



Transportation Advisory Committee (TAC) meeting notice

Monday, April 27, 2020 at 10:00 am

ONLINE LINK: <https://global.gotomeeting.com/join/352542173>

Please call us at 316.779.1313 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 April 27, 2020 Agenda
- B. [Approval of March 23, 2020 Minutes](#)
- C. Director's Report
 - i. Metropolitan Transportation Plan (MTP) Update
 - ii. [Transportation Improvement Program \(TIP\) Update](#)
 - iii. APBP Webinar Wednesday, May 20th at 2:00PM: [2020 Vision Through an Equity Lens](#)
 - iv. Professional Development Survey
 - v. [BUILD Grant application – North Junction](#)
 - vi. [Planning Walkable Places \(PWP\) Update](#)

3. Public Comments

4. New Business

- A. [Update: 2021 - 2024 Transportation Improvement Program \(TIP\)](#)
Kristen Zimmerman, Senior Planner, WAMPO
- B. Update: Metropolitan Transportation Plan (MTP) Reimagined Document recommendation
Chris Upchurch, Principal Planner, WAMPO
- C. [Action: Safety Performance Measure Targets](#)
Chris Upchurch, Principal Planner, WAMPO

5. Committee Reports/Updates

- A. Regional Freight Committee update, Karyn Page

6. Other Business

7. Adjournment

Chad Parasa, TAC Secretary
April 20, 2020



Meeting Summary

Transportation Advisory Committee (TAC) Meeting Summary
Monday, March 23, 2020
Online via GoToMeeting

Meeting Duration: 1 hour and 32 minutes

Members in Attendance:

Annette Graham, CDT #9
Brent Clark, Valley Center
Chad Parasa, WAMPO
Dan Squires, SCAC
Don Snyder, KDOT
Jim Weber, Sedgwick County

Jolene Graham, Economist
Laura Rainwater, REAP
Les Mangus, Butler/Sumner
Mary Hunt, Land Use
Paul Foundoukis, FHWA
Raven Alexander, Transit

Rene Hart, KDOT
Ronald Colbert, SCAC
Shawn Mellies, Wichita
Troy Tabor, TAC Chair
Zach McHatton, SCAC

Other Attendees:

Kristen Zimmerman, WAMPO
Tricia Thomas, WAMPO
Chris Upchurch, WAMPO
Patty Sykes, WAMPO

James Wagner, City of Wichita
Simon Sun, HDR
Matt Messina, ks.gov
Alan Kailer, Bike Walk Wichita

Jack Borchers, WSP
Geoffrey Thompson, Benesch
Brad Shores
Greg Allison, MKEC

1. Mr. Tabor called the meeting to order at 10:03 AM

2. Regular Business

A. Approval of March 23, 2020 Agenda

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (17-0).

Motion: L. Mangus

Second: R. Colbert

B. Approval of February 24, 2020 Minutes

Discussion: None

Action: Moved to approve minutes as presented. Motion passed (17-0).

Motion: L. Rainwater

Second: R. Alexander

C. Director's Report

- i. Metropolitan Transportation Plan (MTP) Update – C. Parasa informed the board that WAMPO is making significant progress with the MTP. WAMPO staff is safe and working from home, but continuing to make progress on the technical reports and appendices that Chris Upchurch will be reporting on later today.
- ii. Transportation Improvement Program (TIP) Update – C. Parasa let the board know that the development of the new TIP (2021-2024) is moving along on schedule. The selection committee had a great task in choosing from the list of submitted projects, particularly when funding was limited – but the project selection committee did a great job incorporating the technical criteria, equity, and how the transportation system as a whole best fits the needs of the region.
- iii. Bicycle/Pedestrian facilities component of Roadway Projects – As a follow up from the previous TAC meeting, WAMPO staff put together an estimate of how much of the Road/Bridge project funding is being allocated to Bike/Ped facilities. Of the Road/Bridge projects being funded – 87% have some

Bike/Ped element, and only 13% do not. This equates to about \$21-32 million of Road/Bridge funding being spent on Bike/Ped elements.

- iv. APBP Webinar – C. Parasa let the board know that the upcoming webinar: Planning Physical & Digital Infrastructure of Micromobility would be available to all who request it from Bethany.

3. Public Comment Opportunity – Jane Byrnes was very happy to hear that 10-15% of the Road/Bridge funding would be going towards Bike/Ped elements. She urged the board to make sure that these projects are connected and not just scattered around town. Jane served at the Lord's Diner recently and is concerned about the number of people who will need alternative forms of transportation to get to places like this during the pandemic. Although expansions on Kellogg and the North Junction are fancy, they are not serving a large number of people who can't/don't drive, who need to get downtown to receive food and other unemployment services at this time.

4. New Business Items

A. Update: REIMAGINED MOVE 2040 Document and Appendices, Chris Upchurch, Principal Planner, WAMPO

Discussion: C. Upchurch reminded the board that we are approaching the culmination of MOVE 2040 Reimagined, the update of our Metropolitan Transportation Plan (MTP) that we've been working on for the past two years. WAMPO staff, with support from various consultants, are producing the plan document. We will have various portions of the draft document for you to review over the next few months. We are asking for your feedback.

Our goal is for the plan itself to be short, readable, and graphical. Much of the technical information and boilerplate required to meet federal requirements is being incorporated into an extensive series of appendices, rather than cluttering up the core document.

Staff will make appendices available for the TAC to review as they become available. The first batch of appendices is part of the meeting packet for the March TAC meeting, but in the future we will be sending appendices out to the TAC mailing list in separate emails rather than holding them for the next TAC packet.

Chris reminded the board that there are currently six (6) appendices available for review: Bike/Ped, Environment, Freight, Planning Factors, Safety, and Transit/Paratransit.

B. Action: MTP Project List – KDOT Capital Projects and Revenue Assumptions, Chris Upchurch, Principal Planner, WAMPO

Discussion: Earlier this month the WAMPO Transportation Policy Body (TPB) adopted a list of projects for inclusion in MOVE 2040 Reimagined, our new Metropolitan Transportation Plan (MTP). Federal regulations require our MTP to list all regionally significant projects in our region, regardless of funding source. The project list included projects rolled over from the 2019-2022 TIP, projects eligible for WAMPO funding, projects funded by local governments, and KDOT's non-capital projects.

Due to the dynamics associated with FORWARD Kansas, the state's new 10-year transportation bill KDOT required some additional time to compile a list of their largest capital projects in our region. These were

not included in the list adopted by the TPB. Now, KDOT has provided a list of their major capital projects in our region.

When the TPB adopted revenue assumptions for the new MTP it envisioned that KDOT spending in our region would remain flat over the next 20-years. As part of discussions with KDOT about the project list, they suggested that WAMPO modify this assumption. Rather than remaining flat, KDOT indicates it would be realistic to expect their spending in our region to increase at a rate of 1.5% per year. This represents approximately \$141 million in additional funding over the flatline scenario. Other MPOs in Kansas are using this 1.5% assumption in their MTPs.

