

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

Tuesday, August 20, 2024, @ 2:00 PM

In-Person

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

Virtual

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

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**Metropolitan
Transportation Plan
2050**



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

08/14/2024

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	Traffic Engineer	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
Mitch Young	Planning Administrator	City of Maize	Land use planning
Penny Feist	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. 07/25/2024



Meeting Summary

MTP 2050 Plan Advisory Committee (PAC)

Friday, April 19, 2023, @ 10:00 AM

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

Meeting Duration: *88 minutes*



Attendees		
Lynn Packer, <i>PAC Chair</i>	Alan Kailer, <i>Bike Walk Wichita</i>	Chad Parasa, <i>WAMPO</i>
Will Black, <i>SCAC</i>	Scott Knebel, <i>Derby</i>	Allison Smith, <i>KDOT</i>
Kim Edgington, <i>Maize</i>	Les Mangus, <i>Andover</i>	Jason Stephens, <i>Wichita Police</i>
Penny Feist, <i>Wichita Transit</i>	Kristen McDaniel, <i>UCTC</i>	<i>Department</i>
Nick Flanders, <i>WAMPO</i>	Peter Mohr, <i>WAMPO</i>	James Wagner, <i>Wichita</i>
Dora Gallo, <i>WAMPO</i>	Kim Neufeld, <i>WAMPO</i>	Jessica Warren, <i>CTD #9</i>
Markey Jonas, <i>WAMPO</i>	Lizeth Ortega, <i>Wichita</i>	

1. Welcome and Introductions: Lynn Packer, Chair, opened the meeting at 10:02 AM.

A. Roster

Plan Advisory Committee (PAC) Chair Lynn Packer, Sedgwick County, welcomed attendees to the fourth Metropolitan Transportation Plan 2050 (MTP 2050) Plan Advisory Committee meeting and asked members to introduce themselves and state what agency they are with or who they represent.

B. November 8, 2023, Meeting Summary

Chair Packer asked committee members to review the November 8, 2023, meeting summary. No edits were requested.

C. MTP 2050 Development Progress

Nick Flanders, WAMPO, walked through the MTP 2050 development-progress infographic, shared the current statuses of tasks, and gave an overview of the chapters and appendices that will be in the final MTP 2050 document.

2. Deliverables to Date

Dora Gallo, WAMPO, presented the contents of each chapter planned for 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. 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. Before

presenting MTP 2050 for public comment, WAMPO staff will upload drafts of its various chapters and related appendices to <https://www.wampo.org/mtp2050>.

Discussion: Scott Knebel commented that the language needs to change from saying that the focus is on reducing serious injuries and fatalities that occur on our roadways, to saying that the focus is on eliminating them altogether. Peter Mohr agreed, sharing that WAMPO is working towards reaching zero traffic deaths.

3. Call for Projects: Project List (MTP & TIP)

Peter Mohr, WAMPO, explained that from September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for 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. Projected available funding amounts were presented, along with a list of the projects submitted for consideration. Maps of each project location and an interactive map that contains project details are available for review and public comment at <https://www.wampo.org/mtp2050>.

Discussion: Chair Packer asked if there were 108 or 102 projects submitted. Mr. Mohr clarified that 108 were submitted, but not all of them needed to be included in the list of projects considered for WAMPO-suballocated funding (three submissions were for categories of projects, rather than individual projects; one project specifically did not seek WAMPO-suballocated funding; one project requested that the WAMPO-suballocated funding already awarded to it in the TIP be kept unchanged; two related projects were combined into one), so only 102 were scored and are being considered by the Project Selection Committee.

4. Congestion Management Process (CMP)

Mr. Mohr shared that 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 presentation gave details about the CMP development process, including public engagement efforts and stakeholder discussion, and highlighted some of the data within the document. The WAMPO CMP will be presented for formal action by the TAC and TPB on April 22 and May 14, 2024, respectively.

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

Discussion: Mr. Knebel asked if the incident clearance times presented were averages or medians, expressing concern that averages could be easily skewed. Mr. Mohr said that it was reported to WAMPO as an average, but that he would look into the data.

5. Travel Demand Model (TDM)

Mr. Mohr explained that WAMPO, in collaboration with the 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 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.

A report on the Travel Demand Model will be an appendix in MTP 2050, but the TDM is also a tool that will help with the development of multiple other MTP 2050 sections and will be available going forward for traffic modeling, past the completion of MTP 2050. WAMPO staff will have the capability to run the TDM and provide certified traffic counts to stakeholders.

Discussion:

Mr. Knebel asked if the university-access portion of the environmental justice analysis would consider only postsecondary institutions or all levels of education, including K-12 schools. Mr. Mohr said that he would check how the analysis has been done in the past, but that WAMPO is currently forming a list of the educational facilities to be included.

Chair Packer asked how often the TDM is updated. Mr. Mohr and Chad Parasa, WAMPO, shared that the TDM is fully updated every five years with the development of each new MTP, but updated data can be inputted into the TDM periodically between the full update cycles. The TDM will be continuously monitored and calibrated by WAMPO staff as relevant data become available.

6. Public Engagement

Markey Jonas, WAMPO, presented a summary of MTP 2050 Public Engagement Round 2, which was conducted from December 2023 through February 2024. During Round 2, a refined version of the Round 1 survey was introduced. Staff curated the survey based on feedback and insights gathered during Round 1, added clarity to ensure specific and clear input on transportation issues, and expanded the survey to include questions pertaining to local performance measures. 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 Round 2 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 various platforms. WAMPO staff attended numerous events throughout the region where they informed members of the public about WAMPO and the long-range transportation planning process.

