



Transportation Advisory Committee (TAC) meeting notice

Monday, March 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 March 26, 2018 Agenda
- B. [Approval of February 28, 2018 Minutes](#)
- C. Director's Report

3. [Public Comments](#)

4. **General Workshop Session:** Discussion exchange concerning the development of the “reimagined” MOVE 2040 metropolitan transportation plan.

Workshop Attachments:

- [MTP Vision Statement](#)
- [MTP Change Proposals](#)

5. Committee Reports/Updates

6. Other Business

7. Adjournment

Phil Nelson, TAC Secretary
March 21, 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		
02.26.18	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 (in at #2C) Don Snyder, KDOT Dan Squires, SCAC Jolene Graham, Technologist (alternate) Mary Hunt, Land Use	Zach McHatton, SCAC Les Mangus, Butler and Sumner Counties Michelle Stroot, Wichita Transit Annette Graham, CTD #12 Jack Brown, Regional Pathways John Prather, Freight Representative Rene Hart, KDOT Paul Gunzelman, City of Wichita Jack Whitson, SCAC
Other Attendees:	Vicki Forbes, WAMPO Carol Gilchrist, WAMPO Tricia Thomas, WAMPO	Chris Upchurch, WAMPO Kristen Zimmerman, WAMPO Steve Lackey, TranSystems Marilyn Bower, Delano Neighborhood Association
1. Call Meeting to Order and Welcome		
	Tom Jones, Chair, TAC	
Mr. Jones called the meeting to order at 10:01 a.m.		
2. Regular Business		
A. Approval of February 26, 2018 Agenda		
Discussion	None	
Action	Motion	Second
<i>Moved to approve the February 26, 2018 meeting agenda, as presented. Motion was unanimous (17-0).</i>	Weber	Gunzelman
B. Approval of January 22, 2018 Minutes		
Discussion	Mr. Squires requested a change be made in the minutes for Item 4C because the minutes as presented did not reflect his comments. The minutes as presented indicated that Mr. Squires had stated that, "...we are constrained by suballocated funding..." He requested they be corrected to state, "...we are <u>not</u> constrained by suballocated funding."	
Action	Motion	Second
<i>Moved to approve the January 22, 2018 TAC meeting minutes with the change recommended by Mr. Squires. Motion passed (16-0), with one abstention (Whitson).</i>	Prather	Squires
C. Director's Report		
Discussion	Mr. Nelson reported on a recent meeting between KDOT, City of Wichita, Sedgwick County, and WAMPO staff on the North Junction project, and he showed a video that Sedgwick County recently made to promote the North Junction project. He stated that the North Junction is the highest priority project to Wichita, Sedgwick County, and several suburban cities located along the corridor. The project is estimated to cost \$385 million; KDOT indicated that funding would be an issue to complete it. Mr. Prather stated that the video is a very effective at raising awareness of the safety issues in that area, and Mr. Snyder provided an update on the North Junction project. He stated the Green phase was let in January and that KDOT has asked the design firm (PEC) to take the Gold and Orange phase through field check phase.	



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3. Public Comment Opportunity		
	Tom Jones, Chair, TAC	
Discussion	None.	
4. New Business		
A.	Action: 2018 Unified Planning Work Program (UPWP) Amendment 1 Vicki Forbes, Financial and Grant Administrator, WAMPO	
Discussion	<p>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. Since then, it has become necessary to amend the UPWP to account for expenditures that were not known at the time of the original UPWP adoption in December. None of the proposed changes make net effects on the total budget; it remains at approximately \$1.3 million. Proposed changes are listed below.</p> <ul style="list-style-type: none"> • Updated the TAC and TPB membership lists in the UPWP document • Increased the budget for the 2017 Single Audit from \$600 to \$20,000. The increase was covered by decreasing staff travel and training budget by the same amount. • Budget increased \$25,000 for consultant services for the Travel Demand Model on-call contract to adjust it for the actual cost. • Budget adjustments for the Freight Plan, TIP, Asset Management, System Performance Standards, and Regional Transit Plan were made. Adjustments included removing federal STP funds from many of these projects and adjusting the budgets to balance the bottom line budget. • Budget adjustments for staff time for many of the sub-tasks were adjusted to balance the overall budget to keep the bottom line the same. <p>A two-week public comment period is currently open and will close on March 7. One comment has been received to date.</p> <p>Some committee members asked about the specifics of the proposed Regional Transit Plan, and the committee discussed the need for coordination between WAMPO and Wichita Transit for many different transit planning initiatives that are currently underway. Other members questioned using the same vendor to complete the Transit Plan, Freight Plan, and other staff duties because there is such difference in level of expertise.</p>	
Action	Motion	Second
Motion to recommend the approval of the 2018 UPWP Amendment 1, as proposed to the Transportation Policy Body. Motion was unanimous (18-0).	Whitson	Weber
B.	Action: MOVE 2040 Amendment 3 Chris Upchurch, Principal Planner, WAMPO	
Discussion	<p>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. WAMPO received requests from two jurisdictions – Andover and Valley Center. In addition, WAMPO requested a change to add a new "WAMPO Operations" project, which would allow for future use of suballocated funds to support WAMPO planning projects and ongoing operations.</p> <p>Andover requested to add a new locally funded project – 159th St. E, from Central to the bridge over the KTA Turnpike, and Valley Center requested to increase funding to the Meridian: Ford to Seward project and offset the increase by removing it from the Meridian: 5th to Main project. WAMPO requested to add a new WAMPO Operations project to enable WAMPO to utilize suballocated funds to support WAMPO planning projects and ongoing operation 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.</p> <p>Mr. Weber briefed the committee on the concerns discussed during the Workshop at the most recent Transportation Policy Body (TPB) meeting regarding how often the eligible project list is evaluated.</p>	



