



Transportation Advisory Committee (TAC) meeting notice

Monday, February 26, 2018 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 February 26, 2018 Agenda
- B. Approval of January 22, 2018 Minutes
- C. Director's Report

3. Public Comments

4. New Business

- A. Action: 2018 Unified Planning Work Program (UPWP) Amendment 1
Vicki Forbes, Financial and Grant Administrator
- B. Action: MOVE 2040 Amendment 3
Chris Upchurch, Principal Planner, WAMPO
- C. Action: Ozone Performance Measures
Chris Upchurch, Principal Planner, WAMPO

5. Committee Reports/Updates

6. Other Business

7. Adjournment

Phil Nelson, TAC Secretary
February 20, 2018



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			
01.22.18	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 Shawn Mellies, City of Wichita Gary Janzen, City of Wichita Baylee Cunningham, Air Quality Rep. (out at #4B) Don Snyder, KDOT (out at #4B) Dan Squires, SCAC Jeremy Hill, Economist	Zach McHatton, SCAC Les Mangus, SCAC Michelle Stroot, Wichita Transit Dorsha Kirksey, CTD #12 Jack Brown, Regional Pathways) John Prather, Freight Representative Keith Lawing, R.E.A.P (out at #4C) Paul Foundoukis, FHWA (ex-officio) Renee Hart, KDOT	
Other Attendees:	Vicki Forbes, WAMPO Carol Gilchrist, WAMPO Katherine Newby, WAMPO Tricia Thomas, WAMPO Gloria Jeff, WAMPO	Kristen Zimmerman, WAMPO Chris Upchurch, WAMPO Steve Lackey, TranSystems Greg Alison, 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 January 22, 2018 Agenda			
Discussion	None		
Action	Motion	Second	
Moved to approve the January 22, 2018 meeting agenda, as presented. Motion was unanimous (17-0).		Prather	Squires
B. Approval of November 27, 2017 Minutes			
Discussion	None.		
Action	Motion	Second	
Moved to approve the November 22, 2018 TAC meeting minutes. Motion was unanimous (17-0).		Prather	Weber
C. Director's Report			
Discussion	Mr. Nelson announced that Ms. Jeff would be leaving her position at WAMPO and gave Ms. Jeff the opportunity to address the committee.		
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. New Business		
A.	Action: 2017 Transportation Improvement Program (TIP) Amendment #4 Kristen Zimmerman, Senior Planner, WAMPO	
Discussion	<p>WAMPO's Transportation Improvement Program (TIP) is an on-going program that assigns funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects in the region. The current TIP covers projects that are expected to let during Federal Fiscal Years 2017 thru 2020. Inclusion in the TIP is federally required before the approved funds can be made available for use on a project. WAMPO's current TIP includes approximately 50 projects, with total estimated costs of \$700 million. The complete project list and additional project information can be found on WAMPO's website at, http://www.wampo.org/Work/Pages/TIP.aspx.</p> <p>Regular opportunities are provided to project sponsors to request changes during the project development process. Requests for new projects or requests for significant changes to scope or cost are considered as formal Amendments and require formal approval by the WAMPO Transportation Policy Body (TPB). Smaller, administrative changes are processed by staff. Generally, all of the requested changes – both those requiring formal action and smaller administrative changes – are processed together as of each overall Amendment cycle.