The main project list in an MTP must be fiscally constrained. Essentially, we have to be able to show that we can afford all of the projects on the list. We do this by totaling up all of the projected federal, state, and local transportation funding in our region and subtracting all of the projected spending for operations, maintenance, and other costs. The remaining funding is available for capital projects.

The project list the TPB adopted at their last meeting was fiscally constrained. KDOT has asked that we include twelve additional projects on the fiscally constrained list. With the change to the KDOT revenue assumption described above, we have enough revenue to include these twelve projects on the list.

We also have the option to include a second list of projects, which are not subject to this fiscal constraint requirement. This illustrative list includes projects that we would like to build in our region, but do not currently have a way of paying for. WAMPO has not previously used an illustrative list, but KDOT has asked that we include several additional projects that cannot be accommodated on the fiscally constrained project list.

KDOT Capital, Non-Routine Projects on the Fiscally Constrained Project List

WAMPOID	Project	Sponsor	Type	RoadBridgeType	Total Cost	MTP: WAMPO Funding Menu Amount	TIP: WAMPO Funding Award Amount	Time Band
40-123	Northwest Bypass ROW	KDOT	Highway	Expansion	\$83,834,236			2025-2040
40-125	I-235 Expansion (US-54 to Zoo)	KDOT	Highway	Expansion	\$274,507,499			2031-2040
40-127	US-54/400 Expansion - West	KDOT	Highway	Expansion	\$592,557,568			2031-2040
40-128	Gold Phase 2A -- North Junction- I-235/I-135/K-254	KDOT	Highway	Modernization	\$49,353,324			2021-2024
40-128	Gold Phase 2B -- North Junction- I-235/I-135/K-254	KDOT	Highway	Modernization	\$129,045,055			2021-2024
40-128	Purple Phase -- North Junction- I-235/I-135/K-254	KDOT	Highway	Modernization	\$274,507,495			2031-2040
40-129	US-54 and Washington St.	KDOT	Highway	Modernization	\$104,514,825			2031-2040
40-158	Blue Phase 2 -- I-235/Kellogg	KDOT	Highway	Modernization	\$152,760,290			2021-2024
40-158	Green Phase Phase 4 -- I-235/Kellogg	KDOT	Highway	Modernization	\$65,230,685			2025-2030
40-158	Yellow Phase 3 -- I-235/Kellogg	KDOT	Highway	Modernization	\$55,912,015			2025-2030
40-575	US-54/400 Expansion - East	KDOT	Highway	Expansion	\$374,926,190			2025-2040
40-576	I-135 & US 54 NB & SB lanes	KDOT	Highway	Modernization	\$19,228,568			2021-2024

Illustrative List

WAMPOID	Project	Sponsor	Type	RoadBridge Type	Total Cost	MTP: WAMPO Funding Menu Amount	TIP: WAMPO Funding Award Amount	Time Band
40-123	Northwest Bypass Utilities Relocation	KDOT	Highway	Expansion	\$37,863,103			2031-2040
40-123	Northwest Bypass Construction	KDOT	Highway	Expansion	\$761,048,378			2031-2040
40-125	I-235 Expansion (Zoo to Seneca)	KDOT	Highway	Expansion	\$329,408,999			2031-2040
40-123	Northwest Bypass PE/Final Design	KDOT	Highway	Expansion	\$12,979,576			2025-2030

Action: Moved to recommend the TPB add the KDOT Capital Projects and Revenue Assumptions as part of the MTP Project list as presented. Motion passed (17-0).

Motion: J. Weber

Second: R. Hart

C. Action: 2020 WAMPO Funding Cycle – Funding Recommendations, Kristen Zimmerman, Senior Planner, WAMPO

Discussion: Every two years, in parallel with the update to the WAMPO Transportation Improvement Program (TIP), WAMPO carries out a funding cycle to award WAMPO funding to candidate transportation projects. During each cycle, \$25 million to \$30 million is made available to currently funded projects requesting additional funding and to new projects.

Because the timing of the 2020 Funding Cycle aligned with the timing of WAMPO's Metropolitan Transportation Plan (MTP) update, the Funding Cycle's decision-making processes were carried out in parallel with the decision-making processes for the MTP Funding Menu. Both processes were rigorous, and consisted of a thorough planning process and a series of decisions by the Transportation Policy Body, with input from the public, the Transportation Advisory Committee, and the MTP Plan Advisory Committee.

Along with other considerations, the Funding Cycle proposal is composed of those projects from the Funding Menu that best align with the MTP, and, ultimately, when taken all together, represent a slate of projects that has the best chance of accomplishing the MTP outcomes.

Out of the 47 projects on the MTP WAMPO Funding Menu, applicants requested that 36 be included for consideration in this Funding Cycle. Approximately \$30 million was available for award, and applications totaled \$90 million. Projects are listed below, and they ran the gamut from intersection improvements to arterial preservation projects to bridge replacements to paratransit replacement vehicles to rails to trails bicycle/pedestrian project.

Over the last month, the Project Selection Committee (PSC) met to review the applications, screened the projects on MTP Alignment, Readiness, and Urgency, and developed a funding recommendation for consideration. The PSC discussed the screening criteria, geographic equity, impact on the region, and the need for balance, among other considerations, in their discussion and assessment.

2020 WAMPO Funding Cycle Proposal

Sorted in alphabetical order, on Project Name
last updated: 3/5/20

Applicant	Project Name	Project Type	Funding Request Type	Screening (max is 100 pts)	Federal Fiscal Years	MTP Funding Menu Amount	Award Recommendation
Park City	61st St North, Broadway to the Wichita Valley Center Floodway Bridge	Road Rehabilitation	Additional	62	2021	\$469,200	\$469,200
Maize	Academy Avenue Improvements from Maize Road to 119th Street	Road Rehabilitation	New	72	2024, 2025	\$7,440,390	\$2,500,000
KDOT	Fiber Optics Installations: WAMPO Regional Fiber Plan	Technology	New	72	2023	\$80,000	\$80,000
Valley Center	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	Road Rehabilitation	New	78	2024	\$2,731,731	\$2,731,731
Derby	Nelson Drive Realignment	Road Rehabilitation	New	82	2023, 2024	\$5,039,276	\$5,039,276
Andover	North Andover Road Improvements, from Redbud Trail to Ira Court	Road Rehabilitation	Additional	83	2022	\$1,775,206	\$1,775,206
Sedgwick County	Sedg. Co. Paratransit Service Activities - Comprehensive Operations and Technology Feasibility Study and Implementation	Transit	New	73	2023	\$178,252	\$178,252
WAMPO	Training, Best Practices, and Model Policies for Member Jurisdictions	Planning	New	n/a	2023	\$524,269	\$200,000
Andover	US-54/400 Bicycle/Pedestrian Bridge in Andover	Bike/Ped	New	64	2023, 2024, 2025	\$2,279,212	\$2,279,212
WAMPO	WAMPO Travel Demand Model Update	Planning	New	n/a	2022	\$1,363,100	\$1,363,100
Wichita	West St, Harry to Pawnee	Road Modernization	New	89	2023, 2024	\$7,864,039	\$7,864,039
Wichita	West St, I-235 to MacArthur	Road Modernization	New	83	2024, 2025	\$4,194,154	\$4,194,154
Wichita Transit	Wichita Bicycle Master Plan Update	Planning	New	84	2022	\$366,988	\$366,988
Wichita Transit	Wichita Transit Network Redesign Plan	Transit	New	82	2023	\$262,135	\$262,135
KDOT	WICHway Traffic Management Center Deployments, Upgrades and Expansions: WICHway Video Wall	Technology	New	68	2023	\$400,000	\$400,000
Bel Aire	Woodlawn: 45th St to 37th St N	Road Rehabilitation	Additional	80	2020	\$1,359,230	\$1,359,230
Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Bridge Rehabilitation	New	63	2023	\$1,258,246	\$1,258,246

Action: Moved to approve the recommendation to the TPB for the 2020 Funding Recommendations as presented. Motion passed (17-0).

