

**MTP 2050 Plan Advisory Committee
(PAC) Meeting Notice**



Friday, April 19, 2024, @ 10:00 am

In-Person

271 W. 3rd St
Room 203
Wichita, KS 67202

Virtual

*Click the link below for access
to the Zoom Meeting.*

[**JOIN HERE**](#)

**Metropolitan
Transportation Plan
2050**



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Project website – <https://www.wampo.org/mtp2050>

04/18/2024

WAMPO MTP 2050 Plan Advisory Committee

Name	Title	Agency	Interest
Lynn Packer	Director/County Engineer	Sedgwick County	Roads
James Wagner	Special Projects Engineer	City of Wichita	Roads
Will Black	Chief Administrative Officer (Haysville)	Sedgwick County Association of Cities	Roads
Alan Kailer	Advocacy Chair	Bike Walk Wichita	Bike/Ped
Tia Raamot	Transportation Planner	Sedgwick County Public Works	Bike/Ped
Troy Anderson	Assistant City Manager for Development Services	City of Wichita	Economic development
Mary Hunt	Principal Planner - Advance Plans	Wichita-Sedgwick Co. Planning	Land use planning
Les Mangus	Director of Community Development	City of Andover	Land use planning
Kim Edgington	Planning Administrator	City of Maize	Land use planning
Penny Feist	Interim Transit Director	Wichita Transit	Transit
Kristen McDaniel	Senior Center Director (Haysville)	United Community Transit Coalition	Transit
Jessica Warren	Mobility Manager	South Central KS CTD	Transit
Lizeth Ortega	Senior Environmental Specialist	City of Wichita	Air quality/EV
Jason Stephens	Captain	City of Wichita Police Department	Safety
Scott Knebel	City Planner	City of Derby	Government policy
Matt Messina	Chief of Multimodal Transportation	KDOT	Freight, Bike/Ped, EV
Allison Smith	Environmental Coordinator/MPO Liaison	KDOT	KDOT
	Community Planner	FHWA	FHWA
	Community Planner	FTA	FTA

Rev. 04/12/2024



Meeting Summary

MTP 2050 Plan Advisory Committee (PAC)

Tuesday, November 28, 2023, @ 1:15 PM

Hybrid Meeting: *Online & 271 W. 3rd St, Rm 203, Wichita, KS 67202*

Meeting Duration: *86 minutes*



Attendees		
Lynn Packer, <i>Sedgwick County, PAC Chair</i>	Scott Knebel, <i>Derby</i>	Chad Parasa, <i>WAMPO</i>
Will Black, <i>SCAC</i>	Dani Lasher, <i>WAMPO</i>	Tia Raamot, <i>Sedgwick County</i>
Kim Edgington, <i>Maize</i>	Les Mangus, <i>Andover</i>	Allison Smith, <i>KDOT</i>
Nick Flanders, <i>WAMPO</i>	Kristen McDaniel, <i>UCTC</i>	Jason Stephens, <i>Wichita Police Department</i>
Dora Gallo, <i>WAMPO</i>	Matt Messina, <i>KDOT</i>	James Wagner, <i>Wichita</i>
Markey Jonas, <i>WAMPO</i>	Kim Neufeld, <i>Bike Walk Wichita</i>	Jessica Warren, <i>CTD #9</i>
	Lizeth Ortega, <i>Wichita</i>	

1. Welcome and Introductions: Lynn Packer, Chair, opened the meeting at 1:19 PM.

A. Roster

Plan Advisory Committee Chair Lynn Packer welcomed attendees to the third Metropolitan Transportation Plan 2050 (MTP 2050) Plan Advisory Committee meeting and asked all attendees to introduce themselves and state what agency they are with or who they represent.

B. August 22, 2023, Meeting Summary

Chair Packer asked committee members to review the August 22, 2023, meeting summary. No edits were requested.

2. Alternative Scenarios

Chad Parasa and Nick Flanders, WAMPO, presented the potential future scenarios for MTP 2050 that were developed by WAMPO staff and consultants. Each scenario represents a possible future for the region and is tied to the vision, goals, objectives, and performance measures of the plan. Scenario one, Maintaining the Current System, maintains/preserves existing investments, acknowledges limited and uncertain fiscal resources, and assumes projects listed in the current MTP, *REIMAGINED MOVE 2040*, will be completed. Scenario two, Growth in the Center (previously titled Core Resurgence), maintains/improves the existing network for all transportation modes instead of creating new vehicular capacity or routes, assumes infill development at human-scale (high) densities, and plans for a larger number of smaller, faster, cheaper projects to strategically improve collector/arterial roadways. Scenario three, Growth on the Edge, expands the roadway network and creates new routes for all modes of transportation, assumes greenfield development at rural and suburban (low) densities, and plans for a smaller number of larger, slower, more expensive projects

to expand or significantly alter collector, arterial, highway, and Interstate roadways. The PAC was asked to review the scenarios and discuss whether there were any necessary changes to be made prior to approval. Alternate scenarios will be brought back to PAC in April 2024.

Draft MTP 2050 Scenarios – <https://bit.ly/Draft-Alternative-Scenarios>

Discussion:

The discussion focused on clarifying and refining the proposed scenarios. Participants expressed concerns and sought clarification on certain aspects of the scenarios. There was a conversation about scenario one, which was seen as needing to be more explicitly tied to current conditions. Questions arose about whether it was a projected continuation of trends or focused solely on maintaining existing infrastructure and completing *REIMAGINED MOVE 2040* projects. The discussion delved into the population projections provided by Wichita State University and raised concerns about their accuracy, especially in rapidly growing areas. Members pointed out discrepancies in the projections, and there was a call for more detailed information and an updated population projections table for scenario forecasts. The importance of accurate population projections for planning transportation infrastructure was highlighted. The debate shifted to scenario three, with concerns raised about the definition of “expanding the roadway network” and whether it exclusively meant the development of new roads that do not currently exist. Members questioned the feasibility of how it would be possible to have more growth on the edge than current trends and emphasized the need for better connectivity in edge growth. Suggestions were made to reword and potentially combine scenarios, with an emphasis on connecting communities through infrastructure growth. Members discussed the challenges of accommodating growth while maintaining a balance between the Growth in the Center (Core Resurgence) and Growth on the Edge scenarios. There was also a discussion about the role of developers in contributing to infrastructure and the challenges of accommodating different growth patterns, such as city water distribution. The discussion revolved around refining the language of the proposed scenarios to better align with the committee's understanding and concerns.

There was a consensus on the importance of accurate population projections, the need for connectivity in edge growth, and a potential rewording of scenarios to better reflect the desired balance between core and edge growth. The committee expressed a preference for a more connected and strategic approach to infrastructure development planning. WAMPO staff and project consultants will refine the MTP 2050 Alternative Scenarios, seek input from jurisdictions along the way, and present them at the next Plan Advisory Committee meeting for action.

3. 2050 Expected Revenue

Nick Flanders, WAMPO, explained that the 2050 Expected Revenue is not yet finished but that all Metropolitan Transportation Plans (MTPs) are federally required to be Fiscally Constrained (i.e.,

planned expenditures cannot exceed anticipated revenues). The MTP 2050 Fiscally Constrained Project List will be limited to projects whose combined estimated costs do not exceed anticipated revenues.

The Project Selection Committee (PSC) will select project priorities within this constraint in Spring 2024. Other projects could be included in MTP 2050 in an “illustrative list” that shows what would be done if more money were available. Future revenue for transportation is projected from recent historical revenues reported by cities, counties, and KDOT.