</p> <p>During the current Amendment cycle (Amendment #4), requests for changes were made for six projects. One of those requests require formal action, and the other five are considered administrative changes. The one requiring formal action is the Redbud Path, K-96 to 159th St. E.</p> <p>The project sponsor is the City of Wichita. The change requested is to adjust the project scope and associated project cost to account for upgrading drainage structures for safe bicycle and pedestrian travel. This change accounts for a doubling in the cost estimate, from \$1,000,000 to \$2,000,000. Additional cost is proposed to be covered by the project sponsor. The details of this amendment were included in the meeting packet.</p> <p>An additional \$340,000 in WAMPO funding is being proposed to purchase a replacement 35-foot bus for Wichita Transit as part of this Amendment. This funding is included as per the direction of the TAC Committee. Last summer, the TAC directed staff to include this funding during the next regularly scheduled TIP Amendment because it could not be accommodated during the End of Year Plan due to a last minute change in the balance available.</p> <p>Federal regulations requires that all federally funded transportation projects and “regionally significant” projects be shown accurately in the TIP, regardless of funding or managing entity. Federal regulations require the TIP to be “fiscally constrained,” meaning that funding is reasonably anticipated for the cost of the projects listed in the TIP. After accounting for the proposed changes, the TIP is fiscally constrained. Federal regulations required the TIP to be “consistent with the region’s Metropolitan Transportation Plan, or MTP” meaning that the projects in the TIP must be listed or otherwise demonstrated as consisted with the MTP. After accounting for the proposed changes, the TIP is consistent with MOVE 2040.</p> <p>Addition or deletion of a project requires a formal TIP Amendment process subject to the approval of WAMPO's Transportation Policy Body (TPB). Cost changes greater than \$5 million or 25 percent of a project's total cost require a formal TIP Amendment process subject to the approval of WAMPO's TPB. Smaller changes are completed by staff. These are referred to as “administrative adjustments”. During this Amendment cycle, five administrative adjustment requests were received and are included in this overall Amendment. These include changes such as changing the year of obligation or reimbursement. The TAC and TPB may choose to act on these changes, but no action is required.</p> <p>The 30-day public comment period is in progress and closes on February 1, 2018. No public comments have been received to date.</p>	
Action	Motion	Second
	Weber	Brown
<i>Motion to recommend the approval of the proposed 2017 Transportation Improvement Program Amendment 4 to the Transportation Policy Body, as presented. Motion was unanimous (15-0).</i>		
B.	Action: Safety Performance Measures Chris Upchurch, Principal Planner, WAMPO	