The 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 popup/tabling events in which attendees could mark on a map of the WAMPO region locations where they had transportation safety or congestion concerns. Ms. Jonas presented more detailed information on three (3) of the survey questions that provide a condensed snapshot of the overall survey results, which 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. The full MTP 2050 Public Engagement Round 2 Summary includes a description of WAMPO staff's efforts, details about popup/tabling events that were held, and charts/figures summarizing the results of each survey question. The MTP 2050 Public Engagement Round 1 and Round 2 Summaries are available at <https://www.wampo.org/mtp2050> and will be incorporated into MTP 2050 in an appendix.

The MTP 2050 Public Engagement Round 2 results report will be presented to the TAC and TPB on April 22 and May 14, 2024, respectively. A third round of public engagement is tentatively scheduled for Spring/Summer 2024, which will focus on different modes of transportation.

Discussion:

Mr. Knebel raised concerns about the percentage of survey respondents who listed biking/walking as their primary mode of transportation (22%) and the PAC members agreed the figure likely overrepresents the actual share of those modes in the region since the survey was more likely to be completed by people who are already interested in/advocates for bicycle and pedestrian travel. Participants discussed the potential bias created by the small sampling size, and how it could skew data and lead to an inaccurate view of the region. To address this, PAC members suggested acknowledging the sampling limitations upfront, finding ways to reach a broader demographic in future surveys, and designing the next survey to better understand how different transportation modes are truly used.

James Wagner suggested holding popup events at job fairs.

Chair Packer asked if social media was used to promote public engagement efforts. Ms. Jonas responded that it was and that WAMPO staff would ask member jurisdictions for help with social media outreach on future efforts. Chair Packer and Mr. Wagner suggested that WAMPO public-engagement information might be reposted on the Sedgwick County and City of Wichita social media accounts, respectively.

7. Transportation Performance Measures (PM1: Safety)

Mr. Mohr explained that The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule that introduces several Transportation Performance Measures (TPMs) to evaluate specific aspects of state and metropolitan transportation systems. Among these is a set of measures focused on safety, 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 and were presented to the PAC.

Discussion:

James Wagner asked if it was possible to separate the data from before/after 2019, when the State of Kansas redefined serious injuries. Mr. Mohr said that he would look into developing such graphs.

Methods to improve traffic safety performance measures and the possibility of developing additional region-specific performance measures were discussed. PAC members argued that the current metrics do not pinpoint problem areas and focusing on high-risk zones emerged as a preferred solution for improving safety more effectively. Data collection challenges were acknowledged, including inconsistent crash location reporting and difficulty capturing contributing factors. The conversation touched on the importance of incorporating Environmental Justice analyses into safety planning to ensure disadvantaged communities do not have disproportionately high crash fatality/injury rates. The need for more detailed data and prioritizing high-risk areas were stressed for better traffic safety, along with recognizing the importance of equity in implementing such measures.

8. Open Discussion

Chair Packer asked Allison Smith where the KDOT performance measures are online. Ms. Smith shared links to the KDOT Performance Measures website (<https://ksdotperformance.ksdot.gov/>) and PDF (https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/divPlanning/PM_for_Website.pdf), as well as provided a reminder that MPOs may set their own Performance Measures, in addition to the Federal ones.

Mr. Knebel emphasized that safety is priority.

9. Next Steps

Mr. Mohr said that WAMPO is looking to hold the fifth PAC meeting in about three months.

Mr. Wagner asked if first drafts of MTP 2050 chapters/appendices could be shared for review by the PAC members ahead of the next meeting. Other members agreed.

WAMPO staff shared that draft chapters will be uploaded to www.wampo.org/mtp2050 periodically as they are completed and that the current plan is for all chapters to be uploaded by July 2024.