Discussion:

The discussion revolved around the development process for MTP 2050 and the timeline of project selection. The conversation delved into the challenge of selecting projects without a finalized plan and how scoring criteria will guide or influence project prioritization. Concern was raised about potential flaws in the established planning system, where scoring criteria might not fully align with the overarching goals of the plan, particularly in scenarios involving concentrated projects for core revitalization or growth encouragement. The discussion touched on the optional consideration of future scenarios and the role of the Project Selection Committee in picking projects for MTP 2050 that are scored based on criteria that were developed to align with the goals of the current MTP, *REIMAGINED MOVE 2040*. There were arguments against the prioritization of projects before having a completed plan and whether the scoring criteria in place are sufficient. The committee sought clarification on their role in providing input, especially in the context of project selection and the demographic and socioeconomic forecasts developed by Wichita State University that were created to inform the selection process. The conversation aimed to address the complexities of project selection and the alignment of scoring criteria with the long-term goals of MTP 2050.

4. Cost Estimation Model

Mr. Flanders explained that to aid WAMPO member jurisdictions in the preparation of applications for the combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP) and create consistency in how project-cost estimates are generated, WAMPO tasked Professional Engineering Consultants (PEC) with creating a cost estimation model for use by applicant jurisdictions. Microsoft-Excel-based cost-estimation worksheets are available through the WAMPO website, on the same webpages as the Call for Projects application, for eleven different project categories. Future-year costs are estimated by applying a 4.5% per year inflation rate to current (2023) dollar amounts. The Call for Projects application and the Cost Estimation Model worksheets can be downloaded from <https://www.wampo.org/mtp2050> or <https://www.wampo.org/transportation-improvement-program>. The use of the estimation models is optional if documentation of the assumptions that went into the estimate, the methodology, and any other engineering considerations used to reach the estimation are provided.

Discussion:

The discussion centered on concerns and considerations related to the use of the model. Participants raised questions about the integration of sidewalk and roadway projects and whether simply adding them together would result in compounded overhead costs. There were discussions about the challenges of incorporating storm sewers into the model, and concerns about the lack of expertise in storm sewer aspects. Members noted that larger jurisdictions have city engineers that complete their project cost estimations, but the smaller jurisdictions may not, and expressed concern that with the use of the model alone, there may be risks of having inaccurate estimates that could lead to inaccurate funding down the line. The use of contingency factors in projects was mentioned as a potential solution to address uncertainties and variations in costs. However, concerns were voiced about the need to provide detailed methodology, assumptions, and contingency factors when submitting estimates, with some participants expressing reservations about divulging such information. The discussion delved into the complexities of estimating costs, especially in the context of the unique characteristics of storm sewer projects in different communities. Additionally, the impact of external factors on cost estimations and bidding processes was discussed. Overall, the participants sought clarity on the expectations for submitting cost estimates and whether bid item lists or more detailed information, including assumptions and methodologies, would be required for projects to be considered for inclusion.

5. Call for Projects

Mr. Flanders gave a quick reminder that the combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP) opened September 15, 2023, and will run through January 5, 2024. The application form, cost-estimation model, and recording of the November 8, 2023, Call for Projects Workshop can be found at either www.wampo.org/transportation-improvement-program or www.wampo.org/mtp2050.

6. MTP 2050 Subreports: Economic Development, TDM, CSAP, Electric Vehicles

Dora Gallo, WAMPO, provided an update on reports being developed by WAMPO staff and consultants that will become appendices to MTP 2050, expanding on key aspects of the region's long-term transportation-planning priorities and the factors that must be considered in service of those priorities. A draft Economic Development Report has been developed, with the final report to be completed in early 2024. An updated Travel Demand Model (TDM) for the region is being developed by consultants, who are now calibrating it for enhanced accuracy. A draft Comprehensive Safety Action Plan (CSAP) has been developed and recommended for approval by the Technical Advisory Committee (on November 27, 2023), which will be submitted to the Transportation Policy Body for approval on December 12, 2023. Finally, a public survey has been conducted to inform the

development of an Electric Vehicle (EV) Plan, which will include the identification of locations for future EV charging infrastructure.

WAMPO region economic development webpage – <https://www.wampo.org/economic-development>
Economic Development by sector reports - https://bit.ly/Economic_Development_Reportby_Sector

Travel Demand Model (TDM) webpage – <https://www.wampo.org/tdm>

Draft Comprehensive Safety Action Plan (CSAP) – <https://bit.ly/DraftCSAPPlan>

Electric Vehicle Plan Existing Conditions Report – <https://bit.ly/ev-existing-conditions>

Electric Vehicle Plan Survey Results – <https://bit.ly/ev-survey-results>

7. Open Discussion

James Wagner said to email him should anyone want the unit cost of a final bid item for the work the City of Wichita is doing on West Street, to use in their own project cost estimates. Two to three weeks before the bid, there was an increase in concrete cost by \$10 per square yard, which is reflected in the new prices.

8. Next Steps

a. Public Engagement Round 2

Ms. Lasher discussed how WAMPO successfully completed the first round of public engagement over the summer of 2023 and the second round will begin on December 1, 2023, and continue through February 29, 2024. This round of engagement will gather input on long-range planning scenarios and allow the public to identify areas of transportation concern in the region. choose between different future growth and transportation options. The results from the first round of MTP 2050 public engagement can be viewed at <https://www.wampo.org/mtp2050>. Events WAMPO will be attending include the First Friday Pop-Up Market at Revolutsia (December 1, 2023), the HoliDAZE! Pop Up Market (December 3, 2023), and the Maize Whoville Vendor market (December 3, 2023).

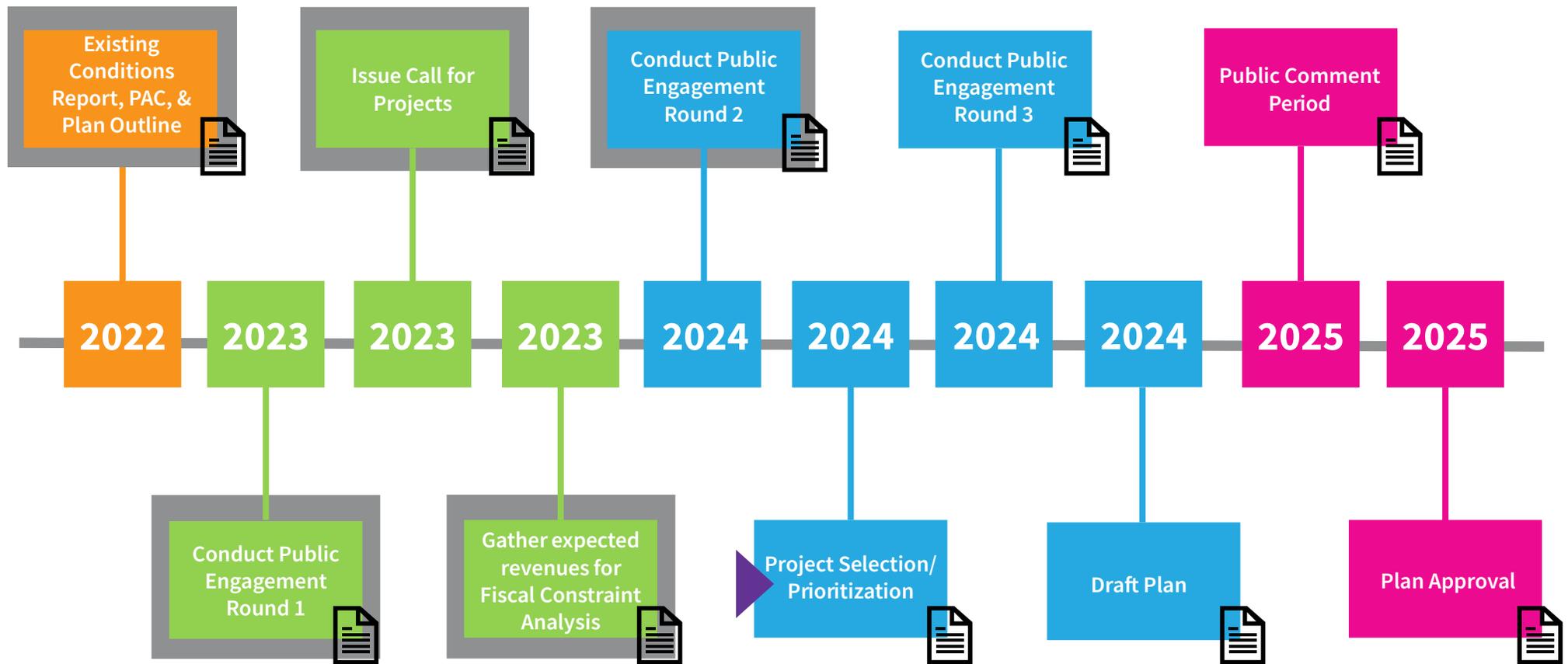
9. Meeting adjourned at 2:45 PM

The next regular meeting is tentatively scheduled for April 2024.