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

Discussion	<p>WAMPO has two sets of performance measures. One are the federal performance measures promulgated by the U.S. Department of Transportation based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). The other set are local performance measures that WAMPO adopted as part of MOVE 2040, our long range transportation plan. In some cases, including some of the MAP-21 and MOVE 2040 safety performance measures, these measures overlap.</p> <p>The MAP-21 performance measures include five measures related to safety: number of fatalities; fatality rate; number of serious injuries; serious injury rate; and number of non-motorized fatalities and serious injuries.</p> <p>MOVE 2040 contains eleven safety-related performance measures: number of fatalities; fatality rate; number of serious injuries; serious injury rate; number of bicycle fatalities; number of railroad grade crossing fatalities; number of pedestrian fatalities; number of drivers under 21 involved in fatal crashes; number of drives over 75 involved in fatal crashes; number of fatalities in crashes involving blood alcohol of .08 or higher; and number of fatalities in crashes involving trucks.</p> <p>The deadline for MPOs to set targets for the MAP-21 Safety Performance Measures is February, 2018. Note that all of these performance measures are calculated using the average of the most recent five years. For the federal performance measures, we are required to set targets for 2018, so the measure will be calculated using the average of the years 2014-2018. We currently have data from 2008 through 2016 to assist in setting our targets. This means we already have actual data for three of the five years we are setting target for, leaving only two years unknown. The staff recommended targets were generated using a combination of the long term trends and the already available data for 2014-2016.</p> <p>Like most parts of the country, Wichita saw a significant decline in fatalities during the recession. Our fatalities bottomed out in 2011, the number of fatalities has risen consistently every year since. Based on the trend in the five year averages, we would expect an average of 50.6 fatalities per year in the 2014-2018 period. However, due to the uptick in the last few years the three-year average for 2014-2016 is already 53.3 fatalities per year. The staff recommended target for this performance measure is an average of no more than 54 fatalities per year in 2014-2018.</p> <p>When taking into account the gradual increase number of miles driven in the WAMPO region, the upward trend in our fatality rate becomes much less distinct. We have a significant drop in 5-year average fatalities during the 2011-2015 period, followed by an increase to previous levels in 2012-2016. Based on these trends, we would expect an average of 1.06 fatalities per 100 million vehicle-miles travelled per year from 2014-2018. Due to the increase over the past three years the 2014-2016 three-year average is 1.13. The staff recommended target for this performance measure is an average of no more than 1.13 fatalities per 100 million vehicle miles traveled per year in 2014-2018.</p> <p>In contrast to fatalities, serious injuries in the WAMPO region have consistently been declining in recent years. This can probably be attributed to better safety technology in vehicles and advances in medical care. If this trend continues, we would expect an average of 138.1 serious injuries per year in the 2014-2018 period. The staff recommended target for this performance measure is an average of no more than 138 serious injuries per year in 2014-2018.</p> <p>Accounting for the growth in the number of miles driven in the WAMPO region accentuates the decline in serious injuries. Based on this trend, we would expect an average of 2.85 serious injuries per 100 million vehicle-miles travelled per year from 2014-2018. The staff recommended target for this performance measure is an average of no more than 2.85 serious injuries per 100 million vehicle miles traveled per year in 2014-2018.</p> <p>Number of non-Motorized Fatalities and Serious Injuries Non-motorized fatalities and serious injuries in the WAMPO region declined during to the recession. Unlike fatalities these rates remained low for several more years, bottoming out at 20 in 2014. However, they were up sharply in 2015 and 2016 to more than 35 per year. The staff recommended target for this performance measure is an average of no more than 30 non-motorized fatalities and serious injuries per year in 2014-2018.</p> <p>The number of bicycle fatalities has been increasing, though it remains low in absolute terms (never more than two fatalities in any year from 2008 to 2016). Based on the current trend, we would expect an average of 1.6 bicycle fatalities over the 2014-2018 period. The staff recommended target for this performance measure is an average of no more than 2 bicycle fatalities per year in 2014-2018.</p> <p>There has been a steady increase in pedestrian fatalities since 2008, with the average of each five-year period being higher than the one before it. If this trend continues we would expect an average of 7.1 pedestrian fatalities over the 2014-2018 period. The staff recommended target for this performance measure is an average of no more than 7 pedestrian fatalities per year in 2014-2018. There is no noticeable trend in the number of rail grade crossing fatalities. There have been either zero or one grade crossing fatalities each year since 2008. The staff recommended target for this performance measure is an average of no more than 1 grade crossing fatality per year in 2014-2018.</p>
------------	--