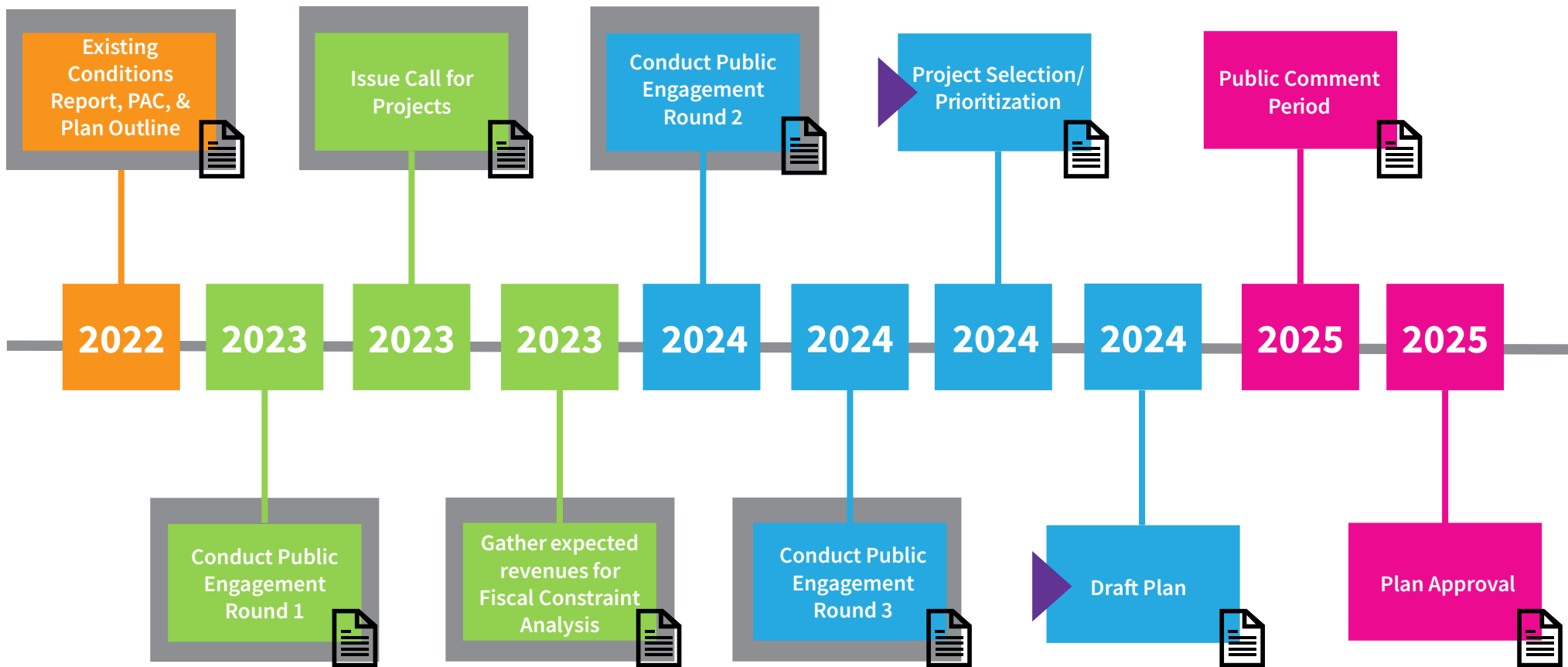
10. The meeting was adjourned at 11:30 AM

The next regular meeting is tentatively scheduled for July 2024.

Metropolitan Transportation Plan

2050

Progress



Completed In-Progress Deliverable

August 2024

Detailed Progress

Phase 1: Existing conditions

- Develop public participation strategy document & style guide
- Develop the Plan Advisory Committee
- Develop an existing conditions report
- Create MTP 2050 outline, format, and move existing MTP 2040 appendices into the new outline

Phase 2: Where do we want to go?

- Conduct Public Engagement Round 1
- Review the needs based on the existing conditions report
- Call for projects from jurisdictions (MTP and TIP projects) - 09/15/23 - 02/02/24
- Develop alternate scenarios (TDM and population)
- Gather the expected revenues and expenditures information for the fiscal constraint analysis

Phase 3: Did we get it right?

- Public Engagement Round 1 results report
- Conduct Public Engagement Round 2

Phase 4: Here's what you said.

- Public Engagement Round 2 - results report
- Candidate project list review
- Conduct Public Engagement Round 3



- Project Selection Committee meetings/project prioritization
- Fiscal constraint analysis
- Update existing conditions to 2024 data
- Finalize performance measures (System Performance Report)
- Draft the Plan (Plan Advisory Committee and State/Federal Review plan)
- Adjust Plan Based on PAC and State/Federal Review
- 30 -Day Public Comment Period - Public Engagement Round 4 (03/08/25 - 04/07/25)

Phase 5: MTP 2050 adoption

- Review Public Comments for Plan Incorporation
- TAC Recommendation for Approval - April 28, 2025
- TPB Approval Consideration - public hearing - May 13, 2025
- Public Engagement Round 5 - roadshow about approved plan





Agenda Item 2: Revenue/O&M Projections

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

Per federal regulations, Metropolitan Transportation Plan 2050 (MTP 2050) is required to be “fiscally constrained,” meaning that it will include a list of transportation projects whose combined costs do not exceed the federal, state, and local funds projected to be available for those projects. So that the Project Selection Committee (PSC) will know how many projects they can recommend for the fiscally constrained project list, WAMPO staff have prepared draft projections of funding available for transportation projects over the period 2025-2050. This required projecting both revenues and operations & maintenance (O&M) costs, as O&M costs are subtracted from revenues to determine how much funding is available for projects.

Background

Per federal regulations, a Metropolitan Transportation Plan (MTP) is required to be “fiscally constrained,” meaning that it contains a list of high-priority transportation projects whose combined estimated costs do not exceed the federal, state, and local funds projected to be available for those projects. For Metropolitan Transportation Plan 2050 (MTP 2050), the WAMPO Project Selection Committee (PSC) will soon meet to recommend candidate transportation projects for this fiscally constrained list, with other projects recommended to appear in an “illustrative list” of lower-priority projects that may be eligible for funding in the future, in the event that available funds turn out to be greater than expected.

So that the PSC will know how many projects they can recommend for the fiscally constrained project list, WAMPO staff have prepared draft projections of funding available for transportation projects over the period 2025-2050, which will be discussed in greater detail in the Financial Plan chapter of MTP 2050. This required projecting both revenues (from federal, state, and local sources) and operations & maintenance (O&M) costs, as O&M costs are subtracted from revenues to determine how much funding is available for projects.