Metropolitan Transportation Plan

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Progress





Executive Summary

Metropolitan Transportation Plan 2050 (MTP 2050), under development by the Wichita Area Metropolitan Planning Organization (WAMPO), will serve as a strategic framework for managing transportation needs in the region. It will integrate data analysis, public input, and stakeholder collaboration to address key transportation challenges such as safety, traffic congestion, economic development, and environmental sustainability. The plan will include as chapters: Plan Purpose and Development; Regional Trends; Existing Conditions; System Management; System Performance Report; Financial Plan; and Project Selection and List. It will emphasize transparency and community engagement, ensuring that transportation investments align with the region's priorities. Moving forward, WAMPO staff will upload draft chapters and related appendices to the MTP 2050 website by July 2024.

Background

WAMPO is in the process of developing long-range Metropolitan Transportation Plan 2050 (MTP 2050). A metropolitan transportation plan is a strategic framework for managing transportation needs within a metropolitan area. It is essential for guiding infrastructure investments and addressing issues like safety, equity, traffic congestion, economic development, and environmental sustainability.

Prior to presenting MTP 2050 for public comment, WAMPO staff will upload drafts of its various chapters and related appendices to <https://www.wampo.org/mtp2050>. As of right now, none of those draft chapters or appendices have been uploaded, but the plan is to upload them by July 2024.

The main MTP 2050 document (as distinct from the appendices) will have the following chapters:

Plan Purpose and Development

This chapter will introduce the Wichita Area Metropolitan Planning Organization (WAMPO) and delineate WAMPO's role in facilitating the planning process. It will outline the adopted planning approach, emphasizing factors such as data analysis, modeling techniques, and coordination with relevant stakeholders. This chapter will also delve into the public-engagement strategies employed, showcasing how community input has shaped the plan's vision, goals, and objectives.

Regional Trends

This chapter will discuss travel behaviors and patterns, analyzing factors such as trip distance/duration and modes of transportation used. It will examine how these travel trends influence infrastructure needs and transportation planning decisions. It will also consider environmental resources, assessing the impact of transportation activities on air quality, water resources, and natural habitats. Additionally, the chapter will introduce the Environmental Justice (EJ) analysis for MTP 2050, examining how transportation policies and



Agenda Item 2: **Deliverables to Date**

Dora Gallo, Transportation Planner

infrastructure investments do or do not disproportionately affect marginalized communities, and it will seek to ensure equitable access to transportation options and mitigate adverse environmental effects on vulnerable populations within the region.

Existing Conditions

This chapter will provide an in-depth analysis of the current state of transportation infrastructure and services within the region. It will assess the condition of roadways and bridges, evaluating factors such as pavement quality, congestion levels, and bridge safety to identify areas in need of maintenance or improvement. Furthermore, this chapter will examine the efficiency and accessibility of transit and paratransit systems, considering factors like ridership, service coverage, and connectivity to key destinations. Additionally, it will evaluate the state of bicycle and pedestrian infrastructure, including bike lanes, sidewalks, and crosswalks, to promote active transportation and enhance safety for nonmotorized travelers. Lastly, the Existing Conditions chapter will also investigate freight movement within the region, analyzing the efficiency of freight corridors, intermodal facilities, and truck routes to support the movement of goods and sustain economic vitality.

System Management

This chapter will present a comprehensive approach to efficiently and effectively managing the transportation system. It will outline maintenance activities and programs aimed at preserving and enhancing the condition of infrastructure assets such as roads, bridges, and transit facilities. Additionally, it will discuss the integration of technology and Intelligent Transportation Systems (ITS) to improve the operation and management of transportation networks, including real-time traffic monitoring, traveler-information systems, and traffic signal optimization. Moreover, the chapter will address transportation safety initiatives, focusing on reducing traffic-related injuries and fatalities through measures such as road safety audits, enforcement programs, and public awareness campaigns. Furthermore, the chapter will explore transportation-demand-management strategies to alleviate congestion and enhance mobility, including telecommuting, carpooling, and congestion pricing. Lastly, the System Management chapter will examine security and system resilience measures to mitigate risks from natural disasters, terrorist threats, and other emergencies, ensuring the reliability and continuity of transportation services within the metropolitan area.

System Performance Report

The System Performance Report will provide a comprehensive evaluation of the transportation system's effectiveness in meeting established performance measures. It will include an analysis of both Federally required performance measures and performance measures specific to the WAMPO Metropolitan Transportation Plan (MTP). This report will assess various aspects of transportation performance, such as congestion levels, safety outcomes, air quality, and infrastructure conditions, among others. By comparing



Agenda Item 2: **Deliverables to Date**

Dora Gallo, Transportation Planner

actual performance against predetermined targets, the System Performance Report will facilitate informed decision-making and prioritization of investments to address deficiencies and improve overall transportation system efficiency and effectiveness.

Financial Plan

The Financial Plan will outline strategies and assumptions for funding/financing/implementing transportation projects and initiatives. It will discuss federal, state, and local funding sources. This chapter will also include project cost estimates, assessing the financial implications of proposed transportation investments over the plan's timeframe (through 2050). It will address the Federal requirement for fiscal constraint, recognizing budgetary limitations and the need for prioritization and phasing of projects based on available funding. By aligning funding assumptions with project priorities and financial realities, the Financial Plan will ensure the feasibility and sustainability of the transportation plan's implementation.

Project Selection and List

This chapter will outline the methodology and criteria used to evaluate and prioritize transportation projects within the region. It will include an assessment of project impacts, considering factors such as mobility improvements, environmental sustainability, safety enhancements, and community benefits. Additionally, it will present the fiscally constrained and illustrative transportation project lists for MTP 2050, identifying specific initiatives and investments proposed for implementation over the plan's timeframe. By transparently documenting the selection criteria and project list, this chapter will ensure that transportation investments align with the region's priorities and contribute to its long-term prosperity and livability.

Next Steps

WAMPO staff will begin uploading draft chapters and related appendices to the MTP 2050 website (<https://www.wampo.org/mtp2050>) by July 2024.



Executive Summary

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). One hundred and two (102) projects from eleven (11) WAMPO member jurisdictions have been scored and ranked by WAMPO staff and consultants. These projects are being considered by the Project Selection Committee (PSC) at meetings in April 2024 for recommendations to the TAC and TPB on which projects to prioritize for funding.

Background

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). During the Call for Projects, WAMPO member jurisdictions were invited to submit applications for near-term projects (for the TIP) and long-term projects (for the MTP) to potentially be prioritized for WAMPO-suballocated Federal funding. Submissions included new projects (to the MTP, TIP, or both), as well as projects that are already listed in the current MTP, *REIMAGINED MOVE 2040*, and/or the current FFY2023-FFY2026 TIP and which the member jurisdictions want carried over to the successor planning documents with funding priority.