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

	<p>The number of drivers under age 21 involved in fatal crashes during the period varied considerably, from a low of two in 2008 to a high of ten in 2015. There is no noticeable trend in the 5-year average, however. Based on past performance, we would expect an average of 5.3 drivers under age 21 involved in fatal crashes in the 2014-2018 time period. The staff recommended target for this performance measure is an average of no more than 5 drivers under age 21 involved in fatal crashes per year in 2014-2018.</p> <p>The number of drivers over age 75 involved in fatal crashes has trended upward during the time period. If this trend continues, we would expect an average of 4.4 drivers over age 75 to be involved in fatal crashes during the 2014-2018 time period. The staff recommended target for this performance measure is an average of no more than 4 drivers over age 75 involved in fatal crashes per year in 2014-2018.</p> <p>The number of fatalities in alcohol-related crashes has been declining in recent years. If this trend continues we would expect an average of 7.7 fatalities in crashes involving a blood alcohol level of .08 or higher in the 2014-2018 period. The staff recommended target for this performance measure is an average of no more than 8 fatalities in alcohol-related crashes per year in 2014-2018.</p> <p>The number of fatalities in crashes involving trucks has trended upward during the time period. However, much of this increase was driven by a one-year spike to 10 fatalities in 2013. Without this outlier there would still be an increase, but a much smaller one. If the trend continues we would have an average of 6.5 fatalities in accidents involving trucks in the 2014-2018 period. However, the three-year average for 2014-2016 is 4.3 fatalities. The staff recommended target for this performance measure is an average of no more than 5 fatalities in crashes involving trucks per year in 2014-2018.</p> <p>WAMPO is required to set targets for the five MAP-21 safety performance measures by federal regulation. Adopting targets for the MOVE 2040 safety performance measures 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 these performance measures will move WAMPO down that road.</p> <p>Staff will monitor crash data in the WAMPO region. When we receive updated crash data from KDOT staff will recalculate the performance measures using the new network and will return to the TAC with an update.</p> <p>The committee members asked various questions. Mr. Prather recommends that due to truck legislation laws passed in December 2017 that the truck fatalities target be reduced from 5 to 4. Mr. Lawing would like it noted that the TAC also recommends a greater emphasis on safety to pedestrian and bicycle education.</p>	
Action	Motion	Second
Motion to recommend the approval of the safety performance targets with specific changes to the Transportation Policy Body. Motion was unanimous (14-0).	Lawing	Prather
<p>C. Action: WAMPO Funded Project Selection Criteria Changes Kristen Zimmerman, Senior Planner, WAMPO</p>		
Discussion	<p>WAMPO awards WAMPO funding (approximately \$12 million per year) to important transportation projects in the region. This cycle occurs every two years, and the most recent update and funding award cycle took place in 2016. The next award cycle will take place in Spring 2018 to select projects for the years 2021 and 2022.</p> <p>At the October 23, 2017 Transportation Advisory Committee meeting, staff reviewed the overall project selection process as well as some initial thoughts on possible changes to the process, includes changes to the Project Selection Criteria (PSC) and Grading Rubric that the Selection Committee would use to inform their recommendation.</p> <p>The proposed Project Selection Criteria (see attachment) is intended to be used by the Project Selection Committee during their deliberations, as a quantitative approach to assess the candidate projects. The current Criteria that was used for the 2016 funding cycle was split into three categories (or Tiers). Tier 1: Consistency with the MOVE 2040 Investment Strategy; Tier II: Regional Significance; and Tier III: MOVE 2040 Goals.</p> <p>For the 2018 cycle, staff is proposing to make some tweaks to the Project Selection Criteria and Grading Rubric in order to clean up some housekeeping-type changes from the 2016 cycle criteria and to test some new ideas, including better incorporating equity and responsiveness to the demographic trends.</p>	