Motion: J. Weber

Second: D. Squires

D. Action: 2019 – 2022 Transportation Improvement Program (TIP) – Special Amendment #5.5, Kristen Zimmerman, Senior Planner, WAMPO

Discussion: 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.

Amendment #5.5 is a “Special Amendment” that is being processed in addition to the scheduled Amendments. This Amendment is being included in order to add three routine KDOT preservation programs to the TIP. Requested projects changes are listed below. Additional detailed information may be in the attached report by clicking on the project name below.

New Projects (3)

- KDOT 1R Resurfacing Preservation Projects – 2020, 2021, 2022
 - Various projects across the region’s state highway system, consisting of resurfacing of generally less than 2 inches, may include deeper patching, concrete pavement patching, dowel bar retrofit, or diamond grinding
 - \$21 million (\$7 million / year) of KDOT State and Federal funding programs
- KDOT Bridge Set Aside Projects – 2020, 2021, 2022
 - Various projects across the region’s state highway system, consisting of bridge surface preservation, including, patching, overlay, re-decking, and bridge maintenance
 - \$18 million (\$6 million / year) of KDOT State and Federal funding programs
- KDOT K-96 Overlay Project - 2020
 - 3” overlay, from I-135 to between Webb Rd and Greenwich Rd interchanges
 - \$4.4 million of KDOT State and Federal funding programs

Total Financial Impact: \$43.4 million KDOT State and Federal funding

Because this Amendment is a “Special Amendment” to accommodate project scheduling, WAMPO did not carry out its usual Amendment process to engage regional planning partners for requests for project changes. WAMPO staff did engage with the Transportation Policy Body and Transportation Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Action: Moved to recommend that the TPB approve the Special Amendment #5.5 as presented. Motion passed (17-0).

Motion: D. Squires

Second: S. Mellies

5. Committee and Partnership Status Reports and Updates – None.

6. Other Business – T. Tabor asked about an onboarding process for new TAC and TPB members. This would help everyone have a full understanding of what WAMPO is trying to accomplish and would include information regarding who all is involved and what their roles are in the decision making process. Troy asked Chad and the WAMPO staff to put together a process to talk about this at a later meeting. If anyone has anything they would like to make sure is added as part of this process, Troy asked that they reach out to Chad or Troy directly.

Troy asked if COVID-19 was affecting any of the projects that WAMPO is currently working on. His concern was related to projects being moved out of funding cycles or delayed and overlapping with other projects. Kristen responded that WAMPO has been in communication with KDOT regarding schedule and TIP process (especially since KDOT is working from home). It is still too early to tell, but WAMPO is going to continue open communication with KDOT and utility companies as it relates to timelines, and hopefully have more information to report to the TAC soon. D. Snyder mentioned that KDOT construction projects are still moving forward as planned, including those about ready to start.

Rene Hart mentioned that the Legislature did approve our State Transportation Program, Eisenhower Legacy Transportation Plan, providing \$85M over the next 10 years. This will provide a lot of flexibility on the multimodal side.

Chad reminded the board to fill out the survey and share the link for The Future of Transportation.

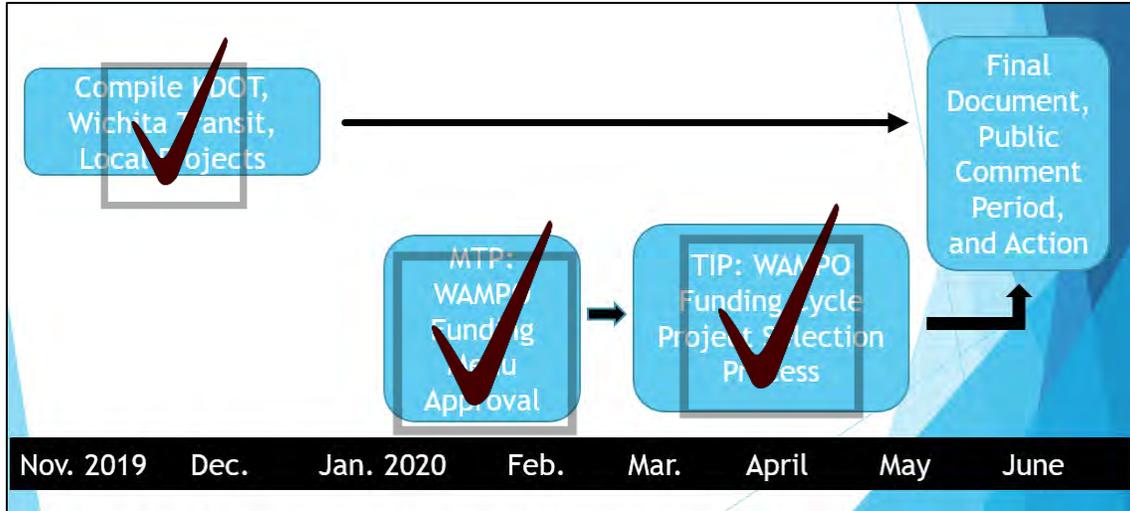
Jim Weber and Troy Tabor also suggested that the committee fill out the Census survey and share that as well.

7. Meeting was adjourned at 11:35 AM

Next Meeting will be held April 27, 2020 at 10:00 AM via GoToMeeting:

<https://global.gotomeeting.com/join/352542173>

New TIP: 2021 - 2024 TIP



- Development of the updated TIP is on schedule.
- The TPB approved the MTP WAMPO Funding Menu at its March 10 meeting.
- **TIP: WAMPO 2020 Funding Cycle (\$32 million):** The TPB approved the TAC-recommendation for the 2020 WAMPO Funding Cycle projects at its April 14 meeting.
- The TAC and TPB are tentatively scheduled for an update on the final 2021 – 2024 TIP document at their April and May meetings, respectively. The TAC and TPB are tentatively scheduled for action on the final document at their May and June meetings, respectively.

Current TIP: 2019 - 2022 TIP

- Staff developed two new graphics to outline the overall planning process; they are attached.

Planning & Funding Process

Guided by a regional vision set in place by a Board made up of locally elected officials.

This process, from concept to construction, may take up to 10 years of work building consensus, collecting data, engaging the public, developing the project, identifying funding, and meeting requirements.