Attached to this staff report are draft fiscal-constraint-analysis summary tables for the Financial Plan chapter of MTP 2050, including the aforementioned projections of revenues and O&M costs. Because the PSC has not yet selected all of the projects that will appear in the fiscally constrained list, these tables have some cells marked “TBD” (“To Be Determined”). The following are some additional noteworthy points about these draft tables and how the funding/cost projections in them were calculated:

- » **Time Bands:** The fiscal constraint analysis is separated out into three time bands, 2025-2028 (matching the period of the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP), as approved by the Transportation Policy Body (TPB) on August 13, 2024), 2029-2038 (the next ten years after the FFY2025-FFY2028 TIP), and 2039-2050 (the remainder of the MTP 2050 planning horizon). This is done both to acknowledge that some projects are likely to be ready to proceed sooner than other projects will be and to provide more levels of project prioritization in MTP 2050 than just distinguishing between the fiscally constrained list and the illustrative list.
- » **Sponsoring Agencies:** The fiscal constraint analysis consists of three parallel analyses, one for Kansas Department of Transportation (KDOT) projects, one for public-transit projects, and one for projects (other than public transit projects) sponsored by local governments. This is done because these three categories of projects have different revenue sources, different requirements, and different approval processes. Otherwise, an underutilization of available funds by projects of one type could lead to an overestimation of funds available for projects of another type.



Agenda Item 2: Revenue/O&M Projections

Peter Mohr, Manager of Transportation Engineering & Data

- » **Revenue Sources:** KDOT, public transit, and local-government (non-public-transit) projects are all shown as having both federal and state revenues available. However, those federal and state revenues generally come from distinct funding programs or distinct allocations/suballocations from the same funding program; for that reason, the amounts of federal and state revenue projected to be available for each of these three project types are different from one another and not treated as coming from the same pot of funding. Meanwhile, local transportation revenue may be used for either public-transit or non-public-transit purposes (with the split determined by the local governments that operate the various public transit services in the region). Finally, public transit has an “other revenue” category, including such things as fares collected from passengers and revenue from advertisements on public transit vehicles.
- » **Suballocated and Non-Suballocated Federal Funds:** In the fiscal-constraint analyses, these are not distinguished from one another, for the sake of flexibility.
- » **O&M Costs:** Each transportation facility in the WAMPO region (e.g., highway, road, street, sidewalk, multiuse path, transit center) is the responsibility of a particular public agency to operate and maintain. KDOT O&M costs are for facilities on the KDOT system and local-government O&M costs are for facilities on city and county systems. Although public transit also has operations and maintenance costs, those are represented in the WAMPO TIP as project costs; therefore, to avoid double-counting, the draft fiscal-constraint tables do not include a separate line for public-transit O&M costs.
- » **2025-2028 Project Costs:** Although the PSC has yet to weigh in on the fiscally constrained project costs for the 2029-2038 and 2039-2050 time bands (which consequently have entries of “TBD” in the Project Costs rows), 2025-2028 project costs come directly from the FFY2025-FFY2028 TIP, as approved by the TPB on August 13, 2024.
- » **Sources:** Input data for these projections came from WAMPO member jurisdictions, KDOT, the Kansas Treasurer’s Office, the National Transit Database (NTD), and from the WAMPO TIP.
- » **Assumed Rates of Change:** If a particular agency provided projections of its own revenues or O&M costs, those were used. Otherwise, revenues were conservatively assumed to increase at an average rate of 1% per year and O&M costs were assumed to increase at an average rate of 4.5% per year (equal to the default inflation rate that KDOT applies to project costs).

Next Steps

- » October 2024: PSC meeting(s) to make recommendations for the 2029-2038 and 2039-2050 fiscally constrained project lists. Projects considered but not selected for the fiscally constrained lists may be recommended to appear on an “illustrative list” of lower-priority projects that may be eligible for funding in the future, in the event that available revenues turn out to be greater than projected.
- » Project list and fiscal constraint analysis incorporated into draft MTP 2050.
- » Draft MTP 2050, including project list and fiscal constraint analysis, reviewed by PAC and state/federal partners, adjusted based on their feedback, then released for 30-day Public Comment period.

Attachment

- » **Draft WAMPO MTP 2050 Fiscal Constraint Analysis Summary Tables**

DRAFT WAMPO MTP 2050 FISCAL CONSTRAINT ANALYSIS SUMMARY TABLES

KDOT				
	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	\$330,630,860	\$827,627,053	\$1,108,229,870	\$2,266,487,783
State Revenue	\$109,652,122	\$294,006,646	\$393,688,130	\$797,346,898
Total Revenue	\$440,282,982	\$1,121,633,699	\$1,501,918,000	\$3,063,834,681
O&M Costs*	\$14,442,473	\$49,469,230	\$96,679,009	\$160,590,713
Available for Projects	\$425,840,509	\$1,072,164,468	\$1,405,238,991	\$2,903,243,968
Project Costs**	\$411,518,460	TBD	TBD	\$411,518,460
Balance	\$14,322,049	\$1,072,164,468	\$1,405,238,991	\$2,491,725,508

