



Transportation Advisory Committee (TAC) meeting notice

Monday, September 25, 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 September 25, 2017 Agenda
 - B. Approval of August 28, 2017 Minutes
 - C. Director's Report
3. Public Comments
4. **Planning Considerations**
 - A. Direction: 2018 Unified Planning Work Program (UPWP)
Phil Nelson, Director, WAMPO
 - B. Discussion: Scenario Planning
Gloria Jeff, Principal Planner, WAMPO
5. **New Business**
 - A. Action: Freight Route Delay Performance Measures
Chris Upchurch, Senior Planner, WAMPO
6. **Committee Reports/Updates**
7. **Other Business**
8. **Adjournment**

Phil Nelson, TAC Secretary
September 19, 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		
08/28/17	Meeting Time: 10:00 a.m.	Meeting Location: 271 W. 3rd Street, Suite 203 Wichita, KS 67202
Type of Meeting:	Regular	
Members Present:	Tom Jones, Chair Phil Nelson, WAMPO Gary Janzen, City of Wichita(in at 4A/out at 5A) Baylee Cunningham, Air Quality Don Snyder, KDOT Rene Hart, KDOT Jack Whitson, SCAC	Dan Squires, SCAC Les Mangus, SCAC Michelle Stroot, Wichita Transit Marla Canfield, REAP John Prather, Freight Representative Paul Foundoukis, FHWA (ex-officio) Daniel Nguyen, FTA (ex-officio)
Other Attendees:	Vicki Forbes, WAMPO Carol Gilchrist, WAMPO Katherine Newby, WAMPO Tricia Thomas, WAMPO Jason O'Brien, WAMPO Chris Upchurch, WAMPO Gloria Jeff, WAMPO Kristen Zimmerman, WAMPO Slade Engstrom, Transystem	Tom Hein, KDOT Lynn Packer, Sedgwick County Ron Neuman, PEC Pete Meitzner, City of Wichita Troy Tabor, City of Andover Aaron Henning, City of Wichita Alan King, City of Wichita Joe Pajor, City of Wichita
1. Call Meeting to Order and Welcome		
	Tom Jones, TAC Chair	
Mr. Jones called the meeting to order at 10:00 a.m.		
2. Regular Business		
A. Approval of August 28, 2017 Agenda		
Discussion	None.	
Action	Motion	Second
<i>Moved to approve the August 28, 2017 meeting agenda, as presented. Motion was unanimous (12-0).</i>	Whitson	Mangus
B. Approval of July 24, 2017 Minutes		
Discussion	None.	
Action	Motion	Second
<i>Moved to approve the July 24, 2017 TAC meeting minutes, as presented. Motion was unanimous (10-0-2). Jones and Hart abstained from the vote.</i>	Mangus	Prather
C. Director's Report		
Discussion	The Planning Walkable Places workshop for program sponsors procurement procedures took place prior to the TAC meeting. Over the last month, the Scenario Planning Work Group and the Freight Roundtable both had their kickoff meetings. Staff will keep the TAC updated on the progress of these two working groups. Finally, WAMPOs 2016 Annual Report was distributed to each member.	



