



Transportation Advisory Committee (TAC) meeting notice

Monday, October 23, 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 October 23, 2017 Agenda
 - B. Approval of September 25, 2017 Minutes
 - C. Director's Report
3. Public Comments
4. **Planning Considerations**
 - A. Discussion: 2019 Transportation Improvement Program
Kristen Zimmerman, Senior Planner, WAMPO
5. **Committee Reports/Updates**
6. **Other Business**
7. **Adjournment**

Phil Nelson, TAC Secretary
October 17, 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			
09.25.17	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 Jim Weber, Sedgwick County Gary Janzen, City of Wichita (in at #2C) Baylee Cunningham, Air Quality(in at #2C) Don Snyder, KDOT Rene Hart, KDOT (in at #4A) Jack Whitson, SCAC	Paul Gunzelman, City of Wichita Dan Squires, 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 Chris Upchurch, WAMPO Gloria Jeff, WAMPO	Kristen Zimmerman, WAMPO Dale Miller, MAPD Lonnie Wright, Citizen Michael Hunter, Health ICT Scott Wadle, City of Wichita Greg Allison, MKEC	
1. Call Meeting to Order and Welcome			
	Tom Jones, Chair, TAC		
Mr. Jones called the meeting to order at 10:00 a.m.			
2. Regular Business			
A. Approval of September 25, 2017 Agenda			
Discussion	None.		
Action	Motion	Second	
	<i>Moved to approve the September 25, 2017 meeting agenda, as presented. Motion was unanimous (12-0).</i>	Whitson	Weber
B. Approval of August 28, 2017 Minutes			
Discussion	None.		
Action	Motion	Second	
	<i>Moved to approve the August 28, 2017 TAC meeting minutes, as presented. Motion was unanimous (14-0).</i>	Prather	Mangus
C. Director's Report			
Discussion	Ms. Thomas reported on the mobile app that was created for the Annual Bicycle and Pedestrian Count as well as other community events. Mr. Nelson reported that WAMPO's congestion management process has been reviewed and approved by FHWA and FTA.		
3. Public Comment Opportunity			
	Tom Jones, Chair, TAC		
Discussion	None.		



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

4. Planning Considerations	
A.	Direction: 2018 Unified Planning Work Program Phil Nelson, Director, WAMPO
Discussion	<p>Each year, Metropolitan Planning Organization’s (MPO’s) are required to prepare an annual Unified Planning Work Program (UPWP). The work program provides details of what the MPO will accomplish and is intended to show planning partners and community members how WAMPO intends to provide services for the region; and, how federal and state funds will be used to support planning activities and goals of the regional member communities.</p> <p>The proposed UPWP will be the second in a three phased plan to develop the next Metropolitan Transportation Plan that is required for the year 2020. 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, is intended to utilize Phases 1 and 2 as the primary infrastructure for the development of the next Metropolitan Transportation Plan.</p> <p>The proposed UPWP calls for expenditures of \$1,492,427 for 2018. This is compared to the amended expenditures of \$999,195 in 2017. Primary reasons for the increases in spending is use of sub-allocated STP funds for various planning activities, including:</p> <ul style="list-style-type: none"> • \$240,000 for some form of asset management • \$28,800 for the development of mandated Performance Measures • \$60,000 for the development of a new Transportation Improvement Program (TIP). • \$175,000 for the development of an update to the 2010 Freight Plan • \$100,000 for the development of a regional transit plan <p>WAMPO’s primary funding sources are Comprehensive Planning Grant (CPG) funds, membership dues, and Transportation Improvement Program (TIP) fees. One of the primary challenges for WAMPO is that we have to match the CPG funds with a 20% match, and WAMPO does not have the mandatory amount of matching funds to take advantage of the full allocation of CPG funds. The proposed use of STP funds is planned as a one-time “fix” to get the WAMPO budget back on track, and try to meet some of the trend related probabilities in the coming years. Another proposal to get the budget back on track is to increase TIP fees from 1% of obligated STP funds to 1.3% starting in 2018. Thereafter, TIP fees would automatically increase by 1/10th percent per year through the year 2030.</p> <p>With more independence, WAMPO is also paying a greater share of employee benefit costs, estimated in the budget at \$65,000 over the course of the budget year. WAMPO also has a vacant planner position that won’t be filled until sometime mid-year in 2018. WAMPO is also planning restructuring current positions to better meet shorter-term planning needs, while preparing for the future. WAMPO will also more deeply investigate grant possibilities.</p> <p>Other planning platforms that are included in the preliminary UPWP are: Trends, Generational Analysis & Scenario Planning; Transportation Related Quality of Place Factors; Smart Region-Infrastructure/Data Needs; Meeting Performance Based Planning Mandates; and Multimodal Planning.</p> <p>While the majority of planning activities revolve around preservation and maintenance of existing infrastructure, the proposed document also focuses on developing systems and transportation modes that are intended to prepare the region for the future. It will also focus on planning activities that are intended to increase mobility for those services that are based on speed of travel, as well as, enhancing accessibility for those people and businesses that rely on “having” to get to where they want to be in a timely and effective manner. Time will also be given to investigating what types of infrastructure enhancements will be required for connected and autonomous vehicles. Attention is also being paid to meeting the new FHWA mandates to have more focus on performance based planning.</p> <p>The document will also concentrate on the costs of changing the focus of what types of infrastructure and modes of transportation changes, but also, just as importantly, estimating the costs of not preparing for the very real probabilities of change. In leading up to the development of the MTP, WAMPO will provide documents preparation by both the TAC and TPB.</p>