Public Transit				
	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	\$42,245,924	\$111,646,459	\$149,499,633	\$303,392,016
State Revenue	\$6,278,948	\$16,835,538	\$22,543,543	\$45,658,029
Local Revenue	\$16,257,004	\$43,589,373	\$58,368,132	\$118,214,509
Other Revenue (e.g., fares, advertising)	\$7,619,728	\$20,430,526	\$27,357,394	\$55,407,648
Total Revenue	\$72,401,604	\$192,501,896	\$257,768,702	\$522,672,201
O&M Costs*	<i>Public Transit O&M Costs are part of "Project Costs."</i>			
Available for Projects	\$72,401,604	\$192,501,896	\$257,768,702	\$522,672,201
Project Costs**	\$63,291,273	TBD	TBD	\$63,291,273
Balance	\$9,110,331	\$192,501,896	\$257,768,702	\$459,380,928

Local Governments (Excluding Public Transit)				
	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	\$64,333,073	\$180,427,728	\$241,600,848	\$486,361,649
State Revenue	\$105,735,261	\$283,504,495	\$379,625,278	\$768,865,034
Local Revenue	\$480,745,737	\$1,133,631,196	\$1,594,141,414	\$3,208,518,346
Total Revenue	\$650,814,071	\$1,597,563,419	\$2,215,367,539	\$4,463,745,029
O&M Costs*	\$264,093,221	\$913,434,304	\$1,776,531,319	\$2,954,058,843
Available for Projects	\$386,720,850	\$684,129,115	\$438,836,221	\$1,509,686,186
Project Costs**	\$252,958,022	TBD	TBD	\$252,958,022
Balance	\$133,762,828	\$684,129,115	\$438,836,221	\$1,256,728,164

KDOT+Public Transit+Local Governments				
	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	\$437,209,857	\$1,119,701,240	\$1,499,330,351	\$3,056,241,448
State Revenue	\$221,666,331	\$594,346,679	\$795,856,951	\$1,611,869,960
Local Revenue	\$497,002,741	\$1,177,220,569	\$1,652,509,546	\$3,326,732,855
Other Revenue (e.g., fares, advertising)	\$7,619,728	\$20,430,526	\$27,357,394	\$55,407,648
Total Revenue	\$1,163,498,656	\$2,911,699,013	\$3,975,054,242	\$8,050,251,911
O&M Costs*	\$278,535,694	\$962,903,534	\$1,873,210,328	\$3,114,649,556
Available for Projects	\$884,962,962	\$1,948,795,479	\$2,101,843,914	\$4,935,602,355
Project Costs**	\$727,767,755	TBD	TBD	\$727,767,755
Balance	\$157,195,207	\$1,948,795,479	\$2,101,843,914	\$4,207,834,600

*"O&M" = "Operations & Maintenance"

**2025-2028 Project Costs are from the FFY2025-FFY2028 Transportation Improvement Program (TIP), as approved by the Transportation Policy Body (TPB) on August 13, 2024.



Agenda Item 3: Project-Selection Update

Peter Mohr, Manager of Transportation Engineering & Data

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). On August 13, 2024, the TPB adopted the FFY2025-FFY2028 TIP. In October 2024, the Project Selection Committee (PSC) will convene to recommend a fiscally constrained list of priority projects for MTP 2050.

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 funding. Submissions included new projects (to the MTP, TIP, or both), as well as projects that were already listed in the current MTP, *REIMAGINED MOVE 2040*, and/or the FFY2023-FFY2026 TIP and which the member jurisdictions wanted carried over to the successor planning documents with funding priority.

WAMPO staff and the consultant team of JEO and Caliper 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 scored and ranked those submitted projects that were candidates for WAMPO-suballocated federal funding, in accordance with the evaluation criteria adopted by the TPB on October 12, 2021, within each of nine (9) project categories. The locations and scopes of the scored projects may be found at <https://www.wampo.org/mtp2050>.

Over the course of three meetings in April and May 2024, the WAMPO Project Selection Committee (PSC) made recommendations of projects to receive WAMPO-suballocated federal in the FFY2025-FFY2028 TIP. Those recommendations were approved by the TPB on June 11, 2024, and reflected in the final draft of the FFY2025-FFY2028 TIP, as approved on August 13, 2024.

In October 2024, the PSC will convene again, this time to recommend MTP 2050 priority transportation projects for the period 2029-2050. As discussed in the previous agenda item, these recommendations will consider projected transportation revenues and operations & maintenance (O&M) costs, in order to ensure that MTP 2050 is fiscally constrained, as required by federal regulations.

Before the PSC meets again, WAMPO staff will use the adopted evaluation criteria to score and rank projects that were not scored and ranked before the last round of PSC meetings (i.e., those that were not requested to be considered for WAMPO-suballocated federal funding, such as projects sponsored by the Kansas Department of Transportation (KDOT)).



**Agenda Item 3:
Project-Selection Update**

Peter Mohr, Manager of Transportation Engineering & Data

Next Steps

- » October 2024: PSC meeting(s) to make recommendations for the 2029-2038 and 2039-2050 fiscally constrained project lists. Projects considered but not selected for the fiscally constrained lists may be recommended to appear on an “illustrative list” of lower-priority projects that may be eligible for funding in the future, in the event that available revenues turn out to be greater than projected.
- » Final project lists incorporated into draft MTP 2050 and reflected in the Travel Demand Model (TDM).
- » Draft MTP 2050, including project lists, reviewed by PAC and state/federal partners, adjusted based on their feedback, then released for 30-day Public Comment period.



Executive Summary

WAMPO is developing long-range Metropolitan Transportation Plan 2050 (MTP 2050). As WAMPO works towards completing a draft of the full plan, draft chapters and appendices will be posted on the WAMPO website for public review.

