



Technical Advisory Committee (TAC) Meeting Notice

Monday, November 28, 2022, @ 10 am

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](#)

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Chad Parasa, TAC Secretary

November 22, 2022

Meeting Minutes

Technical Advisory Committee (TAC) Meeting Summary

Monday, October 24, 2022, @ 10:00 AM

Hybrid Meeting, Online, 271 W. 3RD STREET, STE. 203, WICHITA, KS 67202

Meeting Duration: 55 minutes

Members in Attendance:

Burt Ussery, *TAC Chair*

Raven Alexander, *Wichita Transit*

Mike Armour, *Wichita*

Jack Brown, *Regional Pathways*

Danielle Gabor, *SCAC*

Annette Graham, *Coordinated
Transit District #9*

Jolene Graham, *Economist*

Tom Hein, *KDOT*

Mary Hunt, *Urban Land Use
Planning (Wichita)*

Gary Janzen, *Wichita*

Les Mangus, *Butler/Sumner
Counties*

Shawn Mellies, *Wichita*

Matt Messina, *KDOT*

Nina Rasmussen, *Air Quality*

Justin Shore, *SCAC*

Dan Squires, *SCAC*

Jim Weber, *Sedgwick County*

ALT.

Tonja Howard, *Wichita Transit*

Lynn Packer, *Sedgwick County*

Other Attendees:

Greg Allison, *MKEC*

Stephen Banks, *MAPD*

Ashley Bryers, *WAMPO*

Ron Colbert, *Valley Center*

Nick Flanders, *WAMPO*

Dora Gallo, *WAMPO*

Alicia Hunter, *WAMPO*

Alan Kailer, *Bike Walk Wichita*

Brett Letkowski, *TranSystems*

ThaiBinh Ninh, *MAPD*

Ron Nuessen, *Benesch*

Chad Parasa, *WAMPO*

Marcela Quintanilla, *WAMPO*

Tia Raamot, *Wichita*

Brad Shores, *JEO*

Eldon Taskinen, *WAMPO*

Cailyn Trevaskiss, *WAMPO*

Tyler Voth, *WSP*

James Wagner, *Wichita*

Kristen Zimmerman, *PEC*

1. Chairman Burt Ussery called the meeting to order at 10:00 AM.

2. Regular Business

A. Approval of October 24, 2022, Agenda

Discussion: None

Action: Approval of October 24, 2022, Agenda. (10-0)¹

Motion: Chairman Burt Ussery

Second: Jim Weber

B. Approval of July 25, 2022, Meeting Minutes

Discussion: None

Action: Approval of September 26, 2022, Minutes. (10-0)

Motion: Mike Armour

Second: Jim Weber

¹ Seven TAC members did not arrive until after the votes to approve the October 2022 agenda and September 2022 minutes had occurred, but were present the subsequent vote on the 2023 UPWP.

C. Director's Report

i. MTP 2050 Development Phases

Ashley Bryers and Chad Parasa presented key milestones for the development of the 2050 MTP. The formation of a Plan Advisory Committee (PAC) is underway from September to November 2022. A Call for Projects will take place from September 2023 through January 2024, with project selection from February 2024 through June 2024. TPB approval for the 2050 MTP will be sought on May 13th, 2025. WAMPO staff will update the TAC at every meeting on the progress of this project.

ii. RFP Updates

Comprehensive Safety Action Plan (CSAP)

Ashley Bryers updated the TAC on the Comprehensive Safety Action Plan (CSAP) Request for Proposals (RFP). The CSAP RFP closed on September 2nd, 2022, and the selection committee is currently reviewing proposals. This plan will help to reduce traffic fatalities and serious injuries. By having this plan, WAMPO will then be eligible to apply for a Safe Streets and Roads for All (SS4A) grant from the Federal government, applications for which are due in September 2023. Ashley presented the CSAP timeline, currently, WAMPO is in the consultant selection process. WAMPO will present a contract with a consultant to TPB for approval on November 8, 2022.

Economic Development

Ashley Bryers informed the TAC that the Economic Development Report will help WAMPO create a cost/benefit analysis for transportation projects while identifying objectives of diversifying and growing the economy. WAMPO issued an RFP for the Economic Development Report on September 20, 2022, which will close on November 4, 2022, at 5:00 pm (CT).

iii. Public Participation Plan Development

Ashley Bryers said WAMPO hosted an open house for public comments on the plan on October 20th, 2022. The public comment period is from September 30th to November 14th, 2022. WAMPO will bring the Public Participation Plan to the November TAC and December TPB for approval.

iv. Travel Demand Model Update

Chad Parasa updated the TAC on the Travel Demand Model (TDM), which forecasts travel demand and evaluates the future performance of the transportation network for the MTP process. The contract with JEO Consulting Group Inc. was executed at the September TPB meeting. The Travel Demand Model starts this month and concludes in April 2024. Alicia Hunter mentioned to the TAC that she is collecting and reviewing data while working with the consultants. If any jurisdictions have AADT data, WAMPO would appreciate it if that data was sent to WAMPO.

3. Public Comments

No public comments were received.

4. New Business

A. Action: 2023 UPWP

Ashley Bryers reported on the 2023 UPWP. Every year, WAMPO must adopt a UPWP, which is the primary budgeting document for planning activities WAMPO will undertake in the upcoming fiscal year.

Every summer, WAMPO begins preparing the next year's UPWP by considering existing activities and adding new activities based on federal requirements, budgets, and input from FHWA, FTA, KDOT, Wichita Transit, the TAC, and the TPB. Potential 2023 UPWP tasks were presented and discussed with the TAC on July 25 and the TPB on August 9 and September 13.

Funding for the UPWP comes from various sources, including federal Comprehensive Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% local funding). The 2023 UPWP's total expenditures are \$2,115,250.

The WAMPO Public Participation Plan requires a thirty-day public comment period for the UPWP. The public comment period began on September 30 and will close on October 30. Any public comments will be presented to the TPB before they consider the document for approval. So far, no public comments have been received.

Discussion: Gary Janzen, City of Wichita, asked if TIP fees help cover WAMPO's local-match costs. Ms. Bryers and Chad Parasa, both answered yes to the question. Mr. Janzen asked if a table of TIP fee rates by year could be added to the UPWP narrative and Ms. Bryers responded that it could.

Action: Recommend the TPB approve the 2023 Unified Planning Work Program, as proposed (17-0).

Motion: Gary Janzen

Second: Jim Weber

B. Discussion: 2050 MTP Plan Advisory Committee

Ashley Bryers informed the TAC that there are open spots to fill for the MTP Plan Advisory Committee. *REIMAGINED MOVE 2040*, WAMPO's long-range Metropolitan Transportation Plan (MTP), was adopted in June 2020. Federal regulations require MPOs to update their MTPs every five years. Thus, it is time to start planning for the 2050 MTP, as the new MTP must be approved by June 2025. WAMPO staff have begun developing a proposed Plan Advisory Committee, based on the committee that was formed to develop *REIMAGINED MOVE 2040*.

WAMPO staff would like to propose a two-tier structure. The first tier would be the Plan Advisory Committee, which would guide the planning process and be comprised of local/state government staff and representatives of professional organizations. The second tier would be a "roundtable" of interested residents. Roundtable meetings would be held in alternating months

with those of the Plan Advisory Committee. WAMPO would ask interested residents to let WAMPO know their priorities, to help ensure a balance of points of view in discussions.

Discussion: A discussion was held on who would and should be on the committee including James Wagner for the City of Wichita, the Sedgwick County Association of Cities (SCAC), the Mobility Manager, and adjusted people due to upcoming retirements.

C. Update: Traffic Counts Map

Alicia Hunter presented about traffic counts. Traffic counts are reported as the number of vehicles expected to pass a given location on an average day of the year. They help transportation planners understand roadway volume and changes in volumes over time.

Traffic counts are reported as Annual Average Daily Traffic (AADT). KDOT collects traffic counts across the State, with over 60,000 count locations. Locations are counted on a cycle, so of the over 60,000 locations, KDOT will collect counts for 8,000 to 10,000 of those locations each year. Over the past few years, KDOT has been in the process of contracting out traffic counts for the City of Wichita. For the WAMPO region, traffic counts are also collected by Sedgwick County, the City of Wichita, and WICHway.

WAMPO staff have created conceptual AADT count maps for vehicles and freight. These maps show AADT along segments of the major arterial roads within the WAMPO region.

Discussion: Mike Armour commented about rechecking some of the traffic counts. Jim Weber also mentioned that he feels that some of the traffic counts were high. Dan Squires also thinks the traffic counts near Derby should be around 20-25,000. Ms. Hunter said she would look into the questions.

D. Update: Demographic & Socioeconomic Methodology Forecasting Draft

Alicia Hunter presented on the demographic and socioeconomic forecasting for the region. Population forecasts, or projections, are used for making informed decisions about which investments and growth patterns will bring the greatest benefit to the region and increase opportunities. The Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) develops population projections for the WAMPO region and Sedgwick County. These projections guide and inform future growth, development, and public infrastructure investments. WAMPO staff are coordinating with the MAPD, specifically Stephen Banks, to develop a report outlining the assumptions and methodologies for population projections. This report is a work in progress and will continue to develop as more information is gathered from MAPD and input is received from TAC members and local jurisdictions.

WAMPO will continue its coordination with MAPD to develop and complete an assumption and methodology report for population projections. WAMPO staff are seeking input from TAC members and local jurisdictions on revisions to the population growth rates for their cities. So far, four responses requesting revisions have been received and all such requests and other comments are requested to be submitted by November 4, 2022.

Discussion: Dan Squires, SCAC, asked for clarification on how the projections are done. Stephen Banks, MAPD, explained the process of updating growth rates for individual cities to be more reasonable while still matching control totals for future-year regional population. Both population and economic development data were used to generate population projections for the region. Kristen Zimmerman, PEC, asked what is the current thinking on how these (once finalized) city-level totals will be disaggregated into Traffic Analysis Zones (TAZs). Mr. Parasa responded that the goal is to eventually disaggregate the projections to the TAZs in the Travel Demand Model.

E. Update: Bike/Ped Counts Report 2012 - 2021

Cailyn Trevaskiss presented the Bicycle and Pedestrian Projections Data Report. From 2012 to 2020, counts were conducted at 35 locations; in 2021, three new locations were added. Counts were conducted at each location for two hours at midday and two hours in the evening on one of two weekdays, either Wednesday or Thursday and at midday on Saturday. The count locations were either a screenline (a line across a path or road the crossing of which is counted) or an intersection (where passage through the intersection in any direction is counted). WAMPO enlists support from approximately 70 community volunteers each year to collect this information.

This is the first year WAMPO is projecting these counts to represent larger swaths of time and traffic. Calculating projections from daily counts can be used to predict and analyze daily, weekly, monthly, and yearly volumes and averages. These projections and their methodology are based on national standards from the [National Bicycle and Pedestrian Documentation Project](#). This methodology allows planners to predict the AADT (Average Annual Daily Traffic) for bicycle and pedestrian counts each year.

WAMPO is developing an accessible online interactive map. The interactive map will allow for public access to past count data and current projections. All the bicycle and pedestrian count data, analysis, and projections are compiled in a comprehensive report, the WAMPO Bicycle and Pedestrian Projections Data Report 2012-2021.

<https://wampo.maps.arcgis.com/apps/webappviewer/index.html?id=098e4737763d4fc485e406c0716e5303>

Discussion: None

F. Update: Advance Construction Graphic

Nick Flanders gave an overview of the Advanced Construction graphic. WAMPO member jurisdictions who have not previously done so have expressed interest in possibly receiving WAMPO-suballocated funding on some of their future transportation projects through an Advance Construction (AC) arrangement. To assist member jurisdictions in determining whether they would like to pursue this option, WAMPO staff have prepared a [graphic summarizing how AC project funding works](#).

The project must first be programmed as an AC project in the WAMPO Transportation Improvement Program. Then, city and county governments must get permission from the Kansas Department of Transportation (KDOT) in order to employ an AC arrangement, and the local government must have the financial means to carry the cost of the project until the time when the federal government reimburses them. An AC funding arrangement may allow the cost of a large project to be reimbursed over multiple Federal Fiscal Years (FFYs) when there is not enough federal funding available in any one of those FFYs to adequately fund the project. Also, when some projects are programmed in the Transportation Improvement Program (TIP) to receive WAMPO-suballocated funds through Advance Construction, it provides WAMPO with an important tool for ensuring that, in the event of receiving deobligated funds from completed projects or otherwise having an unexpected change in funding availability, year-end suballocated-funding balances will remain reasonable, by shifting the FFY in which some AC spending is to be reimbursed backward or forward (with the permission of the project's sponsoring jurisdiction).

Discussion: Mary Hunt, MAPD, asked if there is a limit to how many years you can pull money from for this. Mr. Flanders replied that the preferred practice is to not program Advance Construction conversions (which start the process for reimbursement) past the period of the current 4-year TIP. Otherwise, WAMPO would be programming funds that they cannot be confident will be available.

5. Committee & Partnership Updates

A. Active Transportation Committee

Alan Kailer, ATC Co-Chair, informed the TAC that the ATC, at its last meeting, looked at the sidewalk inventory, health maps, and elements of an ideal bike plan. The next meeting is December 7th, 2022, online, at 9:30 A.M.

B. Safety & Health Committee

Jack Brown, SHC Chair, updated the TAC about the projections of the bicycle and pedestrian counts and reported that meeting attendance has been good. The next meeting is November 2nd, 2022, online, at 9:30 A.M.

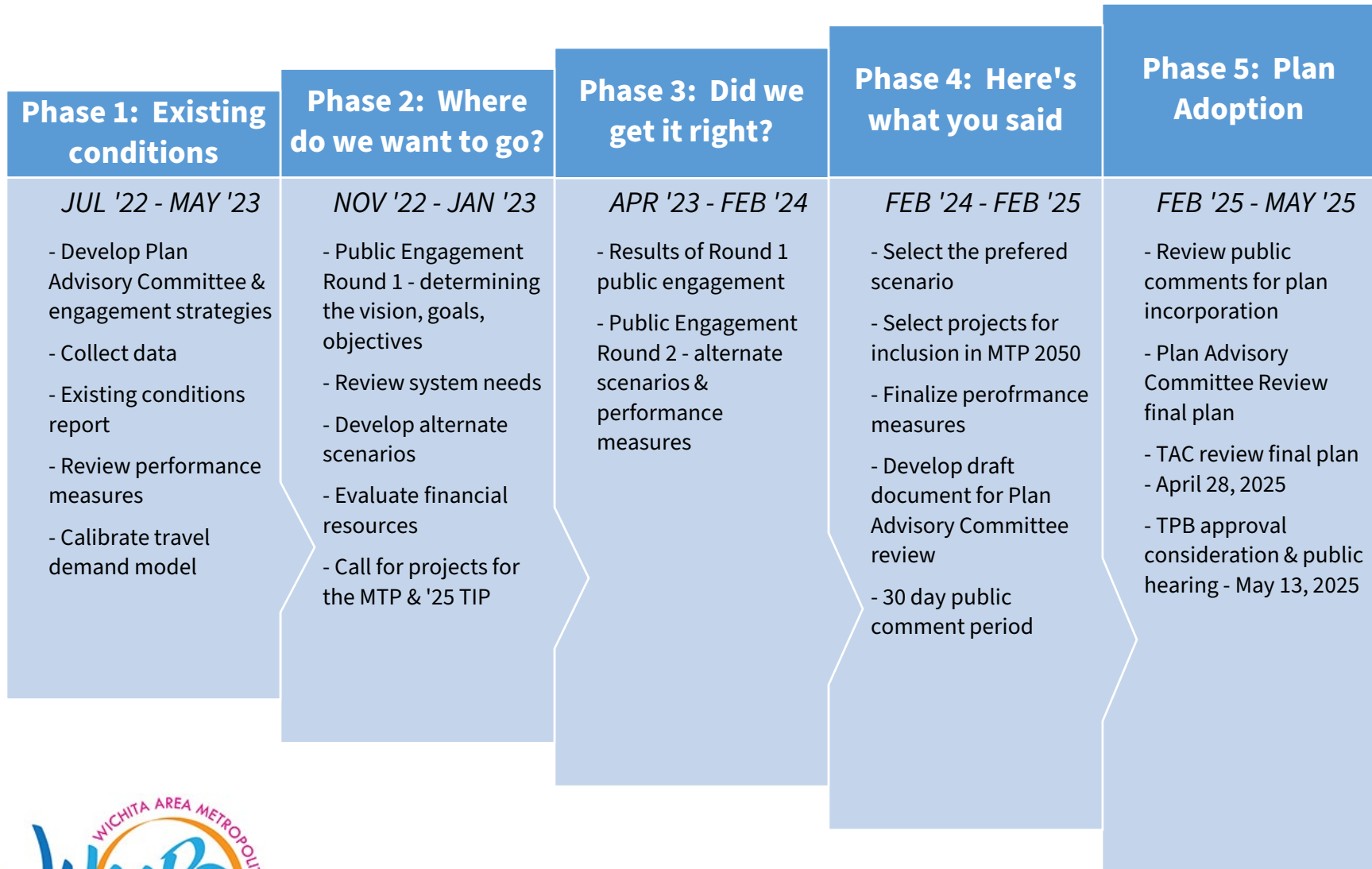
C. Wichita Transit

Raven Alexander, Wichita Transit, spoke about Wichita Transit ridership. Current ridership numbers have surpassed 2019 ridership numbers. She also mentioned that their Veteran ride-free pilot is now a permanent program.

6. Adjournment

Meeting adjourned at 10:55 AM. The next TAC meeting will take place on November 28, 2022, at 10 AM.

MTP 2050: 5 Phase Development Process





Agenda Item 3: Public Comment Opportunity

Burt Ussery, Technical Advisory Committee (TAC) Chair

Background

The Public Comment Opportunity is an open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents.

- » Matters related to personnel and litigation are not appropriate for public comment.
- » Rules of decorum will be observed.
- » Comments are limited to two (2) minutes per individual.
- » Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.



Agenda Item 4A: Action **Public Participation Plan**

Ashley Bryers, Transportation Planning Manager
Emily Thon, Public Outreach Coordinator

Background

The Public Participation Plan (PPP) is a document that describes WAMPO's strategies and techniques for informing and engaging the public throughout the 3-C (Continuing, Cooperative, and Comprehensive) transportation planning process. The PPP is crafted through a strategic, federally mandated process. This ensures consistency of WAMPO's practices from year to year and allows members of the public to know what to expect and how to be involved.

WAMPO's commitment to meaningful stakeholder engagement is the foundation of this plan. This plan guides our processes and informs public expectations of WAMPO. All quality transportation planning and project development require meaningful input from the public. In keeping with the requirements of Title VI of the Civil Rights Act of 1964, WAMPO encourages inclusive participation from everyone in the region. This includes WAMPO working to make meetings and the planning process, including meeting times and locations, as accessible as possible.

There are many ways for the public to get involved with WAMPO, as outlined in the PPP. WAMPO's advisory committees are open and accessible, and there are numerous ways to volunteer. The Techniques Toolbox lists many ways, including public meetings, workshops, newsletters, and other activities held during the development of transportation plans, studies, and projects.

Since WAMPO's last PPP update, in 2017, the structure, content, and style have been updated to reflect the program's growth and development. WAMPO conducted a public comment period that took place from September 27th to November 11th, 2022. There were no public comments.

Action Options

- » Recommend approval of the Public Participation Plan, as presented.
- » Not recommend approval of the Public Participation Plan.
- » Recommend approval of the Public Participation Plan, with specific changes.

Attachment

- » Draft Public Participation Plan

WAMPO

2022

PUBLIC PARTICIPATION PLAN



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The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

WAMPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Discrimination Complaint Form visit www.wampo.org or call 316.779.1313. WAMPO’s public participation process also satisfies Wichita Transit’s public participation requirements for their Program of Projects.

Contained herein are WAMPO’s current public participation goals, policies, and techniques including long-term improvements.