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

Discussion	<p>Staff is seeking TAC input and guidance on the general direction of the document; and the objectives included in the staff memo. Committee members made comments and asked various questions about the proposed budget.</p> <p>Mr. Janzen asked when WAMPO would be developing the next Transportation Improvement Program (TIP). Mr. Nelson said that there is a line item in the proposed budget for the new TIP. Mr. Weber commented that we need some trajectory to move forward, and that this is a good direction. He added that he feels that the TIP fee increase is a modest increase over the course of time and only comes out to about \$1000.00 per project and about \$12,000 a year.</p> <p>Mr. Squires asked if the figures for staff salary increases consultants. Mr. Nelson stated that the numbers include consultants hired for this work.</p>	
Action	Motion	Second
<p>Motion to present the proposed 2018 UPWP to the TPB for discussion and direction. Motion was unanimous (15-0).</p>		
<p>B. Discussion: Scenario Planning Gloria J. Jeff, Principal Planner, WAMPO</p>		
Discussion	<p>Scenario Planning enables WAMPO to explore “What might be”. It is built on six pillar’s which ask the questions of: How should we get started? Where are we now? Where do we want to go? What could the future look like? What impacts will scenarios have? How will we reach our desired future?</p> <p>Ms. Jeff reviewed trends impacting the planning process and led the group in a discussion and interactive exercise to identify the opportunities and drivers for the area, challenges for the region, and any concerns with regard to equity.</p> <p>The next steps will be to develop baseline scenarios, prepare a summary of outreach results, and begin the development of scenarios.</p>	
<p>5. New Business</p>		
<p>A. Action: Freight Route Delay Performance Measures Chris Upchurch, Senior Planner, WAMPO</p>		
Discussion	<p>One of the MOVE 2040 performance measures for our freight movement goal is “Measured delay on identified freight routes.” Freight route delay performance measures, measure performance based on your goals, and the results are used to inform future planning. This helps to improve the national and international freight network within the region through targeted investments, and strengthens access to domestic and international markets.</p> <p>The “identified freight routes” are currently the highway portion of the WAMPO Multimodal Freight Network, identified as part of the 2010 Freight Plan. We are measuring delay along these routes using the WAMPO Travel Demand Model (TDM).</p> <p>According to the model, only 5.5% of the time spent on the freight network is due to congestion. Using the WAMPO travel demand model, we can also forecast the delay in 2040. The model predicts that by 2040 just 8.5% of the time spent on the freight network in the WAMPO region will be due to congestion.</p> <p>Staff believes 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).</p> <p>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. The Transportation Policy Body (TPB) has the option to approve the performance targets as proposed, not approve the performance targets, or approve the performance targets with specific changes. Staff proposes that the TAC approve for recommendation by the TPB the proposed 10% target for this performance measure.</p>	



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

Action	Motion	Second
<i>Motion to recommend the Transportation Policy Body approve the Freight Route Delay Performance Based Planning Target, as presented. Motion was unanimous (14-0).</i>	Whitson	Squires
7. Other Business		
	Tom Jones, Chair, TAC	
Discussion	None.	
8. Adjournment		
	Tom Jones, Chair, TAC	
Discussion	The meeting adjourned at 11:45 a.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

The Transportation Improvement Program (TIP) is an on-going program that programs, or assigns, funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects that are planned to take place in the near future. It includes all WAMPO funded projects, as well as other projects that are managed by, or awarded by, KDOT or Wichita Transit when federal transportation funding is used on these projects, or if they are regionally significant projects in our region. Inclusion in the TIP is federally required before the approved funds can be made available for use on a project.

The current TIP is the 2017 TIP, which covers projects with federal transportation funding activity taking place during federal fiscal years 2017-2020. WAMPO updates the TIP every two years, and the TIP is due for an update in 2018. The update next year will cover the federal fiscal years 2019 – 2022.

In addition to updating the TIP document, each TIP update cycle includes a round of selecting eligible projects from MOVE 2040 for future WAMPO funding. (WAMPO awards approximately \$12 million per year to area transportation projects.) Since the current TIP includes projects with WAMPO funding through the federal fiscal year 2020, there will be a process to select eligible projects for the years 2021 and 2022 next year.

At the October 23 TAC meeting, staff will provide a summary overview of the planned update process for the overall TIP update, with a focus on the WAMPO funded project selection process. With the exception of some minor tweaks, staff expect to use the same process as was used two years ago when the current TIP (the 2017 TIP) was developed. The TAC will be asked to recommend a final process at its November 27, 2017 meeting.