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Action	Motion	Second
Motion to recommend the approval of the MOVE 2040 Amendment 3, as proposed to the Transportation Policy Body. Motion was unanimous (18-0).	Mangus	Stroot
C. Action: Ozone Performance Measures Chris Upchurch, Principal Planner, WAMPO		
Discussion	<p>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 monitor, and 63 ppb in Sedgwick monitor.</p> <p>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.</p> <p>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." The staff recommended target for this performance measure is to keep ozone levels at or below the EPA standard of 70 parts per billion.</p>	
Action	Motion	Second
Motion to recommend approval of Ozone Performance Measurers Target, as proposed, to the Transportation Policy Body. Motion was unanimous (18-0).	Squires	Brown
5. Committee Reports/Updates		
Discussion	None.	
6. Other Business		
	Tom Jones, Chair, TAC	
Discussion	None.	
7. Adjournment		
	Tom Jones, Chair, TAC	
Discussion	The meeting adjourned at 10:51 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.



Metropolitan Transportation Plan Vision

WAMPO's next Metropolitan Transportation Plan will meet the challenge of the trends facing the region in the coming years in a fair and equitable manner, arrived at through engagement with stakeholders and members of the public.

What is a Metropolitan Transportation Plan?

The Metropolitan Transportation Plan (MTP) is an opportunity for the region to ask “What sort of future do we want?” It is a chance for us to address the trends facing our region and decide how we will respond to those trends.

The MTP is the core document of a Metropolitan Planning Organization like WAMPO. It is a long range plan, covering at least 20 years, which establishes a vision for transportation in the region. A good MTP defines the region's values and goals based on engagement with stakeholders and the public, and lays out a plan to achieve those goals through policies and projects. It is a flexible, living document that will guide transportation policy and investments in the years to come.

The two-year process of creating the new MTP will begin in the summer of 2018.

Process and Timeline

WAMPO's MTP update will occur in four broad phases.

1. Staff Planning and Preparation
2. Vision, Goals, and Investment Strategy
3. Project Selection
4. Final Public Engagement and Adoption

Public and stakeholder engagement will continue throughout the development of the plan.

Staff Planning and Preparation (March 2018 — June 2018)

During this phase, staff will develop a plan for the MTP update, gather data, coordinate with the TPB and TAC, identify stakeholders, and prepare for the new MTP.

Vision, Goals, and Investment Strategy (June 2018 — January 2019)

This phase will be dedicated to seeking input from stakeholders and members of the public, and turning that input into a vision, goals, and investment strategy for the new MTP. The key question for this phase is, “What sort of future do we want for our region?”

The phase begins with the first meeting of the Plan Advisory Committee (PAC) and an intense initial public engagement campaign to publicize the MTP update and gather input from the public. The PAC will seek input from a wide variety of stakeholders and partners, including our



Agenda Item 4A: Workshop **MTP 2020 Vision**

Chris Upchurch, Principal Planner, WAMPO

member jurisdictions, planning partners like KDOT and Wichita Transit, users of the transportation system like the freight industry, underrepresented groups, and a broad swath of the public. Staff will present information about the trends facing the region, the transportation system, performance measures, transportation finance and other topics to these stakeholders, the public, and the PAC.

Based on the stakeholders' reactions and responses the PAC will craft a vision statement, goals, and an investment strategy.

Project Selection (January 2019 — December 2019)

During the Project Selection phase, staff, working with the PAC, will craft performance measures and project selection criteria based on the goals from the previous phase.

Project sponsors will be invited to submit projects for WAMPO funding. WAMPO will provide technical assistance to help sponsors develop projects that are responsive to the selection criteria and help implement the region's goals. A project selection committee will review the project submissions and select projects for WAMPO funding.