This Public Participation Plan is a tool to aid in WAMPO’s commitment to engage member communities, State partners, and Federal partners in support of the region’s economic, health, social, and environmental transportation goals.

More information about the WAMPO decision-making process, plans, programs, or general information may be found at:

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Facebook | www.facebook.com/wampoks/

LinkedIn | www.linkedin.com/company/wampo-ks

WAMPO Transportation Policy Body (TPB) Approval History

2007	2009	2011	2017	2022
November 13, 2007	March 10, 2009	November 8, 2011	January 1, 2017	[insert date, 2022]

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Introduction

Purpose

The Public Participation Plan (PPP) is a document that describes WAMPO's strategies and techniques for informing and engaging the public throughout the 3-C (continuing, cooperative, and comprehensive) transportation planning process. The goal and purpose of a PPP is to maximize public participation and its effectiveness at reaching audiences. Public participation is integral to the development of transportation policies, programs, and projects. WAMPO is responsible for actively involving all affected parties in an open, cooperative, and collaborative process that provides meaningful input opportunities that influence transportation decisions. WAMPO is committed to understanding its community's diverse transportation needs, concerns, and ideas related to the transportation system in the region.

WAMPO's Commitment

WAMPO's commitment to meaningful stakeholder engagement is the foundation of this plan. All quality transportation planning and project development requires meaningful input from the public. WAMPO understands that people are often genuinely interested in what is happening in their community but do not know how they can effectively provide input to influence the outcomes of transportation plans or projects. The purpose of this plan is to make accessing information and opportunities for input easier for those interested in contributing.

Whether it be serving on a committee, providing written public comments, or sharing information at an open house, WAMPO recognizes the importance of input from the public and key stakeholders. This input is essential to the continuous improvement of the local transportation system.

Access for All

Title VI Requirements

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WAMPO receives federal financial assistance.

Thus, the Wichita Area Metropolitan Planning Organization (WAMPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and related statutes and regulations in all programs and activities.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. To view the process please visit www.wampo.org/title-vi.

Complaints can be filed directly with the Federal Transit Administration's Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

Accessible Information

Information on transportation plans, processes, and issues are available electronically on the WAMPO website. Hard copy versions of all information and documents are also available upon request. Reference copies of both the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) documents may be found at local WAMPO regional public libraries as shown in Figure 1. Wichita Public Libraries, or in City Hall offices in jurisdictions where no library exists.

Figure 1 Wichita Public Libraries

ADVANCED LEARNING LIBRARY 711 W. 2nd	FRIENDS USED BOOKSTORE 711 W. 2nd	ALFORD BRANCH 3447 S. Meridian	ANGELOU N.E. BRANCH 3051 E. 21st
EVERGREEN BRANCH 2601 N. Arkansas	ROCKWELL BRANCH 5939 E. 9th	WALTERS BRANCH 4195 E. Harry	WESTLINK BRANCH 8515 Bekemeyer

All WAMPO vital documents are available on the WAMPO website in English, Spanish and Vietnamese. These vital documents include the Title VI Notice, Title VI complaint form, Title VI rights brochure, and the WAMPO Citizen’s Guide. All remaining WAMPO plan and program documents, meeting notices, and other technical information can be translated individually upon request.

Traditionally Underserved Populations

Based on analysis of the geographic distribution and resident input, WAMPO has narrowed down specific outreach activities that include efforts to seek out, consider, and involve persons who have been traditionally underrepresented by existing transportation systems.

Efforts are tailored within communities where traditionally underrepresented populations (specifically minority and/or low-income persons) live, work, and access resources. Figure 2 highlights outreach approaches by population characteristics. The following outreach approaches will be considered individually for each community.

- » Publish ads and notices in local print media, radio, and other relevant outlets, particularly media targeted to minority and low-income populations.
- » Develop language outreach strategies, as determined by the Limited English Proficiency (LEP) Plan.
- » Hold public meetings in locations that are accessible via transit.
- » Location of a public event be physically accessible and ADA compliant i.e., an elevator if to meeting room is above the first floor.
- » Hold meetings outside core business hours near transit-accessible locations throughout the WAMPO region.
- » Develop and maintain partnerships with local leaders and advocates
- » Coordinate with schools, churches, affinity organizations and other relevant access points.

Figure 2 Traditionally Underserved Outreach Procedures

Outreach Approach	Minority	Low-Income	LEP	Disabled	Older Adults	Zero-Car Household
Targeted Ads & Notices	X	X	X	X	X	X
Language Outreach Strategies	X		X			
Transit-Accessible Meetings		X		X	X	X
Convenient Meeting Times & Locales		X		X	X	X
Partnerships	X	X	X	X	X	X
Coordination	X	X	X	X	X	

Consider the Communications Strategy

Bridging the gap between government and underserved communities can be daunting as there are multiple potential points of conflict, miscommunication, or even failure. While these systemic societal inequities won't dissolve overnight, a multichannel digital communications strategy can perform a lot of the heavy lifting. A multichannel approach enables an agency to meet its audience where they are, using the communication platforms they find most familiar and comfortable. That can be email, SMS/texting, partnerships with trusted community members, or a combination of several tools. WAMPO is making sure to continue its research into what we can do to be a more understanding and accommodating to all walks of life.

Environmental Justice Considerations

Environmental Justice (EJ) responsibilities involve identifying and addressing disproportionately adverse effects of WAMPOs programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

Environmental Justice considerations are analyzed in part through the public involvement approaches and techniques outlined in this document. For more information on EJ and the metropolitan planning process, please review the WAMPO metropolitan transportation plan online at www.wampo.org/metropolitan-transportation-plan.



Q Line
Trolley



Bike &
Pedestrian
Count

WAMPO's Direction for the Future

The fundamental objective of WAMPO's public involvement effort is to ensure that the concerns and issues of all those with a stake in transportation decision-making are identified and addressed. In addition to the WAMPO Transportation Policy Body and committees, transportation system stakeholders also include public and private transportation owners/operators, users of the system (freight, paratransit, bicyclists, etc.), taxpayers, and other resource agencies, to name a few.

Through public involvement, individuals will be given opportunities to gain insight to help define plan alternatives, as well as assist with identifying potential transportation related problems.

The following is a broad grouping of the three major constituency groups (Figure 3) identified based on the varying levels of engagement and understanding of the regional transportation planning process and associated issues:

- » *The Involved Public:* is both knowledgeable about transportation policy issues in general, as well as WAMPO's role in the regional transportation planning process. These individuals/organizations already actively participate in the process and have an extensive understanding of regional transportation issues and policy. Among others, this category may include elected officials.
- » *The Informed Public:* has some knowledge of transportation policy issues but is not familiar with WAMPO's role in the regional transportation planning process. This group also may not be fully aware of the regional context underlying the transportation challenges experienced throughout the region. This middle tier often includes community leaders and opinion leaders who work at the local level.
- » *The Interested Public:* has an inherent interest in transportation challenges but possesses little direct knowledge of transportation policy issues. This group, which is the largest of the three, includes the "general public," but it may also include community leaders or even elected officials who have limited exposure to transportation planning at any level.

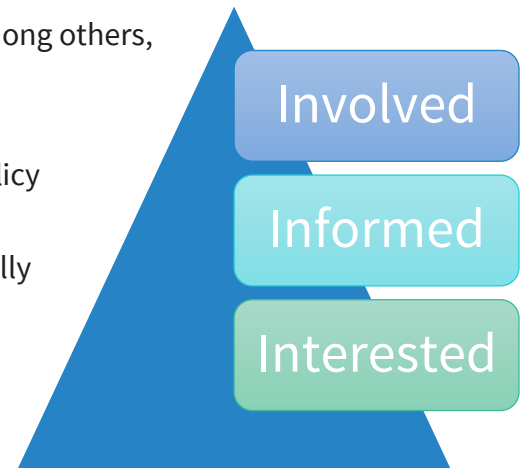


Figure 3 Engagement Triangle

This plan recognizes that transportation planning can be a complex and technical process. Many individuals may never have the time and/or interest to develop a full understanding of the system or process. Therefore, the associated plan goals and policies seek to utilize techniques that will be appropriate for gathering the input and opinions of people with varying amounts of available time, interest, and understanding. The goal of this plan is to move individuals up from the lower levels of engagement (interested/informed) into a knowledgeable, involved state.

Accessible Meetings

No one should be excluded from participating in the transportation planning process. To ensure the location and setup of public meetings do not exclude people from participating, public meetings should be held in locations accessible by transit and in buildings compliant with the Americans with Disabilities Act (ADA).

WAMPO meetings are typically held at venues that are easily accessible to a broad cross-section of individuals. When possible, public meetings and events are planned to include meeting space which offers free and/or accessible parking with accessibility to public transit routes and hours. All WAMPO meetings and advisory committees are held in facilities that are compliant with the Americans with Disabilities Act requirements.

WAMPO will, upon request and adequate notice, aid those with hearing and visual impairments, those with limited English proficiency, individuals who have a transportation disadvantage, and others requiring special assistance. Requests for translation and or interpretation services will be accommodated according to the WAMPO Limited English Proficiency (LEP) plan.

The WAMPO Limited English Proficiency (LEP) plan identifies populations within the WAMPO service area who have limited (or no) proficiency in the English language. The plan also provides guidelines to help ensure that information and services are accessible to all individuals with LEP. View the plan at www.wampo.org/title-vi.

Members of the public wishing to address topics that require translation/language assistance/services or other support during their presentation are urged to make their request in advance by 2 days of the meeting by emailing wampo@wampo.org or calling 316.779.1313.

Members of the public who may require special accommodations to participate in WAMPO meetings are asked to request assistance at least 48 hours in advance of the meeting by emailing wampo@wampo.org or calling 316.779.1313. WAMPO will make every effort to meet reasonable requests.

Meeting Notice to the Public

Official agendas for every regular public meeting, including Transportation Policy Body (TPB), Technical Advisory Committee (TAC), Executive Committee (EC) meetings, will determine the order of business for each meeting. Public notice of these regular meetings will be announced the prior year in November on the WAMPO website via the posted calendar, and reminders sent out through WAMPO social media and email lists.

TPB and Executive Committee meetings are announced through a paid public notice in the Wichita Eagle prior to each meeting. Agenda packets will be posted to the WAMPO website and distributed at least five (5) calendar days prior to the meeting via the e-subscription list and social media to those on the public notification list.

Requests to be added to the public notification list may be made at any time by emailing wampo@wampo.org or calling the main WAMPO phoneline at 316.779.1313.

Public notice information is also located in the “Meetings & Events” section of the WAMPO website at www.wampo.org/events. For more information about timely notice of other specific involvement activities refer to Figure 9 in 2022 Public Participation Plan Development section.



What is a Metropolitan Planning Organization?

Overview

A Metropolitan Planning Organization (MPO) carries out metropolitan transportation planning processes, usually including multiple municipalities, counties, or other units of local government. MPOs are required to represent all urbanized areas with populations over 50,000, as determined by the U.S. Decennial Census. MPOs are designated by an agreement between the governor(s) of the relevant state(s) and local governments. MPOs recognize the critical links between transportation and other societal goals, such as economic health, air quality, social equity, environmental resource consumption, and overall quality of life.

It is the job of an MPO to develop a regional transportation vision, direct planning, allocate federal funds, and engage the public and other stakeholders in this process.

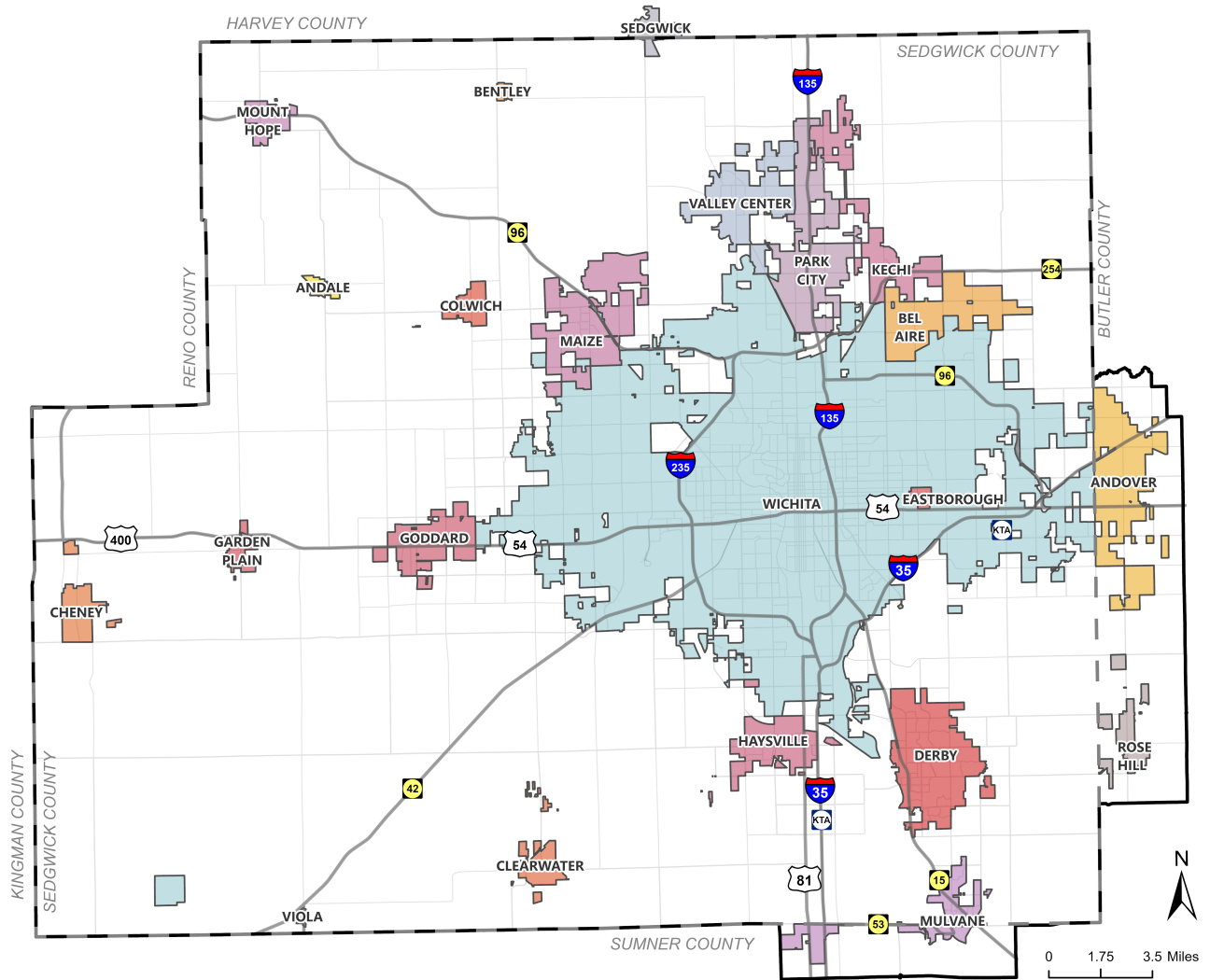
Wichita Area MPO

Wichita Area Metropolitan Planning Organization

The Wichita Area Metropolitan Planning Organization (WAMPO) is the designated MPO for the Wichita metropolitan region, with a planning area of over 1,036 square miles that includes urban, suburban, and rural communities. WAMPO's geographic boundary includes all of Sedgwick County and parts of Butler and Sumner Counties (Figure 4).

The Wichita Area Metropolitan Planning Organization (WAMPO) is responsible, in cooperation with the Kansas Department of Transportation and Wichita Transit, for carrying out the metropolitan transportation planning process in 22 cities and 3 counties in South Central Kansas. Appendix F has information about each of the cities in the WAMPO area.

Figure 4 WAMPO Area Map



WAMPO's Mission, Vision, and Core Values

WAMPO's Mission, Vision, and Core Values are what lead us to seek partnerships in the community and encourage us to look into the future to be a better version of ourselves.

MISSION STATEMENT

The Wichita Area Metropolitan Planning Organization (WAMPO) is the lead independent agency for coordinating priorities for regionally significant transportation investments in roads, highways, transit, rails, and bicycle and pedestrian facilities. In engagement with its member communities, and state and federal partners, WAMPO supports the region's economic and transportation goals.

VISION

WAMPO aspires to develop an integrated regional transportation network that safely and efficiently moves people and goods to their intended destinations and aligns investments in the region's economic and transportation goals.

CORE VALUES

Fairness

To all member communities and other regional stakeholders in establishing priorities and making high return on investment decisions.

Transparency

In openly communicating the when, what, how, and why of Board and Staff Decision making.

Public Engagement

Actively inviting, listening, and considering the ideas of those who have a stake in the agency's decisions.

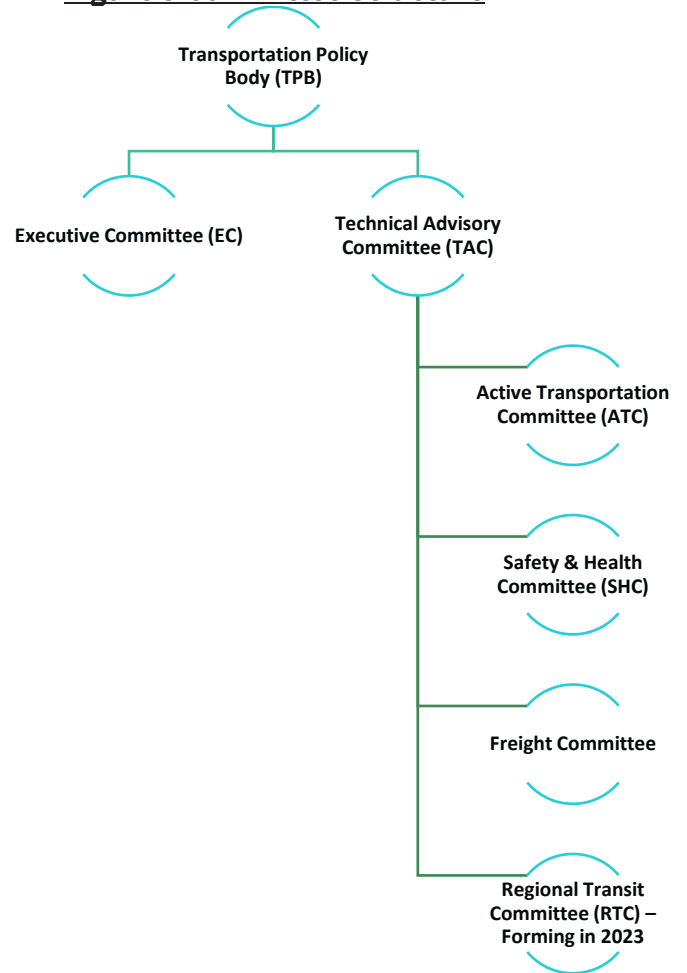
WAMPO's Committees Structure

The WAMPO Transportation Policy Body (TPB) holds the authority to approve transportation plans and federal transportation spending in the region (Figure 5). In making transportation decisions, they consider, among other things, recommendations from local advisory committees. These committees offer input from interested individuals, transit users, bicycle and pedestrian interests, businesspeople, representatives of special interest groups, and local technical experts like municipal engineers and planners. The advisory committees are a fundamental way for communities to involve themselves in planning transportation projects. Figure 4 shows the decision-making flow among the WAMPO board and committees.

Committees

The TPB chairperson has the authority to organize subcommittees, task forces, steering groups and other advisory groups or workgroups to guide the development of projects and agency activities as well as provide expertise on technical transportation issues. These groups (not TPB or TAC) are typically called together on an ad hoc basis. The composition of these groups is established at the discretion of the TPB and may include members of the public. Meeting agendas are distributed no less than 5 calendar days prior to the meeting.