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

3. Public Comment Opportunity	
	Tom Jones, TAC Chair
Discussion	None.
4. Planning Considerations	
A.	Presentation: The City of Wichita's Pavement Assessment Program Alan King, Director, City of Wichita Public Works & Utilities Department Aaron Henning, Maintenance Engineer, City of Wichita Public Works & Utility Department
Discussion	<p>The City of Wichita's paved street network is comprised of over 5,000 lane-miles of residential, collector, and arterial streets and expressways. Per the Wichita State University's recent report of community infrastructure, it is valued at over \$1.6 billion. The historical approach to prioritization of pavement assessment has been to utilize the Pavement Condition Index (PCI), complete of locations previously identified as needing maintenance, respond to complaints and requests, and follow the maintenance history and other scheduled repairs.</p> <p>The City of Wichita's current approach for pavement data collection (ASTM D6433-11) is a low tech approach using an actual person who drives the streets and collects data from behind the windshield. On asphalt roads, the assessor is assessing for rippling and shoving, raveling, distortion, edge cracking, alligator cracking, map cracking, longitudinal cracking, transverse cracking, and rutting. On concrete, the assessor looks at scaling, distortion, corner cracks, linear cracking, transverse cracking, joint spalling, and joint stepping. Mr. King reviewed the cost for maintenance and tracking the maintenance to see the greatest return on investment.</p> <p>When determining the decision support and investment optimization tool the city of Wichita looked at the short and long term results of a traditional strategy and budget, the strategy and budget required to maintain current condition and asset values over time, and the strategy and budget that results in the optimum return on investment over time.</p> <p>Mr. Henning stated that they began using excel spreadsheets to manage the collected data, but found that it has its limitations with the amount of data being collected and tracked. With this model, they have been able to prioritize the various projects based on type, etc., and evaluate the impact of maintenance priorities over the next forty years. Mr. Henning stated that they have chosen a high return on investment approach. He reviewed the financial impact since beginning this process and reported that there has been a significant increase in lane miles maintained, even with a decrease in funding during 2012. The Wichita City Council has been intentional in increasing funding to pavement assessment and maintenance. This approach has been helpful in helping decision makers decide where to use the funding available.</p> <p>Mr. Squires asked how often they are able to evaluate the network. Mr. Henning said that there is a dedicated staff member for assessment that will work through the entire network once every 18 months. Mr. Nelson asked if this approach includes functional classifications. Mr. Henning replied that it includes all that the City of Wichita monitors, however, it could include the functional classification for all of the WAMPO region if needed.</p> <p>Mr. Jones asked if the City of Wichita could provide a workshop to the WAMPO jurisdictions to show them how they use their system, such as a training seminar. Mr. King stated that this is a possibility.</p> <p>Mr. Squires asked if the city of Wichita tracks a weighted PCI to see if they are winning or losing the battle of maintenance. Mr. Henning stated that PCI encourages the opposite. When you're at the bottom end, but spend less money on it, then the result is to provide more money to do other projects and therefore will see a better return on investment. Mr. King added that this approach does show a trend line, and the beauty of this approach is that you are able to show the value of your network. You not only see trends, but you are also able to provide actual numbers that are meaningful to the public and to decision makers.</p>
5. New Business	
A.	Action: MAP-21 Transit Asset Management Performance Measures Chris Upchurch, WAMPO Senior Planner II



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

Discussion	<p>Based on the MAP-21 legislation, the United States Department of Transportation has established federal performance measures in several areas. Metropolitan Planning Organizations (MPOs) are required to set targets for these performance measures. The first federal performance measure targets that need to be set are for Transit Asset Management. MPOs are required to coordinate with the state and with providers of public transportation that operate in our planning area.</p> <p>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).</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>Mr. Upchurch reviewed the Wichita Transit and KDOT proposed targets and staff recommends the TPB 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. Staff will revisit these targets after the state and Wichita Transit finish their Transit Asset Management Plans in late 2018.</p> <p>The committee asked questions regarding the targets and took action.</p>			
	Action	Motion	Second	
	<p>Motion to approve the MAP-21 Transit Asset Management Performance Measures, as presented. Motion was unanimous (12-0).</p>		Squires	Stroot
	<p>6. Other Business</p>			
	Discussion	None.		
<p>7. Adjournment</p>				
	Tom Jones, TAC Chair			
Discussion	The meeting adjourned at 10:59 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

- Each year, all Metropolitan Planning Organizations (MPO) are required to submit a Unified Planning Work Program (UPWP).
- The UPWP is intended to show planning partners and community members how the MPO intends to provide planning services for the region, and how federal and state funds will be used to support planning activities and goals of the regional member communities.
- This document is the basis for a three phased planning approach:
 - Phase 1 uses the UPWP as the primary planning document for developing the approach to programming and planning for the very real probabilities of change;
 - Phase 2 is focused on the best use of federal money indicated as suballocated funds and preparing systems and transportation modes for future generations.
 - Phase 3, the final phase, is intended to utilize Phases 1 and 2 as the primary infrastructure for the development of the next Metropolitan Transportation Plan (MTP) due in 2020.

