



Meeting Summary
Technical Advisory Committee (TAC) Meeting Summary
Monday, May 23, 2022 @ 10:00 AM
Hybrid Meeting

Meeting Duration: 63 minutes

Members in Attendance:

Burt Ussery, TAC Chair
Raven Alexander, Wichita Transit
Danielle Gabor, SCAC
Annette Graham, Coordinated Transit
District #9
Les Mangus, Butler/Sumner Counties
Shawn Mellies, Wichita

Matt Messina, KDOT
Laura Rainwater, REAP
Nina Rasmussen, Air Quality
Justin Shore, SCAC
Dan Squires, SCAC
Jim Weber, Sedgwick Co.

ALT.

Tonja Howard, Wichita Transit

Other Attendees:

Greg Allison, MKEC
Ashley Bryers, WAMPO
Brent Clark, Valley Center
Cecelie Cochran, FHWA
Ryan Dowling, KDOT
Tanner Faust, MAPD
Nick Flanders, WAMPO
Dora Gallo, WAMPO

Alan Kailer, Bike Walk Wichita
ThaiBinh Ninh, MAPD
Ronald Nuessen, Benesch
Lynn Packer, Sedgwick Co.
Chad Parasa, WAMPO
Marcela Quintanilla, WAMPO
Tia Raamot, Wichita Transit
David Schwartz, KDOT

Eldon Taskinen, WAMPO
Emily Thon, WAMPO
Cailyn Trevaskiss, WAMPO
Tyler Voth, WSP
James Wagner, Wichita
Natalie Walls, MAPD
Kristen Zimmerman, PEC

1. Burt Ussery called the meeting to order at 10:07

2. Regular Business

A. Approval of May 23, 2022 Agenda

Discussion: Chair Ussery announced that Agenda Item 4C, "Update: Statewide Performance Measures," would be moved to the end of the New Business portion of the meeting.

Action: Moved to approve agenda as presented. Motion passed (12-0).

Motion: Jim Weber

Second: Shawn Mellies

B. Approval of April 25, 2022 Minutes

Discussion: None

Action: Moved to approve minutes. Motion passed (12-0).

Motion: Jim Weber

Second: Shawn Mellies

C. Director's Report

i. Overview

ii. New Staff Introductions

New WAMPO staff members were introduced: Emily Thon – Transportation Planning Intern, Eldon Taskinen – Transportation Planning Intern, Cailyn Trevaskiss – Transportation Planning Intern

iii. New Website Organization

New groupings and appearance, but the URL remains the same. A search bar and translation were added.

3. Public Comment Opportunity:

One public comment was submitted via email prior to the meeting. Jane Byrnes: "I ALWAYS advocate for safe design and maintenance of out-of-vehicle transportation—and also for FUNDING of active (such as bike lanes) and/or alternate transportation (such as railroads). Car-centric engineers and decision-

makers must acknowledge that getting folks safely OUT of cars contributes to safety, health and independence for schoolchildren, seniors, disabled, even tourists! Best wishes for a successful meeting.”

4. New Business

A. Action: REIMAGINED MOVE 2040 Administrative Modification

Ashley Bryers and Nick Flanders presented a proposed administrative modification to *REIMAGINED MOVE 2040*, WAMPO’s long-range Metropolitan Transportation Plan. Administrative modifications do not require a public comment period or a redemonstration of fiscal constraint, but they do need to be approved by the Transportation Policy Body (TPB). In light of that requirement, WAMPO staff decided to first submit the administrative modification for a recommendation from the TAC.

The proposed administrative modification affects one project, “US-54/400 Expansion – East” (a KDOT-sponsored project). The only change to this project is altering its time band from 2025-2040 to 2020-2040, because KDOT plans to start the project earlier than 2025. There is no change to the project’s cost, so the proposed administrative modification does not affect the MTP’s fiscal constraint analysis. There is no change to the number, spatial extent, or nature of the projects in the MTP, so the Environmental Justice analysis is not affected, either.

Discussion: None

Action: Motion to approve the MTP administrative modification, as recommended by WAMPO staff, and send to TPB with recommendation for its approval. Motion passed (12-0).

Motion: Jim Weber

Second: Shawn Mellies

B. Action: FFY2021-FFY2024 Transportation Improvement Program (TIP) Special Amendment 6.5

Ms. Bryers and Mr. Flanders reported that a request for a Special Amendment to the FFY2021-FFY2024 TIP, outside of the regular TIP amendment schedule, was received and the public comment period for that Special Amendment (#6.5) took place during April 23, 2022 through May 22, 2022; no comments were received. The Special Amendment maintains the fiscal constraint of the TIP and it will be consistent with *REIMAGINED MOVE 2040* if the TPB approves the MTP administrative modification referred to in the previous agenda item.

TIP Special Amendment #6.5 includes three projects that require formal action and one project that requires an administrative adjustment:

Formal Action Required

Project Name	Change	Type of Formal Action/Change
Academy Avenue Improvements from Maize Road to Maize City Park (2022) (City of Maize)	Increase (32.9%, \$2,055,972) in the cost estimate, all from local funds.	Significant modification
US-54 (E. Kellogg Ave) in Sedgwick/Butler counties for consultant project oversight and preliminary phases (2022, 2028) (KDOT)	Add Utility Relocation and Right-Of-Way acquisition phases; split out a portion of the Preliminary Engineering phase to a separate project; change title from "US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties" to "US-54 (E. Kellogg Ave) in Sedgwick/Butler counties for consultant project oversight and preliminary phases"; increase (74.5%, \$25,890,000) in the cost estimate, from state and NHPP funds.	Significant modification
US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties (2022, 2023, 2028) (KDOT)	Add new KDOT project to the TIP, \$276,000,000	New project

Administrative Changes (do not require formal action)

Project Name	Change
KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022 (2022, 2023) (KDOT)	Small increase (21.4%, \$1,500,000) in the cost estimate, from state and NHPP funds; updated Administrative Contact from Rene Hart to Kristi Wilson.

