

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

Thursday, October 24, 2024, @ 2:00 PM



**Metropolitan
Transportation Plan
2050**

In-Person
271 W. 3rd St
Room 126
Wichita, KS 67202

Virtual
*Click the link below for
access to the Zoom Meeting.*
[**JOIN HERE**](#)

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Project website – www.wampo.org/mtp2050

October 18, 2024

WAMPO MTP 2050 Plan Advisory Committee

Name	Title	Agency	Interest
Lynn Packer	Director/County Engineer	Sedgwick County Public Works	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 - Advanced Plans	Wichita-Sedgwick Co. Planning	Land use planning
Les Mangus	Director of Community Development	City of Andover	Land use planning
Mitch Young	City Planner and Zoning Administrator	City of Maize	Land use planning
Penny Feist	Transit Director	Wichita Transit	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
Will Sharp	Community Planner	FHWA	FHWA
	Community Planner	FTA	FTA

Rev. 10/18/2024



Meeting Summary

MTP 2050 Plan Advisory Committee (PAC)

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

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

Meeting Duration: *70 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>	Sruthi Kesa, <i>WAMPO</i>	Tia Raamot, <i>Sedgwick County</i>
Penny Feist, <i>Wichita Transit</i>	Scott Knebel, <i>Derby</i>	Will Sharp, <i>FHWA</i>
Nick Flanders, <i>WAMPO</i>	Les Mangus, <i>Andover</i>	Allison Smith, <i>KDOT</i>
Dora Gallo, <i>WAMPO</i>	Peter Mohr, <i>WAMPO</i>	Jason Stephens, <i>Wichita Police Department</i>
Markey Jonas, <i>WAMPO</i>	Kim Negrete, <i>WAMPO</i>	James Wagner, <i>Wichita</i>

1. Welcome and Introductions: Lynn Packer, Chair, opened the meeting at 2:09 PM.

A. Roster

Plan Advisory Committee (PAC) Chair Lynn Packer welcomed attendees to the fifth 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. April 19, 2024, Meeting Summary

Chair Packer asked committee members to review the April 19, 2024, meeting summary. No edits were requested.

C. MTP 2050 Development Progress

Members reviewed the MTP 2050 development timeline.

2. Revenue/O&M Projections

Peter Mohr, WAMPO, explained that per federal regulations, 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. Mr. Mohr presented the projections and asked PAC members if there were any concerns.

Draft Fiscal Constraint Analysis Summary Tables - <https://bit.ly/Draft-MTP2050-Revenue-OandM-Projections>

Discussion: PAC members discussed the difference between the ratios of operations and maintenance (O&M) costs to revenues for the Kansas Department of Transportation (KDOT) and local jurisdictions. It was noted that KDOT's O&M costs are equal to only about 5% of revenues, while local governments' O&M costs relative to revenues were higher. This difference was attributed to the nature of the projects and infrastructure systems that the different agencies are responsible for, and to the varying methodologies used by KDOT and individual jurisdictions to calculate O&M costs. KDOT's estimates were based on a three-year rolling average cost per lane mile and included basic maintenance activities like snow removal and lighting, whereas local governments likely included a broader range of expenses, such as roadway maintenance and repaving.

Attendees considered concerns about the conservative approach to estimating future revenue growth, the impact of rising O&M costs on the availability of funds for future transportation projects, and whether the inflation rates and other assumptions used in these projections should be revisited to ensure a consistent methodology.

3. Project-Selection Update

Mr. Mohr shared 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). 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.

4. MTP 2050 Draft Chapters

Dora Gallo, WAMPO, shared that as WAMPO works towards completing a full draft of MTP 2050, 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. Ms. Gallo requested images from WAMPO jurisdictions to include in the document and said that feedback on the draft sections would be greatly appreciated.

MTP 2050 webpage, with draft sections uploaded as available: www.wampo.org/mtp2050

Discussion: Will Black requested an email be sent to PAC members when draft chapters are posted on the website. Mr. Knebel said that the draft chapters need to be marked as such and suggested that WAMPO staff add a “draft” watermark to each before uploading for public review. Chair Packer urged attendees to help WAMPO spread the word about the availability of draft chapters and to encourage community feedback.