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

<p>Discussion, continued</p>	<p>The equity considerations arose as a result of WAMPO's updated 2017 Public Participation Plan and the results of WAMPO's most recent Title VI review which require increased consideration of public input and inclusion of underrepresented populations in the decision making process as representative members.</p> <p>Ms. Zimmerman reviewed the proposed changes with the committee, and include incorporating the definition of Regional Significance adopted by the TPB as Tier II in order to use the Board-approved definition. Taking the freight-facility related criteria that were part of Economic Vitality section and incorporating them into the Freight criteria (which previously just focused on the WAMPO Freight Network) in order to organize the criteria in a more logical way. Revised the grading rubric for Safety to hopefully better discriminate between the safety benefits of the projects. In 2016, all of the applications received the same safety score. This change targets how the project will specifically address fatalities – one of our performance measures.</p> <p>Staff recommends changes to incorporate equity by combining the remaining Economic Vitality criteria with the Quality of Life criteria and adding schools and health facilities to the list of facilities to be considered. In this category equity is defined as, access or connectivity to resources and destinations such as employers, health care, education and public transportation.</p> <p>Staff also recommends changes to address trends by adding a new Tier – Tier IV: Addressing Trends that requests applicants to describe how well project responds to the demographic trends that WAMPO committees have been discussing over the last year or so.</p> <p>Mr. Hill asked if there are other public services that could be included for public health facilities that do not just include hospitals. Mr. Upchurch said yes and stated that this includes more than just hospitals. Mr. Squires asked if there was a list of hospitals, as more hospitals are being built and should be included.</p> <p>Ms. Hart and Mr. Mellies pointed out an error on pages 6 and 7 of the attachment in the packet stating that the Tier 3 definition was duplicated and/or flip flopped. Mr. Upchurch and Ms. Zimmerman noted the correction that needs to be made.</p> <p>Mr. Janzen asked various questions regarding the process and timing of the TIP. He stated that he has brought this up at the previous meetings and is wondering if the process timing can be reduced to a shorter timeframe. Mr. Janzen would like consideration for other projects to be eligible to be submitted based on the change of regional priorities. Mr. Upchurch stated that this is the reason for the amendment process for the long range plan and that the next long range plan should reflect these desired change of priorities. Mr. Foundoukis added that at any time a jurisdiction can request the addition of a project through the amendment process. However, an open call will not work and that there has to be a specific time frame in order to take the appropriate steps since these funds are going towards construction projects. The committee continued discussion.</p> <p>Mr. Foundoukis stated that at any time, if priorities have changed and you would like to take a project off the list and then add another project, then go for it. It should be submitted to staff. Mr. Janzen asked additional questions about the dollar amount and eligible projects list. Mr. Upchurch stated that we can move funds around from one project to another, but would have to go through both jurisdictions involved and through the board. This is why we do the MOVE 2040 amendments.</p> <p>The committee continued discussion on this matter. Mr. Foundoukis stated that there may be an easier solution rather than doing the long range plan (MTP) more frequently, and suggests that instead of having the second project list that is used for suballocated funds, to just have all of the projects on one list in the MTP that are eligible to compete. Mr. Janzen said that this would be a good solution and is similar to what we have done in the past. Ms. Jeff asked if this gets rid of the fiscally constraint requirement. Mr. Foundoukis said that you do not have to necessarily count your suballocated specifically to have fiscally constraint, you have x amount of federal dollars coming into the region every year, you have x amount of state dollars, and x amount of local dollars, and as long as you are fiscally constraint as a whole, that would be fine. Mr. Squires stated that Mr. Foundoukis has been clear at other meetings, along with his comments today, that we are constrained by suballocated funding, we are constrained by all of the funding that is spent in the region on transportation projects. That's why we have created this suballocated funding list and as a result have tied our hands to what we can and cannot program.</p> <p>Mr. Upchurch said that this is an approach we can take with the next long range plan and added that every project that is regionally significant should be in the long range plan. The group continued discussion and then took action on the project selection criteria changes.</p>
----------------------------------	---



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

Action	Motion	Second
<i>Motion to recommend approval of Project Selection Criteria and Grading Rubric changes, as proposed, to the Transportation Policy Body. Motion was unanimous (14-0).</i>	Weber	Squires
5. Committee Reports/Updates		
Discussion	None.	
7. Other Business		
	Tom Jones, Chair, TAC	
Discussion	None.	
8. Adjournment		
	Tom Jones, Chair, TAC	
Discussion	The meeting adjourned at 11:42 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

On December 12, 2017 the Transportation Policy Body approved the 2018 Unified Planning Work Program (UPWP) transportation activity plan and their related budgets that WAMPO and its planning partners would perform during 2018 for the WAMPO region. This is a proposed amendment to the financial part of that plan and to some of the sub-task and activities listed in the approved 2018 UPWP. To view a draft copy of this amendment, click on the link, 2018 UPWP Amendment #1, below:

[2018 UPWP Amendment #1, Click here](#)

Fiscal Impact:

The changes proposed for Amendment #1 to the 2018 UPWP are to make adjustments to funding sources that were adopted in December 2017 and to update/reallocate funding to areas presented in the 2018 UPWP whose expenditure cost were not known at the time of the approval for the 2018 UPWP. The bottom line for the budget did not change. An overview of those changes are as follows:

- **2017 Audit –**
WAMPO is no longer eligible to be a part of the primary governmental reporting entity for the City of Wichita and will not be able to have our single done underneath the City in accordance to the Governmental Accounting Standards Statement No. 61.
 - Estimated cost for WAMPO's 2017 single audit \$20,000

- **Consultant Services for the Travel Demand Model-**
Increase in cost to procure consultant for the work requested in the Scope of Services.
 - Increase in cost by \$15,000 \$75,000