WAMPO staff and the consultant team of JEO and Caliper have reflected the submitted projects in the updated Travel Demand Model (TDM) for the region, so that their potential effects on future traffic conditions may be modeled. Using the outputs of the updated TDM, among other data sources, WAMPO staff and the consulting firm PEC have scored and ranked the submitted projects in accordance with the evaluation criteria adopted by the TPB on October 12, 2021, within each of nine (9) project categories.

The WAMPO Project Selection Committee (PSC) is now considering these projects for recommendations on future funding priority. Projects that were submitted with plans to begin prior to the year 2029 are being considered for funding-award recommendations in the FFY2025-FFY2028 TIP. All projects that receive TIP funding awards will also be included in MTP 2050. If one of these projects is not recommended for Federal funding in the TIP, it will still be considered for funding priority in later years in MTP 2050. Projects prioritized for 2029-2050 funding in the MTP will not receive immediate funding awards but will remain eligible for future WAMPO-suballocated funding consideration. Projects not selected for funding priority in the MTP 2050 fiscally constrained project list for 2029-2050 will be included in an “illustrative” list of projects that may be considered for funding in the event of more WAMPO-suballocated Federal funds being



Agenda Item 3:

Call for Projects – Project List (MTP & TIP)

Peter Mohr, Manager of Transportation Engineering and Data

available in the future than what is currently projected. Please see WAMPO’s website for an interactive look at the submitted projects: <https://www.wampo.org/mtp2050>.

Available Short-Term FFY2025-FFY2028 TIP WAMPO-Suballocated Funding

TIP Year	TA	CMAQ	CRP	STBG	TOTAL
TIP 2025	\$0	\$163,212	\$1,464,541	\$1,216,370	\$2,844,123
TIP 2026	\$0	\$0	\$1,367,689	\$339,643	\$1,707,332
TIP 2027	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050
TIP 2028	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050

Projected Long-Term MTP 2050 WAMPO-Suballocated Funding

MTP Time Band	TA	CMAQ	CRP	STBG	TOTAL
MTP 2029 - 2032	\$6,284,274	\$8,198,458	\$5,896,600	\$41,884,100	\$62,263,432
MTP 2033 - 2040	\$13,344,409	\$17,409,103	\$12,521,199	\$88,939,241	\$132,213,952
MTP 2041 - 2050	\$18,246,126	\$23,803,880	\$17,120,533	\$121,608,731	\$180,779,270

Projects to Be Considered for WAMPO-Suballocated Funding, by Member Jurisdiction

Andover	3	Haysville	12	Sedgwick County	37*
Bel Aire	11	Maize	3	Valley Center	5
Butler County	2*	Mulvane	1	Wichita	24**
Derby	2	Park City	3	Total	102

*Butler County and Sedgwick County provided separate applications for their respective sections of a project that crosses the county line. In this table, that cross-county project is included in the numbers of projects for each of those two counties, but is only counted once in the Total field; for that reason, the number in the Total field is one less than the sum of the other quantities in the table.

**The table of submitted projects presented to the TAC on February 26, 2024, showed twenty-eight (28) City of Wichita projects. However, three (3) of those submissions were for categories of projects requested to be prioritized for funding in MTP 2050, as opposed to individual projects. Also, one (1) submission was for a project for which WAMPO-suballocated funding is not sought, because it has other Federal funding, but still needs to be reflected in the TIP and be consistent with the MTP.

Next Steps

- » April 2024: The PSC will continue to meet to consider which submitted projects to recommend to the TAC and TPB for funding priority in MTP 2050 and the FFY2025-FFY2028 TIP, while maintaining fiscal constraint in both documents.

Attachment

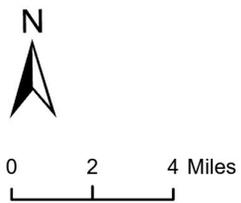
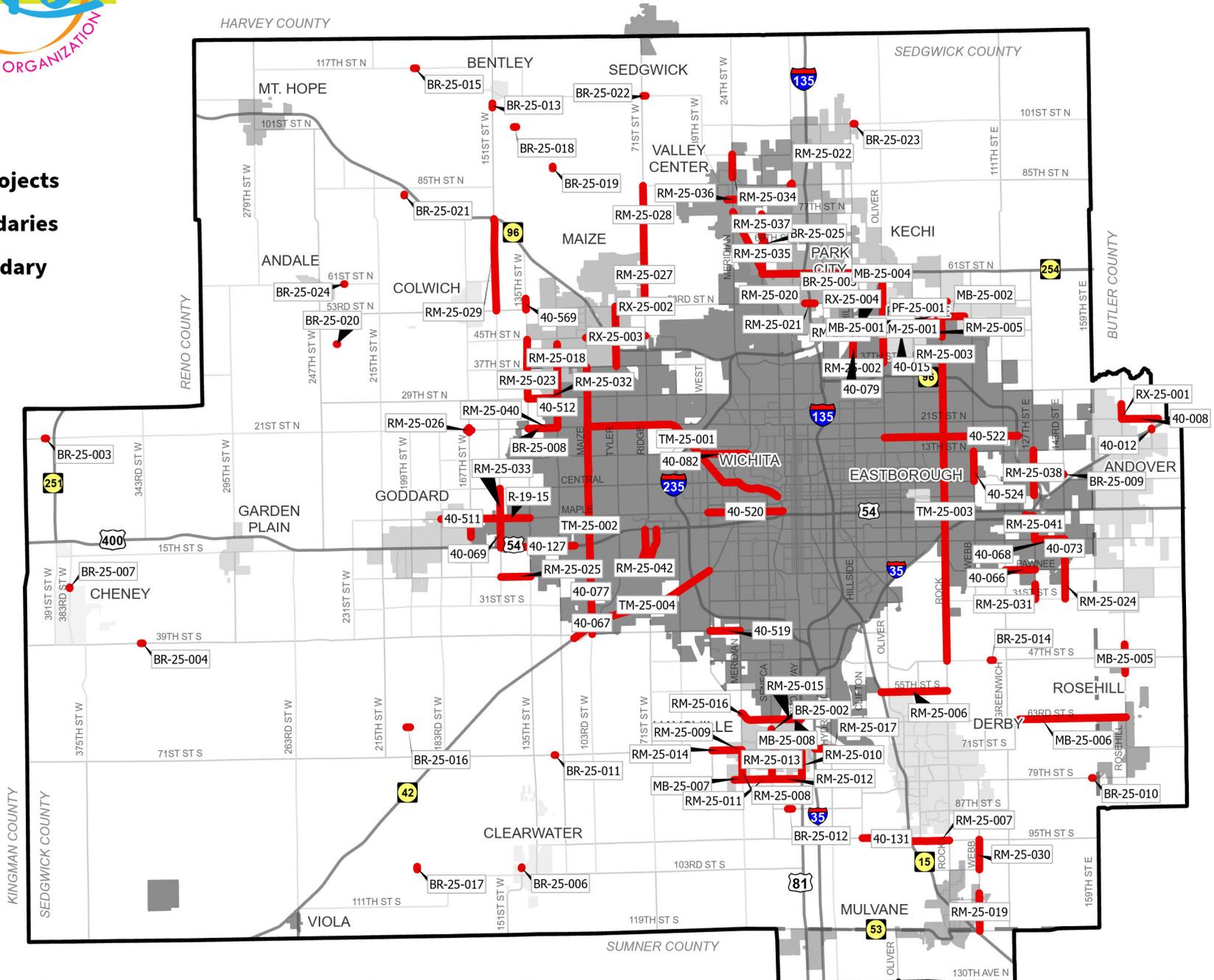
- » **Candidate Projects for FFY2025-FFY2028 TIP/MTP 2050**



Submitted MTP 2050 & FFY2025 to FFY2028 TIP Projects

- Submitted Projects
- County Boundaries
- WAMPO Boundary

Note: Not all project labels visible related to many projects in close proximity to one another.