5. Public Engagement Round 3

Markey Jonas, WAMPO, shared that the third round of public engagement for 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

WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request access to other meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

transportation network. 474 survey responses were recorded and analyzed. The purpose of this round of public engagement was to gather opinions on transportation issues and policy alternatives and to document transportation-mode usage trends within the WAMPO region. 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, but will be considered during the development of MTP 2050 and other long-range planning efforts. Ms. Jonas provided an overview of the non-demographic questions from the MTP 2050 Public Engagement Round 3 survey, the most common response to each question, and the frequency with which that response was chosen. All engagement efforts and survey responses will also be discussed in the MTP 2050 public-engagement appendix.

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

Discussion: Attendees discussed concerns regarding a significant overrepresentation of confident bicyclists among survey respondents, which could bias the results and influence Metropolitan Transportation Plan 2050. To address this issue, discussion participants suggested implementing strategies to broaden outreach and obtain more diverse feedback in future engagement rounds. Recommendations included targeting wider audiences through newsletters, social media platforms, and engaging with local District Advisory Boards (DABs) and Citizens Advisory Boards (CABs). Additionally, leveraging resources such as working with the social media and communications teams from member jurisdictions was proposed to enhance dissemination efforts. These approaches aim to ensure that future surveys more accurately reflect the general population's perspectives, thereby providing a more balanced foundation for transportation planning decisions. Staff welcomed feedback and will plan further discussions in upcoming coordination meetings.

6. Population Projections

Mr. Mohr explained that 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.

Discussion: Mr. Knebel expressed appreciation for WAMPO staff working to revise the projections, which he felt were more realistic for Derby than previous estimates, but raised concerns about the projected growth for Wichita, noting that the anticipated population increase within the first year seemed overly optimistic. Mr. Mohr acknowledged these concerns, emphasizing the challenges inherent in making long-term projections. Chair Packer echoed the difficulty of accurately forecasting future growth but also appreciated the efforts to refine the projections and ensure they are based on the best available data.

7. Draft Performance Measures

Mr. Mohr explained that 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.

Mr. Mohr provided details on multiple factors and datasets used to evaluate each performance measure and shared that based on public feedback and the availability of data, WAMPO staff propose to include several performance measures in MTP beyond the federal/state ones. The proposed regional measures are 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, and total ridership by local transit agency.

Draft Performance Measures Presentation Slides - <https://bit.ly/Draft-MTP2050-Performance-Measures-Slides>

Discussion: Mr. Knebel asked about and Mr. Mohr confirmed that the PM1 target is a five-year rolling average and that WAMPO is supporting the state's target. Mr. Knebel shared dislike for accepting the target of reducing the percentage of fatalities and serious injuries rather than eliminating them.

Les Mangus shared that there may be 2023 data showing a decline in statewide fatalities and serious injuries, asking if WAMPO has seen that data. Mr. Mohr said that he is waiting for the complete set of 2023 data, which is still preliminary.

Tia Raamot asked why transit ridership and mode-share are not part of the performance measures. Mr. Mohr explained that they are not federally- or state-required performance measures but are certainly regional measures that WAMPO can track.

8. Open Discussion

Chair Packer asked PAC members to please take an active role in reviewing draft chapters as they are made available. WAMPO staff will email PAC members each time a draft section is uploaded to the website. Feedback can be provided directly to WAMPO staff or sent to wampo@wampo.org.

Allison Smith recommended that WAMPO look into accessibility guidelines to incorporate while formatting MTP 2050.

9. Next Steps

Mr. Mohr said that WAMPO is looking to hold the sixth PAC meeting possibly in October 2024.