- **STP funds for Consultant Services deleted for four of the projects-**
Initially STP funds were going to be used in conjunction with CPG funds to procure consultants for the five Planning projects listed below. Due to the length of time it will take to have that funding approved through the various approving processes, the STP funds that have already been approved for one of the projects, Asset Management, will be increased. The consultant work for two of the projects, Transportation Improvement Program and Systems Performance Standards will be done by WAMPO staff. Consolidated Planning Grant funds will be used to cover the cost of the two consultants needed for the Freight Plan and the Regional Transit study which will last over an 18 month time period between 2018 and 2019.
 - Transportation Improvement Program
 - Freight Plan Development
 - Asset Management
 - Systems Performance Standards
 - Regional Transit Study



Agenda Item 4: Action
2018 Unified Planning Work Program (UPWP) Amendment 1
Vicki Forbes, Financial and Grant Administrator, WAMPO

- **STP funds approval Process Policy Considerations-**

Due to the length of time to have the STP funds approved for the consultants services for four of the planning projects, funding between the STP and CPG was reallocated so that an earlier time schedule could be met to start the procurement process sooner than later this year.

Public Comments:

- A two-week public review and comment period is currently being held through Wednesday March 8, 2018.

Recommendations:

- It is recommended the TAC approve the 2018 UPWP budget amendment to the Transportation Policy Body board as presented.

Next Steps:

- Upon recommendation from the TAC, the 2018 UPWP Budget Amendment will be presented to the Transportation Policy Body board for approval at their March 3, 2018 meeting.



Agenda Item 4B: Action **MOVE 2040 Amendment #3**

Chris Upchurch, Principal Planner, WAMPO

Background

MOVE 2040, WAMPO's long-range transportation plan, includes procedures for amending the plan in order to address changes in the situation after the plan is adopted. In preparation for the development of the 2019-2022 TIP, WAMPO invited project sponsors to submit changes to their projects. Two project sponsors submitted changes: Andover and Valley Center. Their changes are included in this amendment.

This amendment also makes changes to certain WAMPO planning projects, to prepare for future use of suballocated funds to support WAMPO planning projects and ongoing operations. This amendment creates a new WAMPO Operations project to enable WAMPO to utilize these funds in future years if necessary. Funding for this new project will be transferred from two existing WAMPO projects: Air Quality, and Turnpike Network Contribution. This will not affect MOVE 2040 funding for any of our other project sponsors' projects.

Considerations

Fiscal/Budget Considerations

- MOVE 2040 Amendment #3 meets our fiscal constraint requirement.

Legal Considerations:

- This amendment will ensure that the TIP is consistent with MOVE 2040 as required by federal regulations.

Policy Considerations:

- The amendment has been developed according to the amendment policy in MOVE 2040.

Options:

- Recommend the TPB approve the amendment as proposed.
- Recommend the TPB approve the amendment with changes.
- Recommend that the TPB not approve the amendment.

Recommendations:

- Recommend approval of MOVE 2040 Amendment #3, as proposed, to the Transportation Policy Body (TPB).

Next Steps:

- MOVE 2040 Amendment #3 will be presented to the TPB for approval at their March 13, 2018 meeting.

Attachment(s)

- MOVE 2040 Amendment #3



MOVE 2040: Amendment #3

Staff Contact | Chris Upchurch, Principal Planner | cupchurch@wichita.gov | 316-268-4457

Public Comment

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.
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.

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

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.

