Meeting Time: 10:01 a.m.	Meeting Location: 271 W. 3rd Street, Suite 203 Wichita, KS 67202
Type of Meeting:	Regular	
Members Present:	Phil Nelson, WAMPO Shawn Mellies, City of Wichita Paul Gunzelman, City of Wichita Gary Janzen, City of Wichita Baylee Cunningham, Air Quality Don Snyder, KDOT Cory Davis, KDOT	Dan Squires, SCAC Zach McHatton, SCAC Les Mangus, SCAC Michelle Stroot, Wichita Transit Annette Graham, CTD #9 (in at 2C) Jack Brown, Regional Pathways John Prather, Freight Representative
Other Attendees:	Vicki Forbes, WAMPO Carol Gilchrist, WAMPO Katherine Newby, WAMPO Tricia Thomas, WAMPO Cindy Shew, WAMPO Jason O'Brien, WAMPO Chris Upchurch, WAMPO	Gloria Jeff, WAMPO Kristen Zimmerman, WAMPO Greg Allison, MKEC Steve Lackey, TranSystems Slade Engstrom, Transystem Tom Hein, KDOT
1. Call Meeting to Order and Welcome		
	Phil Nelson, Director, WAMPO	
Mr. Nelson called the meeting to order at 10:01 a.m.		
2. Regular Business		
A. Approval of July 24, 2017 Agenda		
Discussion	Mr. Nelson requested that item 4A be removed from the meeting agenda and postponed until the September TAC meeting.	
Action	Motion	Second
	Prather	Stroot
<i>Moved to approve the July 24, 2017 meeting agenda, as amended. Motion was unanimous (13-0).</i>		
B. Approval of June 26, 2017 Minutes		
Discussion	None.	
Action	Motion	Second
	Prather	McHatton
<i>Moved to approve the June 26, 2017 TAC meeting minutes, as presented. Motion was unanimous (13-0).</i>		
C. Director's Report		
Discussion	Staff has started work on the 2018 Unified Planning Work (UPWP) Program. Contact Mr. Nelson and/or Ms. Forbes to give comments and suggestions about the 2018 UPWP. The TAC Chair election will take place at the August TPB meeting. The newly elected chair will serve a two-year term.	
3. Public Comment Opportunity		
	Phil Nelson, Director, WAMPO	
Discussion	None.	