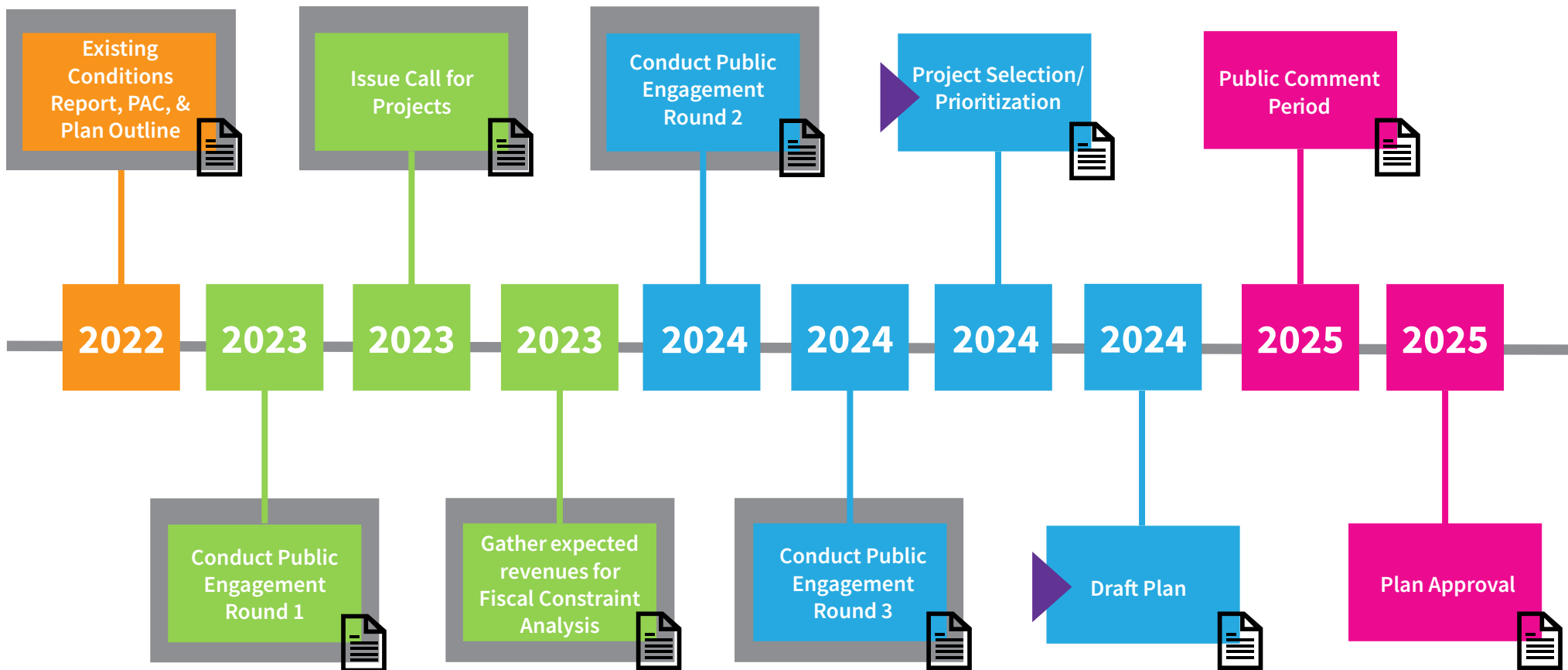
10. The meeting was adjourned at 3:19 PM

The next regular meeting is tentatively scheduled for October 2024.

Metropolitan Transportation Plan

2050

Progress



Completed In-Progress Deliverable October 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



Above Completed

- 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:

Project Selection Committee Recommendations

Nick Flanders, Senior Transportation Planner
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. On October 3, 2024, the Project Selection Committee (PSC) convened to recommend a fiscally constrained list of priority projects for MTP 2050, which will go to the Technical Advisory Committee (TAC) for a recommendation on October 28, 2024, and to the Transportation Policy Body (TPB) for a vote on November 12, 2024.

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 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 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 funding 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.

On October 3, 2024, the PSC convened again, this time to recommend MTP 2050 priority transportation projects for the time bands 2029-2038 and 2039-2050. The PSC made its recommendations in consideration of projected transportation revenues and operations & maintenance (O&M) costs, in order to ensure that MTP 2050 is fiscally constrained, as required by federal regulations. The PSC's recommendations are reflected in the draft MTP 2050 project list and fiscal constraint analysis linked below.

After the PSC made its recommendations, WAMPO staff incorporated them into draft MTP 2050 and are working with a consulting firm to reflect them in the Travel Demand Model.