Background

WAMPO is developing long-range Metropolitan Transportation Plan 2050 (MTP 2050), which will guide the region's transportation infrastructure investments and policies over the next quarter century. As WAMPO works towards completing a draft of the full plan, draft chapters and appendices will be posted on the WAMPO website for public review. This approach ensures transparency and allows community members, stakeholders, and policymakers to review and provide input on the proposed strategies and projects. By making the information readily available, WAMPO is fostering an inclusive planning process that seeks to incorporate diverse perspectives and insights, ultimately leading to a more robust and effective transportation plan for the future.

Documents on the WAMPO Website

Draft sections of MTP 2050 will be posted incrementally, with individual chapters and appendices made available on the WAMPO website, at www.wampo.org/mtp2050. This phased release allows for a more manageable review process, enabling community members, stakeholders, and policymakers to focus on specific sections and provide detailed feedback. By breaking down the plan into sections for public review, WAMPO aims to encourage active participation and thorough evaluation, ensuring that the final plan is comprehensive and reflective of the community's needs and priorities.

Next Steps

WAMPO will continue to work diligently on MTP 2050, replacing placeholder text and images in the document sections with information and data as they become available. This transparent approach ensures that stakeholders are aware of areas under development and can anticipate future updates.

In early 2025, WAMPO will conduct MTP 2050 Public Engagement Round 4, a public comment period for the completed plan. This phase will be crucial for incorporating community feedback and ensuring the plan addresses the needs and concerns of the public. By actively seeking and integrating public input, WAMPO aims to create a transportation plan that is inclusive, well-informed, and beneficial for all community members.

Attachment

- » **MTP 2050 Webpage, with Draft Sections Uploaded as Available** – www.wampo.org/mtp2050



**Agenda Item 5:
Public Engagement Round 3**

Markey Jonas, Administrative & Public Outreach Coordinator

Executive Summary

The third round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) was conducted from May 20, 2024, through June 30, 2024. WAMPO staff utilized several strategies, including a survey, to engage with the public about the development of MTP 2050 and how it will help shape the transportation network. 474 survey responses were recorded and analyzed.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) conducted the third round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) from May 20, 2024, through June 30, 2024. The purpose of this round of public engagement was to gather opinions on transportation issues & policy alternatives and to document transportation-mode usage trends within the WAMPO region. During this round of public engagement, WAMPO staff utilized several strategies to engage with the public about MTP 2050 and how it will help shape the transportation network. The third MTP 2050 survey was made available to the public in English, Spanish, and Vietnamese, posted on the WAMPO website, made available on paper at various in-person events, and advertised through social media posts on Facebook, X (formerly Twitter), Instagram, and LinkedIn, to encourage participants to take the survey online. Member jurisdictions and other local agencies also greatly contributed to WAMPO's outreach efforts by featuring the survey on websites, in newsletters, and on social media. 474 survey responses were recorded and analyzed and the MTP 2050 Public Engagement Round 3 Summary is available at www.wampo.org/mtp2050.

Aligning with the multimodal focus of this round of public engagement, the first two questions in the survey sought to determine which modes (e.g., driving, walking, bicycling, public transit) are most used and which may be more desired in the future. Subsequent survey questions were separated into the categories of Public Transit, Nonmotorized Transportation (Bicycle/Pedestrian), Freight and Movement of Goods, and Demographic Information. Responses to the mode-specific questions will be used to inform other WAMPO long-range planning efforts beyond MTP 2050. For example, responses to the public transit questions will be considered during the development of the Regional Transit Implementation Plan; responses to the nonmotorized-transportation questions will be considered during the development of the Regional Active Transportation Plan; and freight-related responses are being considered during the development of the freight section of MTP 2050.

It should be kept in mind that the survey was an engagement tool for collecting feedback from the public and is not intended to provide a scientific, statistically valid representation of all the region's residents.



Most Frequent Responses to Survey Questions

The following table lists each of the non-demographic questions from the MTP 2050 Public Engagement Round 3 survey, the most common response to that question, and the frequency with which that response was chosen.

Survey Question	Most Popular Response	Freq.
During a typical week, which of these forms of transportation do you use? (Select all that apply)	Driving	94%
In your ideal transportation network, which of these forms of transportation would you be most likely to choose? Please rank your top four (4) preferences.	1 st Choice: Driving	64%
If you live outside of Wichita but work in Wichita, or live in Wichita but work outside of Wichita, would you use public transit to get to your job if it were available?	Yes, most days (39% of respondents selected 'Not applicable')	24%
When do you typically start and end your workday, if you work outside your home?	Start Time: 8:00 AM- 9:00 AM	36%
	End Time: 5:00 PM – 6:00 PM	42%
Which of the following regional-transit-service alternative concepts do you support most? Please rank your top three (3) preferences.	1st Preference: Develop Wichita Transit express routes connecting Derby, Park City & Valley Center, Andover, and Goddard & Garden Plain.	38%
How would you describe your confidence as a bicyclist?	Somewhat Confident - Will ride on most streets but prefer trails or streets with bicycle infrastructure	32%
In your opinion, which of these is the most important feature of a successful bicycle/pedestrian network?	Safety	59%
In your opinion, which specific planning and policy actions should WAMPO recommend to advance freight-related strategies and improvements in the region? (Select up to three)	Develop strategies to reduce peak-hour goods movement	40%

WAMPO staff also received more than 100 written comments from the general public and stakeholders during the third round of public engagement for MTP 2050. The most common themes in these free-response comments and some examples of received comments related to each of those themes are presented in the attached MTP 2050 Public Engagement Round 3 Summary. All engagement efforts and survey responses will also be discussed in the MTP 2050 public-engagement appendix.