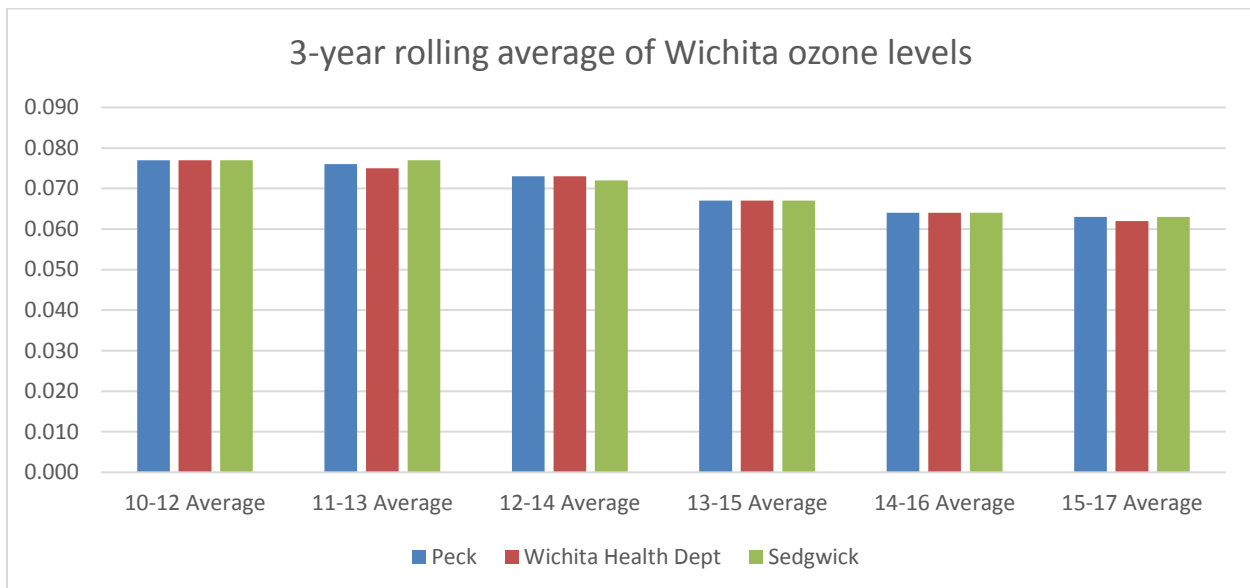
- The WAMPO Operations Project merely moves existing funds between projects. It does not make any changes to total revenues or expenditures and has a neutral effect on the fiscal constraint.
- The additional costs associated with the other two projects add up to approximately \$5.2 million in year of 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.



Background

One of the goals in MOVE 2040 is to “Improve air quality and compliance with federal and state regulations.” The associated performance measure is “Measured ozone based on EPA’s standards and methodologies for assessing attainment.”

There are three ozone monitors in the WAMPO region: one in central Wichita, one in the town of Sedgwick and one in Peck. Each of these sensors continuously measures ozone levels in the atmosphere. The ozone level for each day is the highest 8-hour period during that day. Rather than look at the highest 8-hour period for the year, the EPA looks at the fourth-highest day of the ozone season, so one or two anomalously high days do not throw off the measurement. The EPA assesses ozone levels using a three-year rolling average.



Ozone levels in the Wichita region declined quite significantly between 2013 and 2015, and have remained at the lower levels since then. The 2015-2017 average was 63 parts per billion at the monitor in Peck, 62 ppb at the Wichita Health Department, and 63 ppb in Sedgwick.

In 2015 the EPA tightened the standard for ozone, lowering it from 75 parts per billion to 70 ppb. Thanks to good performance from 2014 onward the Wichita region was able to avoid being designated as a non-attainment area. The EPA is slated to reevaluate the standard in 2020.

Recommended Target

The staff recommended target for this performance measure is to keep ozone levels at or below the EPA standard of 70 parts per billion.



Agenda Item 4C: Action **Ozone Performance Measures**

Chris Upchurch, Principal Planner, WAMPO

Policy Considerations

- The EPA standard of 70 parts per billion will be used to decide whether the Wichita area remains in attainment. If we were judged not to be in attainment there would be significant costs to WAMPO and the region as a whole in order to comply with federal regulations.
- Adopting targets for Ozone 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 these performance measures will move WAMPO down that road.

Options:

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

Recommendations:

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

Next Steps:

- Staff will monitor ozone levels in the WAMPO region. At the conclusion of each year's ozone season we will return to the TAC with an update.