Fiscal Considerations

As laid out in the draft documents linked below, the fiscal constraint of the Metropolitan Transportation Plan 2050 project list is maintained under the PSC's recommendations. Since all submitted projects were able to



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Project Selection Committee Recommendations

Nick Flanders, Senior Transportation Planner
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fit on the Fiscally Constrained List, there is no Illustrative List (which would have been made up of lower-priority projects that may have been eligible for funding in the future, in the event of that available revenues turned out to be greater than projected).

Next Steps

- » October 28, 2024: Technical Advisory Committee (TAC) recommendation on PSC-recommended MTP 2050 project list.
- » November 12, 2024: Transportation Policy Body (TPB) vote on PSC-recommended MTP 2050 project list.
- » Draft MTP 2050, including project list, adjusted based on feedback from the PAC and state/federal partners, then released for 30-day Public Comment period in early 2025.

Attachments

- » **Draft MTP 2050 Fiscal Constraint Analysis** – <https://bit.ly/Draft-MTP2050-Ch6>
- » **Draft PSC-Recommended MTP 2050 Project List** – <https://bit.ly/Draft-MTP2050-Ch7->



Agenda Item 3: MTP 2050 Draft Chapters

Nick Flanders, Senior Transportation Planner
Peter Mohr, Manager of Transportation Engineering & Data

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 continue to 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 continue to 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 are being 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.

MTP 2050 Appendices

MTP 2050 is divided into seven (7) chapters: Plan Purpose & Development; Regional Trends; Existing Conditions; System Management; System Performance Report (discussing federal/regional performance measures (PMs)); Financial Plan (demonstrating how MTP 2050 is fiscally constrained); and Project Selection & List (containing the MTP 2050 fiscally constrained project list). In addition, there are thirteen (13) appendices, which are briefly introduced below:

Appx A. Plan Development

- Provides a detailed overview of the processes and methodologies used in creating the plan. Documents the steps taken in data collection, public engagement (briefly), and coordination with stakeholders.
- Outlines how goals and priorities were established, ensuring transparency in decision-making and compliance with regulatory requirements. Serves as a comprehensive guide to the planning process, helping to demonstrate how MTP 2050 was shaped to meet future transportation needs.

Appx B. MTP Public Involvement & Engagement Summary

- Documents public and stakeholder engagement associated with the development of MTP 2050. The long-range plan represents a collective vision for the region, based on input received.



Agenda Item 3: MTP 2050 Draft Chapters

Nick Flanders, Senior Transportation Planner
Peter Mohr, Manager of Transportation Engineering & Data

- Public engagement for MTP 2050 is divided into five rounds: the first three rounds focused on building an understanding of public desires, needs, and priorities; the fourth round will collect feedback on the draft plan; and the fifth round will present the final plan after it is approved.

Appx C. Project Selection Model

- For MTP 2050, WAMPO put out a Call for Projects to its member jurisdictions/partners from September 15, 2023, through February 2, 2024.
- To aid the Project Selection Committee in its deliberations, the projects submitted during the Call for Projects were all scored according to evaluation criteria adopted by the Transportation Policy Body (TPB) on October 12, 2021.
- There are different scoring criteria for different kinds of projects: Bridge Rehabilitation/Replacement; Traffic Management Technologies; Roadway Reconstruction/Modernization; Roadway Expansion; New Roadways; Multiuse Trails/Bicycle Facilities; Pedestrian Facilities; Safe Routes To School; and Public Transit.
- WAMPO staff and consultants developed a model to automate the scoring of projects and make scoring more consistent across projects.

Appx D. Economic Development Analysis

- In 2022, WAMPO hired the Center for Economic Development and Business Research (CEDBR) to assist in a comprehensive economic analysis of the region. Given that economic development generates demand on the transportation system, an analysis of the region's economy and its future trajectory was performed to inform the long-range transportation planning process.
- WAMPO and CEDBR investigated seven major sectors of the local economy, as identified by the Greater Wichita Partnership (GWP): Advanced Manufacturing, Aerospace, Agriculture, Energy, Healthcare, IT Systems & Support, and Transportation & Logistics.
- A comprehensive review of the socioeconomic and demographic characteristics of the region was completed, culminating in reports on each of the twenty-two (22) municipalities in the region and one report describing the region as a whole.
- A cost-benefit-analysis tool for transportation projects is being developed to evaluate how capital spent on a given transportation-infrastructure project will likely flow through and affect the economy.

