

Meeting Minutes

Technical Advisory Committee (TAC) Meeting Summary

Monday, September 26, 2022, @ 10:00 AM

Hybrid Meeting, Online, 271 W. 3RD STREET, STE. 203, WICHITA, KS 67202

Meeting Duration: 99 minutes

Members in Attendance:

Burt Ussery, *TAC Chair*

Raven Alexander, *Wichita Transit*

Mike Armour, *Wichita*

Jack Brown, *Regional Pathways*

Danielle Gabor, *SCAC*

Annette Graham, *Coordinated
Transit District #9*

Jolene Graham, *Economist*

Tom Hein, *KDOT*

Les Mangus, *Butler/Sumner
Counties*

Shawn Mellies, *Wichita*

Laura Rainwater, *REAP*

Nina Rasmussen, *Air Quality*

Justin Shore, *SCAC*

Allison Smith, *KDOT*

Dan Squires, *SCAC*

Jim Weber, *Sedgwick County*

ALT.

Lynn Packer, *Sedgwick County*

Other Attendees:

Greg Allison, *MKEC*

Carla Anderson, *KDOT*

Jake Borchers, *WSP*

Ashley Bryers, *WAMPO*

Lonnie Burklund, *JEO*

Cecelie Cochran, *FHWA*

Ron Colbert, *Valley Center*

Haley Dougherty, *KDOT*

Nick Flanders, *WAMPO*

Dora Gallo, *WAMPO*

Chris Herrick, *KDOT*

Alicia Hunter, *WAMPO*

Alex Lane, *Derby*

David LaRoche, *FHWA*

Mike Malone, *JEO*

Chad Parasa, *WAMPO*

Marcela Quintanilla, *WAMPO*

Tia Raamot, *Wichita*

Paul Ricotta, *Caliper*

Paul Schiffelbein, *MAPD*

David Schwartz, *KDOT*

Brad Shores, *JEO*

Don Snyder, *KDOT*

Vanessa Spartan, *KDOT*

Eva Steinman, *FTA*

Srinivasan Sundaram, *Caliper*

Eldon Taskinen, *WAMPO*

Emily Thon, *WAMPO*

Cailyn Trevaskiss, *WAMPO*

Tyler Voth, *WSP*

James Wagner, *Wichita*

Maggie Wilcox, *KDOT*

Kristen Zimmerman, *PEC*

Phone # ending in 9656

1. Chairman Burt Ussery called the meeting to order at 10:01 PM.

2. Regular Business

A. Approval of September 26, 2022, Agenda

Discussion: None

Action: Approval of September 26, 2022, Agenda. (15-0)¹

Motion: Mike Armour

Second: Burt Ussery

B. Approval of July 25, 2022, Meeting Minutes

Discussion: None

Action: Approval of July 25, 2022, Minutes. (15-0)

Motion: Mike Armour

Second: Burt Ussery

¹ One TAC member did not arrive until after the votes to approve the September agenda and July minutes had occurred, but was present for all subsequent votes.

C. Director's Report

i. MTP 2050 Development Phases

Ashley Bryers and Chad Parasa presented key milestones for the development of the 2050 MTP. The formation of a Plan Advisory Committee is underway from September to November 2022. A Call for Projects will take place from September 2023 through January 2024, with project selection from February 2024 through June 2024. TPB approval for the 2050 MTP will be sought on May 13th, 2025. WAMPO staff will update the TAC at every meeting on where the process is on this project.

ii. RFP Updates (Comprehensive Safety Action Plan & Economic Development)

CSAP

Ashley Bryers updated the TAC on the Comprehensive Safety Action Plan RFP. This RFP closed on September 2nd, 2022, and the selection committee is currently reviewing the proposals. This plan will help to reduce fatalities and serious injuries. By having this plan, WAMPO will then be eligible to apply for a Safe Streets and Roads for All (SS4A) grant from the Federal government, applications for which are due in September 2023.

