



Meeting Summary

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

Meeting Duration: 1 hour and 32 minutes

Members in Attendance:

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

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

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

Other Attendees:

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

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

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

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

2. Regular Business

A. Approval of March 23, 2020 Agenda

Discussion: None

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

Motion: L. Mangus

Second: R. Colbert

B. Approval of February 24, 2020 Minutes

Discussion: None

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

Motion: L. Rainwater

Second: R. Alexander

C. Director's Report

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

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

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

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

4. New Business Items

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Illustrative List

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

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

Motion: J. Weber

Second: R. Hart

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

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

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

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

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

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

2020 WAMPO Funding Cycle Proposal

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

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

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

Motion: J. Weber

Second: D. Squires

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

Discussion: Regular opportunities are provided to project sponsors to request changes during the project development process. Requests for new projects or requests for significant changes to scope or cost are considered as formal Amendments and require formal approval by the WAMPO Transportation Policy Body (TPB). Smaller, administrative changes* are processed by staff.

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

New Projects (3)

To request an audio or video recording of the meeting call 316-779-1313 or email: bethany.phelps@wampo.org. Meeting videos are also available online at: <http://www.wampo.org/Multimedia/Pages/Videos.aspx>.

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

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

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

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

Motion: D. Squires

Second: S. Mellies

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

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

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

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

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

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

7. Meeting was adjourned at 11:35 AM

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

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