

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

Tuesday, November 28, 2023, @ 1:15 PM

In-Person

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

Virtual

*After registering you will
receive an email with how to
access the Zoom Meeting.*

[**HERE**](#)

**Metropolitan
Transportation Plan
2050**



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

November 21, 2023

WAMPO MTP 2050 Plan Advisory Committee

Name	Title	Agency	Interest
Lynn Packer	Interim 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
Kim Neufeld	Executive Director	Bike Walk Wichita	Bike/Ped
Tia Raamot	Traffic Engineer	Sedgwick County	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
Kim Edgington	Planning Administrator	City of Maize	Land use planning
Mike Tann	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



Meeting Summary

Planning Advisory Committee (PAC) Meeting Summary

Tuesday, August 22, 2023, @ 1:30 PM

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

Meeting Duration: 80 minutes

Attendance		
Lynn Packer, <i>Sedgwick County, Chair</i>	Scott Knebel, <i>Derby</i>	Tia Raamot, <i>Wichita</i>
Will Black, <i>SCAC</i>	Les Mangus, <i>Andover</i>	Allison Smith, <i>KDOT</i>
Ashley Bryers, <i>WAMPO</i>	Kristen McDaniel, <i>UCTC</i>	Jason Stephens, <i>Wichita Police Department</i>
Nick Flanders, <i>WAMPO</i>	Peter Mohr, <i>WAMPO</i>	Jessica Warren, <i>CTD #9</i>
Dora Gallo, <i>WAMPO</i>	Lizeth Ortega, <i>Wichita</i>	James Wagner, <i>Wichita</i>
Jessica Hutton, <i>WAMPO</i>	Julian Pando, <i>WAMPO</i>	
	Chad Parasa, <i>WAMPO</i>	

1. Welcome and Introductions: Lynn Packer, Chair, opened the Plan Advisory Committee meeting at 1:34 PM.

A. Roster

Chair Lynn Packer welcomed attendees to the second Metropolitan Transportation Plan (MTP) 2050 Planning Advisory Committee meeting. He asked everyone in the room and online to introduce themselves and state what agency they are with or who they represent.

B. February 22, 2023, Meeting Summary

Chair Packer asked the committee to review the February 2023 meeting summary. Members of the committee submitted no changes.

2. Public Engagement Round 1 Report

Julian Pando, WAMPO, provided an update on the first round of public engagement for the Metropolitan Transportation Plan. The first round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) ended on July 31, 2023, and included stakeholder meetings and a public survey. Data collected during this round of public engagement will help determine the vision, goals, and objectives of MTP 2050. Mr. Pando reported that WAMPO collected 832 surveys from community members and presented the insights gathered from those surveys.

MTP 2050 Survey Data Analysis - https://bit.ly/mtp2050_graphs

MTP 2050 Listening Session Summaries - https://bit.ly/Summaries_Compiled_Formatted

3. Revise Draft Vision, Goals, and Objectives Based on Round 1 Public Engagement

Ashley Bryers, WAMPO, explained how data collected during the first round of public engagement informs the MTP 2050 Vision, Goals, and Objectives. Ms. Bryers shared the vision of MTP 2050, provided an overview of goals and objectives, and then explained each MTP 2050 goal. The MTP 2050 Goals include the following:

- **Safe & Reliable:** Support transportation improvements, technologies, and programs that increase safety for all system users and improve travel times and ease of travel throughout the region.
- **Equitable & Accessible:** Improve access to all destinations in the WAMPO region by all modes of travel for all people.
- **Connected & Multimodal:** Improve connectivity for all system users and all modes of travel.
- **Environmental & Financial Stewardship:** Emphasize environmental protection and efficient use of funds.

Throughout the presentation, Ms. Bryers invited the committee to ask questions and share their feedback about the goals and objectives. The committee engaged in a robust discussion about the MTP goals and objectives. The discussion aligned with Ms. Bryers' presentation of each MTP 2050 Goal, which is reflected below.

Safe & Reliable

Scott Knebel asked how WAMPO is measuring travel times. Chad Parasa answered that the Travel Demand Model would help monitor travel times.