#1 Metropolitan Transportation Plan MTP

- Updated every five years (July 2020)
- 20-years of projects, strategies, & programs
- No funding committed or 'programmed'
- Sets the overall regional system vision
- Amended upon request by a Board member.



The MTP makes linkages to the five regional goals of (1) Safety & Health, (2) the Multi-modal Network, (3) Mobility & the Economy, (4) Equity & Diversity, and (5) Quality of Place & Talent.

- ✓ WAMPO Funding Menu (sub-allocated program)
- ✓ Major Regional Priorities
- ✓ Local & State Funded Projects
- ✓ Planning Recommendations

Transportation Improvement Program

#2 TIP

- Updated every two years (due 2020)
- Amended quarterly
- 4-years of regional projects and bucket programs
- Funding is committed or 'programmed'
- Includes WAMPO, local & state project sponsors
- Projects consistent with the scope/cost of MTP project list



Kansas Department of Transportation

#3 KDOT

Covers all pre-construction and pre-implementation activities:

- Concept refinement
- Preliminary engineering
- Right of way acquisition
- Utility relocation
- consultant procurement
- Procure capital goods



#4 CONSTRUCTION & IMPLEMENTATION

Activities associated with the construction and implementation phase may include:

- Capital road/bridge construction
- Transit bus purchase
- Carry out planning study



NEED MORE INFORMATION?

Visit Us
www.wampo.org

Review the Project Tracker:
www.projecttracker.wampo.org

Contact
Kristen Zimmerman,
Senior Planner
316-779-1319
kristen.zimmerman@wampo.org



Core Document Relationship



Metropolitan Transportation Plan

The MTP makes linkages to the five regional goals of (1) Safety & Health, (2) the Multi-modal Network, (3) Mobility & the Economy, (4) Equity & Diversity, and (5) Quality of Place & Talent

WAMPO Funding Menu

Local & State
(Programs & Projects)

Major Regional
Priorities

Planning
Recommendations

WAMPO Funding
Commitments

State & Local Funding
Commitments

Transportation Improvement Program



Unified Planning Work Program

Planning Studies

Data Collection

Data Analysis

Plans



NEED MORE INFORMATION?

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Association of Pedestrian & Bicycle Professionals (APBP) 2020 WEBINAR SERIES

May Webinar Announcement

WAMPO is committed to supporting the health and safety of our members, employees, and the community.

As community concern increases about the spread of the Coronavirus (COVID-19), WAMPO will be working to adopt the recommended workplace guidance from the Centers for Disease Control and Prevention (CDC).

This guidance encourages businesses and organizations to practice good hygiene and to implement the use of remote meeting and conferencing options.

WAMPO plans to continue hosting this **FREE** 2020 professional development series **REMOTELY** for the time being. A link containing a recording of the scheduled **May 20th** presentation on **2020 Vision Through the Lens of Equity** will be shared via email for all those who request it.

Each series installment covers topics related to planning, design, construction, maintenance, and policy for bicycle and pedestrian oriented programs.

Upcoming Webinar Topics...

- **June 17** - Measuring the Pedestrian Environment
- **July 15** - Victim Blaming in Crash Reporting
- **August 19** - Transit Station Connectivity
- **September 16** - Pedestrian Crossing Guidance
- **October 21** - Human-Centered Bikeways

PLEASE NOTE: All webinars recordings will be emailed 1-2 business days following the live webinar event until further notice.

For technical assistance or to request a link of the recording please click on the link to the right or email: bethany.phelps@wampo.org

[Send me the link!](#)



Background

WAMPO region’s major regional priorities identified “North Junction” transportation project as highest priority. The Major Regional Priorities list represents the potential transportation investments that WAMPO has decided are most important to the future of the region. The list allows WAMPO to speak with one voice when competing for funding at the state and federal level and lends a regional seal of approval to grand applications. The list sends a message to potential partners and funding agencies that these projects truly are the most important to the WAMPO region and function as a persuasive tool to help unlock the much larger funding opportunities that will be required to construct projects on this scale.

Highest Regional Priority: North Junction

<u>Modernization</u>	<u>Expansion</u>	<u>New Roadways</u>
I-235 & Kellogg, Blue Phase K254 US-54/400 and I-135 Interchange	East Kellogg K96 from I-135 to Greenwich West Kellogg	ARC95 Northwest Bypass

North Junction being the highest priority for our region, WAMPO is supportive of BUILD grant application that City of Wichita is taking initiative.

Your support:

- Your letter of support for this grant application would be helpful.

If you have questions, and to submit your letter of support, please contact:

Mike Armour, P.E., City of Wichita - Special Projects Engineer | Public Works & Utilities
MArmour@wichita.gov | (316) 268-4598

Attachments:

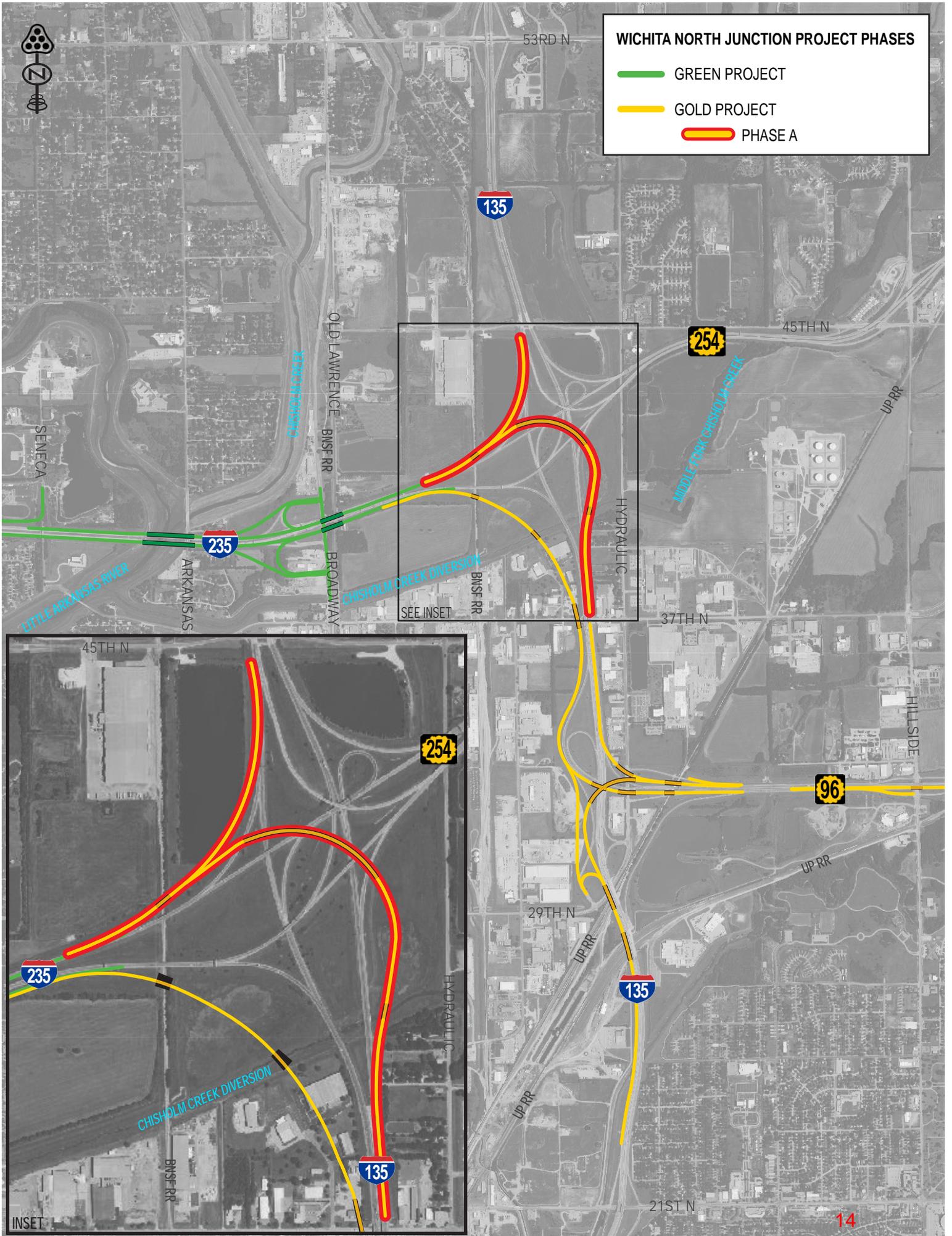
- [Map of North Junction project location](#)