Source: WAMPO. Produced by: WAMPO. Date Exported: 3/28/2024 Folder: G:\Plans & Projects\MTP 2050-TIP 2025-2026 call for projects\MTP 2050- TIP 2025-2026 call for projects\z_ProjectsToScore\

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
40-522	Wichita	Redbud Path, Woodlawn to K-96	TA	CMAQ	CRP	STBG	2025-2028	\$11,599,461	\$15,105,516	\$22,448,234
RM-25-020	Park City	61st and I-135 Southbound Ramps Roundabout		CMAQ	CRP	STBG	2025-2028	\$2,837,145	\$3,694,701	\$5,490,677
RM-25-022	Park City	85th Street and Broadway Roundabout		CMAQ	CRP	STBG	2025-2028	\$806,475	\$1,050,240	\$1,560,757
RM-25-018	Maize	119th Street Improvements from 29th Street to Wilkinson Street				STBG	2025-2028	\$12,262,102	\$15,968,446	\$23,730,631
RM-25-021	Park City	53rd Street & I-135 Divergent Diamond Intersection (DDI)				STBG	2025-2028	\$5,332,324	\$6,944,073	\$10,319,554
MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	TA	CMAQ	CRP	STBG	2025-2028	\$928,257	\$1,208,832	\$1,796,440
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	TA	CMAQ	CRP	STBG	2025-2028	\$1,287,920	\$1,677,206	\$2,492,489
40-012	Andover	Prairie Creek Rd. Bridge Over I-35/KTA				STBG	2025-2028	\$4,419,782	\$5,755,707	\$8,553,528
40-015	Bel Aire	45th Oliver to Woodlawn				STBG	2025-2028	\$13,012,762	\$16,946,002	\$25,183,371
RX-25-002	Maize	45th Street and Tyler Road Improvements (Near Term)				STBG	2025-2028	\$26,363,666	\$34,332,351	\$51,021,139
MB-25-002	Bel Aire	Bel Aire Bike Ped Trail Phase 2	TA	CMAQ	CRP	STBG	2025-2028	\$743,009	\$967,591	\$1,437,933
MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	TA	CMAQ	CRP	STBG	2025-2028	\$769,079	\$1,001,541	\$1,488,385
TM-25-001	Wichita	ITS - 21st St and Maize to Downtown		CMAQ	CRP	STBG	2025-2028	\$3,853,960	\$5,018,859	\$7,458,502
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South				STBG	2025-2028	\$1,825,865	\$2,377,752	\$3,533,566
BR-25-025	Valley Center	69th St Bridge Replacement				STBG	2025-2028	\$1,614,485	\$2,102,479	\$3,124,485
R-19-15	Wichita	Maple, 135th St W to 167th St W				STBG	2025-2028	\$15,045,134	\$19,592,678	\$29,116,584
RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)				STBG	2025-2028	\$7,226,719	\$9,411,068	\$13,985,743
RM-25-019	Mulvane	Webb - Sapphire to 119th Street				STBG	2025-2028	\$7,075,774	\$9,214,498	\$13,693,621
RM-25-023	Sedgwick County	R363: 135th St. West from 29th St North to 45th St. North				STBG	2025-2028	\$3,879,964	\$5,052,723	\$7,508,827
RM-25-035	Valley Center	Seneca from 61st to 69th				STBG	2025-2028	\$2,630,882	\$3,426,093	\$5,091,501
RM-25-038	Wichita	127th St E, 13th to Douglas				STBG	2025-2028	\$7,956,210	\$10,361,055	\$15,397,513
MB-25-003	Bel Aire	Bel Aire Bike Ped Trail Phase 3	TA	CMAQ	CRP	STBG	2025-2028	\$726,902	\$946,616	\$1,406,761
40-066	Wichita	Pawnee, Greenwich to 127th St E				STBG	2025-2028	\$6,822,972	\$8,885,284	\$13,204,378
40-077	Wichita	Maize Road, Pawnee to 31st Street South				STBG	2025-2028	\$7,163,684	\$9,328,980	\$13,863,751
RM-25-009	Haysville	Grand - Meridian to 1/2 Mile West				STBG	2025-2028	\$4,295,376	\$5,593,697	\$8,312,766
RM-25-024	Sedgwick County	R339: 143rd St. East from Pawnee to 31st Street South				STBG	2025-2028	\$2,184,050	\$2,844,201	\$4,226,753
MB-25-006	Butler & Sedgwick Counties	BUTLER: W Rosewood/E 63rd St. S. Multi-use Path; SEDGWICK: 63rd Street Pathway	TA	CMAQ	CRP	STBG	BUTLER: 2028 SEDGWICK: 2029-2032	\$2,810,435	\$3,659,918	\$5,438,986
RM-25-027	Sedgwick County	R353: Ridge Rd. Shoulders from 53rd St. to 69th St. North				STBG	2025-2028	\$1,458,531	\$1,899,387	\$2,822,670
RM-25-029	Sedgwick County	R356: 151st St. West from 53rd St. North to K-96				STBG	2025-2028	\$4,167,232	\$5,426,820	\$8,064,771
40-569	Sedgwick County	R348: Pave 135th St. W. North of 53rd St. N.				STBG	2025-2028	\$1,196,334	\$1,557,938	\$2,315,245
BR-25-006	Sedgwick County	B516: Bridge on Tracy St. between 103rd St. South and Diagonal St.				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559
BR-25-011	Sedgwick County	B511: Bridge on 71st St. South between 119th and 135th St. West				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559
BR-25-012	Sedgwick County	B514: Bridge on 87th St. South between Seneca St. and Broadway St.				STBG	2025-2028	\$1,495,418	\$1,947,423	\$2,894,056
BR-25-013	Sedgwick County	B515: Bridge on 151st St. West between 101st and 109th St. North				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559

*By the estimate of WAMPO staff, all elements of the project could be funded from each of the funding programs marked here, if funds are available.