Upon asking if the committee recommended changes to the Safe & Reliable objectives, Mr. Knebel shared that the stated goal seems to fall short of the drive to zero crashes goal. He then asked whether there were funding requirements that would push WAMPO to write an objective that goes beyond "[reducing] fatalities and serious injuries." Ms. Bryers responded that the Safe Streets and Roads for All (SS4A) grant requires that the Comprehensive Safety Action Plan (CSAP) have a commitment from the Transportation Policy Body (TPB) to say they aim to achieve zero fatalities. Ms. Bryers confirmed that she would look into the SS4A requirements and make changes to the objective as necessary..

Mr. Knebel then commented that improving one mode of travel could reduce travel time for other modes of travel. In response, Jason Stephens recommended that the objective "Improve travel times for all modes – transit, auto, bike, and pedestrian" be changed to reflect the intent to create the "best possible outcome for each mode of transportation."

Chair Packer asked if changing the objective to the best possible outcome would conflict with the Safe Streets and Roads for All vision to drive to zero. Ms. Bryers clarified that the “best possible outcome” would apply to improving travel times.

Les Mangus added that reviewing the percentage of respondents who ranked each response to a ranking question in the survey in the top three is helpful to gauge the importance to the public of each type of transportation improvement.

Ms. Bryers then asked if the committee had any other strategies in mind that would improve/take care of the transportation system.

Mr. Knebel asked what it means to take care of the system. Ms. Bryers shared that it refers to maintaining the system. Mr. Mangus added that maintenance of the existing system may include making minor improvements that make the system work better.

Equitable & Accessible

Mr. Knebel commented that “getting to work” is not included as an option and that getting to work may not have naturally occurred to people as they completed the survey. Ms. Bryers said “getting to work” could be added to objective of “improve access to basic human needs & services (e.g., grocery stores, medical, work) ”.

Mr. Stephens asked if “[Improving] access” referred to public transportation. Ms. Bryers answered that access refers to all modes of transportation.

Connected & Multimodal

In response to Ms. Bryers’ question about how WAMPO could improve this goal, Mr. Knebel shared that it is important to consider making transit a more viable option. Still, he doubts that improvement strategies would be implemented. Ms. Bryers answered that a regional implementation plan is underway that would be fiscally constrained and, thus, more likely to move things forward.

Environmental & Financial Stewardship

James Wagner asked if WAMPO is already working on reducing greenhouse gas emissions. Ms. Bryers said that some work is being done.

Julian Pando stated that many people did not understand what “Utilizing cost-benefit analysis when selecting projects” meant, which is why the responses varied.

4. Studies Progress (Status and MTP Connection)

A. Comprehensive Safety Action Plan (CSAP)

WAMPO is developing a Comprehensive Safety Action Plan (CSAP), which will include a wealth of safety information for inclusion in the MTP, including a safety vision, goals, and targets, as well as various analyses of existing conditions and steps to implement the plan. Following a 30-day public comment period in August/September 2023, the CSAP will go to the TPB for approval.

Ms. Bryers provided an update on the progress of the CSAP and how it aligns with the goals and objectives of MTP 2050. She then informed the committee that WAMPO applied for a Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant in June and would apply for an Implementation Grant in 2024 or 2025

B. Electric Vehicle (EV) Network Plan

WAMPO is developing an Electric Vehicle Plan for the region. The plan-development process is currently in the public engagement phase, for which a public survey is in progress that will help WAMPO understand needs and identify potential goals and strategies for the plan. The survey is available at www.wampo.org/electric-vehicles through August 31, 2023.

Dora Gallo provided an update on the progress of the EV Network Plan and how it aligns with the goals and objectives of MTP 2050. She then explained that the purpose of the EV Network Plan is to determine where to build charging infrastructure.

C. Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP)

WAMPO is currently in the process of updating its Coordinated Public Transit - Human Services Transportation Plan. As part of the plan development, WAMPO launched a public survey available from June 16, 2023, through July 31, 2023. WAMPO analyzed the survey results and presented them to the United Community Transit Coalition (UCTC) on August 17, 2023.

Ms. Bryers provided an update on the progress of the Coordinated Public Transit-Human Services Transportation Plan and how it aligns with the goals and objectives of MTP 2050. She then explained that the CPT-HSTP is updated every five years. The public comment period for the CPT-HSTP will be open from August 24, 2023, through September 23, 2023. A draft of the CPT-HSTP can be accessed at

https://www.wampo.org/files/ugd/bbf89d_57f3634b4c9546b19e7db365755e9580.pdf.