Attached map shows the entire Gold phase, but the portion in red is planned under KDOT’s Cost Share Program. BUILD application will be for the remaining Gold portion not outlined in red, which will improve NB I-235 to SB I-135, SB I-135 to EB K-96, and WB K-96 to NB/SB I-135 connections. Estimated construction cost for this remaining Gold Phase is \$86 million.



WICHITA NORTH JUNCTION PROJECT PHASES

- GREEN PROJECT
- GOLD PROJECT
- PHASE A





Program Update: Planning Walkable Places

No Action Required

The following is a list of approved Projects for the 2017 Planning Walkable Places Program.

Sponsor	Project Name	RFP Status	Selected Consultant	Project Status
Andover	Wayfinding Policy and Conceptual Plan	Awarded	Jonathan Mugmon Design	COMPLETE
Bel Aire	Bicycle/Pedestrian Plan Update	Awarded	Professional Engineering Consultants	COMPLETE
Cheney	Community Pedestrian and Bicycle Transportation Plan	Awarded	Kirkham Michael	COMPLETE
Clearwater	Pedestrian Transportation Plan	Awarded	Vireo	COMPLETE
Derby	Walkable Development Plan	Awarded	RDG Planning & Design	COMPLETE
Garden Plain	Pedestrian and Bicycle Master Plan	Awarded	RDG Planning & Design	COMPLETE
Goddard	Pedestrian and Bicycle Master Plan	Awarded	RDG Planning & Design	COMPLETE
Haysville	Bicycle and Pedestrian Implementation Plan	Awarded	SWT Design	COMPLETE
Kechi	Arts and Business District Master Plan	Awarded	Professional Engineering Consultants	COMPLETE
Maize	Master Pedestrian and Bicycle Plan	Awarded	Professional Engineering Consultants	COMPLETE
Maize	Academy Arts District	Awarded	RDG Planning & Design	COMPLETE
Mulvane	Downtown Wayfinding Signage Plan	Awarded	Professional Engineering Consultants	COMPLETE
Park City	Pedestrian Connectivity Master Plan	Awarded	RDG Planning & Design	COMPLETE
Rose Hill	Pedestrian Plan	Awarded	Professional Engineering Consultants	IN PROGRESS
Valley Center	Pedestrian and Bicycle Facilities Master Plan Update	Awarded	SWT Designs	COMPLETE
Wichita	Parking and Multi-Modal Plan	Awarded	Walker Consultants	IN PROGRESS
Wichita	Downtown Streets Conceptual Designs	Awarded	Nelson Nygaard	IN PROGRESS
Wichita	Walkable Development Plan (MAPD)	Awarded	Gould Evans	COMPLETE
Wichita Transit	Accessibility Study	Awarded	TranSystems	IN PROGRESS
Wichita Transit	Transit Feasibility Study	Awarded	Nelson Nygaard	COMPLETE



Background

The Transportation Improvement Program (TIP) is an on-going program of priority, agreed-upon projects, programs, and initiatives that the greater Wichita region has committed to take place in the near future. The projects in the TIP help to implement WAMPO's long range transportation plan, Reimagined MOVE 2040, which defines the vision for the region's transportation system.

The TIP programs, or assigns, funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects. 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. Federally funded projects are required to be included in the TIP in order to access the federal funding.

The TIP is an on-going program, and the current TIP covers projects that are expected to take place during Federal Fiscal Years 2019 thru 2022. It was updated this year to cover federal fiscal years 2021 - 2024.

At the April 27 TAC meeting, staff will present highlights of the updated TIP.

Next Steps:

- May 1 - 31: Final draft document and projects (on Project Tracker) will be open for public comment and review period
- May 12: Update to Transportation Policy Body (TPB)
- May 18: TAC action final 2021 – 2024 TIP document
- June 9: TPB action on final 2021 – 2024 TIP document
- September: The approved TIP will be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
- October 1: The 2021 – 2024 TIP will go in effect.

Attachments:

- [2021 – 2024 TIP Handout](#)



2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a short-range program (4 years) that identifies transportation projects to be implemented in the Wichita Area Metropolitan Planning Organization (WAMPO) region.

What Does it Include?

PRIORITY PROJECTS

The TIP includes a list of priority projects to implement over a four year period. The 2021-2024 update includes projects with activity expected to take place from October 1, 2020 thru September 30, 2024. This timeframe covers the following four Federal Fiscal Years:

- 2021 (10/1/2020 – 9/30/2021)
- 2022 (10/1/2021 – 9/30/2022)
- 2023 (10/1/2022 – 9/30/2023)
- 2024 (10/1/2023 – 9/30/2024)

The TIP illustrates how communities in our region are working together with State of Kansas and WAMPO to invest federal, state, and local tax dollars on the transportation system.

TIP projects implement the WAMPO long-range metropolitan transportation plan, REIMAGINED MOVE 2040, which defines the vision and goals for the region’s transportation system.