Figure 5 Committee Structure



Collaborative Public Meetings

Transportation Policy Body (TPB)

<https://www.wampo.org/transportation-policy-body>

The Transportation Policy Body is made up of local elected officials, as well as regional and state representatives. The TPB provides comments, expertise, and guidance, and votes to give final approval to transportation plans any amendments to them. The TPB is the regional forum for transportation planning and establishes the vision for the future of the metropolitan area's transportation system. According to the TPB bylaws, special TBP meetings can be held with at least 24-hour notice prior to the meeting. The TPB bylaws and yearly meeting schedule can be accessed on the TPB webpage.

Technical Advisory Committee (TAC)

<https://www.wampo.org/technical-advisory-committee>

The Technical Advisory Committee (TAC) reviews technical information about transportation studies and issues, as well as provides the TPB with their professional recommendations on documents, plans, and activities. They also help with the adoption of transportation documents such as the biennial Transportation Improvement Program. The TAC bylaws do not specify a notice requirement for special meetings. Therefore, the TPB requirements of 24 hours prior to the meeting is utilized.

The TAC bylaws and yearly meeting schedule can be accessed on the TAC webpage.

Executive Committee

<https://www.wampo.org/executive-committee>

The Transportation Policy Body (TPB) first created the Executive Committee in January 2014. The Executive Committee's primary function is to provide strategic direction to staff on administrative service provision and other organizational, administrative matters. As per the bylaws, the Executive Committee membership includes the TPB Chair, the TPB Vice Chair, three voting TPB representatives who are nominated by the Chair and confirmed by the entire TPB, and a representative from KDOT. The bylaws also state that its membership is re-selected each year with the election of the Chair and Vice Chair.

The Executive Committee's duties and powers consist of the following, as per the TPB bylaws:

- » Exercise the duties and powers assigned to it by the TPB
- » Have the authority to act on behalf of the TPB (between regular meetings of the TPB or when a necessary quorum is lacking at a regular meeting of the TPB)
- » Supervise the affairs of the TPB between regular meetings

All actions taken by the Executive Committee are subject to prior direction and subsequent ratification of the TPB.

Active Transportation Committee (ATC)

<https://www.wampo.org/active-transportation>

The primary activities of this committee are updating reports on pedestrian/bicycle/trails infrastructure and reviewing and updating regional data and mapping. This committee updates the Technical Advisory Committee through reporting discussions on:

- » Inventory of pedestrian/bicycle/trails infrastructure
- » Review of regional pedestrian/bicycle/trails plans
- » System Connectivity in the Region
 - Identifying gaps, prioritizing proposed improvements through Inter-agency cooperation
- » Inventory of existing facilities including on street & off-street bike lanes, multi-use paths, as well as parking
- » Prioritize Regional Corridors
 - Integration with Transit Network
- » Safety

Safety & Health Committee (SHC)

<https://www.wampo.org/safety-committee>

The primary responsibilities of this committee are updating regional technical reports on Safety and Health. This committee will review and update regional data, and will also amend the technical reports through discussions regarding:

- » Updating Safety & Health Data Reports
- » Strategies for Reducing Crashes in the Region
- » Safety concerning all modes of transportation
- » Environment Air Quality including Ozone levels
- » Assisting in the creation of Educational Awareness Tools
- » Exploring new initiatives such as Vision-Zero Goals

Regional Transit Committee (RTC)

<https://www.wampo.org/regional-transit-committee>

This committee will be formed in 2023. It will focus on both the urban and rural area needs, goals, and strategies of public transit. Service transportation includes a broad range of transportation service options designed to meet the needs of transportation disadvantaged populations including older adults, disabled persons and/or those with lower income. This committee will provide the form to update and implement WAMPO's Coordinated Public Transit-Human Services Transportation Plan (found at www.wampo.org/public-transit).

Freight Committee (FC)

<https://www.wampo.org/freight-committee>

The primary responsibility of this committee is to address freight needs in a comprehensive manner and integrate freight planning into the ongoing multimodal transportation planning process.

Project Selection Committee (PSC)

<https://www.wampo.org/project-selection-committee>

The Project Selection Committee (PSC) is formed to evaluate candidate projects and develop recommendations for the assigned projects it is selected to review. It is composed of individuals appointed by the Chair of the Transportation Policy Body (TPB). Membership includes representatives from the TPB and member-jurisdiction engineering and/or planning staff. The PSC meets several times, as needed, throughout a given round of evaluating project needs and developing guidance on which projects should be funded or pursued. At these meetings, the PSC reviews project applications, discusses candidate projects, and develops a recommended list of projects.

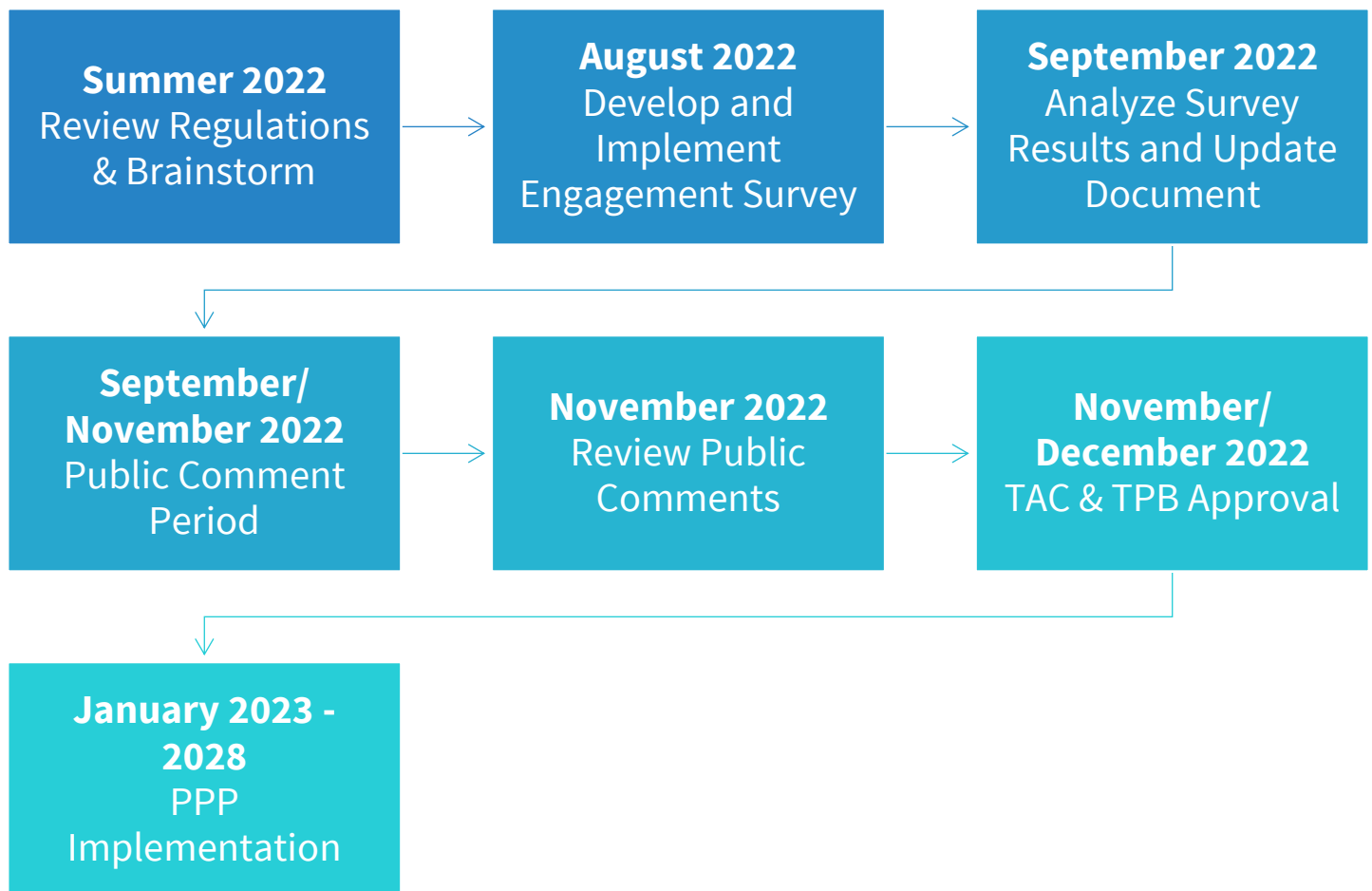
Transportation
Policy Body
Meeting



2022 Public Participation Plan Development

Staff began developing this plan over the summer of 2022. There was a brief public survey period in August with the results from that survey analyzed by staff to inform the plan of next steps and opportunities to enhance involvement. A public comment period took place from September to November 2022, giving the public 45 days to comment, suggest changes, and ask questions. In December (insert date) 2022, the Transportation Policy Body approved the approved the 2022 Public Participation Plan for WAMPO’s use over the next five years. See Figure 6 for a graphic of this development process. For more information, See [Appendix E: Plan Development](#).

Figure 6 Public Participation Plan Development



Key Survey Results

The Public Participation Survey was available August 15 – August 31, 2022. WAMPO Staff distributed the survey through email, at schools, a grocery store, and a laundry mat. 113 surveys were collected, none of the questions were skipped. The survey results helped inform this plan, especially the question asking how the respondent would prefer to provide input to WAMPO (Figure 7) and the analysis linking ages with communication preferences, as shown in Figure 7.

Full data results can be found in Appendix A.

When asked “How would you most prefer to provide your input about transportation planning to WAMPO?” respondents selected up to three:

Figure 7 Preferred Public Input Method

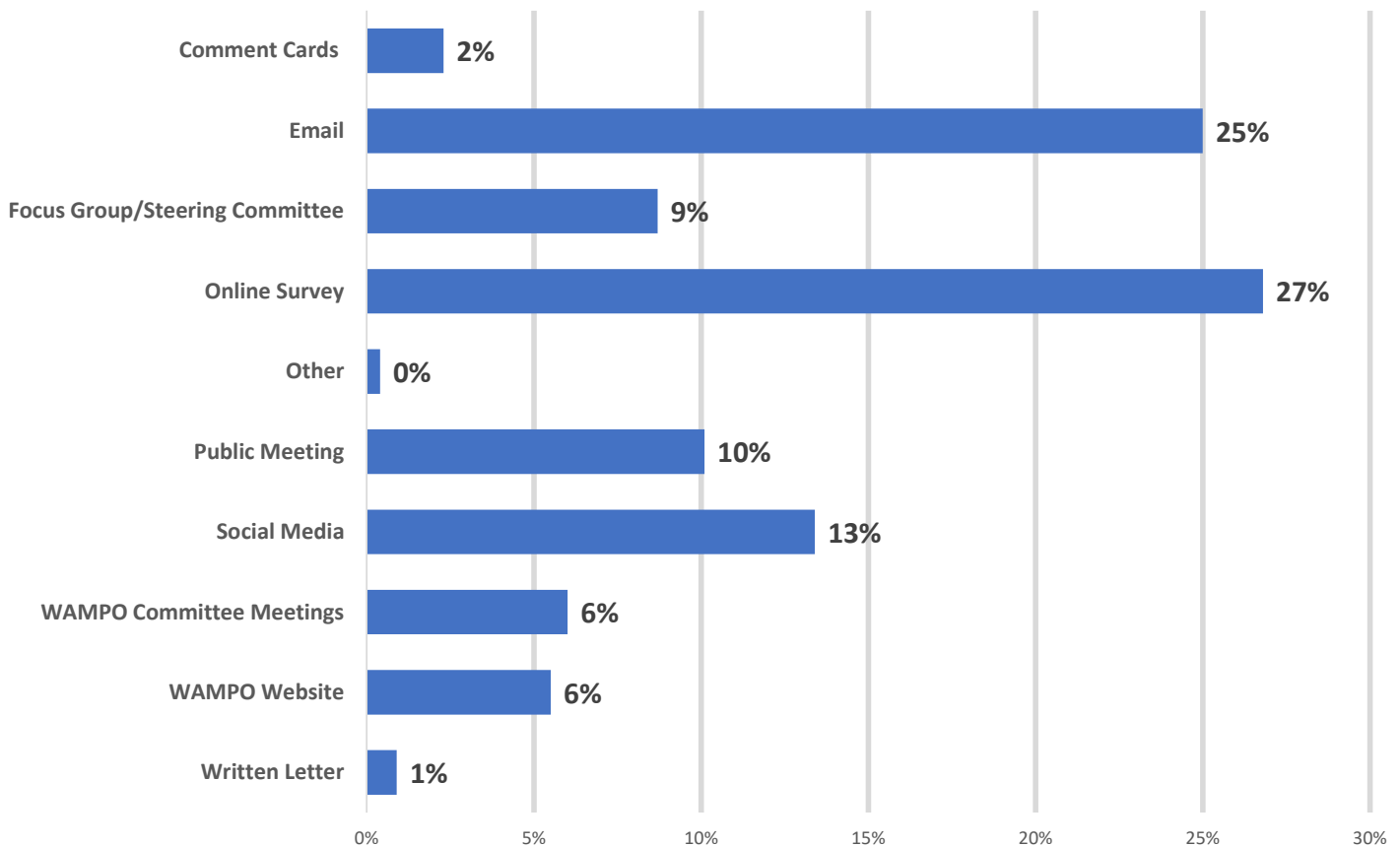
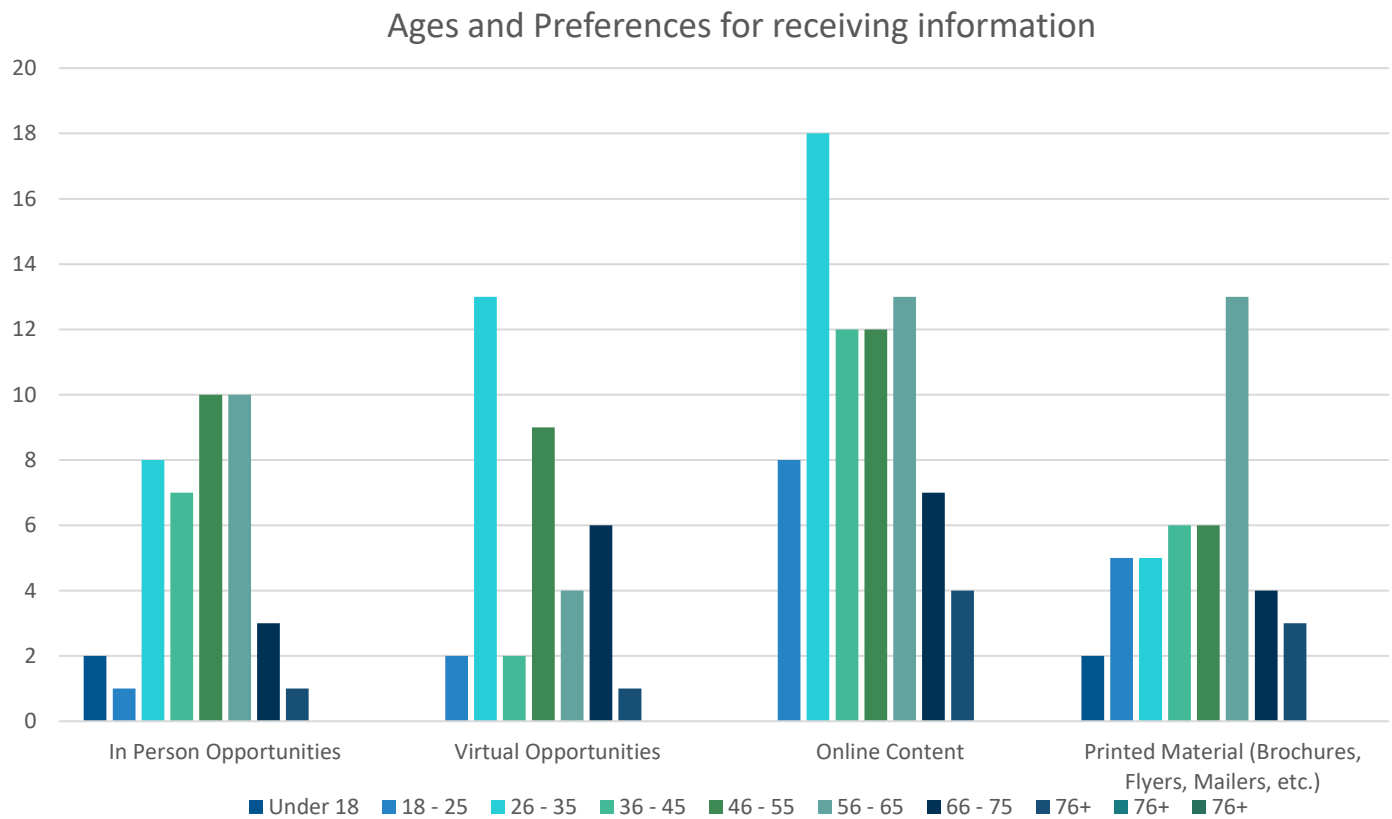


Figure 8 Ages and Preferences



WAMPO staff analyzed the correlation between age and how each age group prefers to give input. People ages 'Under 18-35' prefer to give input through online surveys, social media, and emails. People ages '35-55' prefer to also give input through online surveys, social media, and emails. People ages '56-76+' prefer to give input through online surveys, social media, emails, and public meetings. Below, each age group has listed its' top 5 ways in which people would prefer to give input. Within the list, which online surveys, social media, and emails were the same across all three age groups with an addition to public meetings for age group 56-76+.

Considering these findings, WAMPO plans to increase their use of online surveys, social media, and emails since that is the common-most way to contact the public.





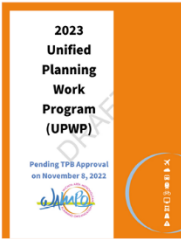

WAMPO Required Planning Documents


WAMPO maintains federally required plans, as well as other important planning documents. Federally required plans shown in Figure 9 include the Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, Public Participation Plan, and the Title VI Program Manual/Limited English Proficiency Plan. This section describes the different planning projects and the public participation process for developing and amending the plans.

Figure 9 WAMPO Planning Documents

WAMPO REQUIRED PLANNING DOCUMENTS

WAMPO maintains federally required plans, as well as other important planning documents. Federally required plans include the Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, Public Participation Plan, and the Title VI Program Manual/Limited English Proficiency Plan. This section describes the different planning projects and the public participation process for developing and amending the plans.

 <p>Sets the vision and strategy for all regional transportation decision-making for the next 20 years.</p>	 <p>Outlines how WAMPO works to achieve public participation in all planning activities.</p>	 <p>Includes administrative/oversight activities, regional demographics, board/committee demographic make-up, and planning/programming activities per federal requirements.</p>
 <p>Identifies specific projects planned to be implemented on the transportation system in the WAMPO region over a four-year period.</p>	 <p>Outlines the status of WAMPO planning activities, gives details about WAMPO work done in the previous year, and describes the WAMPO work that is scheduled for the upcoming year.</p>	 <p>Includes the number and proportion of LEP persons served, the frequency of contact with LEP persons, the importance of programs and services to LEP persons, and the resources available and overall costs of providing language services.</p>



Metropolitan Transportation Plan (MTP)

www.wampo.org/metropolitan-transportation-plan

The Metropolitan Transportation Plan (MTP) sets the vision and strategy for all regional transportation decision-making for the next 20 years. Updated every five years, the plan includes a multimodal list of priority transportation projects and strategies that fit within the region's anticipated funding capacity. If WAMPO is ever designated as an air quality non-attainment area, the MTP will need to be updated every 4 years to comply with requirements set forth in 42 U.S.C. 7407.

After the TPB approves the MTP, it becomes the official long-range plan for the WAMPO region. The MTP is sent to the WAMPO member jurisdictions, who may choose to adopt the MTP. The MTP is sent to KDOT, FHWA, and FTA for informational purposes. Full MTP updates require the TPB to release the plan for a 30-day public comment period. See Figure 6 for the public participation process for the development and review of the MTP.

REIMAGINED MOVE 2040 was approved by the TPB on June 9, 2020. The next full MTP update is required to be completed by June 2025.