D. Travel Demand Model (TDM)

In September 2022, WAMPO hired JEO Consulting, with subcontractor Caliper Corporation, to update the regional Travel Demand Model (TDM), which forecasts travel demand and the future performance of the transportation network for the MTP planning process. The TDM-update process will conclude in April 2024.

Peter Mohr, WAMPO, provided an overview of the Travel Demand Model (TDM) and an update on its status. Mr. Mohr also shared how the TDM aligns with the goals and objectives of MTP 2050.

E. Economic Development Report

WAMPO has partnered with JEO Consulting Group and the Center for Economic Development and Business Research (CEDBR) at Wichita State University to develop an Economic Development Report that will be incorporated into the Metropolitan Transportation Plan 2050 (MTP 2050). The Economic Development Report will provide critical insights on drivers of future transportation needs in the WAMPO region. A draft report is to be completed in August 2023. WAMPO has received various draft component reports that will be incorporated into the overall Economic Development Report. Other draft reports, including population forecasts and a cost/benefit model for transportation projects, are expected in August 2023.

Mr. Mohr provided an update on the progress of the Economic Development Report and how it aligns with the goals and objectives of MTP 2050.

F. Upcoming Studies: Intelligent Transportation Systems (ITS), Regional Active Transportation Plan, Safe Routes to School

Mr. Mohr provided an update that the Intelligent Transportation Systems Regional Architecture Plan will be incorporated into MTP 2050 as part of Chapter 4: System Management. The deployment of ITS elements, such as real-time traffic information systems, adaptive signal control, and incident management, contributes to achieving the long-term vision and objectives set by MTP 2050 for the region's transportation system. Staff are currently engaged in evaluating the existing status of the ITS plan and initiating communication with stakeholders in the region.

Nick Flanders, WAMPO, provided an update on the status of the Regional Active Transportation Plan and how it will align with the goals and objectives of MTP 2050. Mr. Flanders shared that WAMPO anticipates hiring a consultant to complete the plan upon completion of the City of Wichita's Bicycle Master Plan, to ensure that the plans do not contradict each other. Tia Raamot reported that Wichita will "kick off public outreach for the plan this weekend."

Mr. Flanders continued by providing an update on the status of Safe Routes to School (SRTS) planning efforts. He explained the purpose of SRTS and how it aligns with the goals and objectives of MTP 2050. SRTS serves the safety and multimodality goals of MTP 2050 by planning for infrastructure and behavioral programs that make it safer for children to walk, roll, or bicycle to and from school.

G. Project Cost Estimate Model

Mr. Flanders provided an update that WAMPO has hired Professional Engineering Consultants (PEC) to prepare a Microsoft-Excel-based Project Cost Estimate Model that will assist local jurisdictions in predicting the costs of transportation projects that they propose to be prioritized for Federal funding in MTP 2050, according to a consistent set of known assumptions. PEC will provide a draft model to WAMPO staff by September 1, 2023, and the final model is expected to

be ready for distribution with the opening of the combined MTP/TIP Call for Projects on September 15, 2023.

Mr. Flanders provided an update on the status of the Project Cost Estimate Model. He specified its purpose and how it aligns with the goals and objectives of MTP 2050.

5. Open Discussion

Tia Raamot, City of Wichita, asked if the Congestion Management Plan is part of the Travel Demand Model (TDM) update project. Peter Mohr and Chad Parasa informed Ms. Raamot that the CMP would be a standalone document that is informed by the TDM and MTP 2050.

6. Next Steps

A. Alternative Scenarios

Ms. Gallo explained the purpose of scenario planning and informed the committee that WAMPO would be developing alternative scenarios soon.

B. Progress Graphic

Ms. Gallo shared a graphic detailing the progress of MTP 2050.

She then informed the committee that she would email a Doodle poll by August 23 to determine the best time for the next PAC meeting, tentatively in November.

7. Meeting adjourned at 2:54 PM.

The next meeting is November 2023.



Agenda Item 2: Alternative Scenarios

Chad Parasa, Executive Director
Nick Flanders, Senior Transportation Planner
Dani Lasher, Public Outreach Planner

Executive Summary

WAMPO staff and consultants have prepared a set of potential scenarios for MTP 2050. The PAC is asked to discuss these scenarios and whether any changes are needed prior to gathering public input during the second round of MTP 2050 Public Engagement (December 2023-February 2024). In April 2024, the PAC will be asked to select a preferred scenario.