In parallel, staff will engage with our jurisdictions and planning partners to gather information about regionally significant projects that will be paid for using other funding sources for inclusion in the MTP.

Finally, once the full project list has been compiled, staff will analyze the suite of projects for environmental justice and fiscal constraint requirements.

Engagement with the public and stakeholders will continue, gathering input related to the projects and the selection process. Throughout this phase staff will also be working on chapters of the MTP document with assistance from the Plan Advisory Committee.

Final Public Engagement and Adoption (January 2020 — May 2020)

This phase is dedicated to taking the completed plan back to stakeholders and the public for their final input and presenting it to the WAMPO Transportation Policy Body for final approval.



MEMORANDUM

To: Transportation Advisory Committee
From: Phil Nelson
Date: March 20, 2018
Subject: Reimagined MOVE 2040 Plan

Background:

- WAMPO is required to prepare an updated Metropolitan Transportation Plan (MTP) every five years. The previous plan, MOVE 2040 was adopted in 2015, so the new plan is due in July of 2020.
- The plan is supposed to be a 25 year future plan that incorporates potential/probable changes in transportation infrastructure; area demographics that could also impact land uses and transportation infrastructure; how relevant trends might impact infrastructure types and mode choices; and other matters that could change the way transportation funds are invested in the future.
- MOVE 2040 provided a great deal of facts and figures and provided a basis for what the next 25 years could look like in the WAMPO region.
- WAMPO staff is proposing to utilize the data and some of the goals developed in the MOVE 2040 document and develop new elements that reflect what the future might bring to the WAMPO and southcentral Kansas region, again based on what is happening now, and on how notable trends could impact the near and longer-term future.
- As a side note, we are going to try something different with Gloria Jeff's departure. We will have sent out a Request for Proposals for a consultant to not only complete an update to the 2010 Freight Plan, prepare a Regional Transit Study, but also to assist staff by dedicating a specified number of hours per month to help in the preparation of several Unified Planning Work Program (UPWP) sub activities that will fit into the next MTP.

Initial Proposals:

To go along with the memo concerning MTP Major Decision Points, staff is also presenting the following proposals to get TAC and eventually TPB input in the early development stages of the MTP. Ultimately, staff is requesting more input and ownership from the TAC, TPB in the plan's development process.

Staff will also utilize various forms of community engagement in the plan's development process so that system users will have more input in the process, and the findings of the community engagement will be reflected in the plan from the very beginning. Many of the proposals are based on trend presentations made over the last 12 to 18 months as well as other information included in past agendas and other information sources.

- 1) Staff is proposing to utilize various sections of the MOVE 2040 document, but update and "rethink" sections of the document to provide a more up-to-date document based on the probability of trends, the availability of natural or changing energy resources, changes in demography and land use, and the continual changes in technology. As stated, a consultant will be asked to prepare a freight plan and a regional transit plan that will become an integral part of the updated MTP. And, the results of the on-going scenario planning initiative will be a starting point for much of this work.
- 2) Due to the fact that technology is changing the transportation landscape almost on a daily basis, staff is proposing to break the 25 year plan into 5 more realistic planning eras. Technological, land use, demographic changes/trends will be monitored, and phases 2 through 5 of the plan will be amended to reflect the probabilities and possibilities of change that will inevitably take place. This will also continuously prepare the region for the next MTP requirements.
- 3) We would also like to get your input and opinions concerning possibly amending the project selection criteria and timing. We are proposing to make project submittal coincidental with the 5-year planning eras. The primary reasons for this proposal is that trying to develop a 25 year project list is somewhat unreasonable and basically unrealistic since changes will take place to potential project needs on a constant basis. Extending project selection much past a 5 year cycle is also very difficult, again due to unforeseen changes, and in the future, the very real probability of technological and mode choice changes making projects either more or less relevant.

As a part of this proposal, we are suggesting that selection criteria are based on Return on Investment criteria. We will be working with the consultant to develop logical, achievable and quantifiable ROI criteria that are tied to the investment being tied to factors such as:

- Economic Development potential - not simply in terms of bringing in new jobs, but also what is the potential for any development eventually paying back the initial costs of the infrastructure or mode choices over a specified length of time.
- Conformance to land use and transportation objectives/goals set by WAMPO and the WAMPO member communities.
- Ties to apparent trend changes such as demographics, smart technology and other factors that could change how funds are invested, and what types of transportation related functions that could create a new need for investment.
- Land Use development considerations that could reduce the need for or cost of governmental services, or that could enhance existing service functions.
- Other criteria to be identified by the TAC, TPB or by others.

These are the first in what will no doubt be more proposals that could be the basis for continuing the development of the next MTP. Staff would appreciate you input and advice as we move through this process.