Economic Development

Ashley Bryers informed the TAC that the Economic Development RFP that was posted will help WAMPO create a cost/benefit analysis for transportation projects while identifying objectives of diversifying and growing the economy. The RFP was issued on September 20, 2022 and will close on November 4, 2022, at 5:00 pm (CT). Email questions by October 11, 2022, at 5:00 PM (CT). To apply, please go to: <https://www.wampo.org/wampo-is-hiring>

iii. Public Participation Plan Development

Emily Thon informed the TAC that WAMPO is updating their Public Participation Plan and hopes to present a version for public comment later this September for a 45-day comment period. WAMPO will host an open house for public comments on the plan on a date to be announced later.

iv. August 9 & September 13, 2022, TPB Actions

At their August 9 and September 13, 2022, meetings, the TPB took the following formal actions:

August 9

- Approved Amendment #2 to the WAMPO Metropolitan Transportation Plan (MTP), *REIMAGINED MOVE 2040*, as recommended by the Technical Advisory Committee (TAC).
- Approved the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP), as recommended by the TAC.
- Approved Amendment #1 to the WAMPO 2022 Unified Planning Work Program (UPWP), as recommended by the TAC.
- Recommended a set of roadway segments within the WAMPO Urbanized Area Boundary (UAB) to KDOT to be designated as Critical Urban Freight Corridors (CUFCs), with the following modifications to the TAC's recommendations: Corrected the name of proposed CUFC #6 from K-15 to Southeast Boulevard; recommended that, after it comes into existence, the Northwest Expressway be designated a CUFC.

September 13

- Through a consent agenda, approved a Travel Demand Model Support Services Contract with JEO Consulting Group, Inc. for September 2022 through April 2024, for an amount not to exceed \$498,085.
- Through a consent agenda, approved an agreement with Sedgwick County for facilities and administrative support for WAMPO, for a period of three (3) years, starting October 1, 2022, during which WAMPO will pay Sedgwick County \$30,000 per year.
- Through a consent agenda, approved a KDOT-requested modification to the WAMPO region's Federal Functional Classification (FFC) map, to bring it in line with FHWA guidance: The one-mile segment of 159th St. between Pawnee St. and 31st St. S/SW 130th St. is redesignated from Major Collector to Minor Collector.

3. Public Comments

Comment received via email on September 29th, 2022, from WAMPO resident

“This is a comment on how receptive my attempts at Public Participation have been since this document's 2016 inauguration: accepted by staff, 99% ignored and resisted by both WAMPO's teams, the TPB and the TAC.

This is significant because, to my knowledge, public input to WAMPO has been rare outside of my occasional remarks. Since the 2016 Public Input Plan, I'm not aware of effective outreach or invitations to the public. Initially when I did see such announcements, they were cloaked in bureaucratic words and dense paragraphs. It took years of my interest in the unbalanced allocation of transportation money, before I realized that WAMPO was the legally responsible resource for public input on transportation funding, and the central clearinghouse for priorities.

When I did initiate public comments, I consistently felt invasive. Both the TPB and the TAC have been polite but unresponsive to my presentations--whether carefully formal or spontaneously informal. The WAMPO staff is now and previously has been valiant and capable administrators. The voting members are now and have always been good people but with solidly-fixed, vehicle-centric mindsets. During the pandemic when meetings were restricted to zoom, public input time was shortened to two minutes.

My perspective has been for outside-the-vehicles safety and health; for minimizing air pollution; and for funding active transportation such as walkability and bikeability for residents of all ages and income levels. My input appeared consistently intrusive to the decision-makers who focused 99% on massively costly highways. It is my understanding that Kansas already has the fourth largest network of roads despite being the 15th-largest state by area and the 36th most-populous of the 50 states.

What else could or should be done with \$226 million *besides* another new two miles of Highway 400, which appears just to move a slight choke-point two miles farther east; OR the \$163,350,542 for the new construction for the Amazon freight interchange?

I still wonder how to penetrate WAMPO's priorities with the non-highway values of citizens' health, air pollution and quality of life, and/or the climate emergency, *especially to retain and attract YOUNG people* to the WAMPO area, to address the public health problem of food deserts and affordable housing, and other *emerging* trends and opportunities. WAMPO decision-makers appear to be closed to any factors beyond their own tunnel vision. They appear to prefer extending past modes of travel to expensive *new* construction, instead of spending for maintaining current facilities or enabling the future for coming generations. Thank you for asking for this input.”