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1. Planning Considerations														
A.	Discussion (Part 2): City Place Making Accessibility and Land Use/Transportation Planning Phil Nelson, WAMPO Director													
Discussion	This item was removed from the agenda and will be placed on the September TAC meeting agenda.													
2. New Business														
A.	Action: MOVE 2040 Amendment #3 Chris Upchurch, WAMPO Senior Planner II													
Discussion	<p>This is the second amendment to WAMPO's long range transportation plan. Changes in this amendment come from four sources: an open Call for Changes issued to project sponsors, changes that emerged from entering the MOVE 2040 projects in our new Project Tracker software, the addition of "bucket" projects to better represent certain KDOT and Wichita Transit programs, and changes related to our efforts to better manage our end-of-the-year suballocated funding balance (including the Planning Walkable Places program). Details on all of these changes can be found in meeting packet.</p> <p>Mr. Prather asked for more specifics on the Wichita Transit program that is part of the amendment. Ms. Stroot stated that it involves that FTA 5311 Program and the FTA 5339 Program.</p>													
Action	Motion	Second												
Motion to approve the MOVE 2040 Amendment #2, as presented. Motion was unanimous (14-0).	Squires	Mangus												
B.	Action: Remaining End of Year Suballocated Funds Kristen Zimmerman, WAMPO Senior Planner II													
Discussion	<p>After accounting for the Planning Walkable Places (PWP) program, there is approximately \$1.0 million available in the projected year-end balance that will need to be programmed during the current Transportation Improvement Program (TIP) Amendment #3, or it will be lost. The PWP program was officially amended into the WAMPO TIP by the Transportation Policy Body (TPB) on July 11, 2017.</p> <p>Funding breakout: 2017 End of Year Balance: \$2.3M Planning Walkable Places: \$1.3M Remaining Balance: \$1.0M</p> <p>The remaining balance is approximately \$265,000. This amount is less than what was given in the meeting packet. Staff was notified on Friday that the annual amount had changed, which means that the overall balance is reduced by the same amount.</p> <p>The working group tasked with how to designate these funds has come up with two options for the use of the remaining balance. These options meet all of the criteria for the use of the end of year funds which include that they can obligate quickly, are already in the long range plan, and are not capital construction projects.</p> <p>Option 1 involves moving forward scheduled reimbursements for the following projects. This option is an accounting option, and it does not materially affect programmed projects.</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 70%;">Project Sponsor: Project</td> <td style="text-align: right;">WAMPO Funding</td> </tr> <tr> <td>Wichita: 143rd E: Kellogg to Central (max amount = \$760,000)</td> <td style="text-align: right;">\$225,000</td> </tr> <tr> <td>KDOT: Traffic Management Center Phase 4 (max amount = \$695,000)</td> <td style="text-align: right;">\$260,000</td> </tr> <tr> <td>Wichita: 127th St. E.: 13th St. N. to 21st St. N. (max amount = \$2,700,000)</td> <td style="text-align: right;">\$230,000</td> </tr> <tr> <td>Sedgwick County: Aviation Pathway Phase 2 (max amount= \$790,000)</td> <td style="text-align: right;"><u>\$305,000</u></td> </tr> <tr> <td style="text-align: center;">Total Reimbursement:</td> <td style="text-align: right;">\$1,020,000</td> </tr> </table> <p>Option 2 proposes funding a technology project and a public transit project. The technology or ITS (intelligent transportation system) project is a big step in extending the region's highway technology down K-15 between Derby and downtown Wichita, and all of the ancillary equipment. The transit project is to purchase a replacement bus for Wichita Transit's fleet. This option also includes moving forward one scheduled reimbursement because these ITS and transit project are ineligible for its funding program- TA.</p> <p>A financial breakdown of this option is included below.</p>		Project Sponsor: Project	WAMPO Funding	Wichita: 143 rd E: Kellogg to Central (max amount = \$760,000)	\$225,000	KDOT: Traffic Management Center Phase 4 (max amount = \$695,000)	\$260,000	Wichita: 127th St. E.: 13th St. N. to 21st St. N. (max amount = \$2,700,000)	\$230,000	Sedgwick County: Aviation Pathway Phase 2 (max amount= \$790,000)	<u>\$305,000</u>	Total Reimbursement:	\$1,020,000
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Discussion, continued	<p>Project Sponsor: Project</p> <table border="0"> <tr> <td>Wichita: Extend Highway Technology System along K-15 Corridor</td> <td>WAMPO Funding</td> </tr> <tr> <td>Wichita Transit: Bus Replacement</td> <td>\$375,000</td> </tr> <tr> <td>Sedgwick County: Move forward scheduled reimbursement</td> <td>\$340,000</td> </tr> <tr> <td>Aviation Pathway Phase 2</td> <td>\$305,000</td> </tr> <tr> <td>Total Reimbursement:</td> <td>\$1,020,000</td> </tr> </table> <p>The committee discussed the various options and proposed adjustments to the options. It was suggested that the funds for the Wichita Transit bus replacement project within Option 2 be used for the ITS project, and that \$340,000 in WAMPO funding be added to the Transportation Improvement Program (TIP) Amendment #4 for a replacement 35-foot, low floor, all accessible bus vehicle for Wichita Transit that would replace an existing bus that has met its useful age.</p> <p>Mr. Upchurch recapped the discussion and summarized the three suggestions for action on the table. The three options include:</p> <ul style="list-style-type: none"> To approve option 1 for this year and then to put the option 2 projects in for funding during the 2018 fiscal year. To approve option 2 as presented, and staff to work on a TIP amendment in the fall to direct more funds to K-15 project To approve option 2 with moving the transit funding to the technology project. <p>The committee had further discussion and then took action.</p>	Wichita: Extend Highway Technology System along K-15 Corridor	WAMPO Funding	Wichita Transit: Bus Replacement	\$375,000	Sedgwick County: Move forward scheduled reimbursement	\$340,000	Aviation Pathway Phase 2	\$305,000	Total Reimbursement:	\$1,020,000		
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Total Reimbursement:	\$1,020,000												
Action	Motion	Second											
<p>Motion to approve Option 2, moving the Wichita Transit bus replacement project funds to the Wichita project to extend the highway technology system along the K-15 corridor, and then for staff to rebalance the Transportation Improvement Program for 2018. Motion was unanimous (14-0).</p>													
	Squires	Prather											
<p>C. Action: Transportation Improvement Program (TIP) Amendment #3 Jason O'Brien, WAMPO Senior Planner</p>													
Discussion	<p>The 2017 Transportation Improvement Program (TIP) Amendment #3 is the last of three Amendments scheduled for Fiscal Year 2017.</p> <p>There are two changes included in this amendment that require formal approval. The first is a new KDOT funded project to replace a bridge on I-235. The project will cost \$270,000 in state funds during the year 2018/19 for the utility relocation and right of way phases. The second change is a change to project limits on the Sedgwick County – Aviation Pathway Phase 2. There is no change to the \$1.1 million in WAMPO funds. The change is due to the project not reaching the original terminus resulting in it being slightly shorter.</p> <p>The 30-day public comment period is in progress and will close on July 25, 2017. No public comments have been received to date.</p> <p>Mr. Brown asked for details on the change made to the Aviation Pathway project. Mr. O'Brien replied that the change was necessary due to right of way access that will result in this pathway not being able to connect with the Wichita network.</p>												
Action	Motion	Second											
<p>Motion to approve the Transportation Improvement Program Amendment #3, as presented. Motion was unanimous (14-0).</p>													
	Squires	Mangus											
<p>D. Action: MOVE 2040 Bridge Performance Measures Chris Upchurch, WAMPO Senior Planner II</p>													
Discussion	<p>MOVE 2040, WAMPO's long-range transportation plan, includes a series of performance measures covering various aspects of the transportation system. These include a performance measure for bridges: the percentage of roadway bridges in a state of good repair, and are not functionally obsolete or structurally deficient. Mr. Upchurch presented a table showing the percentage of bridges in the WAMPO region which are not structurally deficient or functionally obsolete, weighted by deck area. The overall trend is positive (increasing by approximately 0.22% per year). Of the bridges that do not meet this standard, most are considered functionally obsolete (30.9%). Only about 1.9% are structurally deficient.</p> <p>Staff, with input from the Asset Management Steering Group and a sounding board made up of</p>												