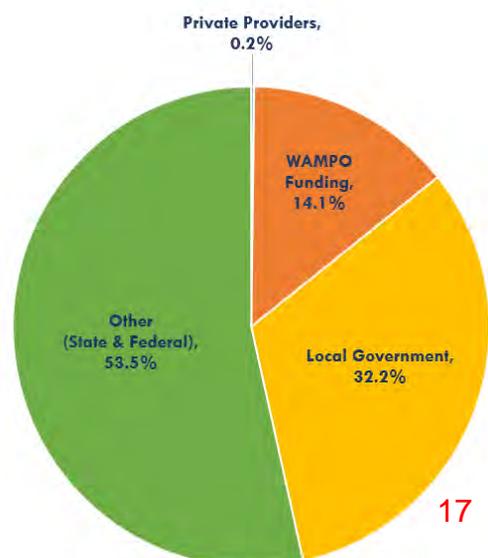
Individual project detail may be found at <https://projecttracker.wampo.org/>

Regional Investment

Regional transportation invest is taking place all around the region including on local roads, highways, and the public transit system. The 2021-2024 TIP investment scenario includes:

- \$454.3 million of investment (88 individual projects/programs)
- A funding mix that includes Federal, State, local governmental and private/non-profit provider funding
- Road projects with bicycle/pedestrian components comprise an estimated \$12 to \$18 million. The total investment for bicycle/pedestrian projects (including stand-alone projects*) is around \$28 to \$34 million or 6% to 7.5% of total

Category	Cost (millions)
Highway	\$176.7
Road	\$166.3
Transit	\$59.4
Bridge	\$24.4
Bike/Ped*	\$16.0
Safety	\$6.0
Planning	\$3.3
Technology	\$2.2



WAMPO Funding Focus

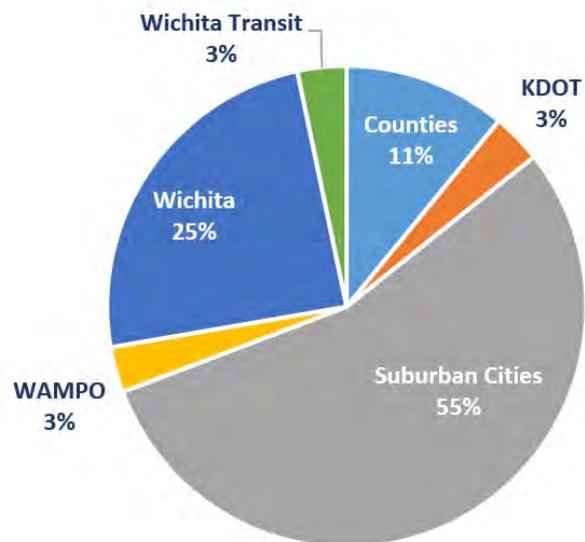
WAMPO is the second largest individual transportation funding entity in the region, after the Kansas Department of Transportation (KDOT).

The 2021-2024 TIP update, commits WAMPO to \$64 million (15% of total) of federal funding, which translated to \$127 million (30% of total) in total project costs with the grantees paying for the difference of \$63 million.

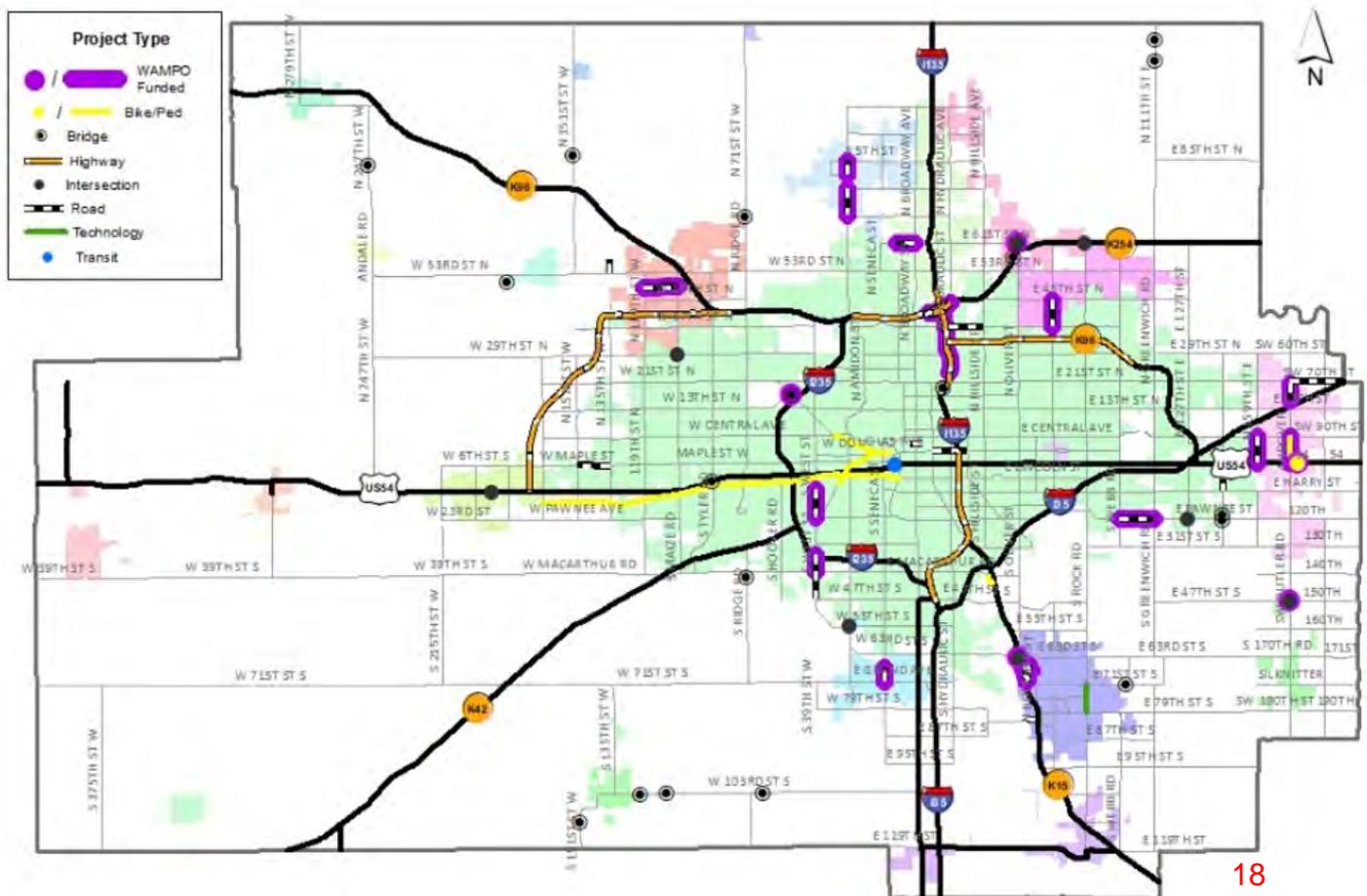
WAMPO funded projects in 2023 and 2024 start to implement the REIMAGINED MOVE 2040 plan based on five focus areas (listed below) that were developed following many months of engagement with stakeholders, partners, and the public:

- Safety and Health
- Mobility and Economy
- Equity and Diversity
- The Multi-modal Network
- Quality of Place and Talent

Geographic Funding Distribution



All 2021 - 2024 TIP Projects





Background

Every year, WAMPO is required to set targets for the safety related 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 five MAP-21 safety performance measures are:

1. Number of fatalities
2. Fatality rate
3. Number of serious injuries
4. Serious injury rate
5. Number of non-motorized¹ fatalities and serious injuries

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 2020, so the measure will be calculated using the average of the years 2016-2020. We currently have data from 2008 through 2018² 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 recommended targets given below were generated using a combination of the long term trends and the already available data for 2016-2018.

¹ Bicyclists, pedestrians, etc.