4. New Business

A. Action: 2022 UPWP Amendment 2

Ashley Bryers shared background information on the Unified Planning Work Program (UPWP), the primary budgeting document for planning activities for the fiscal year for all 12 full-time staff.

- The document represents the planning activities that WAMPO will undertake during the upcoming fiscal year.
- Over the course of the year, changes occur in the listed subtasks, or operational-type changes take place that requires amendments to the adopted UPWP document.

Ms. Bryers also expanded on the fiscal and budget considerations. Funding for the UPWP comes from various sources. The first is funding from Comprehensive Planning Grant (CPG) Funds. Those funds are matched with a 20 percent local match, which brings total CPG expenditures to \$1,687,100. No changes are made to total anticipated expenditures. This proposed amendment to the 2022 UPWP includes a change to the salaries-and-benefits line item. Also, some funds are moved to the operating expenses line item to pay for a contract for facility and administrative support services provided by Sedgwick County.

The WAMPO Public Participation Plan requires a two-week public comment period for the UPWP. The public comment period began on September 15 and will close on September 30. Any public comments will be presented to the TPB before they consider the document for approval.

Discussion: None.

Action: Recommend the TPB Approve Amendment #2 to the adopted 2022 Unified Planning Work Program, as proposed (16-0).

Motion: Jim Weber

Second: Jolene Graham

B. **Action: FFY2023-FFY2026 TIP Amendment 1**

Ashley Bryers spoke about Amendment #1 to the WAMPO FFY2023–FFY2026 Transportation Improvement Program (TIP), which is a regularly scheduled amendment. This amendment adds five new projects and modifies nine existing projects. The Public Comment period for Amendment #1 opened on September 3, 2022, and will run through October 2, 2022. To date, there have been no public comments. If any are submitted, they will be shared with the TPB before their consideration of the item. The FFY2023–FFY2026 TIP will take effect on October 1, 2022, and may be found at <https://www.wampo.org/transportation-improvement-program>.

Discussion: A question was asked inquiring whether additional money was allocated for this amendment, and why it had to wait until now. Nick Flanders responded that, after the project list for the original adopted TIP was finalized, there was a late change to the Obligation Limitations for WAMPO-suballocated funds, resulting in additional money that could be distributed to certain, predetermined projects in accordance with a contingency plan adopted by the TPB in May 2022 at the recommendation of the Project Selection Committee (PSC), without the PSC being reconvened. Kristen Zimmerman (PEC) asked whether there are caps on additional funding going to projects whose cost estimates increase as a result of inflation. Nick Flanders responded that such increases still require a TIP amendment, which the TAC and TPB may accept, reject, or modify.

Action: Recommend the TPB Approve Amendment #1 to the FFY2023-FFY2026 TIP, as proposed (16-0).

Motion: Chair Ussery

Second: Jim Weber

C. **Update: Regional Existing Sidewalks Inventory Progress**

Ashley Bryers provided background on the sidewalk inventory project, explaining that this project will help people identify where it is safe to use a sidewalk in the WAMPO area.

Eldon Taskinen expanded that biking, walking, and other forms of active transportation are important alternatives to automobiles in the WAMPO region, promoting healthy living and reducing emissions. To determine how connected and accessible the Wichita metropolitan area's sidewalk/trail network is, WAMPO is developing a comprehensive map of all sidewalks and paved trails in the region. This map will be used to identify gaps in the nonmotorized-transportation network that ought to be filled, help travelers plan what routes they will take, and identify critical links in the system.

WAMPO staff are developing the existing-sidewalks map from publicly available satellite imagery. Staff manually trace the locations of sidewalks, paved trails, and crosswalks that are visible in the satellite imagery into ArcGIS feature classes. When this is done, WAMPO will have a comprehensive map of the entire sidewalk network within its borders. The map will likely remain under development until either October or November 2022. As of now, it is over halfway done, with most sidewalks in the City of Wichita already included, as well as those in a few other municipalities, like Goddard and Andover. Staff are carefully monitoring their progress. To see where in the region sidewalks have or have not yet been traced, refer to the attached map. Once finished, the sidewalk/paved trail map will provide a clear and complete account of the locations of off-road nonmotorized-travel facilities in the WAMPO region, which will assist the planning and prioritization of future active transportation projects by providing a way to assess how much connectivity is improved by any given project. The map will also be used during the development of the WAMPO Active Transportation Plan to identify gaps in the network and will assist individual communities in assessing their respective levels of pedestrian accessibility.