MTP Amendments

Amendments to the MTP may be made between full updates to add or change projects, programs, or their Local, State, and Federal funding sources. Additionally, data updates are considered amendments. The TPB releases the draft MTP amendment for public comment prior to official adoption. The appropriate strategies listed in the Techniques Toolbox will be used to engage the public on the development of the plan and the public comment period. The TPB is required to release the plan for public comment. The public comment period is 30-days for full updates and for amendments that add new MTP projects, but 15-days if a project is already in the MTP but moving from the illustrative list to the fiscally constrained list or having its Funding Menu amount updated. Only chapters and appendices of the MTP to which modifications are proposed will be presented for public comment and approval.

MTP Administrative Adjustments

Administrative adjustments are minor revisions to the MTP that do not require public review and comment or redemonstration of fiscal constraint. Revisions may be made to correct minor inaccuracies or minor language/grammar mistakes, or other corrections that do not change the approved intent or content of the document. If a project needs to be adjusted from one time band to the next time band, this change can be addressed as an administrative adjustment. Once the administrative adjustment is processed, it will be posted on the WAMPO MTP Webpage online and shared with the TAC and the TPB at their next regularly scheduled meetings.

Transportation Improvement Program (TIP)

www.wampo.org/transportation-improvement-program

The Transportation Improvement Program (TIP) is an ongoing program that identifies specific projects planned to be implemented on the transportation system in the WAMPO region over a four-year period. It also identifies which entities and funding sources are committed to paying for the projects. The TIP is developed in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Kansas Department of Transportation (KDOT), Wichita Transit, the area's local governments, and other agencies that sponsor TIP projects. The TIP also serves as the Program of Projects (POP) for Wichita Transit. The TIP approval process satisfies the FTA's public hearing requirements for federal transit funds.

The TIP is federally required to be updated at least every 4 years; however, WAMPO typically updates it every 2 years. Once the TPB approves the TIP, it is sent to KDOT, FHWA, and FTA for further approval and then incorporated by reference into the State Transportation Improvement Program (STIP). Full TIP updates require a 30-day public comment period. See Figure 6 the public participation process for the development and review of the TIP.

The FFY2023-FFY2026 TIP was approved by the TPB on August 9, 2022. The next full TIP update will be completed for FFY2025-FFY2028 in 2024.

TIP Amendments

While the full TIP is typically updated every two years, amendments are scheduled approximately quarterly to maintain the accuracy of the program. Projects are added, removed, or altered through a regular amendment process. Amendments to the TIP often include major changes to total project cost, but the TIP is required to remain fiscally constrained. TIP Amendments require a 15-day public comment period. The following types of project changes are handled as formal TIP amendments, rather than as administrative adjustments:

- » Addition or removal of a project
- » Increase in the total cost of a project listed in the TIP by more than 25% or \$5,000,000, whichever is less
- » Any increase in the amount of WAMPO-suballocated federal funding on a project
- » Change to a project scope and/or location (project limits)
- » If the change does not qualify as an administrative adjustment and the change is not occurring during the full 4-year update, then the change will be processed as an amendment.

Emergency TIP Amendments

In the event of a declared state and/or federal emergency, or at the discretion of the WAMPO Director, WAMPO may elect to process emergency-related TIP amendments through an expedited public participation process — with a seven-day, rather than fifteen-day (as indicated in Figure 10, public comment

period. It is not intended to be used for normal amendments to circumvent the regular public comment period.

The public-comment-period notice will be shared through the same process as for regular TIP Amendments. The TAC and TPB can have special meetings with at least 24 hours' notice prior to each meeting.

TIP Administrative Adjustments

TIP Administrative adjustments include all revisions that are not formal amendments. Qualifying revisions are limited to:

- » Reducing the cost of/funding for a project
- » Increasing the cost of/funding for a project by no more than either 25% or \$5,000,000, whichever is less (this rule cannot be evaded by having multiple administrative adjustments to a project that are each below the limit but collectively above the limit), if there is no increase in WAMPO-suballocated funding
- » Changing the programmed Federal Fiscal Year(s) for a project
- » Minor editorial changes that do not alter a project's scope or design

No public-participation requirements apply to TIP administrative adjustments. Once an administrative adjustment is processed, it should be posted on the WAMPO TIP webpage online and shared with the TAC and TPB at their respective next regularly scheduled meetings, and with the State. It will also be reflected in the TIP when the next formal amendment is approved.

Unified Planning Work Program (UPWP)

www.wampo.org/upwp

The UPWP outlines the status of WAMPO planning activities, gives details about WAMPO work done in the previous year, and describes the WAMPO work that is scheduled for the upcoming year. WAMPO staff, in consultation with planning partners (FHWA, FTA, KDOT, and Wichita Transit) and TAC members, draft a new UPWP for the coming year. Typically, the UPWP for the next year is approved at the October or November TPB meeting of the previous year. The UPWP also requires KDOT and FHWA/FTA approval. Full UPWP updates required a 30-day public comment period. See Figure 6 for the public participation process for the development and review of the UPWP.

Amendments are necessary to make major changes to the UPWP including when projects/work tasks are either added or deleted, or when significant changes are made to the UPWP text and/or budget that exceed 10% of the overall UPWP budget amount. UPWP amendments also require a 15-day public review period as well as official approval from KDOT and FHWA/FTA.

UPWP Administrative Adjustments

Minor corrections or changes and routine data updates can be made to the UPWP through administrative adjustments. These include corrections of errors such as grammatical, calculations, etc., updates of hourly

rates for staff to reflect salary increases, document formatting revisions, and graphic improvements in the document.

Adjustments are used for routine technical changes and updates to the UPWP text, graphics, and minor budget changes of 10% or less (of the UPWP budget total). Changes to the non-staff budget items (e.g., equipment and supplies budget and movement of hours between tasks) may be changed by more than 10% through an administrative adjustment if they do not change the UPWP budget total cost by 10% or more.

UPWP administrative adjustments do not require public participation. Once the administrative adjustment is processed, it will be posted on the WAMPO UPWP webpage online and shared with the TAC and TPB at their next regularly scheduled meeting.

Public Participation Plan (PPP)

www.wampo.org/public-participation

The Public Participation Plan outlines how WAMPO works to achieve public participation in all planning activities. It recommends techniques for engaging the public, and states how members of the public can be involved in planning processes. Evaluating the effectiveness of identified techniques for this engagement is an ongoing process between the plan update cycles. This information will be used for subsequent updates to the PPP.

Typically, the Public Participation Plan is updated at least once every five years prior to the Metropolitan Transportation Plan (MTP) development.

Utilizing a new public participation survey would constitute a full update. Full PPP updates require a 45-day public comment period. See Figure 6 5 for the public participation process for the development and review of the PPP.

PPP Amendments (for small changes)

Amendments consist of small changes including clarifying or making minor changes to processes or strategies and incorporating federal requirements. This change is required to have TAC and TPB input and comment, along with the public's knowledge and a 30-day Public Comment Period.

PPP Administrative Adjustments

Administrative adjustments are minor revisions to the PPP that do not require public review and comment. Adjustments may be made to correct minor inaccuracies or minor language/grammar corrections, or other corrections that do not change the approved intent or content of the document. PPP administrative adjustments do not require a public comment period. Once the administrative adjustment is processed, it will be posted on the WAMPO Public Participation webpage online and shared with the TAC and TPB at their next regularly scheduled meeting.

Title VI Program Manual/Limited English Proficiency (LEP) Plan

www.wampo.org/title-vi

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms “program or activity” to include all programs or activities of Federal Aid Recipients, sub-recipients, and consultants/contractors, whether such programs and activities are federally assisted or not. In addition, Executive Order 12898 and Executive Order 13166 further extend Title VI provisions to specifically consider low-income, minority, and limited English proficient persons in the planning process.

WAMPO split the Title VI and LEP requirements into two plans. WAMPO’s Title VI program includes administrative/oversight activities, regional demographics, board/committee demographic make-up, and planning/programming activities per federal requirements. WAMPO’s Limited English Proficiency Plan (LEP) plan includes a four-factor analysis recommended by the USDOT that includes the number and proportion of LEP persons served, the frequency of contact with LEP persons, the importance of programs and services to LEP persons, and the resources available and overall costs of providing language services. The LEP plan also includes LEP implementation strategies and complaint procedures regarding LEP activities. To date, no LEP or Title VI complaints have been filed on WAMPO.

The FTA requires WAMPO to document its compliance with Title VI by submitting a Title VI Program once every three years. The most recent Title VI Program Manual and Limited English Proficiency Plan were approved by the TPB on July 12, 2022. Thus, the next update is anticipated to occur in 2025.

The Title VI Program Manual and LEP Plan do not require public comment. FTA, FHWA, and KDOT review the documents prior to official approval. The draft plans are also presented to TAC prior to TPB approval consideration. Once the TPB approves the plans, they are sent to KDOT, FHWA, and FTA. The plans are posted on the WAMPO Title VI/LEP webpage.

Title VI/LEP Amendment

Minor updates to the Title VI or LEP plans would be processed as an amendment. No public participation requirements apply to these amendments. Once the amendment is presented to TAC and then approved by TPB the amended plan is posted on the WAMPO Title VI/LEP webpage and sent to KDOT, FHWA, and FTA.

Title VI/LEP Administrative Adjustments

Updates to contact information would be considered an administrative adjustment. Like other updates to the Title VI or LEP plan, no public participation requirements apply to these administrative adjustments. Once the administrative adjustment is processed, it will be posted on the WAMPO Title VI/LEP webpage and shared with the TAC and TPB at their next regularly scheduled meeting.

Other Plans

Non-core planning documents do not have specific requirements regarding public comment periods. However, plans will generally utilize a 30-day public comment period for full updates, which are not required for Administrative Adjustments.

Data Reports

In general, WAMPO's data reports do not require a public comment process as they are technical in nature.

Public Comment Procedures

Once a planning product is ready for public comment, the following process will be followed.

1. Develop a press release to be sent to the Wichita Eagle for a paid notice to run on the first day of the public comment period. The Wichita Eagle requires notices to be submitted by noon before the day it is requested to be published.
2. Add "Pending TPB Approval on [insert date]" on the front cover of the document.
3. Insert the press release to the front of the plan adding a comment to scroll down to view the plan.
4. Post the document to the website to the "Public Comment Opportunities" section of www.wampo.org/public-participation and the appropriate specific modal webpage.
 - a. If the document is deemed important to the public understanding the transportation planning process and is more than 10 pages, staff will create an Executive Summary to be translated into the languages identified in the LEP plan, currently Spanish and Vietnamese.
 - b. When offered online, the people have the option to change the language of our website.
 - i. This will not change the language of a PDF, but Executive Summaries will be offered in Spanish and Vietnamese.
 1. If there is a request for a document translation, the feasibility of translating the document will be evaluated. Depending on the size of the document only specific sections could be translated.
5. Distribute the press release through WAMPO's e-subscription service. The press release should link to the appropriate WAMPO webpage and be sent to the applicable e-subscription lists including the media, general interest, TAC, and TPB. Specific modal lists should be included based on the content of the plan that is opening for public comment.
6. Print a copy (English and other languages as needed) for the WAMPO office and the Wichita Public Library and its extensions—and other locations as determined.

Development and Approval Procedures

Figure 10 Development and Review for Plans

	MTP				TIP			UPWP			PPP			Title VI/LEP		Other Plans	
	Full Update	Amendment - Includes New MTP Project	Amendment - Project Already in MTP	Administrative Adjustment	Full Update	Amendment	Administrative Adjustment	Full Update	Amendment	Administrative Adjustment	Full Update	Amendment	Administrative Adjustment	Full Update	Administrative Adjustment	Full Update	Administrative Adjustment
How Often	5 yrs	As needed	As needed	As needed	4 yrs	Quarterly	As needed	Annually	As needed	As needed	5 yrs	As needed	As needed	3 Yrs	As needed	As needed	As needed
DEVELOPMENT PROCESS																	
Discuss the plan with TAC and/or TPB during development																	
Public Engagement Strategies																	
- Survey/data collection	Required	As needed	As needed		As needed	As needed		As needed	As needed		As needed			As needed		As needed	
- Open house/public meeting/workshop/presentation																	
- Other techniques, i.e. social media engagement																	
REVIEW PROCESS																	
KDOT and FHWA/FTA reviews the draft																	
Committee/TPB approval to release Draft for public comment																	
Paid newspaper notice announcing public comment period																	
Place draft for review on WAMPO website																	
Draft Available: WAMPO Office																	
Draft Available: Wichita Public Library - Advanced Learning Library Branch																	
Public comment period --> WAMPO Website Posting and Email Notice about comment period to E-Subscription Lists (includes media) (in days)	30	30	15	As needed	30	15		30	15		45	30				30	
Public Meeting during public comment period - options include:																	
- Open House																	
- Presentation	Required				As needed			As needed			As needed			As needed		As needed	
- Workshop																	
- TAC/TPB, Etc.																	
Review public comments received																	
Provide a summary of how comments were considered and/or addressed to TAC and TPB																	
TAC reviews draft making a recommendation to TPB																	
TPB considers the final draft for approval																	
Open Office hours for public or interested parties to visit and discuss with a team member their thoughts, questions, or concerns																	
The approved document is sent to KDOT, FHWA, FTA and posted online																	
- Hand deliver or mail copies of final product to WAMPO area connections (full update printed, others emailed)																	
Teal indicates the row is applicable to the item																	

Updated 9/8/22

Techniques Toolbox

There are many techniques that can be used in public participation processes. WAMPO uses a variety of techniques to involve the public in making transportation decisions; including public meetings, workshops, exhibits, and other activities held during the development of transportation plans, studies, and projects. The techniques in this toolbox may not be used for every planning process but are available to be selected based on the particulars of the planning process and the requirements WAMPO has laid out in this plan for specific planning documents. Each technique can be found after the summary of all the tools in Figure 11.

Figure 11 WAMPO Techniques



Brochures & Fact Sheets



Document Review



Drop-in Hours



E-subscription Lists



Media Articles, Ads & Public Notices



Newsletter



Neighborhood Newsletters



On-Site Tour & Discussion



Open Houses



Partnership Collaboration



Posters & Flyers



Public Hearings



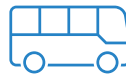
Public Meetings



Respond to Comments



Social Media



Info Tables at Events



Interviews



Surveys



Videos



Visualization



Voting Activities



Websites



Workshops

Brochures and Fact Sheets



Brochures and fact sheets provide key points of interest in an easy-to-read manner. They often contain graphics, lists, and answers to common questions. In some cases, these may be a summary of a larger document.

Document Availability for Review and Comment



Printed documents are available at the locations below.

Print Document Locations

- » WAMPO Office, 271 W. 3rd St., Ste. 208, Wichita, KS 672-2
- » Wichita Public Library – Advanced Learning Library, 711 W. 2nd St., Wichita, KS 67203
 - Various other Wichita Library branches

Optional Document Locations to Explore

- » Various City Halls across the region
 - Specific locations have yet to be determined and are currently being explored according to capacity and accessibility during this plan period. This section will be updated before or with the 2027 PPP update.

These locations provide people the opportunity to review printed versions of the plans during the public comment period. After members of the public have reviewed the documents, they can provide comments via wampo@wampo.org or calling in at 316.779.1313.

After plans are approved, final copies of each plan will be kept at the document review locations as well.

Drop-in Hours



These are specific hours where staff will be prepared to talk about a particular project or planning process at the WAMPO office. This is the same format as information tables at public events, but at the WAMPO offices. Handouts and other materials will be prepared for this time. Members of the public can stop by the WAMPO office at any time, but these hours will ensure staff is prepared to speak about requested and/or specified topics. The days and hours will be determined for each planning process and will be included in press releases, posted through social media, pushed through email, and posted on the office's front door.

E- Subscription Lists (Email and Texting)



Currently, WAMPO uses Constant Contact for its e-subscription lists.

Lists include:

- » 2022 Bike/Ped Count Volunteers
- » Active Transportation Committee
- » City/County Managers/Administrators
- » Engaged Stakeholders
- » Freight Committee
- » General Public Outreach
- » Media Contacts
- » Project Advisory Committee (PAC)
- » Regional Safety Coalition (RSC)
- » Safety and Health Committee Members
- » TAC Meeting Notice List
- » TIP List
- » TPB Executive Committee
- » TPB Meeting Notice List
- » Transit-Paratransit
- » TPB Transportation Policy Body

Members of the public can sign up for WAMPO General Public subscription list by going to <https://www.wampo.org/subscribe-to-wampo> and clicking our ‘Subscribe here to our emails’ button. Additionally, requests to be added to a specific list or other questions regarding our email process may be made at any time by emailing wampo@wampo.org or calling the main WAMPO line at 316.779.1313.

Texting SMS Option for the Public

Many low-income and rural households do not have reliable internet access through smartphones or broadband connections. However, many people have a mobile phone with SMS and texting capabilities. That makes text/SMS messages a critical tool for disseminating information to hard-to-reach populations, and one with the potential for outsized impact compared to other channels.

Using the SMS and Texting option will allow staff to reach more people in a direct way for reminders and event alerts.

Local Media Articles, Advertisements, & Paid Public Notices



Staff will work with local media, including newspapers, radio, and TV, to provide information about WAMPO’s planning processes. Press releases for notable planning activities (including survey periods and public comment periods) will be sent to local media (newspaper, radio, and tv) outlets, as shown in Appendix B. Staff will be available to answer media questions.

Paid public notices to notify of public comment periods for major planning processes including the MTP and TIP. Further, TPB and Executive Committee meetings will be announced with paid public notices as well.

These will be published in the Wichita Eagle newspaper. Advertisements may be placed in the various local media outlets depending on the scope of the planning project. A poster/flyer developed for the project could be used for this advertisement. Staff will work to establish relationships with local media to provide coverage of public participation events and air public service announcements.

Newsletter



The WAMPO newsletter is distributed quarterly online through all our email lists, and on our WAMPO website. There is also a printed copy that will be provided at the WAMPO office. The newsletter includes announcements of upcoming events/public meetings, results of recent activities, highlights regional transportation news, and requests public participation.

Neighborhood Newsletters



Neighborhood newsletters are distributed through neighborhood association contacts. Including articles in neighborhood newsletters can be a great way to get the information to people who are already interested in their neighborhood. These articles can be tailored to specific areas or be broad in nature announcing a survey opportunity. Information about the City of Wichita neighborhood associations can be found at <https://tinyurl.com/4dcys6s2>.

On-Site Tour/Discussion



These tours happen where proposed projects are slated to happen so that staff and guests the opportunity to “get a feel” for the transportation planning issues and/or proposed improvements that are being discussed including opportunities and constraints. Participants can ask questions of staff during the tour/discussion. These tours will happen as staff at WAMPO can coordinate with project managers.

Open Houses



Open houses are typically an informal “come and go” educational type of public meeting. Staff is available to answer questions for a set period and participants can attend at any time during that time frame. A formal presentation is normally not given at an open house. Instead, it features various informational stations where participants can ask questions and provide feedback at each station.

These meetings will be held at a variety of locations throughout the WAMPO region that are convenient (e.g., time, day, and location) and accessible for the people intended to be reached. Ideally meeting notices/announcements will be posted at least 5-15 days in advance of the scheduled meeting. Notices will be posted on the WAMPO website, distributed using the e-subscription lists, and included in a quarterly newsletter (if the timing works).

Partnership Collaboration and Connection



Staff can attend existing meetings, such as local civic group meetings, schools, conferences, and community events, to discuss WAMPO’s purpose and the transportation planning processes. This is a good instance of “going to where the people” are to enhance public knowledge and engagement with WAMPO.

Posters/Flyers



Signage/posters/flyers can and will be used as necessary to convey information about planning opportunities (including surveys, meetings, or overall processes). Ideal places to hang posters include city halls, community boards, transit centers, buses, etc.

Public Hearings



Public hearings are official meetings where the TPB makes final planning process decisions. These typically occur at the monthly TPB meetings. Agendas for the TPB meetings are posted to the WAMPO website and distributed via the e-subscription list at least 5 days prior to the meetings. Public comment will be asked for prior to voting on action items.