Attachment

- » **MTP 2050 Public Engagement Round 3 Summary** – <https://bit.ly/MTP2050-Round3-Engagement-Summary>



Agenda Item 6: Population Projections

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

WAMPO, in collaboration with Wichita State University's Center for Economic Development and Business Research (CEDBR), has developed population projections to 2050 that will be included in Metropolitan Transportation Plan 2050 (MTP 2050) and used as inputs to the WAMPO Travel Demand Model (TDM). WAMPO and CEDBR staff worked closely with local jurisdictions to incorporate historical building-permit data into the projections.

Background

WAMPO, in collaboration with Wichita State University's Center for Economic Development and Business Research (CEDBR), has developed population projections to 2050 that will be included in Metropolitan Transportation Plan 2050 (MTP 2050). Separately, CEDBR staff have assisted the State of Kansas in developing statewide population forecasts. WAMPO and CEDBR staff worked closely with local jurisdictions to incorporate those jurisdictions' historical building-permit data into the projections.

In addition to being cited in MTP 2050, the population projections will be used as one of the inputs to the WAMPO Travel Demand Model (TDM), which forecasts demand on the region's transportation network, predicting where traffic volumes may be greater and where congestion may be worse. Population, among other inputs, is used in the TDM to estimate the number of trips generated in various parts of the region. WAMPO staff and consulting firms JEO and Caliper have begun updating the population numbers in the TDM.

