



Transportation Advisory Committee (TAC) meeting notice

Monday, May 21, 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 May 21, 2018 Agenda
 - B. Approval of April 23, 2018 Minutes
 - C. Director's Report
3. Public Comments
4. **New Business**
 - A. Update: Draft Benefit-Cost Effective Investment Criteria for Project Selection
Phil Nelson, Director and Chris Upchurch, Principal Planner, WAMPO
5. **Committee Reports/Updates**
6. **Other Business**
7. **Adjournment**

Phil Nelson, TAC Secretary
May 14, 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		
04.23.18	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 (10:10) Gary Janzen, City of Wichita (10:04) Don Snyder, KDOT Dan Squires, SCAC Rebecca Bouska, Technologist Mary Hunt, Land Use Maria Canfield, R.E.A.P.	Zach McHatton, SCAC Les Mangus, Butler and Sumner Counties Michelle Stroot, Wichita Transit Dorsha Kirksey, CTD #12 John Prather, Freight Representative Rene Hart, KDOT Paul Gunzelman, City of Wichita (10:05) Jack Whitson, SCAC Baylee Cunningham, MSA Air Quality Jeremy Hill, Economist
Other Attendees:	Carol Gilchrist, WAMPO Tricia Thomas, WAMPO Jeremy Hill, WSU	Chris Upchurch, WAMPO Kristen Zimmerman, WAMPO Jane Byrnes, League of Women Voters
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 March 26, 2018 Agenda		
Discussion	None	
Action	Motion	Second
<i>Moved to approve the April 23, 2018 meeting agenda, as presented. Motion was unanimous (18-0).</i>	Squires	Snyder
B. Approval of February 26, 2018 Minutes		
Discussion	None	
Action	Motion	Second
<i>Moved to approve the March 26, 2018 TAC meeting minutes, as presented. Motion was unanimous (18-0).</i>	Mangus	Weber
C. Director's Report		
Discussion	Mr. Nelson suggested that it would be a challenge doing another round of PWP this year. Many of the programs are still in the procurement process and we need to be certain that current projects are moving along before opening up funds for more. Ms. Bouska advocated for keeping the option open for more projects, as PWP is a great benefit, especially to small communities.	
3. Public Comment Opportunity		
	Tom Jones, Chair, TAC	
Discussion	None	



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4. New Business			
A.		Action: 2017 Transportation Improvement Program (TIP), Amendment #5	
Discussion	<p>Kristen Zimmerman, Senior Planner II, WAMPO presented the requests for change suggestions received, during the current TIP Amendment cycle (Amendment #5). She reminded the board that WAMPO offers regular opportunities for project sponsors to request changes during the project development process. Requests for new projects or requests for significant changes to scope and/or cost, are considered Formal Amendments and require formal approval by the WAMPO Transportation Policy Body (TPB). Smaller administrative changes are processed by solely 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. Ms. Zimmerman reminded the board that they can view the full list of requested changes in the Attachment; one request requires formal action and the other 12 are considered administrative changes.</p>		
Action	Motion	Second	
<p><i>Moved to approve action as presented regarding 2017 Transportation Improvement Program (TIP), Amendment #5. Motion was unanimous (20-0).</i></p>		Prather	Hart
B.		Update: TIP Update and 2018 WAMPO Funding Cycle	
Discussion	<p>Kristen Zimmerman, Senior Planner II, WAMPO, gave the committee a brief overview regarding the update of the TIP document taking place this year. The TIP is an ongoing program, updated every couple years. The current TIP covers 2017-2020, and the update will cover 2019 through 2022. Following the TPB approval of Project Selection Criteria Changes at the last meeting (4/10/148), WAMPO staff has begun contacting eligible project sponsors to let them know what is needed in order to apply for WAMPO funding. Candidates may include both new projects, and currently programed projects – that need additional funding.</p> <p>An updated schedule of events is as follows: Project Selection will take place in July. In August, the TAC will consider the list of projects recommended for funding by the Selection Committee and make a recommendation to the TPB. In September the TAC will then make a recommendation to the TPB regarding the final Updated TIP document. The federal fiscal year starts on October 1, therefore, this will need to be adopted in October at the latest. Ms. Zimmerman asked the committee to recognize the improvements taking place regarding public input opportunities. Any input received will be passed along to the selections committee, the TAC, and the TPB prior to decision making on the list of projects to fund with WAMPO funding.</p>		
C.		Discussion: Land Use, Trends, & Freight Possibilities	
Discussion	<p>Mr. Nelson discussed that as part of the upcoming update to the 2010 Freight Plan, staff developed some basic criteria that could have an impact on the development of the upcoming plan. Based on current trends and the probabilities that unless something is done, or new factors arise to change those trends, many variations in the way people in the region live, shop, and travel, could see some substantial changes.</p> <p>While some question the long-term validity and constancy of trends, current trends are most definitely creating more changes than this region has seen in the last several decades. One of the most significant changes is the way people are shopping. The recent past saw the development of mega malls, and consistent development of retail brick and mortar shopping areas. In the changing world of today, many of the staples of retail are finding that more and more people are shopping on line, and having goods and some services delivered.</p> <p>Mr. Nelson asked the committee to look over the current Freight Plan and offer any feedback and/or suggestions for improvement.</p>		
5. Committee Reports/Updates			
Discussion	None.		