Public Meetings



There are several different types of public meetings including traditional public meetings with a set presentation and time for questions, open houses, or workshops. Ideally meeting notices/announcements will be posted at least 5-15 days in advance of the scheduled meeting. Notices will be posted on the WAMPO website, distributed using the e-subscription lists, and included in a quarterly newsletter (if the timing works).

Respond to Comments



WAMPO staff are committed to providing a timely acknowledgement and response to all comments and inquiries. When written and oral comments are received because of a planned public participation process or interagency consultation, a summary analysis report on the disposition of comments shall be made. This report will become part of the final plan, program, or initiative documentation and made available in advance of final decision-making. When asking Kansas Department of Transportation for comments, the document approval actions will be relayed to them as it progresses.

Social Media



Social media is a fast way to connect with people who would not normally interact with WAMPO through “traditional” forms of communication. Social media posts are used to convey engagement opportunities including surveys, open houses, volunteering etc.

WAMPO is in the process of building our social media presence. Interact with WAMPO through one of our accounts below.

Twitter | [@wampoks](https://twitter.com/wampoks)

Instagram | [@wampoks](https://www.instagram.com/wampoks)

Facebook | [Wichita Area Metropolitan Planning Organization](https://www.facebook.com/WichitaAreaMetropolitanPlanningOrganization)

LinkedIn | www.linkedin.com/company/wampo-ks

Staffing Information Tables at Local Events & Gatherings



It can be difficult to entice people to add another meeting to their day. To circumvent this challenge, a good strategy is to “go to where the people are” by attending existing public events or community gatherings. Staff can set up a table with material about the planning process and talk to people as they wander by the table. This approach is also effective for asking people to take surveys, especially if people must wait in line for something. They are more likely to take a quick survey as they wait! These outreach/education displays should especially be utilized in traditionally underserved communities.

It is important for the information table to include information about what WAMPO is, the Title VI brochure, the language identification card (from the LEP Plan)¹, and specific materials related to the planning process. This can include paper versions of a survey and business cards with a link and QR code to the online survey.

Various existing events to pursue having information tables include Final Fridays, Farmer's Markets, Public spaces, Nasfsgar Park, school events, etc.

Stakeholder Interviews & Direct Agency Consultation



One-on-one conversations can help staff determine appropriate and feasible solutions to planning issues. Providing opportunities for key stakeholders to meaningfully participate in the transportation planning process is important. In developing the MTP and TIP, WAMPO will consult and/or coordinate planning activities with agencies and officials responsible for other planning activities affected by transportation within the region. In addition to this, the MTP and TIP shall be developed with due consideration of these other related planning activities and the process shall provide for the design and delivery of transportation services within the WAMPO planning area.

WAMPO will also make a good faith effort to coordinate its public involvement processes with area transportation planning partners whenever possible. Area planning partners include the Kansas Department of Transportation (KDOT), Wichita Transit, local government jurisdictions, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Increased coordination will assist in enhancing opportunities for public consideration on issues, plans, and programs while reducing costs and duplication of efforts within the region. Appendix C lists various stakeholder agencies.

WAMPO also plans to begin reaching out to groups that interact with people who speak Spanish and Vietnamese so that those groups are not left out of the discussions that WAMPO is needing feedback on.

Surveys



Surveys are a good way to gather widespread public opinion, especially from people who are not able to attend in person meetings. These surveys are conducted online and are either linked or embedded in the WAMPO website. Staff will also prepare paper versions of the survey to take to engagement opportunities or in case someone would rather complete a paper survey. Staff will go to places people already frequent to ask them to participate in the WAMPO planning process by taking a survey. This could include, but are not limited to, farmer's markets, Final Friday events, on busses,

¹ <https://www.lep.gov/sites/lep/files/media/document/2022-06/i-speak-booklet.pdf>

and in transit centers. Additional locations are listed in the Staffing Information Tables at Local Events & Gatherings technique above.

Staff will also assess the feasibility of translating surveys into the region’s LEP identified languages, which are currently Spanish and Vietnamese.

Survey opportunities are shared through WAMPO’s e-subscription list, social media, newsletters, etc. Surveys will be available for a minimum of 15 days. Staff will develop and analyze survey results for inclusion in the planning process. For surveys that are part of a formal public comment period, staff will include the results as part of the appropriate plan and share the results with TAC and TPB as part of the document approval process.

Videos



Videos are a useful tool to explain concepts or planning processes. There are many ways to create videos: recording a TPB/TAC meeting or presentation, creating a narrated PowerPoint video, creating animated videos, or developing a scripted video.

TPB and TAC meetings recordings are uploaded to YouTube at <https://www.youtube.com/channel/UCZ21qWQmLQ6sGJbt1Rv3xJA>.

Visualization



Visualization techniques help people understand complex information in a graphic format. This could include diagrams, photos, charts, static maps, or interactive mapping.

Voting Activities



Voting activities allow participants to provide anonymous, instant feedback showing the preferred option. When this is done in person with dot stickers, other people’s preferences can potentially sway other’s responses. Using voting technology, such as Poll Everywhere, provides the ability to participate without seeing other’s responses because the results can be hidden until everyone has voted.

Websites



The WAMPO website provides information about WAMPO activities, plans, reports, meeting agendas, meeting minutes, and staff contacts. Access the website at: www.wampo.org.

Workshops



A workshop is a collaborative type of public meeting. Workshops allow the public to hear a presentation on a particular issue/challenge or project. Then the audience is split into smaller group discussions to develop and/or discuss alternatives and ideas. Next, the small groups are reconvened into the larger group, where workshop outcomes are shared with decision makers. Ideally meeting notices/announcements will be posted at least 5-15 days in advance of the scheduled meeting. Notices will be posted on the WAMPO website, distributed using the e-subscription lists, and included in a quarterly newsletter (if the timing works).

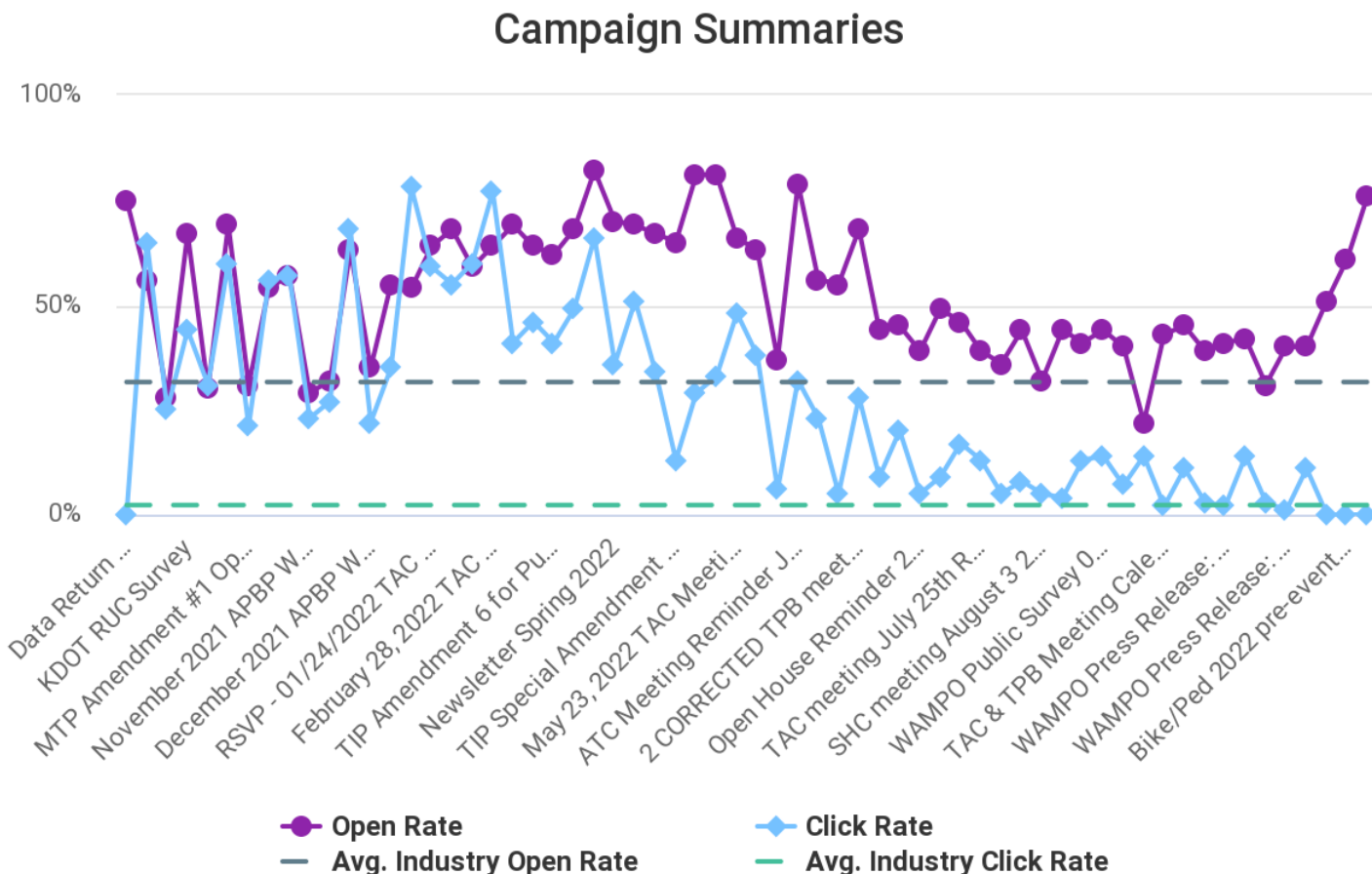
Evaluation

Performance Measures

WAMPO will develop an annual report about WAMPO’s interactions with the public. It will include the number and demographics of people WAMPO interacted with. Evaluating the PPP goals on an ongoing basis will assist WAMPO staff in managing public involvement activities and highlight opportunities for improvement. Assessing the outcome of these interactions will assist staff in identifying progress at regular intervals as well as provide indicators of satisfaction and/or met expectations among members, stakeholders, and the public. Outcomes may be shared with these same groups through annual reporting, progress reports and/or citizen reports. Appendix D shows an example of the type of information WAMPO will start collecting.

WAMPO staff will keep track of the number of people who have opened or interacted with the email as shown for the last 12 months in Figure 12.

Figure 12 Constant Contact emails



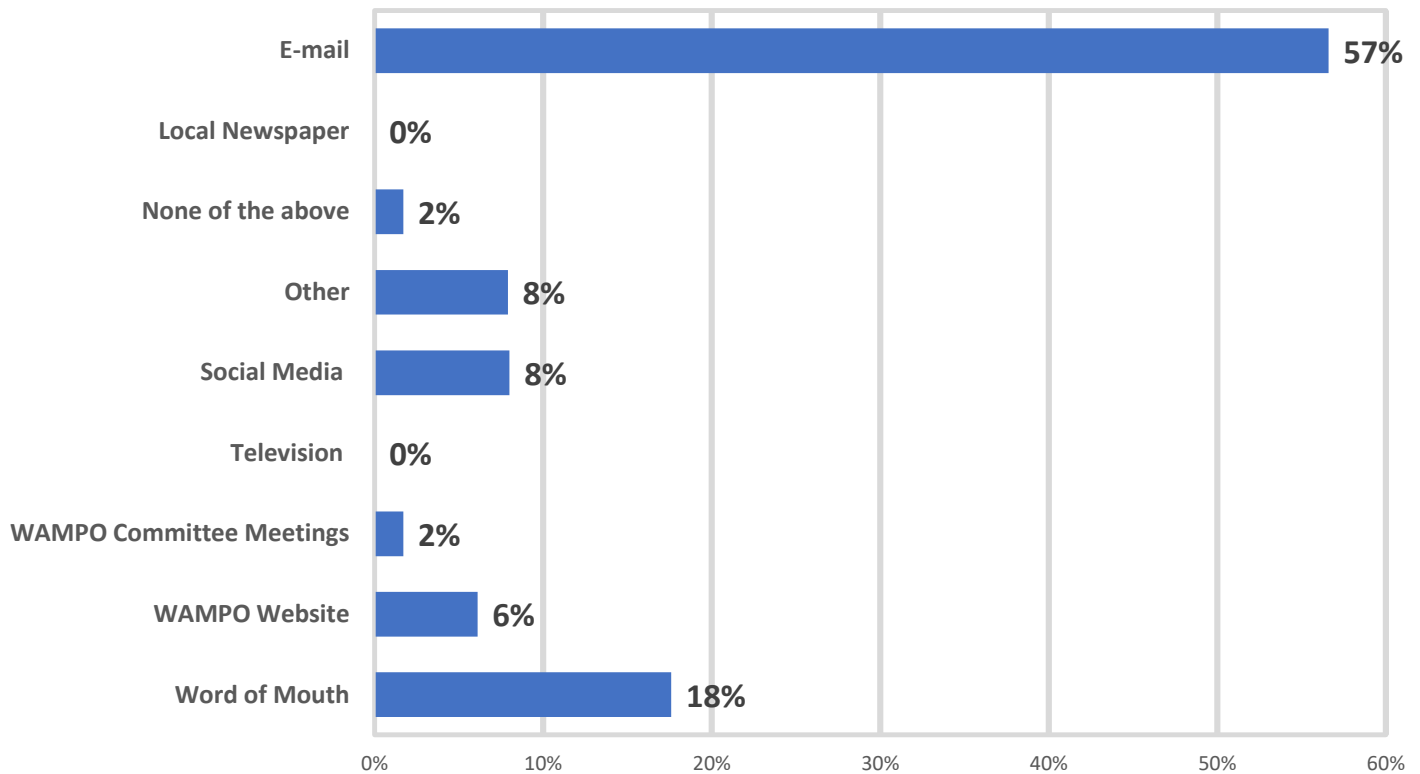
A. Appendix A – Public Engagement

Public Outreach Survey

The Wichita Area Metropolitan Planning Organization Public Participation Plan Survey was available August 15– August 31, 2022. WAMPO Staff distributed the survey through email, at area schools, grocery stores, and laundry mats. A total of 113 surveys were collected, none of the questions were skipped.

When asked “How did you hear about this survey?” respondents indicated:

Figure A1 PPP Survey Question 1

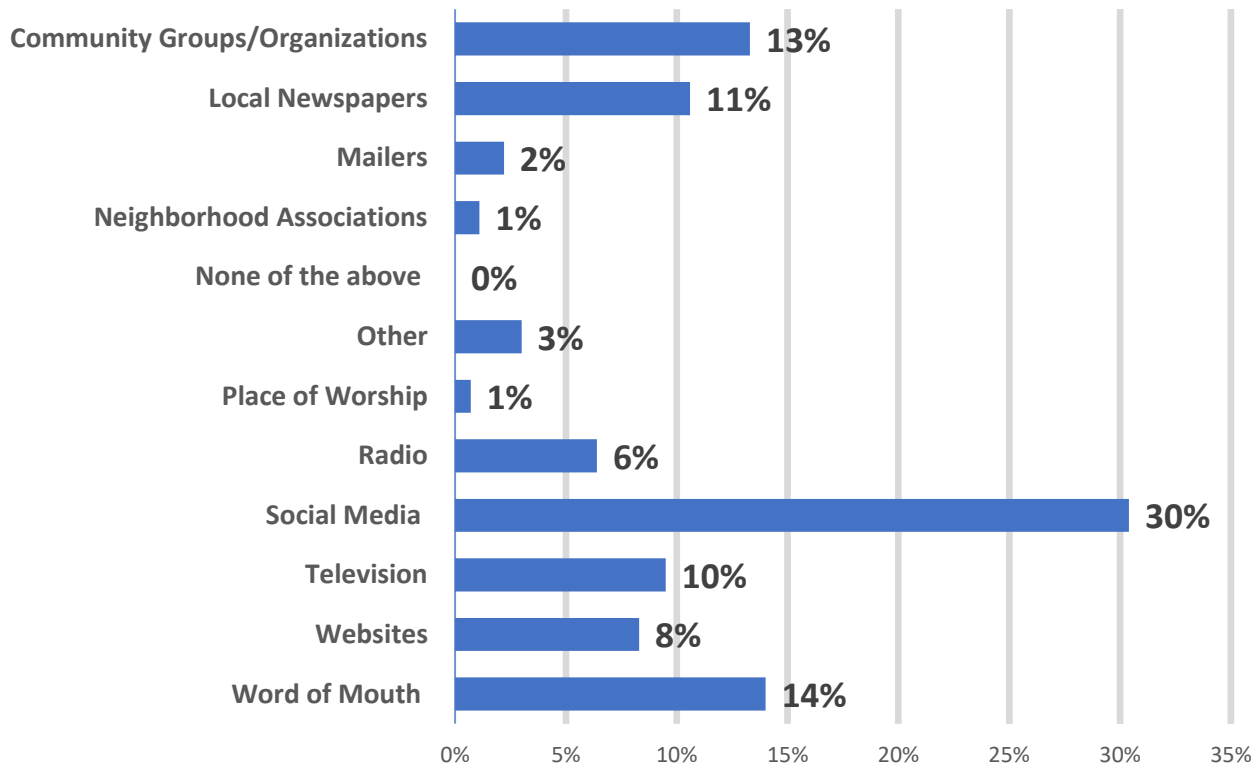


Other:

- » “Poster”

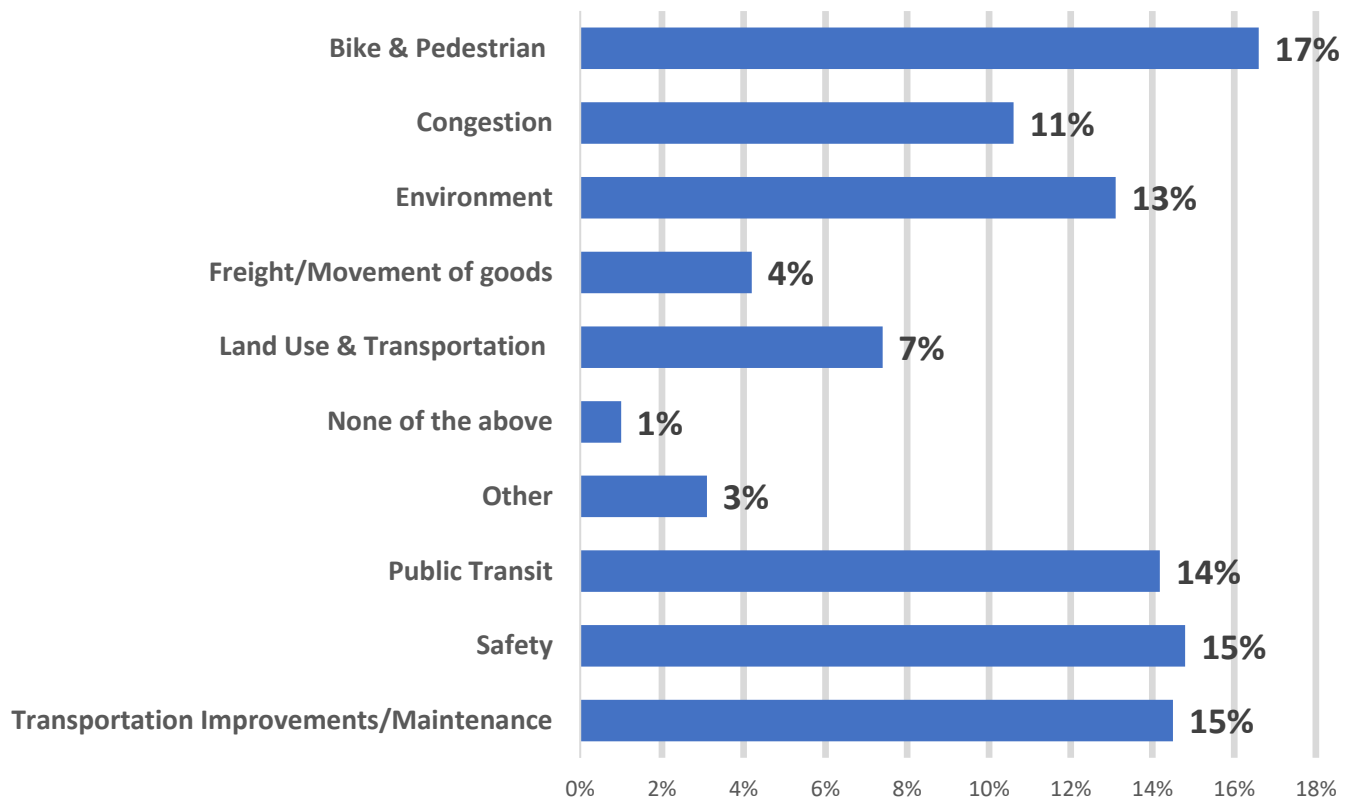
When asked “In general, how do you usually hear about news and events in your community?” respondents selected up to three responses:

Figure A2 PPP Survey Question 2



When asked “What regional transportation issues are you most interested in?” respondents selected up to three responses:

Figure A3 PPP Survey Question 3

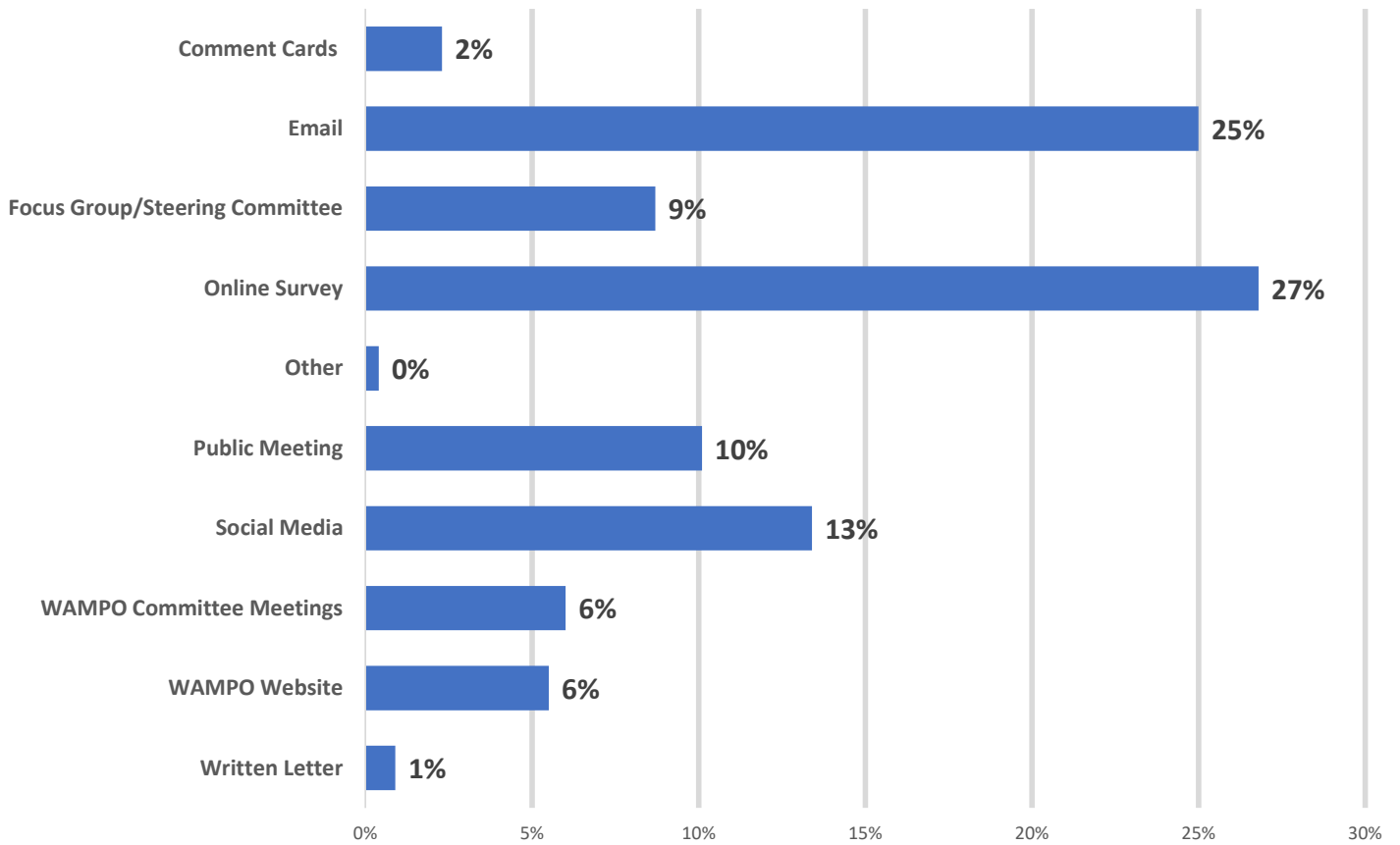


Other:

- » “Rail service”
- » “Ensuring that our transportation infrastructure meets the needs of new and future modes of transportation (i.e., electric vehicles, autonomous vehicles, air taxis, etc.)”
- » “Accessibility in sidewalk paths connecting and appropriate ramps for bikes, wheelchairs, scooters, etc. to get on and off sidewalks.”
- » “We need more/better transportations to/from Park City that are affordable.”
- » “Access to transportation services for the disabled/elderly”
- » “Paratransit (transportation for folks with disabilities)”

When asked “How would you most prefer to provide your input about transportation planning to WAMPO?” respondents selected up to three:

Figure A4 PPP Survey Question 4

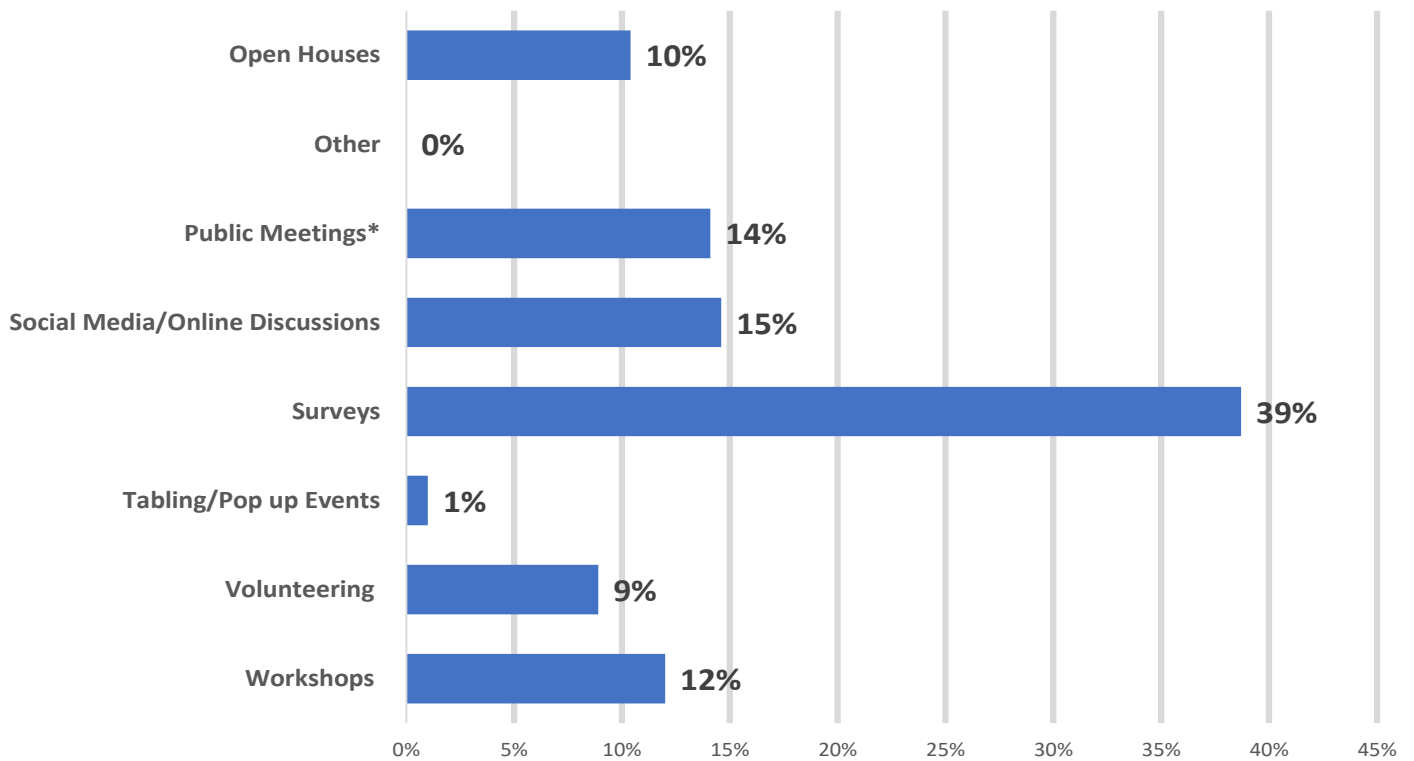


Other:

- » “Who cares the director sure doesn’t”

When asked “What type of WAMPO-sponsored community engagement activities would you be most likely to participate in?” respondents selected up to two:

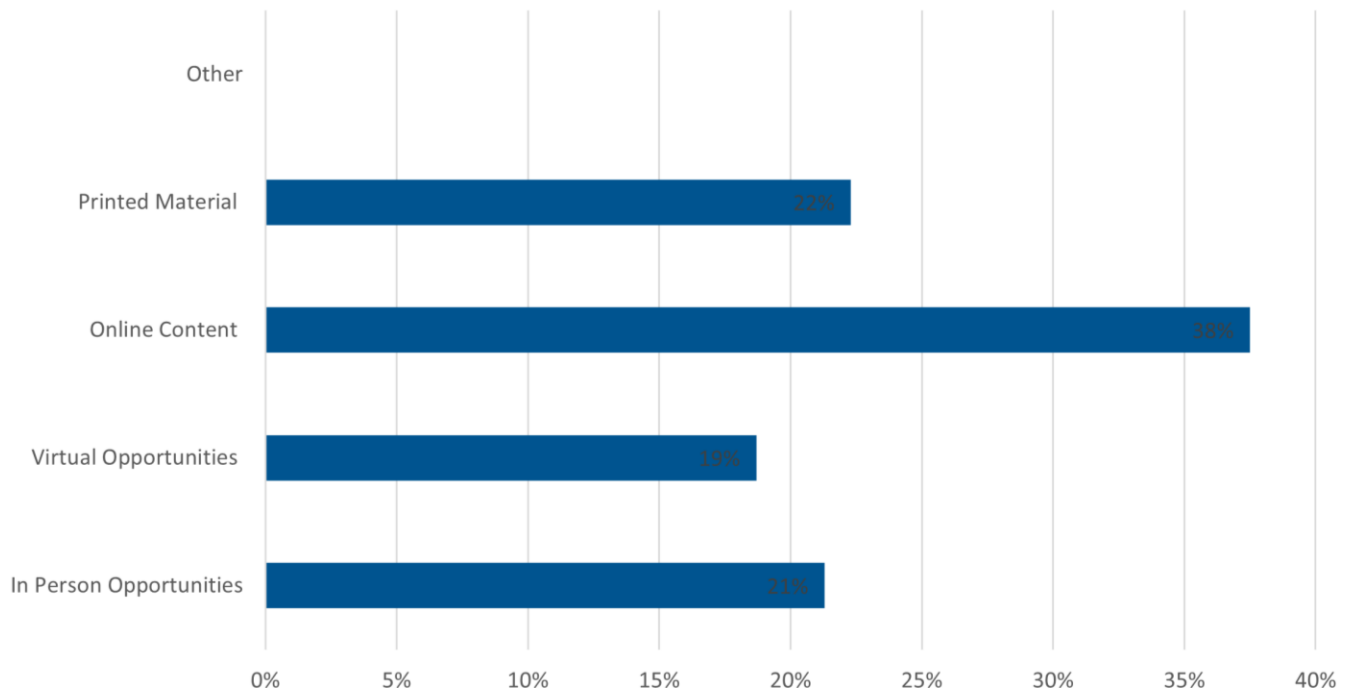
Figure A5 PPP Survey Question 5



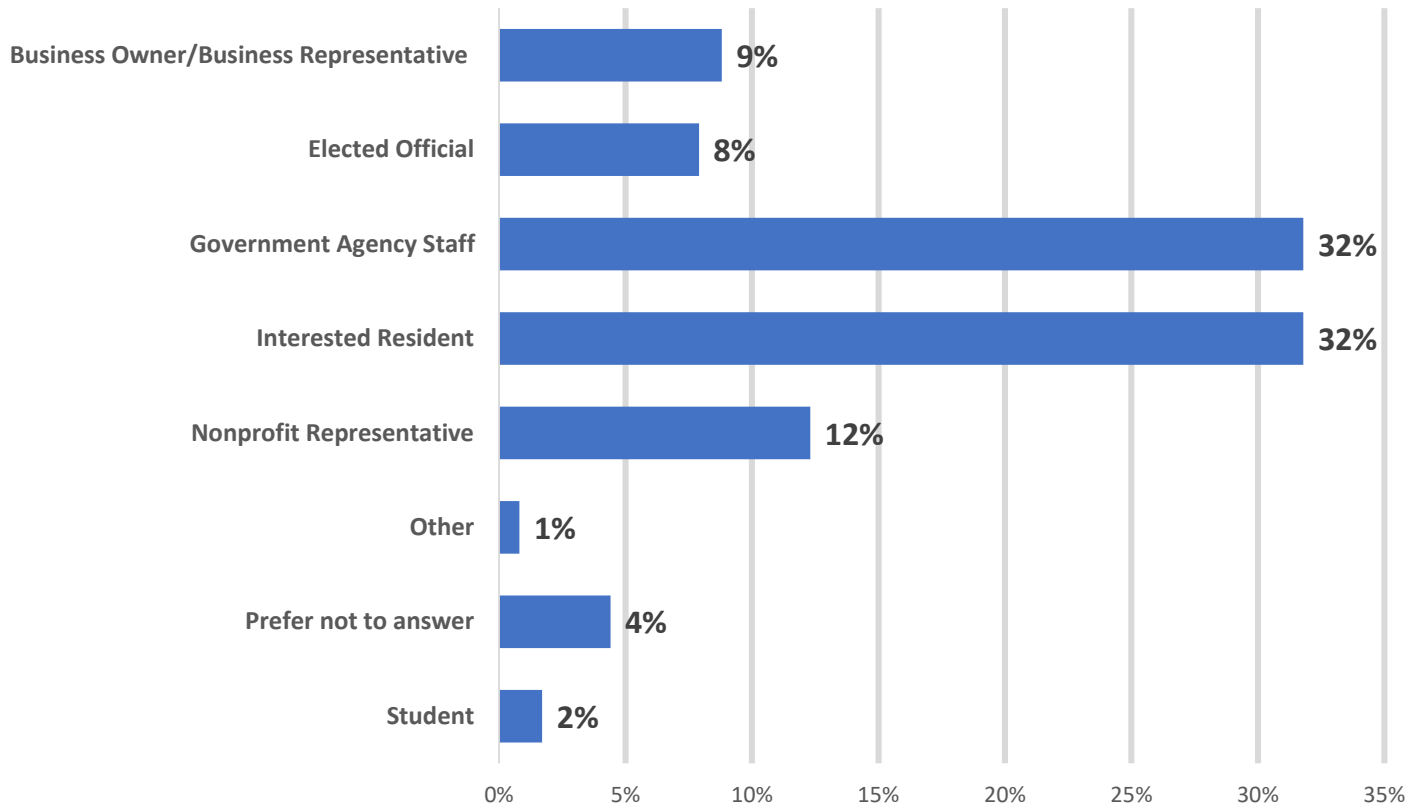
*Public Meetings: WAMPO Committee Meetings, e.g., Transportation Policy Body

When asked “How would you prefer to have information presented?” respondents selected up to two:

Figure A6 PPP Survey Question 6



**When asked “Which of the following best describes you?” respondents indicated:
Figure A7 PPP Survey Question 7**

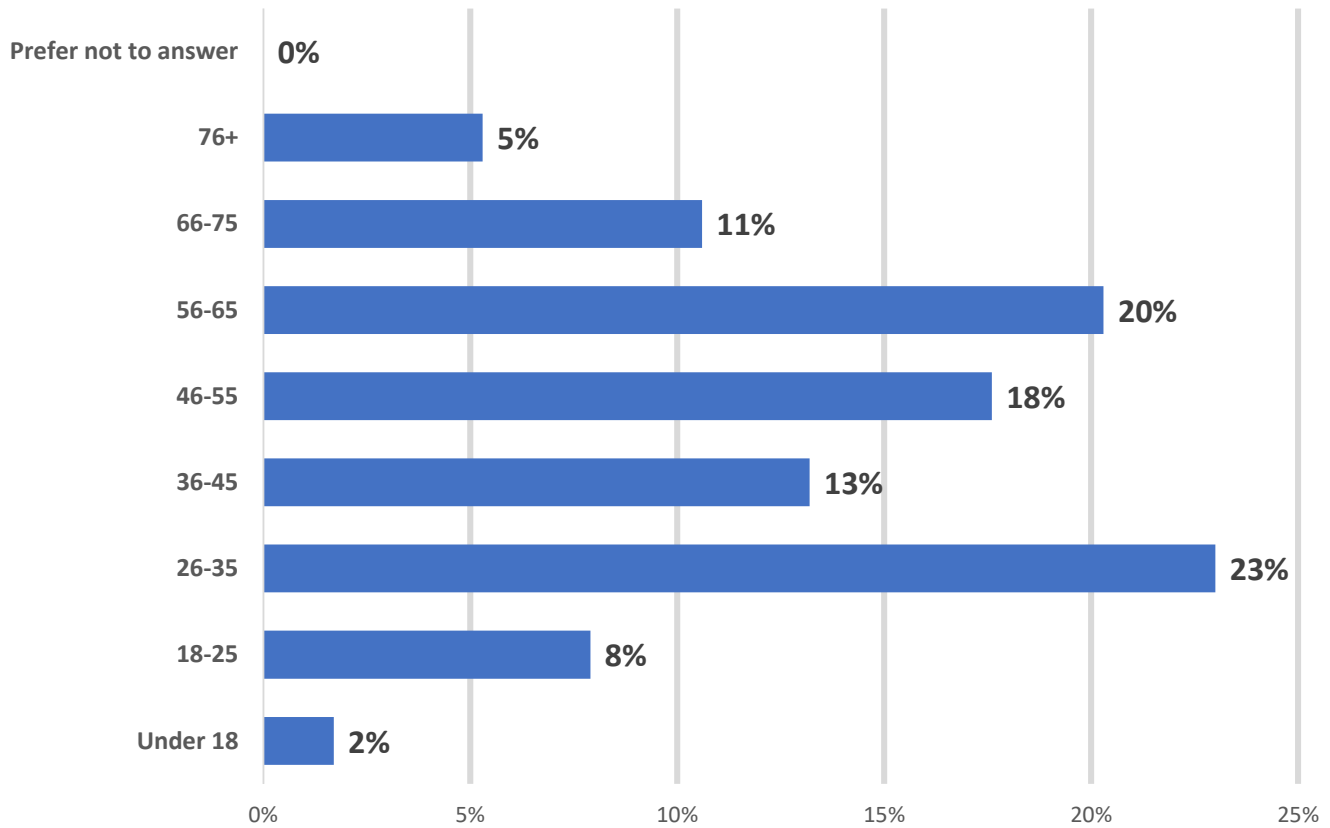


Other:

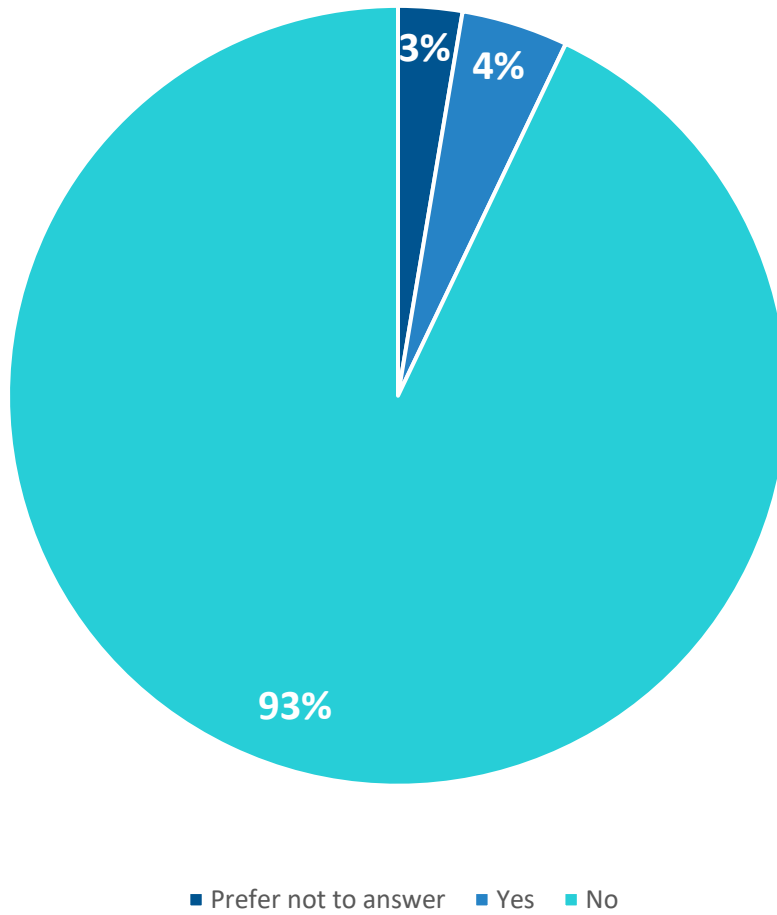
- » “Registered nurse”

When asked “What is your age” respondents indicated:

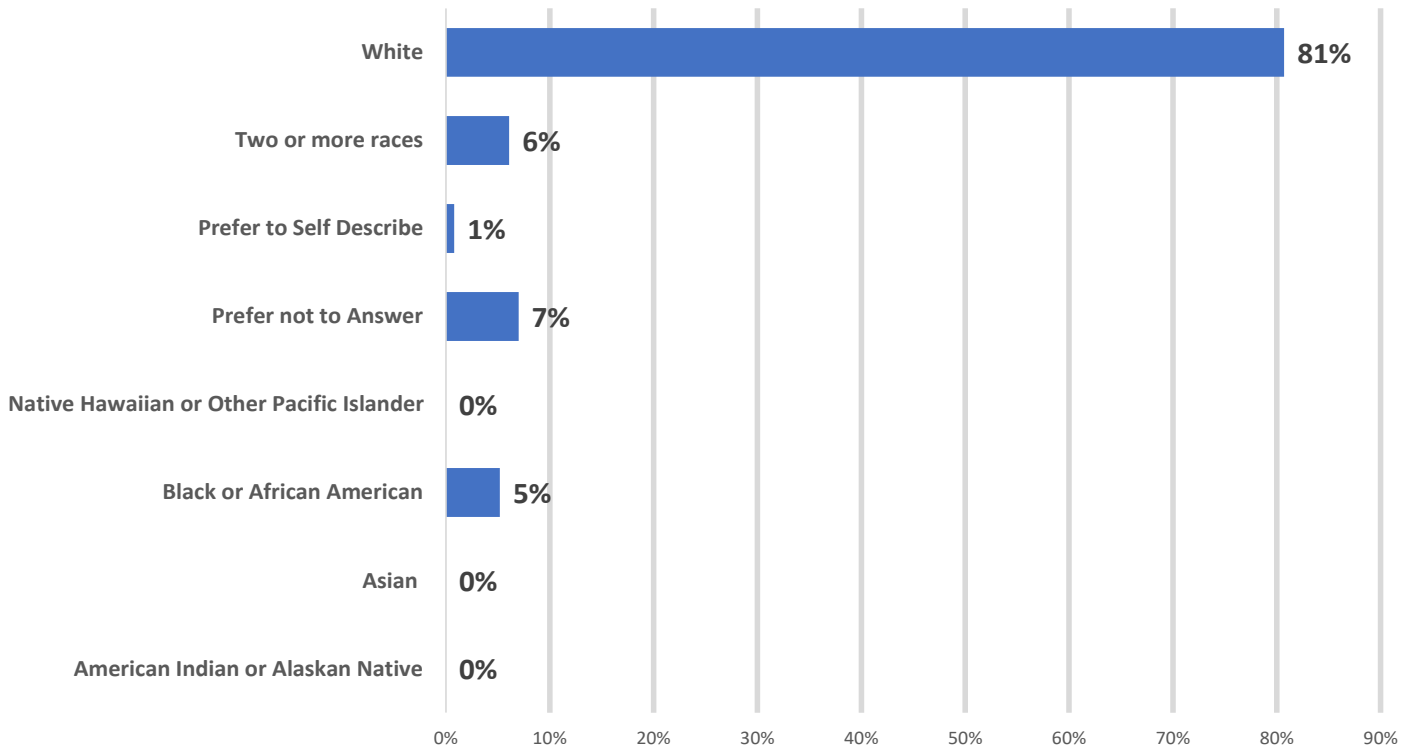
Figure A8 PPP Survey Question 8



**When asked “Are you Hispanic, Latino, or of Spanish origin?” respondents indicated:
Figure A9 PPP Survey Question 9**



**When asked “How would you describe yourself?” respondents selected all that applied:
Figure A10 PPP Survey Question 10**

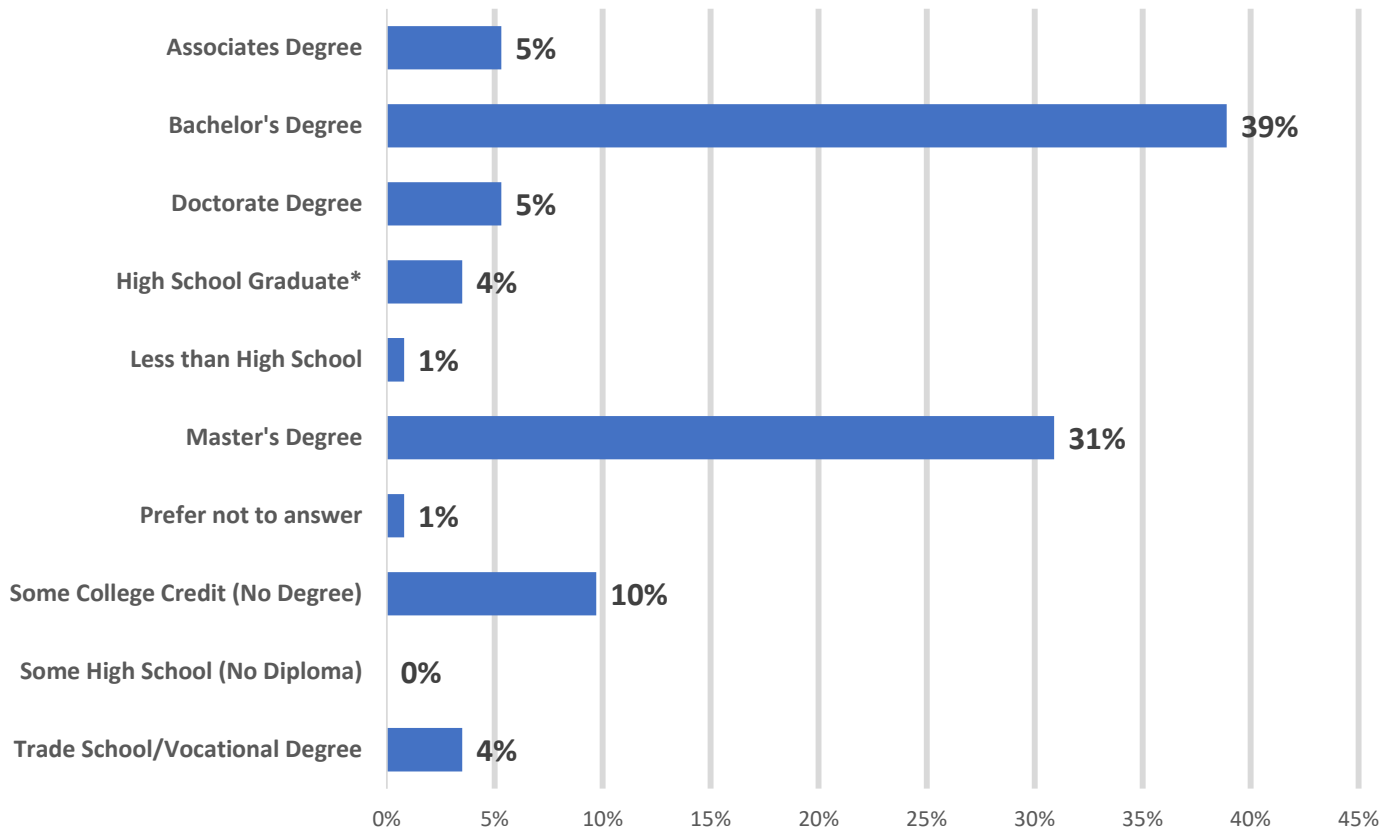


Prefer to Self-Describe:

- » “American”

When asked “What is the highest degree or level of education you have completed?” respondents indicated:

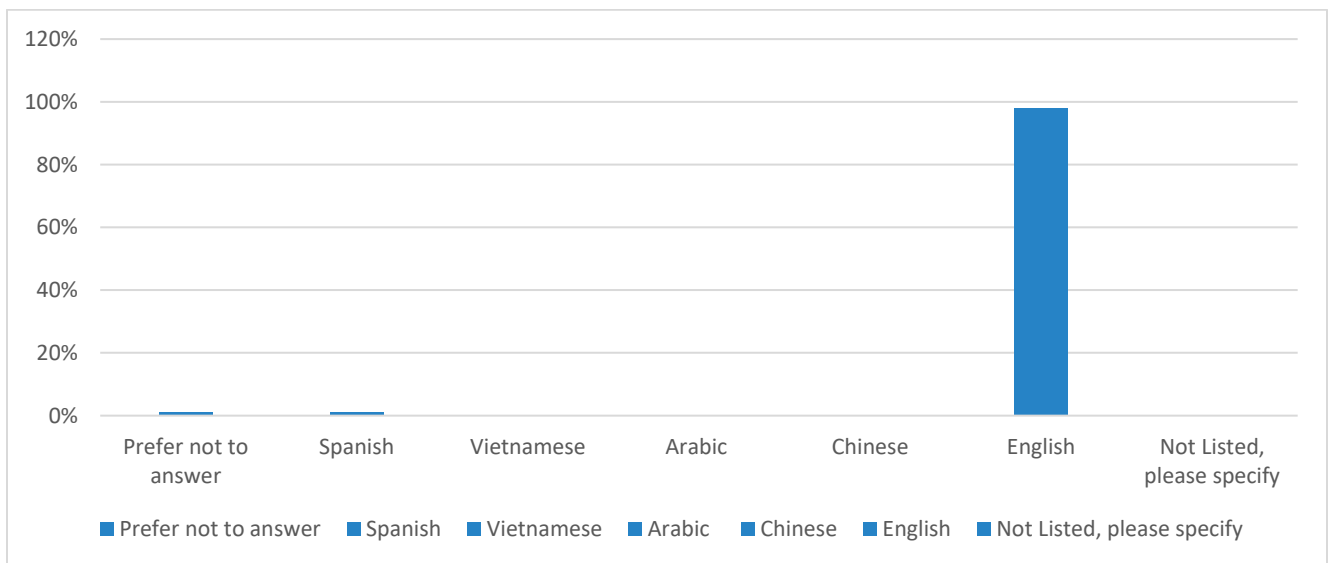
Figure A11 PPP Survey Question 11



» *High School Graduate: Diploma, GED, or Alternative Credential

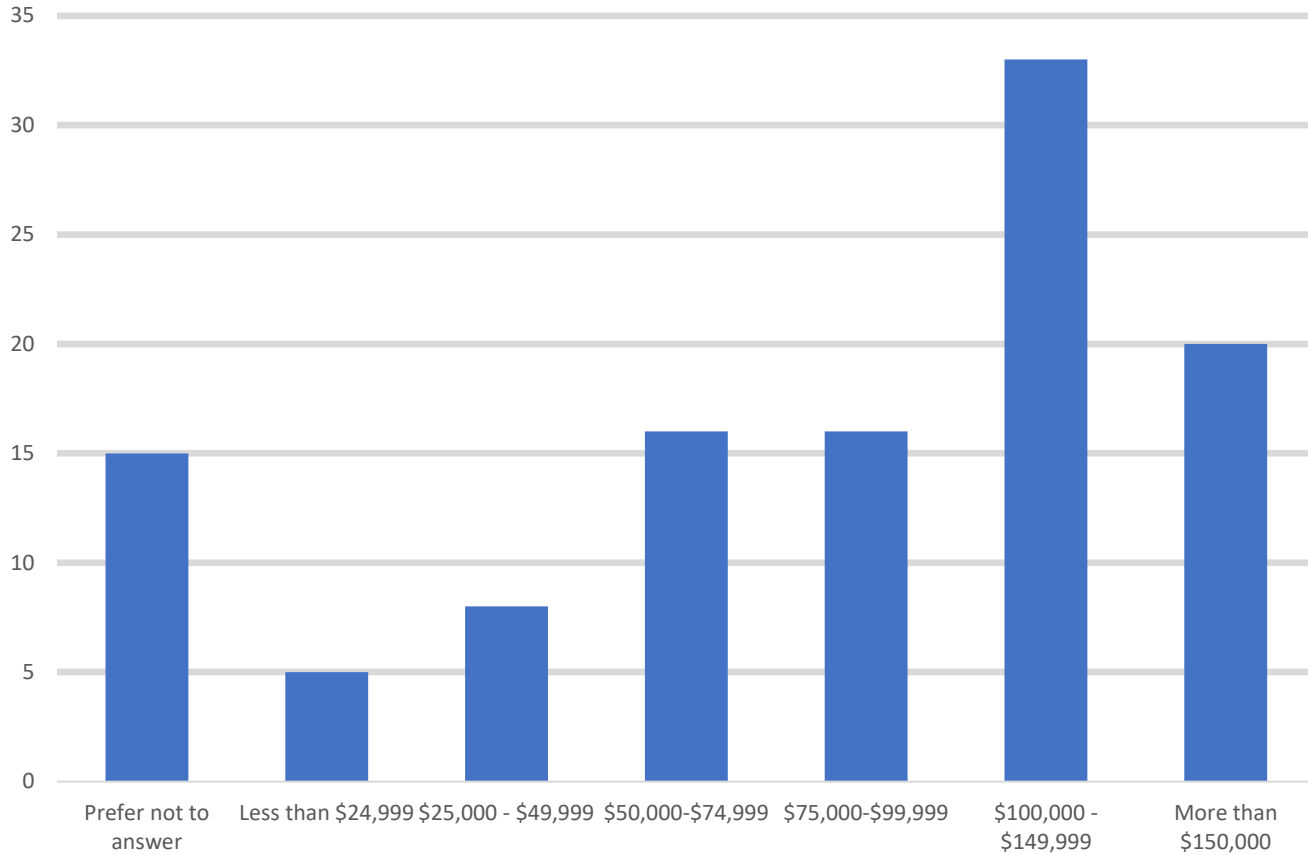
When asked “What is your preferred language?” respondents selected all that applied:

Figure A12 PPP Survey Question 12



When asked “What is your household income?” respondents indicated:

Figure A13 PPP Survey Question 13

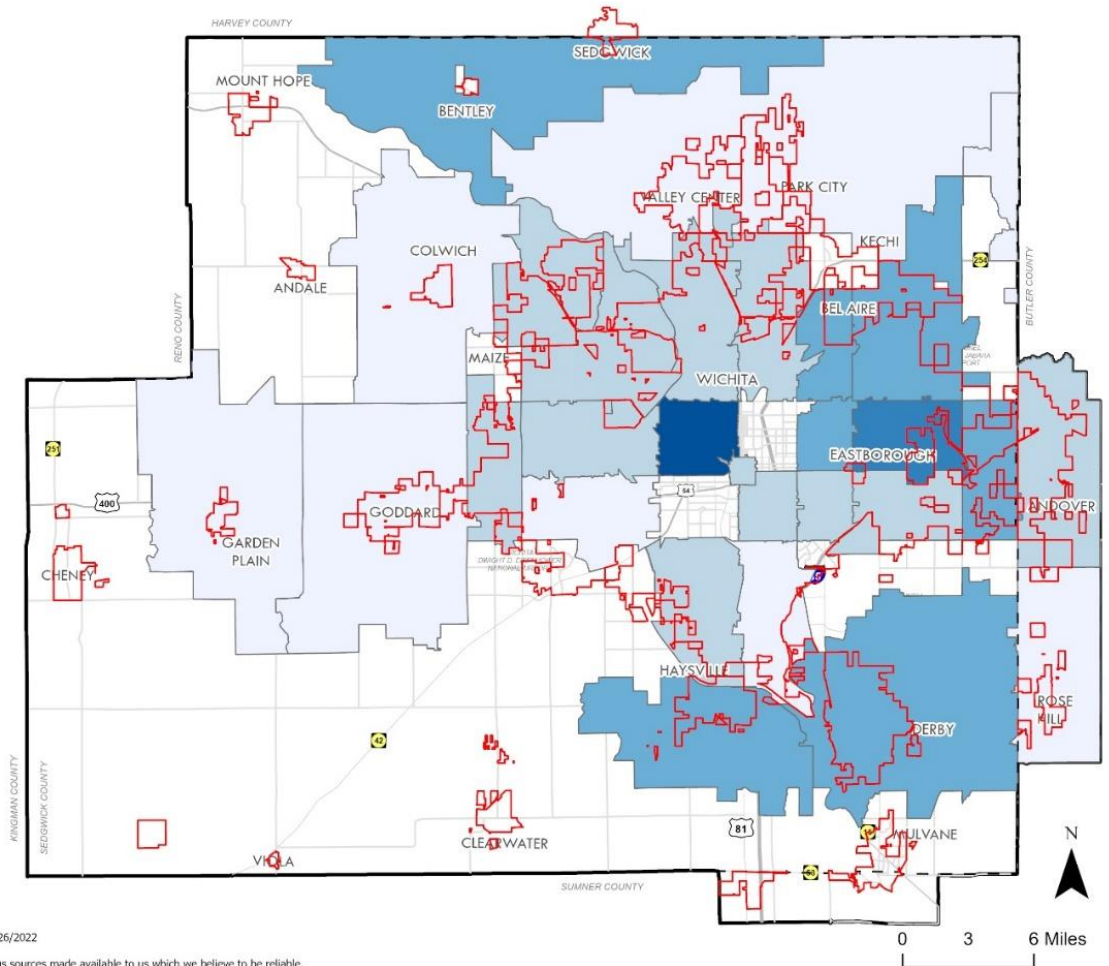


When asked "What is your zip code?" respondents indicated:
Figure A14 PPP Survey Question 14



Public Participation Plan Survey Responses

- WAMPO Cities
- Number of responses received per ZIP Code:
- 1
- 2 - 4
- 5 - 7
- 8 - 10
- 11 - 15
- County Boundaries
- WAMPO Planning Boundary



Source: WAMPO. Produced by: WAMPO. Date Exported: 9/26/2022
 Folder: G:\Population\PPP\Projects\PPP_Survey\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Correlations and Conclusions

WAMPO staff analyzed the correlation between age and how each age group prefers to give input. People ages 'Under 18-35' prefer to give input through online surveys, social media, and emails. People ages '35-55' prefer to also give input through online surveys, social media, and emails. People ages '56-76+' prefer to give input through online surveys, social media, emails, and public meetings. Below, each age group has listed its' top 5 ways in which people would prefer to give input. Within the list, the top 3 choices are underlined, which online surveys, social media, and emails were the same across all three age groups with an addition to public meetings for age group 56-76+.