Considerations

Fiscal/Budget Considerations

- The UPWP calls for proposed expenditures of \$1,496,781 for fiscal/calendar year 2018. Expenditures include personnel costs, commodities and contractual services required to complete the objectives included in the document.
- Primary reasons for the increase in spending is use of Sub-allocated STP funds for planning related activities. Namely, the proposed budget includes the use of \$200,000 for some form of an asset management program. This asset management related expenditure was included in the MTP and was recently approved as part of the MTP and TIP amendment process for inclusion in the 2018 budget. The expenditure requires a \$40,000 match, which has been included in the CPG expenditures included in the UPWP budget.
- Other STP expenditures included in the UPWP budget include:
 - \$28,800 for the development of mandated Performance Measures;
 - \$60,000 for the development of the new Transportation Improvement Program;
 - \$175,000 for the development of an update to the WAMPO 2010 Freight Plan;
 - \$100,000 for the development of a regional transit plan. Matching funds for each of these projects are included in the CPG side of the budget.
- Other platforms included in the 2018 UPWP, which are intended to evolve into the next two UPWP's and then evolve into the next MTP include:
 - Trends, Generational Analysis & Scenario Planning
 - Scenario Planning Platforms
 - Trend Forecasts
 - Generational Related Impacts on Transportation
 - Autonomous Vehicles Implications
 - Transportation Related Quality of Place Factors
 - Changes in How People Get Where They Want or Need to Go
 - Land Use Change Impacts on Infrastructure and Systems
 - Continued Environmental quality Monitoring
 - Investigation of Design Principles on Transportation Related Factors
 - Smart Region-Infrastructure/Data Needs



Agenda Item 4A: Discussion
2018 Unified Planning Work Program (UPWP)
Phil Nelson, Director, WAMPO

- Develop Processes for Becoming a Smart Region
- Determine Data & Technology Needs
- Develop Components of New Skill Sets for Developing the Means for Sustainability, i.e. Reducing Transportation Related Costs While Protecting Natural Resources and Improving Quality of Place.
- Continue to Develop Member Based/Requested Data Wants/Needs & Determine Best Practices Warehousing and Accessing Data.
- Performance Based Planning
 - Development of Transportation Related Placemaking Standards
 - Develop Multimodal Transportation Delivery Systems
 - Develop Common WAMPO Goals with Member Communities
 - Determine Various Systems Performance Standards
 - Asset Analysis/Fitness
 - TSM Systems Operations Task Force
 - Transportation improvement Program
 - Travel & Traffic Demand Model Maintenance
 - Congestion Management and Transportation Technology
 - Functional Roadway Classification Update
- Multimodal Planning
 - Develop Regional Multimodal Transportation Delivery Systems
 - Tie Bicycle/Pedestrian Planning for Safer Accessibility for Transit Access and Community Health
 - Conduct a Regional Transit Study
- Depending on what the TAC recommends to the TPB concerning what asset management functions will look like, the need to use STP funds for planning considerations is intended to be a one year occurrence. For the particular 2018 budget, staff is proposing to utilize \$563,800 in STP funds to supplement the CPG side of the budget.
- Due to the fact that WAMPO is becoming a more standalone organization in terms of operating expenses and functions, some of the day-to-day and human resource related expenses will have to be assumed by WAMPO. These expenses, including health insurance, pension contributions and other investments in WAMPO employees require more use of CPG funds. Total estimated costs related expenditures are indicated at approximately \$65,000 for fiscal/calendar year 2018.
- The City of Wichita will continue to act as the fiscal agent for WAMPO and WAMPO will continue to pay expenses fronted by the City of Wichita when federal funds and planning grant money becomes available.
- Revenue estimates include the 2017 year end unencumbered cash balance, planning grant funds, membership dues and potential Transportation Improvement Funds paid by member communities undertaking construction projects during the coming fiscal year.
- Due to some past practices, WAMPO has to look to implement some different revenue strategies. These changes come in the form of increases in TIP fees starting in 2018 as indicated in the attached chart. Tip fees are proposed to increase from 1% of obligated STP funds to 1.3% starting in 2018, and increase by 1/10th of one percent per year through the year 2030. TIP fee increases are part of a two pronged approach along with use of the STP that are necessary to get this and future budgets back on track.



