



# Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, April 22, 2024, @ 10:00 AM

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

Meeting Duration: *59 minutes*

Voting Members in Attendance		
Russ Kessler, <i>TAC Chair</i> Raven Alexander, <i>Wichita Transit</i> Marcy Aycock, <i>REAP</i> Jack Brown, <i>Public Health</i> Brent Clark, <i>Freight Movement</i> Craig Crosse, <i>Regional Pathways</i> Duane Flug, <i>KDOT</i> Danielle Gabor, <i>SCAC</i>	Jolene Graham, <i>Economist</i> Paul Gunzelman, <i>Wichita</i> Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lizeth Ortega, <i>Air Quality</i> Lynn Packer, <i>Sedgwick County</i> Allison Smith, <i>KDOT</i>	<b>Alternates</b> Tonja Howard, <i>Wichita Transit (non-voting)</i> Emily Jensen, <i>CTD #9 (voting)</i>
Other Attendees		
Lauren Bulcroft, <i>WAMPO</i> Lonnie Burklund, <i>JEO</i> Dylan Cossaart, <i>WAMPO</i> Chaitanya Dodda, <i>WAMPO</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i> Jeremy Hill, <i>CEDBR</i> Angeline Johnson, <i>Greater Wichita Partnership</i>	Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Ethan Kershaw, <i>Wichita</i> Brett Letkowski, <i>TranSystems</i> Mike Malone, <i>JEO</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i> Kim Neufeld, <i>WAMPO</i> Chad Parasa, <i>WAMPO</i>	Marcela Quintanilla, <i>WAMPO</i> Paul Ricotta, <i>Caliper</i> Riley Schmitz, <i>Wichita</i> Kyle Thomas, <i>WAMPO</i> James Wagner, <i>Wichita</i>

**1. Chair Russ Kessler called the meeting to order at 10:01 AM.**

**2. Regular Business**

**A. Approval of April 22, 2024, Agenda**

**Discussion:** None.

**Action:** Approve the April 22, 2024, agenda, as proposed. (13-0)<sup>1</sup>

**Motion:** Brent Clark

**Second:** Lynn Packer

**B. Approval of March 25, 2024, Meeting Minutes**

**Discussion:** None.

**Action:** Approve the March 25, 2024, meeting minutes, as proposed. (13-0)

**Motion:** Brent Clark

<sup>1</sup> Three (3) voting TAC members did not arrive until after the votes to approve the April 2024 agenda and March 2024 minutes. 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 assistance accessing meeting recordings call – (316) 779-1313 or email – [wampo@wampo.org](mailto:wampo@wampo.org).

**Second:** Danielle Gabor

### C. Director's Report

#### i. Bimonthly TIP Project Statuses

Peter Mohr, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) includes a Reasonable Progress Policy, under which projects programmed to receive WAMPO-suballocated funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are to have progress reports every two months. The TIP Project Statuses report for April 2024 was shared.

April 2024 TIP Project Statuses - <https://bit.ly/April2024-TIP-Project-Statuses>

#### ii. MTP 2050/FFY2025-FFY2028 TIP: Project Selection Committee (PSC) Meetings

Mr. Mohr explained that 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). 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:

Shawn Mellies asked if WAMPO anticipates any projects not being included in the MTP. Mr. Mohr explained that not all projects will be placed on the fiscally constrained project list for WAMPO-suballocated funds because the combined costs of all the proposed projects are greater than the projected WAMPO-suballocated federal funding through 2050. Projects not included on the fiscally constrained list for WAMPO-suballocated funds will still be included in MTP 2050 in an illustrative list and will be eligible for other Federal funding programs.

Allison Smith asked if WAMPO had revenue projections for all funding sources (local revenue, state revenue, WAMPO-suballocated Federal funds, and non-suballocated Federal funds), indicating that the PSC should review expected revenues from all sources prior to project selection. Mr. Mohr and Chad Parasa, WAMPO, said that staff have been working on the revenue projections and will share them with the PSC before projects are selected for MTP 2050.