Appx E. Regional Transit Implementation

- In 2023, WAMPO hired SRF consulting firm to develop a Regional Transit Implementation Plan to outline strategies for improving and expanding public transit services across the region.
- Identifies short- and long-term goals, including connectivity, service frequency, and accessibility.
- Focuses on addressing current transit needs, planning for future growth, and coordinating with local and regional agencies. Provides a roadmap for implementing key transit improvements, prioritizing investments, and ensuring the region's transit system is efficient, sustainable, and responsive to community needs.

Appx F. Active Transportation Analysis

- By the end of 2024, WAMPO will start planning for a strategic guide for promoting and enhancing walking, biking, and other nonmotorized transportation options in the region. It will aim to improve safety, accessibility, and connectivity for pedestrians, cyclists, and users of other active modes of transport.



Agenda Item 3: MTP 2050 Draft Chapters

Nick Flanders, Senior Transportation Planner
Peter Mohr, Manager of Transportation Engineering & Data

- The plan will identify infrastructure needs, such as bike lanes, sidewalks, and trails, and set forth policies to encourage active transportation as a healthy, sustainable alternative to driving.
- The plan will also promote equity by ensuring all communities can access safe and convenient active transportation options.

Appx G. ITS Architecture Plan

- The Regional Intelligent Transportation Systems (ITS) Architecture is a structured framework that coordinates the planning and deployment of intelligent transportation technologies across the region. It ensures efficient, safe, and compatible use of ITS infrastructure, devices, and data-sharing practices among ITS operators.
- WAMPO began the process of updating the Regional ITS Architecture in 2024, the first full update since 2006; federal guidelines call for updates every five years. The updated Architecture will include plans for future ITS projects and a thorough needs and gaps analysis that will identify regional priorities and ensure that the technology deployed supports the region's chosen transportation goals.

Appx H. Comprehensive Safety Action Plan (CSAP) - Crash Data Analysis

- In 2023, WAMPO and community partners developed a Comprehensive Safety Action Plan (CSAP) to better understand crash data and coordinate safety strategies for the region. The plan includes an exhaustive analysis of crash data, including heat maps of high-crash locations and contributing factors.
- The CSAP includes an implementation plan with 18 strategies to reduce/eliminate crash-related serious injuries and fatalities in the WAMPO region.

Appx I. Travel Demand Model (TDM) Forecasts

- WAMPO hired the consulting firm JEO, with subconsultant Caliper, to update the Travel Demand Model (TDM) for the region.
- The TDM divides the region into 1,667 Traffic Analysis Zones (TAZs) and uses population and employment projections for those TAZs to forecast future trips on the transportation network and the traffic volumes and levels of congestion resulting from those trips, with a horizon year of 2050.
- This appendix presents the results of those forecasts, which WAMPO, its member jurisdictions, and its partners use to plan future changes to the transportation network.

Appx J. Congestion Management Process (CMP)

- Required planning document for metropolitan areas with populations over 200,000.
- Systematic approach to managing congestion based on regional transportation-system performance.
- Guides the development and selection of appropriate strategies to reduce congestion.
- Intended to provide for safe and effective integrated management and operation of the multimodal transportation system.

Appx K. Cost Estimate Model Research

- For MTP 2050, WAMPO put out a Call for Projects to its member jurisdictions/partners from September 15, 2023, through February 2, 2024.
- All submitted projects came with a cost estimate, so that the selection of projects to be listed in MTP 2050 could be done in a manner that maintains the fiscal constraint of the plan (i.e., the combined,



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Nick Flanders, Senior Transportation Planner
Peter Mohr, Manager of Transportation Engineering & Data

estimated costs of the selected projects do not exceed the revenues projected to be available for them, after subtracting routine operations and maintenance costs).