Policy Considerations:

- One of the most significant changes in the proposed UPWP from past documents focuses on how the suballocated funds are used. While the primary focus is still concentrated on preserving and maintaining existing infrastructure, a significant amount of money and staff time will be focused on developing systems and transportation modes that are intended to prepare the region for the future.
 - Proposed funding is also focused on further tying transportation projects with developed quality of place factors. Factors included in this phase of the UPWP are: changes in how people get to where they want to go; how changes in lifestyle and housing choices could impact transportation infrastructure and modes; how transportation could impact community quality of life and environmental aspects; and how street and intersection designs could impact accessibility and mobility aspects.
 - Projects that make WAMPO regional transportation features smarter will also be studied. The potential for tying smarter vehicles with smarter infrastructure and modes, is also proposed as a part of the UPWP, as well as, developing new regional skill sets as to how new methods of moving goods and services can be incorporated into not just preservation and maintenance, but planning for the future as well.
 - A significant share of funds in the proposed 2018 UPWP are also focused on the FHWA mandated Performance Based Planning. Proposed projects included in this section of the UPWP include:
 - Development of Placemaking Possibilities
 - Developing multimodal delivery systems for both people and goods
 - Better assimilation of WAMPO goals with member community goals
 - Continued development of performance standards
 - Infrastructure Analysis/Fitness
 - Transportation Systems Management Systems Operations Task Force
 - Development of the new Transportation Improvement Program
 - Travel & Traffic Demand Model Maintenance
 - Congestion Management & Transportation Technology
 - Update of the Functional Roadway Classification Map
 - Projects that look at meeting the needs of all five current generations while planning for future generations and projects that look at reducing the demands on natural resources, will score higher than simply repairing, replacing, or upgrading systems or infrastructure.
- The document is being constructed using demographic, land use, and potential natural resource availability trends in the coming years as the primary programming nucleus. The document attempts to tie potentially available resources with what the population might need or want in the future. The WAMPO region will reflect the same demographic changes that the nation faces in that planners will be trying to develop infrastructure and transportation modes for five different generations.
- While still focusing on preserving and maintaining the current infrastructure and transit modes, the proposed UPWP will also focus on what probable trends could do to transportation systems and the potential price of supplying, or, just as importantly, in doing nothing to prepare for the future.
- Again while providing a focus on preserving and maintaining current infrastructure, trends and other factors will be used to build various scenarios that will try to better coordinate



Agenda Item 4A: Discussion
2018 Unified Planning Work Program (UPWP)
Phil Nelson, Director, WAMPO

what future generations of users of the transportation systems might want with available resources.

- Funds are also included to improve communications and get input from the motoring and non-motoring public at the start of the project or program development.
- In a further effort to get the budget back in line, we will not fill a vacant position until sometime in 2018. The Director is also in the process of restructuring roles and job descriptions in order to better fit what we have to do and when we have to do it, and we will also be much more active in seeking grant funds to supplement operating and planning related programs.
- The proposed UPWP continues the focus on working with member communities. WAMPO staff is developing the logistics for working with some of the smaller member communities to assist in developing GIS mapping functions for those cities that do not have the resources to do so. Staff is also developing data formats that could be of benefit to all WAMPO members as well as the general public.
- The proposed UPWP also allocates significant funds and staff time toward continuing ongoing projects and programs including, but not limited to: general management; TPB and TAC support; professional development; Title VI compliance; travel demand model maintenance; performance measures; TIP updates; grant administration; regional asset management TSM operation task force; and safety performance measures. Funding has also been included to upgrade the travel demand model software.

Requests:

- WAMPO staff is seeking TAC input and guidance on (1) the general direction of the document; and (2) the objectives included in this document.