Craig Crossette asked why the project with the WAMPO I.D. 40-511 is not listed in the table of projects for MTP consideration. Nick Flanders, WAMPO, explained that it is the "Maple Street Pathway" project, which was submitted by Sedgwick County to be carried over unchanged; it is not listed because it is not requesting any additional funding beyond what it has already been awarded in the FFY2023-FFY2026 TIP.

### iii. **Safe Streets and Roads for All (SS4A) Grant Updates**

Kim Neufeld, WAMPO, explained that in December 2023, WAMPO was awarded a Federal Safe Streets and Roads for All (SS4A) demonstration grant in the amount of \$940,000. WAMPO staff are working with the FHWA to start the process of using those funds and working with awarded jurisdictions to identify eligible demonstration projects.

Having completed the prerequisite adoption of a Comprehensive Safety Action Plan (CSAP), WAMPO intends to apply for an SS4A implementation grant. SS4A implementation grants focus on the execution of strategies in the CSAP, which may involve major safety-related infrastructure improvements. WAMPO staff will prepare an application for the 2024 round of implementation-grant funding, the deadline for which is May 16, 2024. For the 2025 round of SS4A implementation-grant funding, WAMPO will issue a Request for Proposals (RFP) for a consultant to assist with preparing an application. WAMPO member jurisdictions are encouraged to provide WAMPO staff with projects that they would like included in the implementation-grant applications.

#### **Discussion:**

Lynn Packer asked about a listed April 2024 deadline for the implementation-grant application process and whether member jurisdictions could still provide WAMPO staff with projects for the 2024 application after that date. Ms. Neufeld responded that the April 2024 deadline was for WAMPO to submit a form on the basis of which a determination would be made of whether the adopted CSAP meets all requirements for SS4A implementation-grant funding, as opposed to a deadline for providing project information. WAMPO has not yet heard back from the Federal government on whether the CSAP meets all requirements.

### iv. **Automatic Bicycle/Pedestrian Counters Update**

Dora Gallo, WAMPO, shared that, since 2012, WAMPO has conducted manual bicycle and pedestrian counts, facing challenges like volunteer shortages and adverse weather. To improve data collection, WAMPO is procuring advanced bicycle- and pedestrian-counting camera systems through a Request for Proposals (RFP) that was open from February 14, 2024, through March 15, 2024. Automated, camera-based counts will enhance accuracy and efficiency. Currently, WAMPO is in the vendor-awarding phase of procurement, ensuring chosen partners meet strict requirements for accuracy, data integration, and scalability, reflecting WAMPO's commitment to enhancing transportation data collection.

### v. **Upcoming Requests for Proposals (RFPs)**

Mr. Mohr announced that WAMPO is preparing to issue several Requests for Proposals (RFPs) for consultants to assist with the region's Intelligent Transportation Systems (ITS) architecture, Travel Demand Model (TDM) update phase 2, Safe Routes to School (SRTS) planning assistance, and a Safe Streets and Roads for All (SS4A) 2025 implementation-grant application. Active Requests for Proposals will be posted online at <https://www.wampo.org/wampo-is-hiring> and RFP submissions can be emailed to [wampo@wampo.org](mailto:wampo@wampo.org).

**vi. FFY2023-FFY2026 TIP Amendment 8 Public Comment Period 05/03/2024-05/17/2024**

Mr. Mohr discussed the Public Comment period for Amendment 8 to the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2023-2026 (October 1, 2022, through September 30, 2026). The 15-day Public Comment period will be held from May 3, 2024, through May 19, 2024. TIP Amendment 8 will be brought to the Technical Advisory Committee (TAC) for a recommendation on May 20, 2024, and to the Transportation Policy Body (TPB) for approval on June 11, 2024. The FFY2023-FFY2026 TIP and amendment schedule can be viewed at <https://www.wampo.org/transportation-improvement-program>.

**3. Public Comments**

None.