Background

WAMPO staff and consultants have prepared a set of potential scenarios for MTP 2050 to seek to realize. Each scenario represents a possible future for the region and is tied to the vision, goals, objectives, and performance measures of the plan. The PAC is asked to discuss these scenarios and whether any changes to them are needed. Public input on the scenarios will be gathered through MTP 2050 Public Engagement Round 2 (December 2023-February 2024), the results of which will be considered by the PAC when deciding on a preferred scenario for MTP 2050 in April 2024.

Proposed Alternative Scenarios

1. Maintaining the Current System
 - Focuses on the maintenance and preservation of existing investments.
 - Acknowledges the diminishing availability of local fiscal resources for transportation-related expenditures and the uncertainty of state and federal funding.
 - Assumes that all projects listed in the current MTP, *REIMAGINED MOVE 2040*, will be completed, but no others.
2. Core Resurgence
 - Focuses on maintaining and improving the existing transportation network for pedestrians, bicycles, transit, commercial vehicles, and private automobiles, rather than creating new routes or additional vehicular capacity.
 - Associated with infill development at human-scale densities.
 - Generally, includes projects that strategically improve or alter the collector/arterial roadway network and that tend to come at a lower cost, resulting in more overall projects and more “quick wins.”
3. Growth on the Edge
 - Focuses on expanding the roadway network and creating new routes for all modes of transportation.
 - Associated with greenfield development at rural and suburban densities.
 - Generally, includes projects that expand or significantly alter the collector, arterial, highway, and interstate roadway networks and that tend to come at a higher cost, resulting in fewer overall projects and fewer “quick wins.”

Staff Recommendation

Approve the alternative scenarios for MTP 2050 Public Engagement Round 2, as presented.



Agenda Item 2:

Alternative Scenarios

Chad Parasa, Executive Director
Nick Flanders, Senior Transportation Planner
Dani Lasher, Public Outreach Planner

Action Options

- » **Approve** the alternative scenarios for MTP 2050 Public Engagement Round 2, **as presented**.
- » **Not** approve the alternative scenarios for MTP 2050 Public Engagement Round 2.
- » **Approve** the alternative scenarios for MTP 2050 Public Engagement Round 2, **with specific changes**.

Next Steps

- » MTP 2050 Public Engagement Round 2 (December 2023-February 2024): Public input on the alternative scenarios and performance measures.
- » The PAC will select a preferred scenario in April 2024.
- » Selection of projects and priorities consistent with the preferred scenario in May 2024 (PSC and PAC).

Attachment

- » **Draft Alternative-Scenarios Outreach Materials**



Metropolitan Transportation Plan 2050 Scenario Planning

Scenario Planning combines demographic, economic, and development trends to help us think about the different ways the WAMPO region could grow and change over the next 25 years. It allows us to imagine “what if” ideas of how the community could develop and ensures that strategies and solutions put forward for the future are effective under a variety of circumstances.

Three potential scenarios have been developed that project differing regional futures. The base scenario focuses on maintaining the current system - reflecting projected population, employment, and economic trends, and includes the completion of projects in the current MTP. The other two scenarios imagine the region continuing to grow in one of two different ways: at the core or on the edge.

A preferred scenario will be selected using public and stakeholder input. The preferred scenario will be used in transportation modeling and will be referenced in future planning work.

WAMPO Region – Quick Stats (Based on the 2020 Census)

<35 Years

547,250

6.9%

Roughly 49% of the WAMPO region’s populations is under the age of 35.

Residents across 22 cities and three counties that live in the WAMPO region. This is an increase of 5.4% from the 2010 Census.

Housing units vacant in the WAMPO region. This is lower than the rate for the State of Kansas which is 10.8%.



Minutes is the average travel time to work in the WAMPO region.



Households in the WAMPO region that are single-vehicle households.



People is the average household size in the WAMPO region.

Scenario 1: Maintaining the Current System

Summary This strategy will focus on maintaining the current conditions and reflect the projected population, employment, and economic trends within the metropolitan area. The strategy assumes completion of projects from WAMPO's current MTP, REIMAGINED MOVE 2040.



Principles

- Continues the current focus on maintenance and preservation of existing investments.
- Acknowledges the diminishing availability of local fiscal resources for transportation-related expenditures and the uncertainty of state and federal funding.