Attachment(s)

- [Proposed TIP Fee Proposal](#)

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Potentially Obligated STP Funds	\$ 11,750,000	\$ 11,436,200	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000
Proposed TIP Fee Revenues	\$ 117,500	\$ 156,000	\$ 168,000	\$ 180,000	\$ 192,000	\$ 204,000	\$ 216,000	\$ 228,000	\$ 240,000	\$ 252,000	\$ 264,000	\$ 276,000	\$ 288,000	\$ 300,000
Potential Project Cost Impacts														
\$500,000 Project Cost	\$ 5,000	\$ 6,500	\$ 7,000	\$ 7,500	\$ 8,000	\$ 8,500	\$ 9,000	\$ 9,500	\$ 10,000	\$ 10,500	\$ 11,000	\$ 11,500	\$ 12,000	\$ 12,500
\$1,000,000 Project Cost	\$ 10,000	\$ 13,000	\$ 14,000	\$ 15,000	\$ 16,000	\$ 17,000	\$ 18,000	\$ 19,000	\$ 20,000	\$ 21,000	\$ 22,000	\$ 23,000	\$ 24,000	\$ 25,000
\$3,000,000 Project Cost	\$ 30,000	\$ 39,000	\$ 42,000	\$ 45,000	\$ 48,000	\$ 51,000	\$ 54,000	\$ 57,000	\$ 60,000	\$ 63,000	\$ 66,000	\$ 69,000	\$ 72,000	\$ 75,000
\$5,000,000 Project Cost	\$ 50,000	\$ 65,000	\$ 70,000	\$ 75,000	\$ 80,000	\$ 85,000	\$ 90,000	\$ 95,000	\$ 100,000	\$ 105,000	\$ 110,000	\$ 115,000	\$ 120,000	\$ 125,000



Agenda Item 4B: Discussion **Scenario Planning**

Gloria J. Jeff, Principal Planner, WAMPO

Background

- In preparation for the update of the WAMPO metropolitan transportation plan, the Transportation Policy Body established a scenario planning working group. The working group was charged to develop and analyze future scenarios for the metropolitan plan. The scenarios will be developed building on the trends information and analysis presented to the WAMPO committees. The essential element of the development process is an outreach to the area's decision-makers, opinion leaders, system users and providers and of course the public at large. It is proposed that this input will be gathered using a variety of outreach techniques. This will include social media, in person presentation and discussion, an in person and online survey instrument, and as appropriate, participation in community events. The initial phase is being conducted in September and October 2017.

Recommendations:

- The Working Group is asking the members of the Transportation Advisory Committee to identify through discussion:
 - Using the trends summary – Identify the key driving factors for the area's next twenty (20) years
 - Identify the opportunities for the area
 - Identify the challenges for the region
 - Identify any concerns with regard to equity
 - Using a dot exercise, indicate relative importance in each of the categories(challenges, drivers, issues of equity, and opportunities)

This information will be incorporated in the development of the future scenarios.

Next Steps:

- Continue the outreach on the scenario development activity through September and October 2017.
- Develop draft descriptions of a baseline scenario and a baseline scenario, plus achievement of the performance targets
- Prepare a summary of the results of the outreach
- Develop an initial set of scenarios using the results

Attachment(s)

- [Trends Summary Highlights](#)

Trends Highlights – June 2017

Asset Management survey tells us:

Bridges

- Less than 5% of the region's bridges are rated below 50 (a rating of below 50 indicates a need for more than routine maintenance)

Bicycle/Pedestrian assets are rated in fair or better condition

Pavement

- No consistency in the type of training used to conduct pavement related inspections
- All survey respondents have preventative maintenance procedures. All are not uniform
- Approximately 80% of the non-residential lane miles are in fair or better condition

Transit

- No transit vehicles rated in "poor or "very poor" condition
- All transit facilities are rated in "good" condition or better
- Wichita Transit reports that 100% of their passenger carrying vehicles used in the morning pull out are rated in "good" condition or better. 100% of their spare fleet is also rated in good condition or better

The Building Regional Economic Growth (BREG) effort identifies eight key sectors for the region's economy:

- Advanced Manufacturing
- Advanced Materials
- Aerospace
- Agriculture
- Data Services & Information Technology
- Healthcare
- Oil & Gas
- Transportation & Logistics

Wichita State University Center for Economic Development and Business Research (CEDBR) shared:

- Employment growth in Kansas and Wichita have fallen behind that of the United States
- Kansas and Sedgwick County are both highly concentrated in manufacturing.
- Core industry sectors continue to weaken the state and regional economies