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Discussion, continued	professionals from WAMPO jurisdictions and planning partners, have recommended two targets for this measure. First, to raise the percentage of bridges not structurally deficient or functionally obsolete by 2022 to 68% (which is in line with the current trend). Second, to maintain the percentage of bridges not structurally deficient or functionally obsolete at or above 68% through 2040. Staff recommends the approval of the performance targets as presented.		
Action	Motion	Second	
<i>Motion to approve the MOVE 2040 Bridge Performance Measures, as presented. Motion was unanimous (14-0).</i>	Gunzelman	Squires	
6. Other Business			
Discussion	None.		
7. Adjournment			
	Phil Nelson, Director, WAMPO		
Discussion	The meeting adjourned at 11:01 p.m.		



Agenda Item 3:
Public Comment Opportunity
Tom Jones, Transportation Advisory Committee (TAC) Chair

Background

The Public Comment Opportunity is an open forum for the general public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents. Comments are limited to two minutes per individual.



Background

Based on the MAP-21 legislation, the United States Department of Transportation has established federal performance measures in several areas. Metropolitan Planning Organizations (MPO) are required to set targets for these performance measures. The first federal performance measure we need to set a target for is Transit Asset Management. MPOs are required to coordinate with the state and with providers of public transportation that operate in our planning area.

There are currently two sets of targets for transit operators in the WAMPO region. Wichita Transit has established a set of Transit Asset Management targets for their vehicles and fixed assets. KDOT has established targets that apply to all transit operators in the state except Wichita Transit. These KDOT targets apply to the various paratransit operators in the Wichita area (other than Wichita Transit).

While states and transit operators were required to establish targets by December 31, 2016, they are not required to have their Transit Asset Management Plans in place until October 1, 2018. This means that we have relatively little hard data on transit asset condition to help us set these targets (particularly for the non-Wichita Transit operators in our region).

Due to the limited data available, staff recommends that WAMPO adopt the Wichita Transit targets with respect to Wichita Transit's fleet and adopt the KDOT targets for all other transit providers in the WAMPO region. We will have the opportunity to revisit these targets when we have more data after the state and Wichita Transit finish their Transit Asset Management Plans in late 2018.

Recommended Targets

The Transit Asset Management Performance Measures require targets for each class of assets that a transit agency in our region operates. Examples of an asset class would be a full size bus or a cutaway van. There are also asset classes for fixed facilities such as administration buildings, or maintenance facilities. For rolling stock and support equipment, the performance measure is the percentage of the fleet in that asset class that has exceeded its useful life benchmark (a measure of how long vehicles of this type are expected to last in service). For facilities, the performance measure is the percentage of assets that are rated below 3.0 on a 5 point scale.



Agenda Item 5A: Action
MAP-21 Transit Asset Management Performance Measures
 Chris Upchurch, WAMPO Senior Planner

KDOT Targets

Category	Class	Useful Life Benchmark	% of fleet beyond ULB
Rolling Stock	Over-the-road Bus	14	25%
	Full-sized Bus	14	25%
	Cutaway Bus	10	25%
	Van	8	25%
	Minivan	8	25%
Equipment	Van	8	25%
	Minivan	8	25%
	SUV	8	25%
	Automobile	8	25%

Category	Class	% of Facilities below 3.0 on the TERM Scale
Facilities	Administrative	25%
	Maintenance	25%
	Parking	25%
	Passenger	25%

Wichita Transit Targets

Category	Class	Useful Life Benchmark	% of fleet beyond ULB
Rolling Stock	Full-sized Bus	14	17%
	Buses (Rubber Tire Trolley)	10	100%
	Light Duty Cutaway Vans	6	17%
Equipment	Light Duty Cutaway Vans	6	100%
	Support Vehicles	8	50%

Category	Class	% of Facilities below 3.0 on the TERM Scale
Facilities	Administrative/Maintenance	0%
	Passenger/Parking	0%



Agenda Item 5A: Action
MAP-21 Transit Asset Management Performance Measures
Chris Upchurch, WAMPO Senior Planner

Policy Considerations

- WAMPO is required to set targets for this performance measure by federal regulation.

Options:

- Recommend the TPB approve the performance targets as proposed.
- Recommend the TPB not approve the performance targets.
- Recommend the TPB approve the performance targets with specific changes.

Recommendations:

- Staff recommends the approval of the performance targets as presented.

Next Steps:

- Staff will monitor the progress on the KDOT and Wichita Transit Asset Management Plans and update the TAC when we have more information about this performance measure.