Supporting Trends

- Local tax structure and revenue sources are relatively unchanged.
- Manufacturing, agriculture, energy, and health care will continue to be core industry sectors.
- Limited labor supply means limited potential growth.

Supportive Project Types

- Road and bridge rehabilitation projects.
- Road modernization projects.



Transportation Components

- Project outcomes will focus on maintaining current conditions and preserving existing networks.
- Existing infrastructure will continue to have adequate capacity to meet current projected population, employment, and economic trends.
- Assumes the completion of projects from the current WAMPO MTP, REIMAGINED MOVE 2040.
- Fixed-route transit will continue as a service provided primarily in the City of Wichita. The system will continue to provide routes to services, employment, education campuses, and entertainment centers.



Scenario 2: Core Resurgence

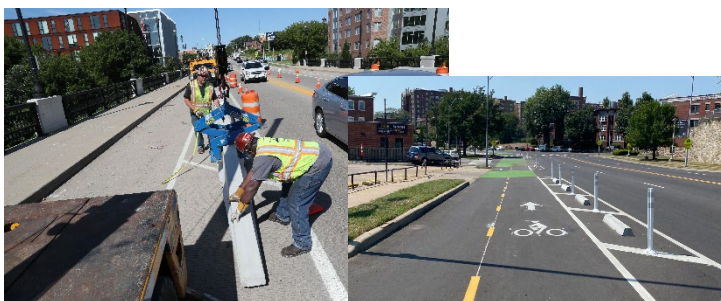
Summary This scenario encourages the development of well-connected, walkable, and accessible neighborhoods by focusing on maintaining and improving the existing network for all modes of transportation.

Principles

- Focuses on maintaining and improving the existing transportation network for pedestrians, bicycles, transit, commercial vehicles, and private automobiles rather than creating new routes or additional vehicular capacity.
- More closely tied to a future development approach demonstrated by infill development at human-scale densities.
- Generally, includes projects that strategically improve or alter the collector/arterial roadway network, and tend to come at a lower cost. Thus, this scenario has more projects and more “quick wins.”

Supporting Trends

- Increased demand for a variety of housing types and walkable development in established urban areas and town centers.
- Decrease in household size and growth of one-person households.
- Increased demand for walkable development and low-cost transportation modes.



Supportive Project Types

- Bicycle/pedestrian safety projects.
- Wichita/regional transit network plan.
- Walk/bike-to-school safety improvements.
- Arterial and collector roadway safety improvements.

Transportation Components

- Denser development promotes alternative modes and active transportation.
- Projects are focused on Complete Streets improvements that accommodate all users and close existing network gaps.
- Focus on equity.
- Fixed-route transit service is truly a regional system.
- Transit receives a greater share of regional funding based on its larger regional role.
- Funds are distributed based on the greatest demand for services and may be concentrated in the highest-impact areas.
- Expand and increase service frequency throughout the transit system.
- Flexibility in project-type funding.

Scenario 3: Growth on the Edge

Summary This scenario focuses on continued greenfield development on the periphery of Wichita and in suburban communities and the associated expansion of the roadway network.

Principles

- Focuses on expanding the roadway network and creating new routes for all transportation modes.
- This scenario is more closely tied to an approach demonstrated by greenfield development at rural and suburban densities.
- Generally, includes projects that expand or significantly alter the collector, arterial, highway, and interstate roadway networks, and tend to come at a higher cost. Thus, this scenario has fewer projects and more limited “quick wins.”

Supporting Trends

- The demand for new housing units in the region is greatly outpacing the rate of new construction.
- Low-density suburban development continues to occur on the outskirts of Wichita and in suburban communities.
- Increasing awareness of the preference to “age in place” and the need to provide a variety of housing options to seniors.

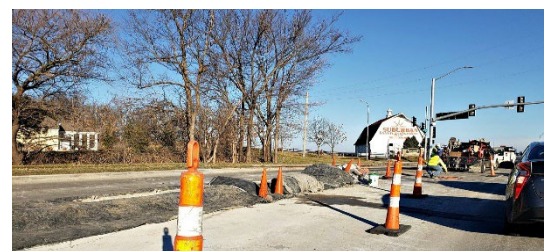


Supportive Project Types

- Expansion of collector, arterial, highway, and interstate roadway networks.
- Expansion of bicycle/pedestrian routes.