** Max federal award is 80% of inflation-adjusted reported construction/implementation costs

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
RM-25-028	Sedgwick County	R354: Ridge Rd. Shoulders from 69th St. to 85th St. North				STBG	2025-2028	\$1,196,334	\$1,557,938	\$2,315,245
BR-25-003	Sedgwick County	B503: Bridge on 21st St. North between 391st St. and 407th St. West				STBG	2025-2028	\$1,908,029	\$2,484,751	\$3,692,576
BR-25-016	Sedgwick County	B523: Bridge on 63rd St. South between 199th and 215th St. West.				STBG	2025-2028	\$572,408	\$745,425	\$1,107,772
RM-25-031	Sedgwick County	R362: 127th St. East for Half Mile North of 31st St.South				STBG	2025-2028	\$810,912	\$1,056,019	\$1,569,345
BR-25-018	Sedgwick County	B525: Bridge on 101st St. North between 135th and 151st St. West				STBG	2025-2028	\$661,876	\$861,935	\$1,280,917
BR-25-019	Sedgwick County	B527: Bridge over Eagle Ditch on 119th St. West between 85th and 93rd St. North				STBG	2025-2028	\$661,876	\$861,935	\$1,280,917
BR-25-005	Sedgwick County	B537: Bridge on 53rd North between Hillside and Oliver Street				STBG	2025-2028	\$786,258	\$1,023,912	\$1,521,631
BR-25-007	Sedgwick County	B522: Bridge on 383rd St. West between 23rd and 31st St. South				STBG	2025-2028	\$655,215	\$853,260	\$1,268,026
BR-25-009	Sedgwick County	B529: Bridge on 143rd St. East between Central Ave. and 13th St. North				STBG	2025-2028	\$786,258	\$1,023,912	\$1,521,631
BR-25-014	Sedgwick County	B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.				STBG	2025-2028	\$611,534	\$796,376	\$1,183,491
BR-25-017	Sedgwick County	B524: Bridge on 199th St. West between 95th and 103rd St. South				STBG	2025-2028	\$567,853	\$739,492	\$1,098,955
RM-25-025	Sedgwick County	R365: Pawnee St. from 135th St West to 151st St. West				STBG	2025-2028	\$3,057,670	\$3,981,881	\$5,917,455
RM-25-032	Sedgwick County	R364: 29th St.North between 119th and 135th St. West				STBG	2025-2028	\$2,184,050	\$2,844,201	\$4,226,753
TM-25-002	Wichita	ITS - Maize Rd, 37th St N to Pawnee		CMAQ	CRP	STBG	2025-2028	\$3,418,484	\$4,451,756	\$6,615,733
40-068	Wichita	Harry, 127th St E to 143rd St E				STBG	2025-2028	\$7,293,597	\$9,498,160	\$14,115,170
40-079	Wichita	Hillside, 37th St N to 45th St N				STBG	2025-2028	\$6,071,003	\$7,906,026	\$11,749,107
40-524	Wichita	Webb Road, Central to 13th St N				STBG	2025-2028	\$7,540,825	\$9,820,116	\$14,593,627
RM-25-042	Wichita	Kellogg and Eisenhower Parkway Interchange				STBG	2025-2028	\$36,517,316	\$47,555,044	\$70,671,320
RX-25-004	Wichita	45th Street N, Hillside to Oliver				STBG	2025-2028	\$6,041,082	\$7,867,060	\$11,691,200
40-008	Andover	21st Street from KTA Toll Booth to Andover Road				STBG	2029-2032	\$9,600,000	\$12,501,697	\$18,578,711
RX-25-001	Andover	Andover Rd. from 21st St. north 1/2 Mile				STBG	2029-2032	\$3,531,873	\$4,599,418	\$6,835,172
RM-25-001	Bel Aire	Rock Rd, UPRR Railraod to 53rd St				STBG	2029-2032	\$11,079,244	\$14,428,057	\$21,441,466
RM-25-002	Bel Aire	Oliver, 37th to 45th				STBG	2029-2032	\$6,186,356	\$8,056,244	\$11,972,346
RM-25-003	Bel Aire	Woodlawn, 45th to 53rd				STBG	2029-2032	\$10,473,263	\$13,638,913	\$20,268,722
RM-25-006	Derby	55th Street, K-15 to Rock Road				STBG	2029-2032	\$14,356,621	\$18,696,055	\$27,784,117
RM-25-007	Derby	95th Street, Woodlawn to Rock				STBG	2029-2032	\$7,009,017	\$9,127,564	\$13,564,428
RM-25-011	Haysville	79th, Meridian to Seneca				STBG	2029-2032	\$4,987,531	\$6,495,063	\$9,652,281
RX-25-003	Maize	45th Street and Tyler Road Improvements (Longer Term)				STBG	2029-2032	\$38,256,928	\$49,820,472	\$74,037,962
RM-25-026	Sedgwick County	R372: 21st St North and 167th St West Roundabout		CMAQ	CRP	STBG	2029-2032	\$600,000	\$781,356	\$1,161,169
BR-25-004	Sedgwick County	B526: Bridge on MacArthur Rd. between 343rd and 359th St. West				STBG	2029-2032	\$2,400,000	\$3,125,424	\$4,644,677
BR-25-008	Sedgwick County	B528: Bridge over Cowskin Creek on 21s tSt. North between 119t and 135th St. West				STBG	2029-2032	\$2,200,000	\$2,864,972	\$4,257,621
BR-25-010	Sedgwick County	B536: Bridge on 79th St South between 143rd and 159th St East				STBG	2029-2032	\$380,000	\$494,858	\$735,407
BR-25-015	Sedgwick County	B521: Bridge on 117th St. North between 183rd and 199th St. West				STBG	2029-2032	\$640,000	\$833,446	\$1,238,580
BR-25-020	Sedgwick County	B530: Bridge on 45th St. North between 231st and 247th St. West				STBG	2029-2032	\$640,000	\$833,446	\$1,238,580

*By the estimate of WAMPO staff, all elements of the project could be funded from each of the funding programs marked here, if funds are available.

** Max federal award is 80% of inflation-adjusted reported construction/implementation costs

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
BR-25-021	Sedgwick County	B531: Bridge on 199th St. West between 77th and 85th St. North				STBG	2029-2032	\$800,000	\$1,041,808	\$1,548,225
BR-25-022	Sedgwick County	B534: Bridge on 109th St N between Ridge and Hoover Roads				STBG	2029-2032	\$2,400,000	\$3,125,424	\$4,644,677
BR-25-023	Sedgwick County	B535: Bridge on 101st St North between Hillside and Oliver Street				STBG	2029-2032	\$400,000	\$520,904	\$774,112
BR-25-024	Sedgwick County	B538: Bridge on 61st St North between 231st and 247th St West				STBG	2029-2032	\$560,000	\$729,265	\$1,083,758
RM-25-030	Sedgwick County	R371: Webb Rd from 95th St South to 103rd St South				STBG	2029-2032	\$1,200,000	\$1,562,712	\$2,322,338
RM-25-033	Sedgwick County	R373: 151st St. West from Maple St. to Central Ave.				STBG	2029-2032	\$2,000,000	\$2,604,520	\$3,870,564
RM-25-034	Valley Center	Meridian Ave from 7th St to 93rd St				STBG	2029-2032	\$7,935,318	\$10,333,848	\$15,357,082
RM-25-036	Valley Center	Main Street from BNSF Railroad to Colby				STBG	2029-2032	\$4,324,507	\$5,631,633	\$8,369,142
40-067	Wichita	Maize, 31st Street South to MacArthur				STBG	2029-2032	\$5,970,576	\$7,775,244	\$11,554,752
40-069	Wichita	151st St W, Maple to Kellogg				STBG	2029-2032	\$6,321,848	\$8,232,690	\$12,234,561
40-073	Wichita	143rd St E, Harry to Pawnee				STBG	2029-2032	\$5,876,380	\$7,652,575	\$11,372,455
40-082	Wichita	13th St N, McLean to Zoo Boulevard				STBG	2029-2032	\$12,343,132	\$16,073,968	\$23,887,446
40-512	Wichita	119th St W, 21st St N to 29th St N				STBG	2029-2032	\$5,379,504	\$7,005,514	\$10,410,861
40-519	Wichita	MacArthur, Meridian to West				STBG	2029-2032	\$5,233,032	\$6,814,768	\$10,127,394
40-520	Wichita	Maple, McLean to West Street				STBG	2029-2032	\$19,444,980	\$25,322,422	\$37,631,528
RM-25-040	Wichita	21st St N, 119th St W to 135th St W				STBG	2029-2032	\$7,291,272	\$9,495,132	\$14,110,670
RM-25-041	Wichita	127th St E, Kellogg to Harry				STBG	2029-2032	\$3,972,975	\$5,173,847	\$7,688,829
MB-25-004	Bel Aire	Northern Intercity Biking and Walking Route	TA	CMAQ	CRP	STBG	2033-2040	\$15,511,493	\$20,200,000	\$30,019,121
PF-25-001	Bel Aire	53rd St and Lycee Pedestrian Crossing	TA	CMAQ	CRP	STBG	2033-2040	\$417,648	\$543,887	\$808,268
RM-25-004	Bel Aire	Oliver, 45th to 53rd				STBG	2033-2040	\$8,358,964	\$10,885,545	\$16,176,956
RM-25-005	Bel Aire	45th, Woodlawn to Rock				STBG	2033-2040	\$9,327,579	\$12,146,934	\$18,051,500
MB-25-008	Haysville	63rd St S, Mabel to Broadway Multiuse Path	TA	CMAQ	CRP	STBG	2033-2040	\$778,038	\$1,013,208	\$1,505,724
RM-25-010	Haysville	Broadway - Diedrich to 79th St				STBG	2033-2040	\$4,340,850	\$5,652,916	\$8,400,770
RM-25-012	Haysville	79th, Seneca to Broadway				STBG	2033-2040	\$5,224,647	\$6,803,850	\$10,111,169
RM-25-013	Haysville	Seneca, 71st to 79th				STBG	2033-2040	\$2,497,807	\$3,252,795	\$4,833,963
RM-25-014	Haysville	Grand Ave, (west) City Limits to West St				STBG	2033-2040	\$3,213,198	\$4,184,420	\$6,218,447
RM-25-015	Haysville	63rd St S, Seneca to Broadway				STBG	2033-2040	\$6,130,002	\$7,982,857	\$11,863,285
RM-25-016	Haysville	63rd St S, Meridian to Seneca				STBG	2033-2040	\$4,789,484	\$6,237,155	\$9,269,006
RM-25-017	Haysville	71st St, I-35 to Kansas St				STBG	2033-2040	\$1,637,586	\$2,132,563	\$3,169,191
RM-25-037	Valley Center	Seneca from 69th to 77th				STBG	2033-2040	\$2,315,112	\$3,014,878	\$4,480,396
40-127	Wichita	Kellogg, 111th St W to 151 St W				STBG	2033-2040	\$97,676,337	\$127,200,000	\$189,031,301
40-131	Sedgwick County	95th Street (ARC95) - Hillside to Woodlawn				STBG	Flexible	\$54,434,473	\$70,887,843	\$105,346,080
TM-25-003	Wichita	ITS - Rock Rd from 37th St N to 47th St S		CMAQ	CRP	STBG	Flexible	\$5,138,614	\$6,691,812	\$9,944,669
TM-25-004	Wichita	K-42, West to MacArthur		CMAQ	CRP	STBG	Flexible	\$2,231,813	\$2,906,401	\$4,319,189