**4. Action**

**A. Congestion Management Process (CMP)**

Mike Malone, JEO, introduced one of the subtasks of the Travel Demand Model update project, the development of a Congestion Management Process (CMP), sharing that CMPs are 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 is actively collaborating with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. A CMP represents an invaluable planning asset, as it describes a structured framework to systematically identify, analyze, and manage congestion. As the region continues to experience growth in population, economic activity, and transportation demand, ensuring efficient and reliable transportation networks is vital. Congestion on the transportation network not only hampers economic development but also diminishes the overall quality of life of residents. Addressing congestion challenges requires a strategic and comprehensive approach, including the utilization of a CMP.

Lonnie Burklund, JEO, provided a detailed review of the CMP and its development, a comprehensive effort involving various stakeholders and coordination with the development of Metropolitan Transportation Plan 2050 (MTP 2050). The CMP serves as a guiding framework to manage congestion systematically, relying on accurate and up-to-date data to evaluate projects' impacts on congestion. The process involves defining the network, analyzing survey responses, and establishing performance measures aligned with regional objectives. The presentation emphasized the importance of strategies like traffic flow optimization, signal timing enhancements, and public transportation improvements to reduce congestion and improve overall mobility in the WAMPO region. The CMP aims to create a cyclical process of programming, evaluation, and implementation to continually improve congestion management efforts and inform future planning. The TAC's recommendation on the CMP will be brought to the TPB for formal action on May 14, 2024.

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

**Discussion:**

Craig Crossette asked if congestion in suburban parts of the region was included in the analysis. Mr. Mohr and Mr. Parasa shared that the entire WAMPO region was evaluated, but the congestion hotspots identified are primarily within Wichita.

**Action:** Recommend the TPB approve the Congestion Management Process, as presented. (16-0)

**Motion:** Brent Clark

**Second:** Paul Gunzelman

## 5. Discussion/Updates

### A. Travel Demand Model (TDM) Update

Mr. Malone shared that WAMPO maintains a Travel Demand Model (TDM) for the region. The TDM forecasts travel demand and predicts future performance of the transportation network. To aid in the development of MTP 2050, WAMPO is working with consulting firm JEO and subcontractor Caliper to update the TDM and train WAMPO staff on its numerous functions and features.

Paul Ricotta, Caliper, explained what goes into a Travel Demand Model update and gave details on the software used, factors taken into account, data sources, and the approaches that were implemented. The TDM is used on a regional scale and helps with the development of the long-range Metropolitan Transportation Plan (MTP), the short-range Transportation Improvement Program (TIP), and the Congestion Management Process (CMP), which is used during metropolitan transportation planning for managing congestion with accurate, up-to-date information on system performance. The model has undergone final calibrations, WAMPO staff have been trained to use the completed model, and there will be ongoing model upkeep and usage training.

Mr. Burklund presented details about the use of a TDM for Environmental Justice (EJ) analyses, calculating equity and accessibility measures. EJ analyses help ensure that transportation projects will not have disproportionate negative impacts on disadvantaged communities.

Mr. Malone gave examples of TDM data requests and shared big-picture and comparative analysis tasks that the TDM can complete, including post-processing and certified traffic counts.

### B. MTP 2050 Public Engagement Round 2 Results Repost

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, adding clarity to ensure specific and clear input on transportation issues, and expanding 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 second 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 a wide range of 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 Metropolitan Transportation Plan 2050 (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 honed in 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. 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 TPB on May 14, 2024. A third round of public engagement focused on modes of travel is tentatively scheduled for Spring/Summer 2024.

### C. Population Projections

Jeremy Hill, CEDBR, explained that, in collaboration with Wichita State University's Center for Economic Development and Business Research (CEDBR), WAMPO recently developed population projections to the year 2050, incorporating projections calculated by/for WAMPO's individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants have worked together to develop a new methodology for creating projections, the details of which were presented. The new methodology will be applied to project WAMPO-region population growth and the draft projections will be presented to TAC and TPB for feedback before seeking approval.

#### **Discussion:**

Marcy Aycock, REAP, thanked Jeremy Hill for this work, sharing excitement to have these projections available.

### 6. Committee & Partnership Updates

None.

### 7. Other Business

None.

### 8. Meeting adjourned at 11:00 AM

**The next regular meeting will be held on Monday, May 20, 2024, at 10:00 AM.**