Transportation Components

- Demand for transportation services continues to increase.
- The privately owned vehicle continues to be the primary mode of personal transportation.
- Projects are focused on expansion or significant alteration of existing transportation networks.
- Funds are more concentrated due to higher individual project costs.
- Fixed-route transit will continue as a service provided primarily in urban areas.
- On-demand transportation services supplement transit and extend its reach to suburban areas.





**Agenda Item 4:
Cost Estimation Model**

Chad Parasa, Executive Director
Nick Flanders, Senior Transportation Planner

Executive Summary

To aid WAMPO member jurisdictions in the preparation of applications for the combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP) and create consistency in how project-cost estimates are generated, WAMPO tasked Professional Engineering Consultants (PEC) with creating a cost estimation model for use by applicant jurisdictions. Microsoft-Excel-based cost-estimation worksheets are available through the WAMPO website, on the same webpages as the Call for Projects application, for eleven different project categories. Future-year costs are estimated by applying a 4.5% per year inflation rate to current (2023) dollar amounts.

Background

A combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP) is open from September 15, 2023, through January 5, 2024. Jurisdictions may download Call for Projects applications and resources from either <https://www.wampo.org/mtp2050> or <https://www.wampo.org/transportation-improvement-program>.

Among other things, applicant jurisdictions must provide cost estimates for projects they propose for inclusion in MTP 2050, however, this application requirement presents two problems. First, many of the smaller jurisdictions in the WAMPO region do not have the resources to prepare cost estimates for every project they wish to submit for consideration. Second, if every jurisdiction is left to estimate project costs in a manner of their choosing, they may inadvertently arrive at very different estimates for comparable work, especially when the projects may not begin for up to twenty-five years in the future. To address these two problems, WAMPO tasked the consulting firm Professional Engineering Consultants (PEC) to create a cost estimation model. With that model, jurisdictions can generate project-cost estimates with relative ease and relatively little specialized knowledge, increasing the number of projects that can be submitted and the number of jurisdictions they can come from. Furthermore, if all jurisdictions default to using the same cost estimation model, all estimates will be based on a common set of assumptions (e.g., unit prices, inflation rates), resulting in a measure of consistency and fairness when the Project Selection Committee (PSC) weighs the cost of one potential project against another.

About the Cost Estimation Model

For transparency and ease of use across computer systems, PEC created the cost estimation model in Microsoft Excel. Since different types of projects incur different costs, the model consists of eleven distinct worksheets, each for a different project category, and each downloadable from the same webpages as the Call for Projects application (see above):

- » Bridge Rehabilitation
- » Bridge Replacement
- » Roadway Reconstruction
- » Roadway Expansion
- » New Roadway
- » Turn Lane
- » Traffic Signal
- » Bike Lane
- » Intersection
- » Sidewalk and/or Multiuse Path



Agenda Item 4: Cost Estimation Model

Chad Parasa, Executive Director
Nick Flanders, Senior Transportation Planner

These categories are not exhaustive of all types of projects that a jurisdiction might submit, so some estimates (e.g., for transit-vehicle-replacement projects) will need to be made without the help of the cost estimation model, but still with documentation of the assumptions that went into the estimates. Similarly, some projects will fit one of the above categories but have special circumstances that the model does not account for; in these cases, documentation will be requested for any additional information used to generate a cost estimate beyond what the model asks for or assumes.

For consistency with the project-cost estimates that KDOT produces for its projects, the model applies an inflation rate of 4.5% per year to costs originally expressed in 2023 U.S. dollars. For projects submitted for the FFY2025-FFY2028 TIP, year-of-expenditure costs are estimated for 2025, 2026, 2027, and 2028. For projects submitted to be included in MTP 2050 but not in the FFY2025-FFY2028 TIP, applicants must select a time band in which they anticipate the project happening, either 2029-2032, 2033-2040, or 2041-2050; the modeled cost estimates will assume each project happens in the middle of its selected time band.

For More Information

If applicant jurisdictions have any questions about the cost estimation model or the Call for Projects in general, they are requested to contact Nick Flanders, WAMPO Senior Transportation Planner, at nicholas.flanders@wampo.org (to whom finished applications also should be submitted).