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6. Other Business	
	Tom Jones, Chair, TAC
Discussion	Mr. Jones informed the committee that the TPB has asked WAMPO to develop criteria for ROI on all future projects. This ROI criteria will be implemented on future 2023 projects.
7. Adjournment	
	Tom Jones, Chair, TAC
	The meeting adjourned at 10:50 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

- Staff had presented ideas at a previous TPB workshop concerning changing not only the way projects are selected for potential STP funds, but also changing the timeframes for project planning. Staff had suggested that instead of utilizing longer-range planning period that could extend from 7 to 15 years that the next Metropolitan Transportation Plan (MTP) be divided into five planning periods so that projects could better reflect changes in the potential needs as well as land use, demographic and other factors that could impact decision making and investment of funds.
- Due to the pending uncertainty of federal and state funds as well as the possibilities and in some cases, the probabilities of trends changing the way transportation infrastructure and modal choices are made, staff also suggested that investment of funds be based on criteria that would provide the highest and most effective benefits, or return on investment.
- At the last TPB meeting, staff was asked to provide more details on the possibility of employing Return on Investment criteria for future eras of Surface Transportation Planning (STP) project selection.
- Staff developed the following chart containing a very rough draft of some potential qualifiers that could serve to help determine project selection and funding amounts. If the TPB chooses to move forward with this type of system, quantifiers would have to be developed to give the criteria proper weighting.

Considerations:

Fiscal Considerations

- As indicated, due to uncertainties not only in future state and federal funds and the amount of local match that could be required; and, if land use, demographic, slow population growth and the way people shop impact current revenue bases, it could become extremely important to base investments on projects that provide the greatest benefit to cost ratios.

Legal Considerations

- At this stage of the study process, there are no legal considerations

Policy Considerations

- This could be a significant change in the way projects are selected and the way limited funds are invested. The primary policies that should be developed could include those that better determine if the WAMPO region will be investing in the same types of infrastructure and will be making and using the same mode choices in the future, and how objective and goals should be developed that better connect the region with transportation choices and options.
- The qualifiers and quantifiers should also be developed to ensure that all member communities have equal opportunities to secure funding.
- One of the objectives for developing the preliminary draft qualifiers was to take into consideration that the types of infrastructure and mode choices could be substantially different in the planning period.



Next Steps

- *It is up to the TPB to determine if this is a valid basis for selecting projects and investment of funds for the future. If the TPB chooses to move forward with this suggestion, the next logical steps would be to refine project selection qualifiers and then to develop a system of quantifiers to best weight project selection criteria*

Attachment(s)

- [Draft Benefit Cost qualifiers](#)

Critical Factors for Infrastructure/ Mode Choice Investment	Qualifiers	
Livability	Environmental Health Land & Resource Use Walkability, Pedestrian friendliness	<p><i>Is or will design of the improvements encourage continual movement of traffic?</i></p> <p><i>Are any existing or proposed development single usage or mixed use?</i></p> <p><i>Does the proposed development provide, or at a minimum, offer connections to other transportation modes?</i></p> <p><i>Are the proposed improvements in conformance with the member community and/or WAMPO land use/transportation goals and objectives?</i></p> <p><i>Do the proposed improvements enhance or create a need for additional governmental services?</i></p>
Regional Significance	Mobility Connectivity Accessibility	<p><i>Potential connections to Interstate Highway System, State Highway System, freight and rail storage and transfer sites</i></p> <p><i>Potential for better multimodal connectivity between communities, job centers or other major attractors</i></p> <p><i>Potential connections to job centers, medical facilities, shopping areas, other modes of transport both active and passive.</i></p>
Regional Economic Development	Short Term Employment Employment and Employment Shifts Induced Development Value Capture Fiscal Impacts	<p><i>Potential Job creation or development as a result of the proposed improvements</i></p> <p><i>Connectivity with other communities that assist in getting people to "where they want and need to go"</i></p> <p><i>Potential for inducing new developments that are compatible with roadway capacity or connections to other modes or land uses</i></p> <p><i>Regional (possible multiple county) value in terms of mobility/accessibility contrasting with what happens if improvements are not made.</i></p> <p><i>Considers capital costs as well as operating and maintenance costs over the expected lifespan of the improvements</i></p>
Benefit-Cost & Cost Effectiveness	Travel Time Travel Time Benefits Travel Costs Safety Equity Trends Household Costs Business Costs Accessibility	<p><i>Time spent traveling by drivers and passengers; and Cargo's time spent in transport</i></p> <p><i>What are the ultimate connection points provided by the proposed improvements?</i></p> <p><i>Do the proposed improvements enhance or result in challenges for pedestrians or bicyclists?</i></p> <p><i>Do the proposed improvements create inordinate challenges for minority or economically burdened populations?</i></p> <p><i>Do the proposed improvements provide enhanced connections to venues for those without access to personal vehicles?</i></p> <p><i>Do the improvements coincide with regional demographic, land use and other trends relevant to transportation and potential uses?</i></p> <p><i>Impact of improvements on the costs of household transportation</i></p> <p><i>Impact of the proposed improvements in short-term closures, accessibility, and longer-term business costs</i></p> <p><i>Do the proposed improvements reduce or increase travel times to primary access points along the route?</i></p>
System Performance	System Conditions Utility & Connectivity Operational Finances	<p><i>Efficiency, effectiveness of transportation network or state of good repair.</i></p> <p><i>Connectivity with other primary highways/arterials and with other primary modes of moving people, goods and services</i></p> <p><i>Possible costs related with extension of other utilities</i></p>