- Population growth for South Central Kansas region is projected to grow at 0.1% through 2064
- The retired population will surpass the youth population by 2034 in Kansas
- Increasing interdependence of Metro areas and the rural parts of the state
- Tax structure may not fit demand for public services in the future

Wichita Area Metropolitan Planning Organization (WAMPO):

- Five Living Generations in the region today
 - Greatest Generation (1901 -1945)
 - 83% like driving
 - Baby Boomers (1946-1964)
 - Automobile preferred mode of travel
 - Generation X (1965-1980)
 - Walking preferred mode of travel
 - Millennials (1981-2000)
 - Likely to use transit
 - Walking preferred mode of travel
 - Generation Z (after 2001)
- Average trip is 10 minutes long
 - In 2010 the delay per trip was 26 seconds
 - In 2040 the delay per trip is projected to be 45 seconds

Wichita Community Foundation

- Wichita is part of a Constellation of Success. The Constellation includes: Cedar Rapids, IA; Des Moines, IA; Omaha, NE; Oklahoma City, OK and Wichita, KS
- The Four Challenges are:
 - Perception
 - Human Capital
 - Entrepreneurial
 - Business Cycle
- Two key levers to address challenges
 - Increasing Capital Velocity
 - Expanding the Talent Ecosystem
- “The future of Wichita will be defined by deliberate actions taken to drive intentional outcomes.” James Chung

Global Trade Services

- Exports grow businesses
- Exports and Transportation are symbiotic
- Emerging markets are where highest growth is occurring
- We need transportation to move goods. We need time & cost efficient transportation to remain globally competitive

AARP - Kansas found that the most important community features are:

- Easy to read traffic signs, well maintained streets, and well-lit streets
- Safe and accessible sidewalks
- A range of flexible job opportunities for older adults
- Job training for older adults
- Easy to find volunteer opportunities
- Volunteer training
- Home repair contractors who are affordable, trustworthy, and do quality work

Metropolitan Area Planning Department (MAPD) in the Community Investments Plan shared:

- Uncertainty & change shapes and impact the future of our communities
- Modest current county wide annual job growth rate of 0.7%
- Future growth/development revenues do not cover long-term cost liabilities of our public infrastructure
- One in five residents will be 65 or older
- By 2025, half of the households will be single person households
- By 2030, roughly 80% of households will have no children
- \$9.5 billion gap for proposed capital project needs and wants
- Use Community Investments Plan to guide and monitor principals and desired outcomes of plan for course corrections

Downtown Wichita Development Corporation offered:

- Project Downtown. It builds on the market economies of housing, retail and hotel/commercial
- Wichita is the 48th Largest U.S. City
- Supports
 - Talent Attraction and Recruitment
 - Walkable & Bikeable Urban Streetscape
 - Urban center is important to the region
 - Walkable neighborhoods produce 6x more tax revenue than suburban areas
 - Urban centers produce 12x more tax revenue than suburban areas

Wichita State University (WSU) President John Bardo stated in September 2016

- The three goals of economic development are:
 - Net, broad-based job creation
 - Private sector wealth creation across large segments of the population
 - Increased global competitiveness for businesses in one or more economic sector(s)
 - Is committed to having Wichita State University be an effective participant in the success of region.

- Concurred with the BREG Clusters for the south central Kansas region
- Suggested the following keys to regional competitiveness:
 - Research and Development
 - Workforce
 - Quality of Life