Discussion:

A question was asked of Mr. Taskinen of whether he knew if planned or recently added sidewalks not yet on Google maps are planned to be added to the map? Mr. Taskinen responded that, yes, that is the plan and that WAMPO will reach out once this is done.

Upcoming additions include an online version that people can use, and it will be updated periodically.

D. Update: Health Condition Prevalence Maps

Marcela Quintanilla presented on Health Condition Prevalence maps. Physical health is influenced, in some form, by transportation, as well as by access to active transportation facilities and physical activity outlets. WAMPO staff have created maps that display model-based data from the Centers for Disease Control and Prevention (CDC) that show crude prevalence of conditions that could be reduced through physical activity such as walking and biking.

The Health Condition Prevalence maps identify census tracts where the highest levels of health conditions like asthma, diabetes, coronary heart disease, high blood pressure, high cholesterol levels, obesity, and strokes were the most prevalent. Also included in the map are Environmental Justice (EJ) census tracts and bike facilities. WAMPO staff will continue to analyze health data for the region to provide tools for future planning activities.

E. Update: Commuter Flows Report Update

Ashley Bryers and Alicia Hunter shared with the TAC that when research on workers' residence location and workplace location are coupled, a commuting flow is generated. The Commuter Flows Report compiles data about the locations of workers' primary (non-home) workplaces and residences. Together, these data provide an understanding of commuter flows, showing the interconnectedness of communities and the interchange of workers and services between areas. This helps to define and

distinguish the Wichita metropolitan area from smaller stand-alone communities and other metropolitan and micropolitan areas in Kansas.

Labor markets go beyond county and city lines. Every day, workers commute within various counties and cities, as well as across different jurisdictions. Certain jurisdictions within the WAMPO region have a comparative advantage in particular industries, as evidenced by the numbers of workers that commute to those areas each day.

The data presented in this report include cities within the WAMPO region. The data source is the U.S. Census Bureau, Center for Economic Studies, LEHD, OnTheMap from 2015 to 2019 (the most recent year available as of July 2022), unless otherwise noted. This source used information from W2 tax forms, which may have some inaccuracies.

This report is an update to the June 2021 report and covers commuter flows for all 22 cities within the WAMPO region as well as for the WAMPO region as a whole. Information for each city includes:

- Inflow/Outflow Total Counts
- Inflow/Outflow Total Counts by Industry Class
- Inflow/Outflow Historical Trends Chart
- Percent of Population in Labor Force
- Mean Travel Time to Work
- Workplace & Residence Heat Map

F. Discussion: Demographic & Socioeconomic Methodology Forecasting Draft

Alicia Hunter informed the **TAC** about the population projections that are used for making informed decisions about which investments and growth patterns will bring the greatest benefit to the region and increase opportunities. The Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) develops population projections for the WAMPO region and Sedgwick County. Those projections guide and inform future growth, development, and public infrastructure investments. WAMPO staff are coordinating with the MAPD, specifically Stephen Banks, to develop a report outlining the assumptions and methodologies for population projections. This report is a work in progress and will continue to develop as more information is gathered from MAPD and input is received from TAC members and local jurisdictions.

The MAPD has developed/utilizes different population growth rates, using Census data as a base, that can be modified depending on the jurisdiction, contextual variables, and expertise input. Contextual variables can include the issuance of building permits and subdivision plats and vacant lot inventory. Population growth rates are modified to represent actual population growth, commercial development, and economic trends more closely. The MAPD has established population growth rates for three (3) different areas:

- Sedgwick County (including the City of Wichita): 0.63%
- City of Wichita (CoW): 0.4945%
- Established Central Area (ECA, within the City of Wichita): 12%

The Established Central Area covers the central part of the City of Wichita (CoW) and encompasses the downtown area. The population growth rate for the ECA was established as an aspirational desire for growth. Over the last six (6) years, population growth in the ECA was recorded as closer to 13%.

WAMPO will continue its coordination with MAPD to develop and complete an assumptions and methodology report for population projects. WAMPO staff are seeking input from TAC members and local jurisdictions on revisions to the population growth rates for their respective cities.