Mr. Ussery asked for clarification on whether or not WAMPO-suballocated funds are used on the new project "US-54 (E. Kellogg Ave) in Sedgwick/Butler Counties". Mr. Flanders answered that they are not.

Action: Motion to approve TIP Special Amendment #6.5, as recommended by WAMPO staff, and send to TPB with recommendation for its approval. Motion passed (12-0).

Motion: Shawn Mellies

Second: Jim Weber

D. Update: Bike/Ped Count Locations – Past Years and Potential Additional Locations this Year

Dora Gallo presented and current and proposed locations for the annual WAMPO Bike/Ped count. The proposed new count locations are at 13th St. and Broadway and at 21st St. and Hillside St., both in Wichita.

The call for volunteers for the 2022 count is now open at <https://www.wampo.org/volunteer>. The 2022 count will be held September 21st, 22nd, and 24th.

Les Mangus asked if a count location on the Redbud Trail at Andover Rd. could be added; Ms. Gallo responded that it could. Shawn Mellies asked if the proposed count location at 13th St. and Broadway could be moved to 15th St. or 17th St.; Ms. Gallo responded that it could.

E. Update: TIP/MTP Open House

Ms. Bryers discussed the upcoming joint open house for *REIMAGINED MOVE 2040* Amendment 2 and the FFY2023-FFY2026 TIP. It will be at the Wichita Public Library Advanced Learning Library, 711 West 2nd St. N, Conference Center C, Wichita, KS 67203, on Wednesday, June 29th, 2022, from 4:00 PM to 6:30 PM. It will be a come-and-go event.

Mr. Ussery asked if the open house would be for the public to attend or just for TAC and TPB members to attend. Ms. Bryers responded that it would be for the public to attend.

C. **Update: Statewide Performance Measures**

David Schwartz discussed KDOT's tracking and setting of targets for Performance Measures (PMs) that are required to be reported to the FHWA (as of the passage of the Fixing America's Surface Transportation (FAST) Act), all to support 7 federal goals for the transportation system. As part of this, KDOT has a new Transportation Safety division. WAMPO must decide whether to set its own PM targets or adopt the ones set by KDOT. The required federal PMs are divided into the categories of safety, system condition, and system reliability.

- Safety PM targets need to be adopted annually and the measures include five-year rolling averages of overall fatalities, fatality rates per VMT, overall serious injury, serious injury rates per VMT, and nonmotorized fatalities and serious injuries; setting safety PM targets is difficult because current-year data are usually not available. For safety PMs, KDOT has set aspirational targets.
- The system-condition PMs include Interstate pavement conditions, non-Interstate National Highway System (NHS) pavement conditions, and NHS bridge conditions; all pavement/bridges is/are rated "good," "fair," or "poor," and, by federal rule, no more than 5% of pavement/bridges may be "poor." Thanks to new maintenance funding in KDOT's IKE program, system-condition PMs in Kansas are expected to improve.
- The system-reliability PMs include the percent of Interstate person-miles that are reliable, the percent of non-Interstate NHS person-miles that are reliable, and the NHS Truck Travel Time Reliability Index. "Reliability" is considered to only be late about one time out of twenty. System reliability is a newer PM category.

An unnamed commenter asked if there are any consequences for not meeting PM targets; Mr. Schwartz responded that flexibility would be lost in how some funds are spent, as they would need to be used specifically for meeting targets. Mr. Ussery asked if the PM data KDOT collects is available at the MPO level and Mr. confirmed that it is. Chad Parasa asked what the formal process is for MPOs to help KDOT with its PM targets. Mr. Parasa also ask how WAMPO can use safety data from other parts of the state to glean lessons for its own area; Mr. Schwartz responded that the new KDOT Bureau of Transportation Safety plans to hire data analysts who will partner with local jurisdictions. Matt Messina asked if the PM data portal that Mr. Schwartz showed during his presentation is publicly available, and Mr. Schwartz responded that it is not yet, but will be in the next month. Mr. Messina also commented that in states where vulnerable-road-users account for 15% or more of traffic fatalities, a new Vulnerable Road User Special Rule will apply, requiring that at least 15% of Highway Safety Improvement Program (HSIP) funds be focused on those vulnerable users, or else the money will need to be returned to the federal government; Jim Weber asked what is a "vulnerable road user" and Mr. Schwartz and Mr. Messina responded that it includes pedestrians and bicycle-riders.

5. **Committee Reports/Updates**

A. **Safety & Health Committee**

The next Safety & Health Committee meeting is scheduled for Wednesday, August 3, at 9:30 AM. The agenda and meeting link will be distributed.

B. **Active Transportation Committee**

The next Active Transportation Committee meeting is scheduled for Wednesday, June 1, at 9:30 AM. The agenda and meeting link have been distributed.

6. Other Business

Mr. Ussery acknowledged and thanked Danielle Gabor and Justin Shore, who are new members, for being at the meeting so that TAC could have a quorum.

7. Meeting Adjourned at 11:10 A.M.

The next regular meeting will be held on Monday, June 27, 2022 at 10:00 AM.