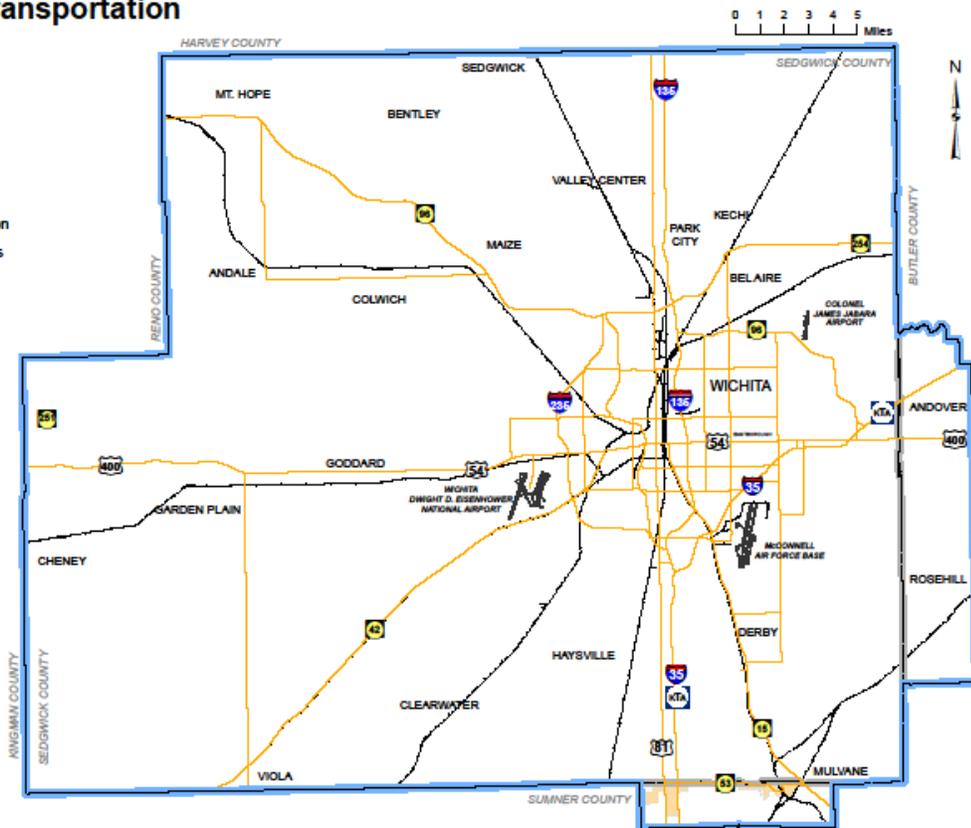
Background

One of the MOVE 2040 performance measures for our freight movement goal is “Measured delay on identified freight routes.”

The “identified freight routes” are currently the highway portion of the WAMPO Multimodal Freight Network identified as part of the 2010 Freight Plan.¹ We are measuring delay along these routes using the WAMPO Travel Demand Model (TDM).

WAMPO Transportation System

- Freight Network**
 - Railroads
 - Roadways
- Plan Boundaries**
 - WAMPO Region
 - Co. Boundaries



According to the model, there are 8,264 vehicle-hours of delay each day on the WAMPO freight network. Vehicles spend a total of 149,612 hours traveling on the WAMPO freight network each day, meaning that only 5.5% of the time spent on the freight network is due to congestion.

For comparison, if you look at the WAMPO Travel Demand Model as a whole, there are 13,505 vehicle-hours of delay out of 380,380 total vehicle hours of travel, or about 3.5%. The higher percentage of delay on the freight network is not surprising, given that the freight network includes the WAMPO region’s most heavily travelled roads.

¹ These routes are getting a bit long in the tooth at this point and WAMPO currently has a freight initiative underway that will (among other things) revise the WAMPO freight network.



Agenda Item 5A: Action
Freight Route Delay Performance Measures
Chris Upchurch, WAMPO Senior Planner

Using the travel demand model, we can also forecast the delay in 2040. The model predicts that by 2040 delay on the freight network will increase to 16,201 vehicle-hours of delay. Vehicle-hours of travel on the freight network will rise to 190,528 hours, meaning 8.5% of the time spent on the freight network in the WAMPO region will be due to congestion.

Recommended Targets

Staff feel that anything under 10% is very good performance and would be consistent with the adopted targets for general congestion-related performance measures. We propose a 10% target for this performance measure (both now and in 2040).

Policy Considerations

- Adopting a target for this performance measure follows through on a commitment made in MOVE 2040.
- Under the new planning rules, MPOs are required to follow a performance-based approach to transportation decision making. Adopting a target for this performance measure will move WAMPO down that road.

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 performance of the freight network in the WAMPO region. When the WAMPO freight network is updated, staff will recalculate the performance measures using the new network and will return to the TAC with an update.