*By the estimate of WAMPO staff, all elements of the project could be funded from each of the funding programs marked here, if funds are available.

** Max federal award is 80% of inflation-adjusted reported construction/implementation costs



Agenda Item 4:

Congestion Management Process (CMP)

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

The development of a Congestion Management Process (CMP) is Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO has actively collaborated with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. A CMP details a structured framework to systematically identify, analyze, and manage congestion. The WAMPO CMP will be presented for formal action by the TAC and TPB on April 22 and May 14, 2024, respectively.

Background

The development of a Congestion Management Process (CMP) is Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO has actively collaborated with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. If approved by the TPB, the CMP will be incorporated into Metropolitan Transportation Plan 2050 (MTP 2050), reflecting an ongoing commitment to improving transportation in the WAMPO region.

A CMP represents an invaluable planning asset, as it describes a structured framework to systematically identify, analyze, and manage congestion. As the region continues to experience growth in population, economic activity, and transportation demand, ensuring efficient and reliable transportation networks is vital. Congestion on the transportation network not only hampers economic development but also diminishes the overall quality of life for residents. Addressing congestion challenges requires a strategic and comprehensive approach, including the utilization of a CMP.

Next Steps

- » April 22, 2024: TAC recommendation
- » May 14, 2024: TPB vote on approval of the CMP

Attachment

- » **Congestion Management Process** – <https://bit.ly/CongestionManagementProcess>



Agenda Item 5: Travel Demand Model (TDM)

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

WAMPO, in collaboration with consulting firms JEO and Caliper, has updated its Travel Demand Model (TDM) for forecasting the region's traffic and assessing demands on the future transportation network. This effort supports Metropolitan Transportation Plan 2050 (MTP 2050), as the updated model helps inform long-range transportation planning. Among other things, the updated TDM will be used to fulfill requests for modeled future traffic volumes, develop certified traffic counts, and perform Environmental Justice (EJ) analyses.

Background

WAMPO, in collaboration with consulting firms JEO and Caliper, has updated its Travel Demand Model (TDM) for forecasting the region's traffic and assessing demands on the future transportation network. This effort supports Metropolitan Transportation Plan 2050 (MTP 2050), as the updated model helps inform long-range transportation planning. Moreover, the TDM plays an important role in ensuring adherence to regulations set by the Federal Highway Administration (FHWA). It also serves as a resource for local governments and the Kansas Department of Transportation (KDOT), as the TDM may be used to evaluate travel patterns and impacts on the regional transportation system (e.g., highways, other major roads, transit services).

Additionally, WAMPO staff can fulfill requests from member jurisdictions and/or KDOT for projected future traffic volumes on the region's transportation network and use model projections to develop certified traffic counts that are consistent with locally known traffic volumes and patterns.

WAMPO staff can also utilize the model to perform Environmental Justice (EJ) analyses, identifying how proposed transportation projects might affect various communities, particularly those that are historically underserved or vulnerable.

Additional information may be found online at <https://www.wampo.org/tdm>.



Executive Summary

The second round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) was conducted from December 2023 through February 2024. WAMPO staff utilized several strategies, including a refined survey, to engage with the public about the upcoming MTP 2050 document and how it will help shape the transportation network. A total of 171 adult survey responses were recorded and analyzed. A summary of the feedback received will also be presented to the WAMPO Technical Advisory Committee (TAC) and Transportation Policy Body (TPB).

Background

Following the success of the first round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050), the Wichita Area Metropolitan Planning Organization (WAMPO) conducted a second round of public engagement from December 2023 through February 2024. During this round, a refined version of the Round 1 survey was introduced. Staff curated the survey based on feedback and insights gathered during Round 1, adding clarity to ensure specific and clear input on transportation issues, and expanding the survey to include questions pertaining to local performance measures. Additionally, staff developed a survey suited for engaging with children in the WAMPO region that contained questions about the children's feeling of safety and their ideas for transportation infrastructure improvements, utilizing graphics and pictures to communicate transportation issues in an understandable way.

During this round of public engagement, WAMPO staff utilized several strategies to engage with the public about the upcoming MTP 2050 document and how it will help shape the transportation network. The second MTP 2050 survey was made available to the public in English, Spanish, and Vietnamese, posted on the WAMPO website, and advertised through social media posts on a wide range of platforms, including Facebook, X (formerly Twitter), Instagram, and LinkedIn, to encourage participants to take the survey online. WAMPO staff attended numerous events throughout the region to engage with members of the community. At these events, staff informed members of the public about WAMPO and the long-range transportation planning process. A total of 171 adult survey responses were recorded, the results of which have been analyzed by WAMPO staff and are summarized below.

MTP 2050 Public Engagement Round 2 Summary

The Metropolitan Transportation Plan 2050 (MTP 2050) Public Engagement Round 2 survey consisted of ten (10) questions about transportation statistics and attitudes toward the current transportation network, plus five (5) demographic questions. Staff also facilitated an activity at tabling events in which attendees could mark on a map of the WAMPO region locations where they had transportation safety or congestion concerns.

Of the ten (10) transportation-focused questions, an analysis of the responses to three of them, in particular, provides a condensed snapshot of the overall results of the survey: *What transportation improvements are most important to you?*; *What types of transportation do you use?*; and an open-ended question inquiring about the transportation challenges/issues experienced by people in the WAMPO region (see the attached MTP 2050 Public Engagement Round 2 Summary, below, for the results of the other survey questions). These questions reveal themes of how the current transportation system is used and of a regional desire to shift towards increased usage of alternative modes of transportation over the next 25 years.