Attachment

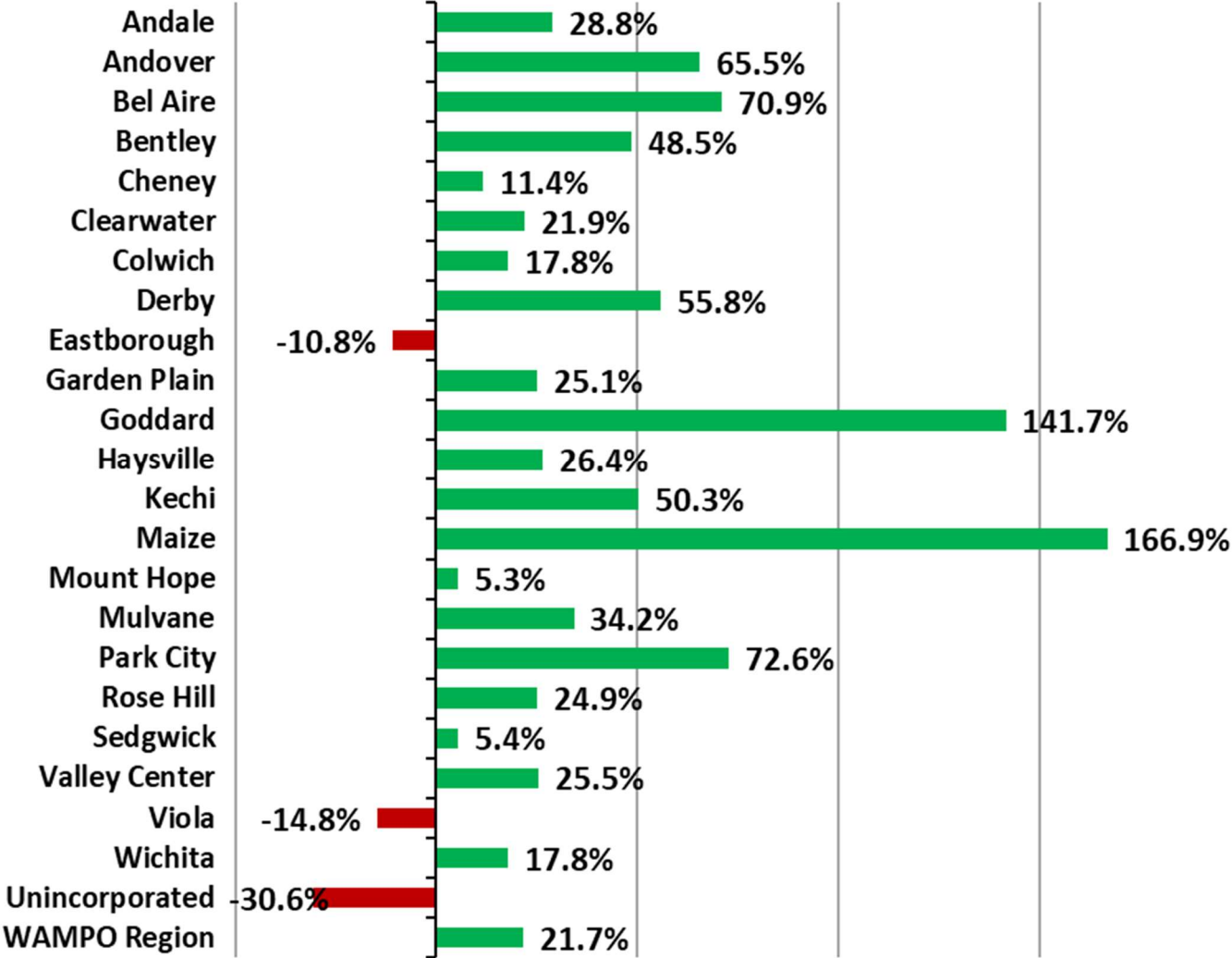
- » **WAMPO Population Projections**

Population Forecast

City	2020	2025	2030	2035	2040	2045	2050
Andale	941	972	1,006	1,058	1,110	1,170	1,212
Andover	14,892	16,193	17,519	19,170	21,064	22,883	24,652
Bel Aire	8,262	8,995	9,822	10,787	11,788	12,951	14,118
Bentley	560	601	636	671	726	778	832
Cheney	2,181	2,164	2,171	2,232	2,292	2,377	2,431
Clearwater	2,653	2,680	2,710	2,821	2,973	3,103	3,233
Colwich	1,455	1,495	1,523	1,574	1,615	1,667	1,713
Derby	25,625	27,446	29,409	31,828	34,322	37,049	39,921
Eastborough	756	742	716	695	685	675	674
Garden Plain	948	973	997	1,040	1,088	1,137	1,186
Goddard	5,084	6,007	7,025	8,238	9,591	10,929	12,288
Haysville	11,262	11,609	11,952	12,473	13,072	13,657	14,240
Kechi	2,217	2,392	2,560	2,740	2,916	3,101	3,333
Maize	5,735	7,010	8,382	9,969	11,743	13,519	15,308
Mount Hope	806	793	797	803	805	827	849
Mulvane	6,286	6,522	6,813	7,171	7,615	8,025	8,436
Park City	8,333	9,264	10,160	11,138	12,156	13,252	14,387
Rose Hill	4,185	4,332	4,474	4,652	4,863	5,057	5,228
Sedgwick	1,603	1,606	1,615	1,641	1,672	1,683	1,689
Valley Center	7,340	7,538	7,713	8,044	8,450	8,811	9,215
Viola	115	114	113	108	102	99	98
Wichita	397,532	409,293	421,185	433,363	444,719	455,339	468,437
Unincorporated	46,072	44,815	43,336	40,562	37,872	34,776	31,986
WAMPO Region	554,843	573,555	592,634	612,775	633,238	652,864	675,466

Updated: 07/16/2024

Cumulative Growth by 2050



Source: CEDBR

Updated: 07/16/2024



Agenda Item 7: Draft Performance Measures

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

Transportation Performance Measures (TPMs) are quantitative criteria used to evaluate the transportation system. Performance measures in MTP 2050 can be divided into two categories, federally required performance measures and regional performance measures specific to WAMPO. States are required to set specific targets for each federal performance measure, which fall into 5 categories: highway safety (PM1), pavement & bridge condition (PM2), system performance (PM3), transit asset management (TAM), and transit safety. MPOs can choose to support their state's federal TPM targets or set their own targets. MPOs may also adopt as many or as few additional performance measures as they wish. Based on data availability considerations and feedback from the second round of public engagement for MTP 2050, WAMPO staff propose to include in MTP 2050 additional performance measures that look at travel time to work and public transit ridership. All of these TPMs will be discussed in detail in MTP 2050 Chapter 5: *System Performance Report*.

Background

Transportation Performance Measures (TPMs) are quantitative criteria used to evaluate the transportation system. Performance measures in MTP 2050 can be divided into two categories, federally required performance measures and local performance measures specific to the WAMPO region.

Federal Performance Measures

The most recent guidance on federal performance measures comes from a planning rule issued jointly by the FHWA and FTA 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. A key feature of MAP-21 (continued under the FAST Act) is the establishment of uniform performance measures and requirements to set federal-performance-measure targets for states and MPOs. Federal transportation performance measures fall into five (5) categories:

- » **Highway Safety (PM1):** Track fatal and serious-injury crashes on transportation facilities.
- » **Pavement & Bridge Condition (PM2):** State of Good Repair (SGR) metrics that track the condition of roadways and bridges on the National Highway System (NHS).
- » **System Performance (PM3):** Track the transportation system's overall reliability and traffic congestion in urban areas.
- » **Transit Asset Management (TAM):** Track the overall condition of public-transit assets.
- » **Transit Safety:** Track the safety and reliability of the transit system.



Agenda Item 7: **Draft Performance Measures**

Peter Mohr, Manager of Transportation Engineering & Data

Under federal guidelines, MPOs can choose to set their own performance-measure targets or commit to their respective states' targets. In 2022, 2023, and 2024, WAMPO supported the State of Kansas's performance-measure targets. WAMPO staff have calculated several of these metrics for the region; for other metrics, they have requested data from relevant local and state partners. At the time of this writing, WAMPO staff are working with state partners to obtain local pavement condition data for PM2 calculations and working with local agencies to update the TAM and Transit Safety performance measures with the most recent available data.

MPO-Specific Performance Measures

MPOs may adopt as many or as few additional performance measures besides the federal ones as they wish. During the second round of public engagement for MTP 2050, WAMPO distributed a survey that included questions about preferred additional performance measures to track. Based on feedback from this public-engagement effort and on the availability of data, WAMPO staff propose to include several performance measures in MTP 2050 besides the federal/state ones:

- » Mean travel time to work
- » Percent of workers who commute to work by public transit
- » Number of workers who commute to work by public transit
- » Total ridership by local transit agency

To learn more about all of these performance measures, see draft MTP 2050 Chapter 5, *System Performance Report*, after it is posted online at <https://www.wampo.org/mtp2050>.