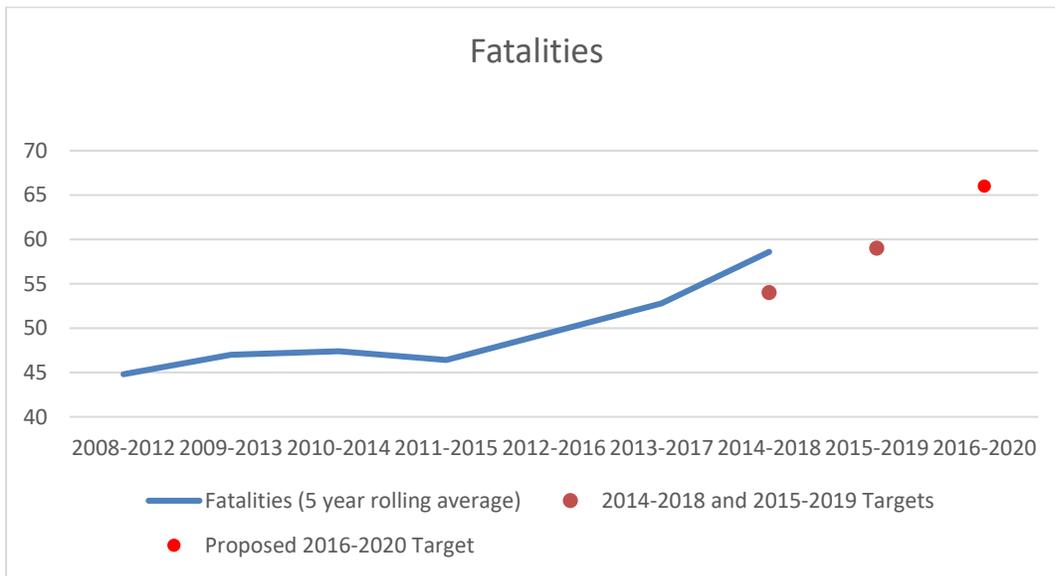
² Data for 2019 will not be available until mid-2020.



Number of Fatalities

Like most parts of the country, Wichita saw a significant decline in fatalities during the great recession. Our fatalities bottomed out in 2011 and the number of fatalities has risen consistently every year since. The rate of increase has only accelerated in recent years.

Our 2014-2018 target for this measure was no more than 54 fatalities per year. We had an average of 58.6 fatalities per year during this period, exceeding the target. The 2015-2019 target is for no more than 59 fatalities per year. We will likely exceed this target as well.

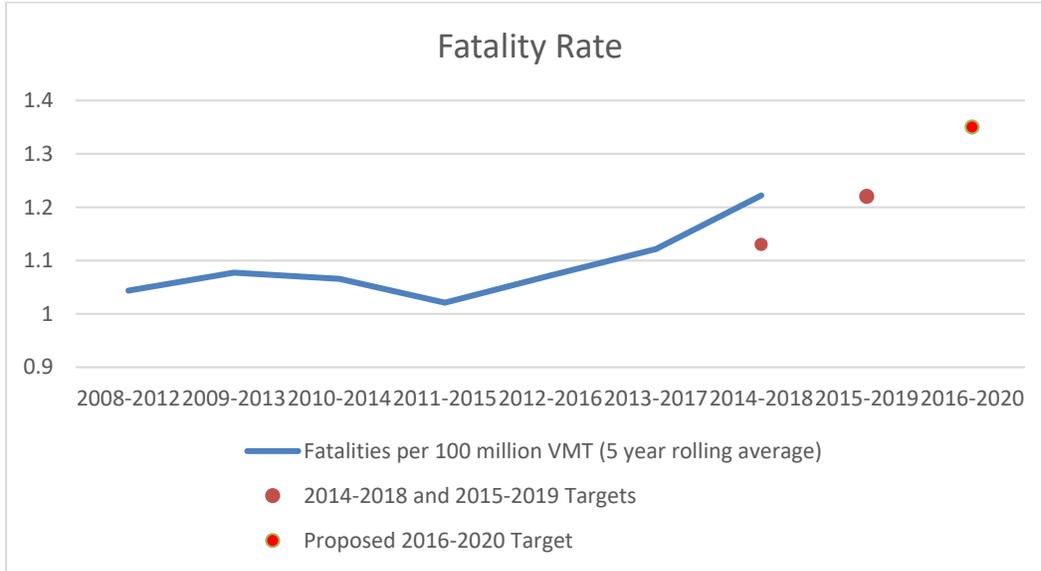


Based on the trend in the five-year averages from 2008-2012 to 2014-2018, we would expect an average of 59.3 fatalities per year in the 2016-2020 period. However, due to the uptick in the last few years the three-year average for 2016-2018 is already 63.3 fatalities per year. If we look only at the four most recent 5-year periods (2011-2015, 2012-2016, 2013-2017, and 2014-2018), then we would expect 66.2 fatalities per year. The recommended target for this performance measure is an average of no more than 66 fatalities per year in 2016-2020.



Fatality Rate

Fatalities have been increasing faster than the number of miles travelled in the WAMPO region since 2011-2015.



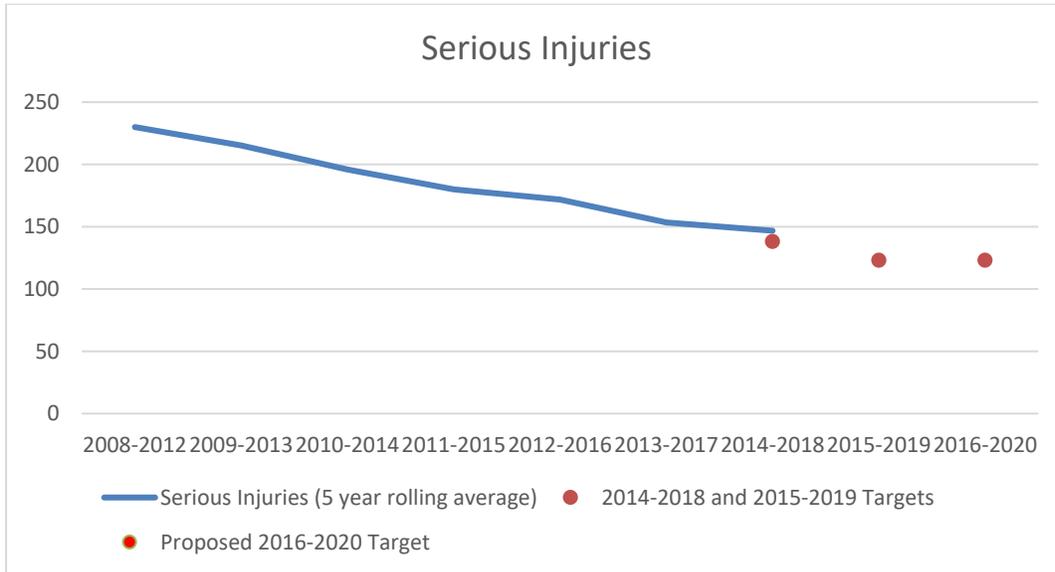
WAMPO's 2014-2018 target for this measure was no more than 1.13 fatalities per 100 million vehicle-miles travelled per year. During that period we had 1.22 fatalities per 100 million vehicle-miles travelled per year, exceeding the target. The target for the 2015-2019 period is 1.22 fatalities per 100 million vehicle-miles travelled. We are quite likely to exceed that target as well.