- WAMPO had the consulting firm PEC prepare spreadsheet-based project-cost-estimation models that project submitters could optionally use to generate their cost estimates.
- Cost-estimation models were provided for bridge rehabilitation, bridge replacement, traffic signals, road diets, turn lanes, intersections, sidewalks/multiuse paths, bike lanes, roadway expansion, roadway reconstruction, and new roadways.
- The cost-estimation models were meant to serve two purposes: Make cost estimates more consistent across project sponsors and make it easier for smaller jurisdictions to generate cost estimates and submit projects.

Appx L. Electric Vehicle Network Plan

- In 2024, WAMPO completed the Electric Vehicle Network Plan.
- Outlines a strategy for developing a regional network of electric-vehicle (EV) charging stations to support the growing use of EVs. The plan identifies optimal locations for charging infrastructure, promotes equitable access, and ensures compatibility with state and federal EV goals.
- The EV Network Plan aims to reduce emissions, improve air quality, and support regional sustainability initiatives.

Appx M. MTP Amendment Procedures

- Federal regulations require MPOs to update their Metropolitan Transportation Plans every five years. Before the next scheduled update, unforeseen circumstances may arise.
- WAMPO's MTP amendment procedures ensure that there is a clear means to perform ongoing updates, as needed. Written amendment requests may be made to the WAMPO Executive Director. WAMPO staff may issue a "Call for Changes," proactively asking member jurisdictions and planning partners to request specific changes to the plan.
- Amendments must be consistent with applicable federal regulations, go through a public-comment period, and be voted on by the TAC and TPB.

Next Steps

WAMPO continues 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 4: Public Engagement Round 4 - Request for Ideas

Dora Gallo, Transportation Planner

Executive Summary

The fourth round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) is tentatively scheduled to be held March 8, 2025, through April 7, 2025. This round of public engagement will be the 30-day public comment period required before the adoption of a new Metropolitan Transportation Plan, per the WAMPO Public Participation Plan (PPP). As WAMPO prepares for this round of public engagement, PAC members are requested to provide WAMPO staff with suggestions for soliciting well-rounded feedback on the draft plan.

Background

Public participation is integral to the development of transportation policies, programs, and projects. Following the strategies and techniques outlined in WAMPO's Public Participation Plan (PPP), community outreach for Metropolitan Transportation Plan 2050 (MTP 2050) actively seeks public input, rather than just waiting for it. Public engagement for MTP 2050 is divided into five rounds: the first three rounds focused on building an understanding of public desires, needs, and priorities; the fourth round will collect feedback on the draft plan; and the fifth round will present the final plan after it is approved.

The fourth round of public engagement for MTP 2050 is tentatively scheduled to be held March 8, 2025, through April 7, 2025. This round of public engagement will be the 30-day public comment period required before the adoption of a new Metropolitan Transportation Plan, per the WAMPO Public Participation Plan (PPP). During MTP 2050 Public Engagement Round 4, WAMPO staff will host an Open House about the draft plan, as well as identify and schedule appearances at other public meetings and community events. Informational handouts and presentations, press releases, and social media will also be developed to encourage public participation related to draft MTP 2050.

Request for Ideas

With the guidance of the Plan Advisory Committee (PAC), WAMPO staff will inform the public about the long-range planning process and the contents of MTP 2050, with the aim of the draft document being thoroughly reviewed by a diverse range of stakeholders. Members of the PAC are requested to provide WAMPO staff with suggestions for soliciting well-rounded feedback and engagement.

Please email markey.jonas@wampo.org to invite WAMPO to speak at or attend an event, or to provide staff with ideas and suggestions for meaningful public involvement.

Next Steps

- » January - February 2025: Plan Advisory Committee and state/federal review of the full draft plan.
- » February 11, 2025: TPB approval to release the draft plan for public comment.
- » March 8 - April 7, 2025 (Tentative): Public Engagement Round 4 (30-day public-comment period).
- » April 28, 2025: TAC recommendation to the TPB on MTP 2050 approval.
- » May 13, 2025: TPB vote on MTP 2050 approval.
- » May 2025 & Beyond: Roadshow of approved MTP 2050 (Public Engagement Round 5).