G. Update: Travel Demand Model Update

Ashley Bryers said WAMPO maintains the travel demand model for the Wichita metro area. WAMPO’s primary uses of the model are to forecast travel demand and to evaluate the future performance of the region’s transportation network as part of the metropolitan transportation planning process. Local governments and KDOT also use the model to evaluate travel patterns and impacts on the regional transportation system (e.g., highways, other major roads, and transit services) from proposed transportation and land-development projects. WAMPO contracts out all its model work, including large-scale updates, support services, and other associated tasks.

On September 13, 2022, the TPB signed a contract with JEO Consulting Group, Inc. to update the WAMPO Travel Demand Model (TDM). The project is kicking off in September 2022 and will conclude in April 2024. There will be monthly updates at each TAC meeting as the process moves forward.

A TDM Update Steering Committee was formed to help guide the update process. Its members are shown in the table below.

Name	Agency	Title
Lee Carmichael/Mike Armour	City of Wichita	Assistant Traffic Engineer/Traffic Engineer
Mark Borst	Sedgwick County	Traffic Engineer
Alex Lane	City of Derby	City Engineer
David Cronister	KDOT	Traffic Forecasts - TDM/Highway Capacity
Tia Raamot	City of Wichita	Transportation Planner

Updated 9.15.22

Mike Malone, from JEO Consulting Group, Inc., and Paul Ricotta, from Caliper, introduced themselves. Chad Parasa said he will be working on this project and a monthly TDM update will be added to the TAC agendas.

H. Update: Safe System Approach

David LaRoche, FHWA, informed the TAC of the Safe System Approach. The USDOT Federal Highway Administration (FHWA) is aiming to eliminate crashes. The zero-deaths vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users.

Reaching zero transportation related deaths requires the implementation of a Safe System Approach, founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn’t result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

Making a commitment to zero traffic deaths means addressing all aspects of safety through the following five Safe System elements that, together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions. To achieve our zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable.

Haley Dougherty, KDOT, presented on KDOT's involvement with the Safe Streets and Roads for All (SS4A) program. The objective of SS4A is to reduce the number of fatal and serious injury crashes on local roadways through regional collaboration. The Kansas SS4A Match Pilot Program has been authorized for one year and provides financial assistance to local entities that apply for and receive funding from the SS4A Discretionary Grant Program by completing a Safety Action Plan.

This is the first year of the five-year federal SS4A program. Once Safety Action Plans are completed, projects identified in the plans may be eligible for future federal grants or other project funding through KDOT. State funding provided by the KDOT pilot program will contribute to the local match required by the SS4A grant program. The federal share of the SS4A grant is 80% or less of total activity costs and requires the recipients to contribute a local matching share of at least 20%. If applicants apply to the SS4A program, KDOT will provide a minimum of 10% of the total cost to develop the Safety Action Plan. Up to \$4 million in SS4A Pilot funds are available to applicants in the first year.

Please email David.LaRoche@dot.gov or haley.dougherty@ks.gov for more information.

I. Update: K-96 Improvements Project

Jacob Borchers, WSP, informed the FAC of the planning work that is being done on K-96. The K-96 Improvements Project aims to upgrade the K-96 corridor between I-135 and 13th Street. Improvements are needed to increase freeway capacity, enhance reliability, and relieve traffic congestion to keep Kansans moving. Through traffic engineering studies and environmental review, the project will explore pavement replacement, add new lanes, and include upgrades to the Woodlawn, Rock, and Webb interchanges.

Community engagement is vital to the success of this project. Please visit: <https://www.k96improvements.com/>

5. Committee & Partnership Updates

A. Active Transportation Committee

Jack Brown, SHC Chair, informed the FAC that the ATC, at its last meeting, looked at the sidewalk inventory, health maps, and elements of an ideal bike plan. The next meeting is November 2nd, 2022 at 9:30 A.M.

B. Safety & Health Committee

Jack Brown, SHC Chair, updated the FAC about the projections of the Bike/Ped count and reported that meeting attendance has been good. The next meeting is November 2nd, 2022, online, at 9:30 A.M.

6. Adjournment

Meeting adjourned at 11:40 AM. The next TAC meeting will take place on October 24, 2022, at 10 AM.