Based on long-term trend, we would expect an average of 1.17 fatalities per 100 million vehicle-miles travelled per year from 2016-2020. Due to the increase over the past few years the 2016-2018 three-year average is 1.18. If we look at the trend based on the last four time periods (2011-2015 to 2014-2018) the trend indicates 1.35 fatalities per year per 100 million vehicle miles traveled for 2014-2018. The recommended target for this performance measure is an average of no more than 1.35 fatalities per 100 million vehicle miles traveled per year in 2016-2020.



Number of Serious Injuries

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.



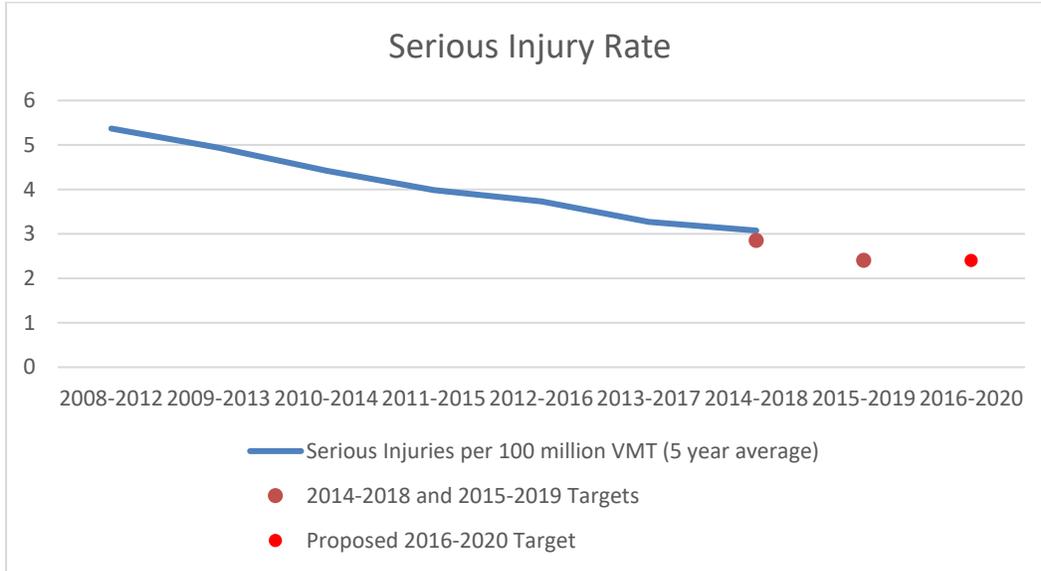
WAMPO’s target for 2014-2018 was no more than 138 fatalities per year. However, the rate of the decline in serious injuries as decreased slightly, leading us to slightly exceed our target with an average of 146.8 serious injuries per year from 2014-2018. Our target for 2015-2019 is no more than 123 serious injuries per year.

If the trend continues, we would expect an average of just 113.1 serious injuries per year in the 2016-2020 period. The three-year average for 2016-2018 is 142.6 fatalities per year. The recommended target for this performance measure is to keep the target at an average of no more than 123 serious injuries per year in 2016-2020 (the same as our target for the previous period).



Serious Injury Rate

Accounting for the growth in the number of miles driven in the WAMPO region accentuates the decline in serious injuries.



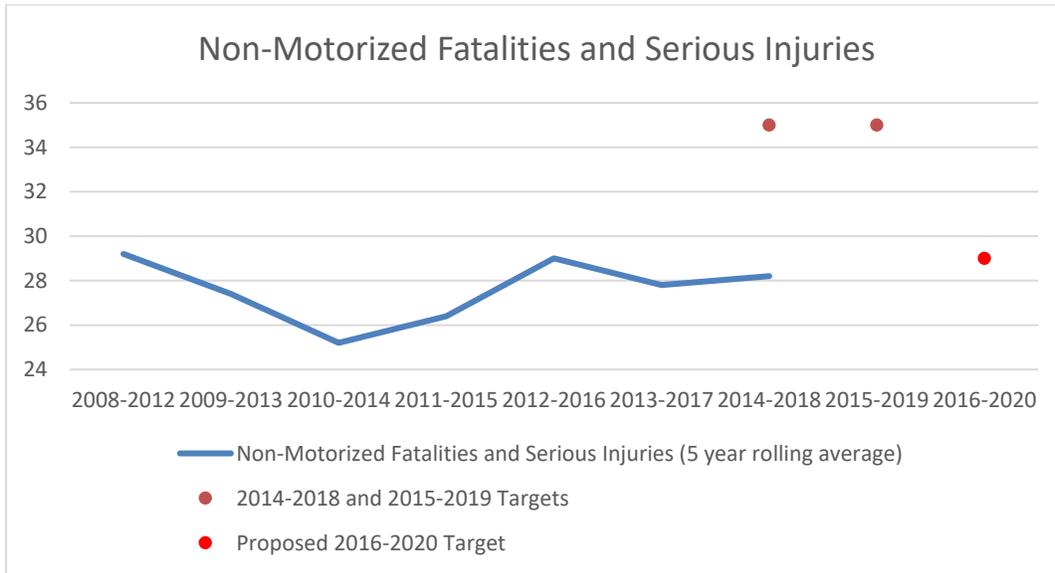
WAMPO's target for 2014-2018 was no more than 2.85 serious injuries per 100 million vehicle-miles travelled per year. However, the rate of the decline in serious injuries as decreased slightly, leading us to slightly exceed our target with an average of 3.07 serious injuries per 100 million vehicle-miles travelled per year. Our target for 2015-2019 is no more than 2.4 serious injuries per 100 million vehicle-miles travelled per year.

If the trend continues, we would expect an average of just 2.14 serious injuries per 100 million vehicle-miles travelled per year in the 2016-2020 period. The recommended target for this performance measure is to keep the target at an average of no more than 2.4 serious injuries per 100 million vehicle-miles travelled per year from 2016-2020.



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 in 2010-2014. From there they rebounded in 2011-2015 and 2012-2016 before leveling off between 27.9 and 29 in more recent years.



WAMPO set our initial targets for this measure during the period when non-motorized fatalities and serious injuries were increasing, leading us to set the target in line with that trend at no more than 35 per year from 2014-2018 and 2015-2019. Actual non-motorized fatalities and serious injuries from 2014-2018 averaged 28.2 per year, well below the target. Given the recent leveling off, the recommended target for 2016-2020 is no more than 29 per year.

Options

- Recommend the TPB adopt the 2020 MAP-21 Safety Performance Measure targets as proposed.
- Recommend the TPB adopt the 2020 MAP-21 Safety Performance Measure targets with specific changes.
- Do not recommend the TPB adopt the 2020 MAP-21 Safety Performance Measure targets.