WAMPO hosted an online workshop on November 8, 2023, for the combined MTP 2050 and FFY2025-FFY2028 TIP Call for Projects. The workshop included a presentation by WAMPO staff on the steps involved in submitting projects and resources available to help with submissions, followed by an open Q&A session and a discussion of what to expect going forward. A recording of the workshop and the PowerPoint presentation detailing how to complete the Call for Projects Application are available on the WAMPO website at <https://www.wampo.org/mtp2050> or <https://www.wampo.org/transportation-improvement-program>.



Executive Summary

WAMPO staff and consultants are developing several reports that will become appendices to MTP 2050, expanding on key aspects of the region’s long-term transportation-planning priorities and the factors that must be considered in service of those priorities. A draft Economic Development Report has been developed, with the final report to be completed in early 2024. An updated Travel Demand Model (TDM) for the region is being developed by consultants, who are now calibrating it for enhanced accuracy. A draft Comprehensive Safety Action Plan (CSAP) has been developed and will be submitted to the TAC and TPB for approval on November 27 and December 12, 2023, respectively. Finally, a public survey has been conducted to inform the development of an Electric Vehicle (EV) Plan, which will include the identification of locations for future EV charging infrastructure.

WAMPO staff and consultants are developing several reports that will become appendices to MTP 2050, expanding on key aspects of the region’s long-term transportation-planning priorities and the factors that must be considered in service of those priorities.

Economic Development Report

MTP Connection

The Economic Development Report will contain current and forecasted future demographic and economic data on the WAMPO region. Since economics and demographics drive the demands placed on the transportation system, this report’s inclusion as an appendix in Metropolitan Transportation Plan 2050 (MTP 2050) will provide important insights for future transportation planning.

Status

Consultants at JEO have analyzed numerous reports generated by their subcontractor, the Center for Economic Development and Business Research (CEDBR), and have developed a draft Economic Development Report for inclusion as an appendix to MTP 2050. WAMPO staff are reviewing this draft report and considering changes to it, the final report is planned to be completed early in 2024.

Travel Demand Model (TDM)

MTP Connection

WAMPO maintains a Travel Demand Model (TDM) for the region. WAMPO’s primary uses of the model are to forecast travel demand and to evaluate the future performance of the region’s transportation network as part of the metropolitan transportation planning process for MTP 2050 and beyond, as well as to ensure compliance with Federal Highway Administration (FHWA) regulations. WAMPO outsources all model work, including large-scale updates, support services, and other associated tasks.

Status

The consultant teams at JEO and Caliper report that the TDM is currently being calibrated for enhanced accuracy. Tentatively, the consultants will train WAMPO staff on use of the TDM in December 2023, with the goal of WAMPO staff being ready for the application of the model in January 2024 (e.g., MTP 2050 project-scoring, Congestion Management Process).



Comprehensive Safety Action Plan (CSAP)

MTP Connection

The Comprehensive Safety Action Plan (CSAP) reports traffic safety statistics for the WAMPO region and lists specific steps to improve these safety metrics. As safety is a critical consideration in any transportation project, the inclusion of the CSAP in MTP 2050 is important for guiding transportation-planning priorities.

Status

The CSAP was developed through a ten-month process and was open for public comment from September 19 – October 19, 2023. In response to public input, the document now begins with a policy statement establishing that safety is a priority in transportation planning and the project selection process. The draft CSAP (<https://www.wampo.org/safety>) will be presented to the Technical Advisory Committee and Transportation Policy Body for approval on November 27 and December 12, 2023, respectively.

Electric Vehicle (EV) Plan

MTP Connection

The Electric Vehicle (EV) Plan will support Metropolitan Transportation Plan 2050 (MTP 2050) by advancing the use of EVs to improve air quality and foster economic development. WAMPO has an opportunity to embrace emerging technologies by reducing gaps in EV-charging infrastructure and eliminating obstacles to widespread EV adoption.

Status

Development of the EV Plan began in early 2023 with the completion of an Existing Conditions Report that detailed current charging infrastructure and EV ownership in the WAMPO region. This was followed by the completion of a public survey covering the topics of EV ownership, driving habits, and the state of current EV charging infrastructure, with 577 respondents. The survey results can be found at <https://www.wampo.org/electric-vehicles>. Next steps include identifying specific locations for EV charging infrastructure and securing federal grant funding along with local matching funds for the eventual deployment of physical infrastructure.