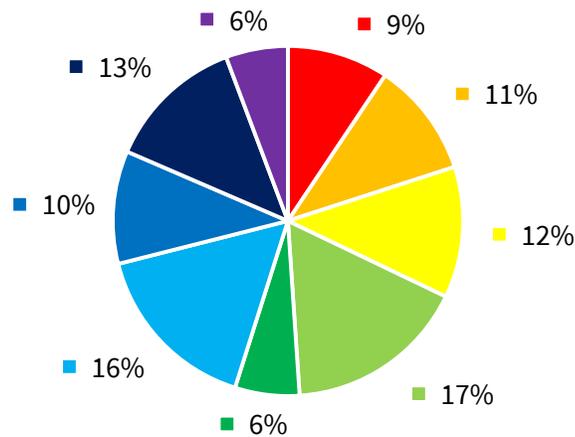
**Agenda Item 6:
Public Engagement**

Markey Jonas, Administrative & Public Outreach Coordinator

What transportation improvements are most important to you?

Participants were able to select up to three (3) responses from the nine (9) options listed. The most frequently selected option was “Reduce fatalities and serious injuries”, which was checked by 46% of respondents, highlighting the value placed on safety in the WAMPO region. The next most common responses were “Improve access to basic human needs and services” (44%) and “Increase opportunities for public transit” (35%), followed by “Maintain and expand the existing bike and pedestrian infrastructure” (33%).

What transportation improvements are most important to you?

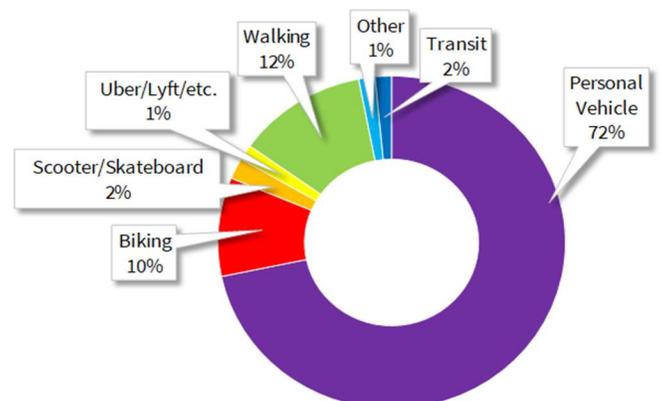


- Expand technology that improves the roadway experience (e.g., coordinated lights, digital message boards).
- Improve travel times for all modes – transit, auto, bike, and pedestrian.
- Maintain and expand the existing bike and pedestrian infrastructure.
- Reduce fatalities and serious injuries.
- Maintain the current transportation system.
- Improve access to basic human needs and services (e.g., jobs, grocery stores, medical appointments, or services).
- Improve access for underserved communities, older adults, and people with disabilities.
- Increase opportunities for public transit.
- Minimize environmental effects of the transportation system.

What types of transportation do you use?

While responses to the above question underline public transit and bicycle/pedestrian infrastructure as regional priorities, responses about current transportation-mode usage tell a different story: 72% selected “Personal Vehicle” as their primary form of transportation.

Form of Transportation - Primary





**Agenda Item 6:
Public Engagement**

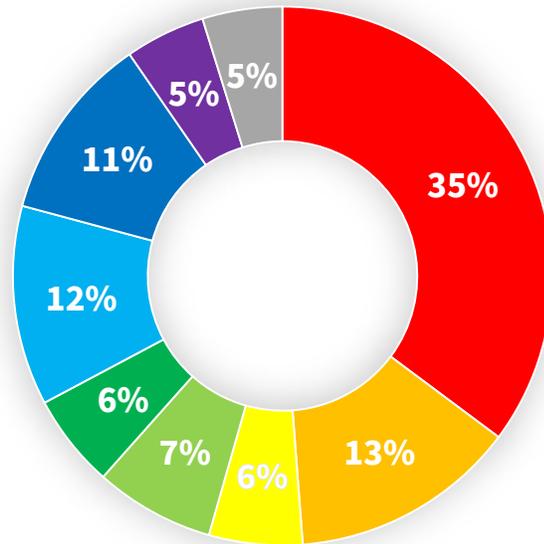
Markey Jonas, Administrative & Public Outreach Coordinator

Open-ended responses about transportation challenges/issues

The most common, reoccurring themes are presented below:

Transportation Challenges

- Public Transit
- Bicycle/Pedestrian
- Merge/Exit Lanes Too Short Or Sharp
- Construction/Construction Signage
- Trains/Railroad Crossings
- Congestion
- Unsafe Driving
- Law Enforcement
- Poor Road Conditions



The full MTP 2050 Public Engagement Round 2 Summary (attached below) includes a description of WAMPO staff’s efforts, details about pop-up/tabling events that were held, and charts/figures summarizing the results of each survey question. This report, as well as the MTP 2050 Public Engagement Round 1 Summary, are available at <https://www.wampo.org/mtp2050> and will be incorporated into MTP 2050 in an appendix.

Next Steps

- » MTP 2050 Public Engagement Round 2 results report presented to TAC and TPB on April 22 and May 14, 2024, respectively.
- » MTP 2050 Public Engagement Round 3 held in the Spring/Summer of 2024 (tentative).
- » All MTP 2050 public-engagement efforts and results will be documented in an appendix of Metropolitan Transportation Plan 2050.

Attachment

- » **MTP 2050 Public Engagement Round 2 Summary** – <https://bit.ly/MTP2050-Round2-Engagement-Summary>



Executive Summary

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule that introduces several Transportation Performance Measures (TPM) to evaluate specific aspects of state and metropolitan transportation systems. Among these is a set focused on safety and collectively referred to as Performance Measure 1 (PM1). PM1 encompasses various safety metrics calculated as 5-year rolling averages, including aggregate numbers and rates per 100 million Vehicle Miles Traveled (VMT) of fatalities and serious injuries, as well as aggregate numbers of nonmotorized fatalities and serious injuries. These metrics have been calculated for the WAMPO region.

Performance-Based Planning

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST) Act. This rule specifies the requirements for state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to implement a performance-based approach to planning and programming, including the evaluation of Transportation Performance Measures (TPMs).

WAMPO PM1

Consistent with the FHWA and FTA Planning Rule, WAMPO staff have calculated for the region the 5-year-rolling-average safety performance measures required for Performance Measure 1 (PM1):

- Number of Fatalities
- Number Fatalities per 100 Million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Serious Injuries per 100 Million VMT
- Numbers of nonmotorized fatalities and nonmotorized serious injuries

5 Year Rolling Averages	2015-2019	2016-2020	2017-2021	2018-2022
Total Fatalities	60.0	62.6	64.8	67.4
Fatalities per 100M VMT	1.345	1.391	1.428	1.472
Total Serious Injuries	164.6	190.6	220.2	257.2
Serious Injuries per 100M VMT	3.689	4.225	4.833	5.601
Nonmotorized Fatalities	8.6	8.4	9.6	11.2
Nonmotorized Serious Injuries	24.8	25.2	25.8	29.2



Agenda Item 7:
Transportation Performance Measures (PM1: Safety)
Peter Mohr, Manager of Transportation Engineering & Data

It is worth noting that, in 2019, the State of Kansas altered its methodology for defining serious injuries, leading to a sudden increase in the total number of reported serious injuries recorded by KDOT from that year onward. Consequently, as these years with elevated counts of serious injuries are incorporated into the 5-year average, both the number and rate per 100 million VMT have seen a substantial increase. The escalation in serious injuries may be related to these reporting changes and not necessarily to a sudden change in overall safety trends.

Next Steps

As part of the performance-based planning approach, it is necessary to develop future performance measure targets that will serve as the benchmarks against which progress can be assessed. MPOs are required to set PM1 targets either by supporting the statewide targets established by the state DOT or by establishing their own specific targets each year.