Considering these findings, WAMPO plans to take steps to utilize and increase the number of online surveys, social media, and emails we send out since that is the majority of how people want their information. This increase of online interaction will help WAMPO reach those who don't typically interact with WAMPO.

Table A15 Age Group Preference to Give Input

Ages: Under 18-35	Ages: 36-55	Ages: 56-76+
<u>Online Surveys - 21</u>	<u>Online Surveys - 25</u>	<u>Online Surveys - 27</u>
<u>Social Media - 12</u>	<u>Social Media - 8</u>	<u>Social Media - 9</u>
<u>Email - 10</u>	<u>Email - 18</u>	<u>Email - 26</u>
Public Meeting - 8	Focus Group - 7	<u>Public Meeting - 9</u>
Focus Group - 4	WAMPO Committee Meetings - 5	Focus Group - 8

Title VI Correlations

The following questions correlate with Title VI requirements:

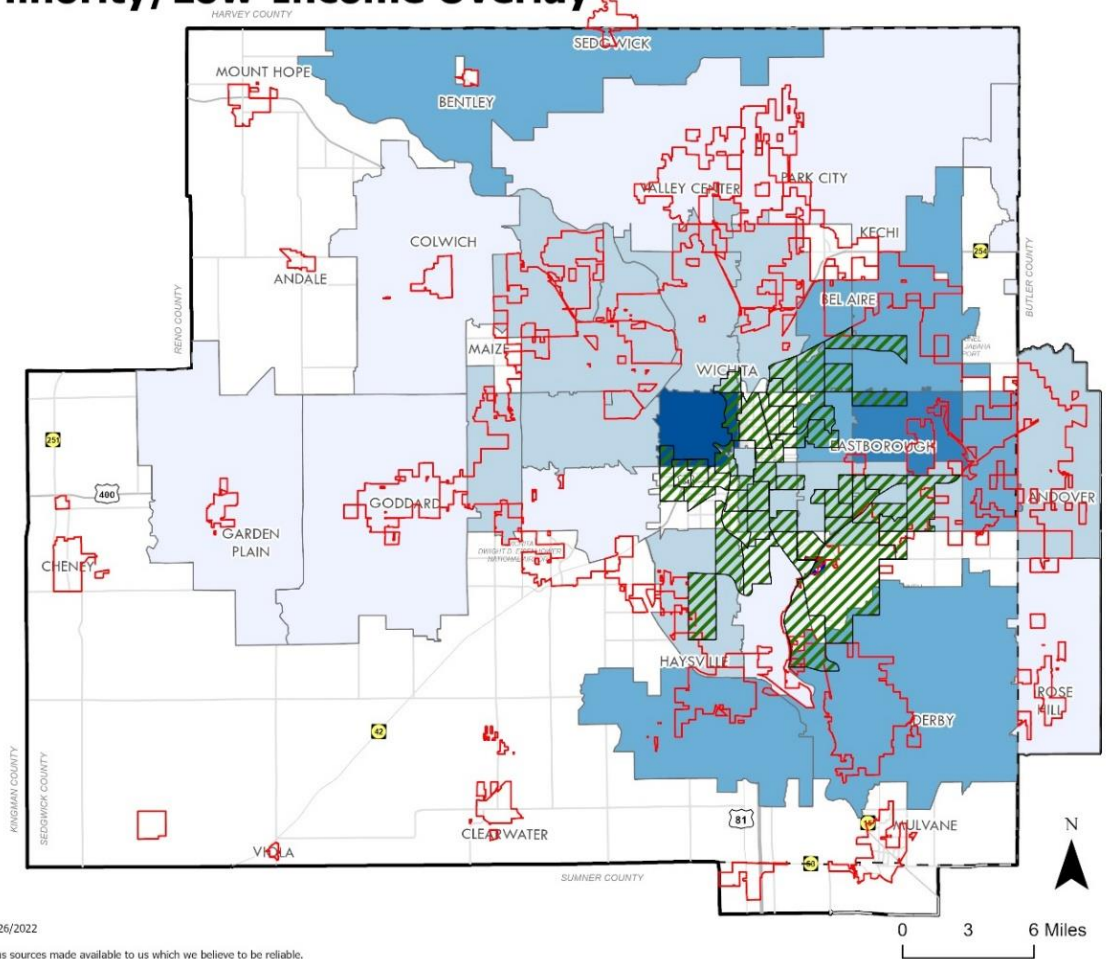
- » How would you most prefer to provide your input about transportation planning to WAMPO?
- » What type of WAMPO-sponsored community engagement activities would you be most likely to participate in?
- » How would you prefer to have information presented?
- » What is your Preferred Language?

Figure A16 PPP Survey Responses with Minority/Low Income



Public Participation Plan Survey Responses with Minority/Low-Income Overlay

- WAMPO Cities
- Number of responses received per ZIP Code:
- 1
- 2 - 4
- 5 - 7
- 8 - 10
- 11 - 15
- Environmental Justice Census Tracts
- County Boundaries
- WAMPO Planning Boundary



Source: WAMPO. Produced by: WAMPO. Date Exported: 9/26/2022
 Folder: G:\Population\PPP\Projects\PPP_Survey\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Public Comments on the PPP Development

A 45-Day Public comment period took place from September 27th, 2022, to November 11th, 2022.

WAMPO received zero comments during the comment period.

B. Appendix B – Media Contacts

American Towns » pr@americantowns.com	Biz Journals » broy@bizjournals.com » Bill Roy » dhmccoy@bizjournals.com » Daniel McCoy	KCTU » rjdickens@kctu.com » R. J. Dickens
AP » rhegeman@ap.org » Roxana Hegeman » apkansascity@ap.org » AP Kansas City	City of Wichita » mmayta@wichita.gov » Mike Mayta » City7feedback@wichita.gov » City of Wichita Channel 7 » dnelson@wichita.gov » De Nelson » mlovely@wichita.gov	KDOT » tom.hein@ks.gov » Tom Hein
Ark Valley News » news@arkvalleynews.com	Derby Informer » mail@derbyinformer.com » Derby Weekly Informer	KFDI » news@kfdi.com
Maize Newspaper » clarionpublisher@gmail.com » Joey Young, Maize Newspaper (The Clarion)	KCTU » kctu@kctu.com	KPTS » tv8@kpts.org » Channel 8 Kansas Public TV
Wichita Eagle » letters@wichitaeagle.com » mwerts@wichitaeagle.com » Marcia Werts » dlefler@wichitaeagle.com » Dion Lefler	KFDI » glawson@kfdi.com » George Lawson	TCV Pub » press@tcvpub.com » The Community Voice
Sedgwick County » nicole.gibbs@sedgwick.gov	KMUW » eckels@kmuw.org » Carla Eckels (E-mail)	Sherman Broadcast Group » ddcsherman@aol.com » Sherman Broadcast Group (E-mail)
Wichita Life » wichitalifeict@gmail.com	KSN » connect3news@ksn.com » news@ksn.com » KSN (E-mail) » rich.wood@ksn.com » Rich Wood	The Beacon » hello@thebeacon.media

C. Appendix C – Stakeholder Agencies

The following *Consultation Procedures* table highlights the typical agencies and officials that WAMPO consults and/or coordinates with for the development of the MTP and TIP.

Figure C1 Consultation Procedures

Contact	Agency Role	Involvement
Wichita Sedgwick County Metropolitan Area Planning Department (MAPD), Planning departments of member jurisdictions	Representatives of State and local land use entities	Agency representatives will be engaged in consultation at the initiation of both the MTP and TIP document development, with ongoing communication until approval.
Greater Wichita Partnership	Economic development representatives	
Kansas Department of Health and Environment, U. S. Fish and Wildlife Service, Environmental Protection Agency, United States Army Corps of Engineers	Environmental protection and resource agencies)	Participating representatives will have the opportunity to review and comment on draft material prior to approval.
Coordinated Transit District #9, Greyhound, Taxi companies	Private Providers of transportation	
Owners/Operators of Airports in the WAMPO planning area	Airport Representatives	
Kansas Motor Carriers Association, Railroad operators in area	Freight Representatives	Consultation will match the public review and comment timeline and procedures outlined in the “Public Involvement Procedures” found on page 4 of this document.

E. Appendix E – PPP Plan Development

Summer 2022 WAMPO began the process of renewing and updating the past 2017 Public Participation plan. This process required updating the old plan from 2017 to what is been currently presented. Since the last plan, Title VI and the LEP Plan have become increasingly important to consider, especially since WAMPO is striving to become a more welcoming atmosphere for people to feel safe in leaving public comments and making the Transportation of this MPO more transparent.

Reviewing federal regulations to make sure WAMPO was compliant led to sending a survey to the community and requesting what they wanted regarding receiving or giving information helped craft this plan.

Once the survey helped craft how to send and receive public input, WAMPO staff sent this plan to various Federal agencies to review and comment for clarification. Once complete, WAMPO adjusted the document from those comments and submitted to the public for a 45-day comment period where we preformed various tabling events, an open house, and open office hours to give the public time to come and visit with WAMPO in regard to the new Public Participation Plan.

Once the 45-day comment period was over and comments were taken under consideration, the PPP was sent to the TAC and TPB committees for review and acceptance.

Once accepted this PPP was put into effect: (Insert date here)

F. Appendix F – WAMPO Area Connections

WAMPO’s jurisdictions are described below.

Areas that WAMPO Covers	
WICHITA	Wichita is the largest city in Kansas, the primary hub of the greater WAMPO area, and the county seat of Sedgwick County. Incorporated in 1870, it is the principal city of the greater Wichita metropolitan area. Wichita has the largest school district in Kansas and employees over 5,600 full-time employees. As of 2020, Wichita’s population was 397,532, of which approximately 67% are in the labor force ² . It has been dubbed the “Air Capital of the World” because of the presence of various aircraft design and manufacturing facilities, such as Textron Aviation, Bombardier Learjet, Airbus, Spirit AeroSystems, as well as housing major airports such as Dwight D. Eisenhower National, Colonel James Jabara, Westport, Beech Factory, and Cessna Aircraft Field.
DERBY	Derby was incorporated in 1903 but was originally named El Paso until 1956. McConnell Air Force Base is located between Wichita and Derby with a Wichita ZIP code, and many found a home in Derby when space on base became occupied. As of 2020, Derby’s population was 25,625, of which approximately 67% are in the labor force ³ . Many jobs in the Derby area are based in either construction, retail, or real estate. Derby supports home-based businesses and large manufacturing companies like BRG Precision. Derby is served by their own public school district, as well as two private schools.
ANDOVER	Andover was incorporated in 1957. As of 2020, Andover’s population was 14,892, approximately 70% of which are in the labor force ⁴ . Surrounded by farmland, the city was devastated by an F5 tornado that forced the town to rebuild in 1991. Andover again experienced extensive damage from an F3 tornado in April 2022. Updated streets, sewers, and water lines encouraged fresh development. Andover is served by their own public school district and is also home to a branch campus of Butler Community College. Andover has placed a great emphasis on newer retail properties, education, and building residential properties for young families. Vornado Air is currently headquartered in Andover.
HAYSVILLE	Incorporated in 1951 and colloquially known as the “Peach Capital of Kansas,” for their historic peach orchard, Haysville has a population of 11,262 as of 2020. Haysville has approximated 60% labor force ⁵ . Like Andover, Haysville faced a destructive tornado in 1999 that damaged 150 homes and 27 businesses. Norland Plastics Co., a subsidiary of Teleflex, Inc. was among the facilities rebuilt since the tornado and is a major employer in the area.

² US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2079000&tid=ACSDP5Y2020.DP03>

³ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2017800&tid=ACSDP5Y2020.DP03>

⁴ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2001800&tid=ACSDP5Y2020.DP03>

⁵ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2031125&tid=ACSDP5Y2020.DP03>

	Haysville is served by their own public school district. Included in their school district is Campus High School, located in Wichita.
PARK CITY	Park City is one the newest city in the WAMPO region, which was incorporated in 1980. As of 2020, Park City’s population was 8,333, of which approximately 74% are in the labor force ⁶ . Many of the workers are gainfully employed, in part, due to recent employment growth from industries such as Crosswinds Casino, Hartman Area, and an Amazon fulfillment center." The city does not have their own public school district, rather, students are split between the Wichita and Valley Center school districts.
BEL AIRE	Bel Aire is another newer city in this region and was incorporated in 1980. As of 2020, Bel Aire’s population was 8,262, of which approximately 67% are in the labor force ⁷ . The city does not have their own public school district. They are served by both the Wichita and Towanda school districts.
VALLEY CENTER	The city of Valley Center was first incorporated in 1885 and conveniently located near I-135, US-81, and K-15. As of 2020, Valley Center’s population was 7,340, of which approximately 69% are in the labor force ⁸ . The Valley Center Public School District and alternative school serves communities from all over the WAMPO area, including Park City, Kechi, and Wichita.
MULVANE	Mulvane is the second oldest city in the region, being first incorporated in 1883. When it was founded, it was located at the junction of five Santa Fe rail lines and is still a convenient point today, south of Wichita. As of 2020, Mulvane’s population was 6,286, of which approximately 68% are in the labor force ⁹ . Mulvane is served by their own public school district. The Kansas Star Casino and a Cowley County Community College satellite campus are in Mulvane.
MAIZE	The city of Maize was first incorporated in 1915. Growth really hit the area in the 1950s and has continued rapidly in recent years as Wichita expands further northwest. As of 2020, Maize’s population was 5,735, of which approximately 68% are in the labor force ¹⁰ . Maize is served by their own public school district, including an alternative, nontraditional school.
GODDARD	Goddard is also one of the older municipalities in the region and was first founded in 1883 and incorporated in 1910. As of 2020, Goddard’s population was 5,084 of which approximately 69% are in the labor force ¹¹ . Manufacturing, educational services, health care, and social assistance are the main labor draws for Goddard. Because US-54 and US-400 run concurrently through Goddard, it is easy for citizens to flow in and out of the city. Goddard is served by their own public school district. There is also a Catholic private school in the city.

⁶ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2054450&tid=ACSDP5Y2020.DP03>

⁷ US Census 2020: ACS 5-Year Estimates Data Profiles

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⁸ US Census 2020: ACS 5-Year Estimates Data Profiles

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⁹ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2049100&tid=ACSDP5Y2020.DP03>

¹⁰ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2044200&tid=ACSDP5Y2020.DP03>

¹¹ US Census 2020: ACS 5-Year Estimates Data Profiles

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ROSE HILL	Rose Hill is located in Butler County and was incorporated in 1955. As of 2020, Rose Hill’s population was 4,185, of which approximately 69% are in the labor force. ¹² Cook Airfield is a recreational airport located nearby and is a major draw for the city. The community has their own public school district.
CLEARWATER	Clearwater is one of the older cities in Sedgwick County and was incorporated in 1885. On the Chisholm Trail, the city began as a small trading post and has consistently increased in population ever since. Clearwater is served by their own public school district. As of 2020, Clearwater’s population was 2,653, of which approximately 67% are in the labor force. ¹³
KECHI	Kechi is a city located to the northeast of Wichita and was incorporated in 1957. Kechi is served by both the Wichita and the Valley Center Public School Districts. The city is 15 minutes from the Dwight D. Eisenhower National Airport and Downtown Wichita. As of 2020, Kechi’s population was 2,217, of which approximately 71% are in the labor force. ¹⁴
CHENEY	The City of Cheney was first founded in 1883 as a station and shipping point on the Santa Fe Railway and Cheney State Park. The Cheney Reservoir has since become a popular recreation destination for many in the area. Cheney is served by their own public school district, operating. As of 2020, Cheney's population was 2,181, of which approximately 63% are in the labor force. ¹⁵
SEDGWICK	The city of Sedgwick lies within both Harvey and Sedgwick Counties and calls itself “a little town with a big heart.” Sedgwick is one of the earliest incorporated cities, second to Wichita, in the WAMPO region and was incorporated in 1872. The city positions itself to have the pleasures of small-town living but close to big city jobs—ideal for commuters. Sedgwick is served by their own public school district. As of 2020, Sedgwick’s population was 1,603, of which approximately 63% are in the labor force. ¹⁶
COLWICH	A rural-suburban city, Colwich has faced continued population expansion and economic growth. Colwich was found in in 1887 and is located approximately 5-miles northwest of Wichita. Colwich does not have their own school district. They are served by the Renwick Public School District, which supports Andale and Garden Plain, as well. As of 2020, Colwich’s population was 1,455, of which approximately 74% are in the labor force. ¹⁷
GARDEN PLAIN	Located west of Wichita, Garden Plain was founded as a junction between Wichita and Kingman on the Wichita and Western Railroad. Since its incorporation in 1903, the city has seen an increase in population because of its family-oriented community. Garden Plain is

¹² US Census 2020: ACS 5-Year Estimates Data Profiles

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¹³ US Census 2020: ACS 5-Year Estimates Data Profiles

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¹⁴ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2036225&tid=ACSDP5Y2020.DP03>

¹⁵ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2012775&tid=ACSDP5Y2020.DP03>

¹⁶ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2063800&tid=ACSDP5Y2020.DP03>

¹⁷ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2015100&tid=ACSDP5Y2020.DP03>

	served by the Renwick Public School District, which supports Andale and Colwich as well. As of 2020, Garden Plain’s population was 948, of which approximately 77% are in the labor force. ¹⁸
ANDALE	Andale was founded as a station and shipping point on the Missouri Pacific Railroad in the 1880s and incorporated in 1901. Andale is supported by the Renwick Public School District, which supports Garden Plain and Colwich, as well. As of 2020, Andale’s population was 941, of which approximately 74% are in the labor force. ¹⁹
MOUNT HOPE	Mount Hope was founded in 1874 and incorporated in 1887. They are served by the Haven Public School District in Reno County, outside of the WAMPO area. As of 2020, Mount Hope’s population was 806, of which approximately 65% are in the labor force. ²⁰
EASTBOROUGH	Eastborough was incorporated in 1937 and is an enclave of the city of Wichita, dubbed “Wichita’s finest residential section.” ²¹ Being surrounded by Wichita, Eastborough does not have their own school district, instead sending their students to the Wichita Public School District or Wichita area private schools. As of 2020, Eastborough’s population was 756, of which approximately 63% are in the labor force. ²²
BENTLEY	Bentley was founded as a depot on the Kansas Midland Railway in 1888 but was not incorporated until 1959. The rail line has since been abandoned but the city is growing as a residential destination. Bentley does not have their own school district. They are served by the Halstead Public School District in Harvey County, outside of WAMPO boundaries. As of 2020, Bentley’s population was 560, of which approximately 58% are in the labor force. ²³
VIOLA	Viola was first founded in 1870 as a town off the Englewood branch of the Santa Fe railroad but has faced a decreasing population since the late nineteenth century. The city was incorporated in 1909. Viola is home to Lake Afton, a popular recreation spot. Viola does not have their own school district. Instead, the community is served by the Conway Springs Public School District in Sumner County which is outside of WAMPO boundaries. As of 2020, Viola’s population was 115, of which approximately 72% are in the labor force. ²⁴

¹⁸ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2025375&tid=ACSDP5Y2020.DP03>

¹⁹ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2001775&tid=ACSDP5Y2020.DP03>

²⁰ US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2048900&tid=ACSDP5Y2020.DP03>

²¹ City of EastBorough Newsletters, www.eastborough-ks.gov/history/history.php City of EastBorough Newsletters, www.eastborough-ks.gov/history/history.php

²² US Census 2020: ACS 5-Year Estimates Data Profiles

Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2019300&tid=ACSDP5Y2020.DP03>

²³ US Census 2020: ACS 5-Year Estimates Data Profiles

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²⁴ US Census 2020: ACS 5-Year Estimates Data Profiles

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Agenda Item 4B: Action 2050 MTP Plan Advisory Committee

Ashley Bryers, Transportation Planning Manager

Background

REIMAGINED MOVE 2040, WAMPO's long-range Metropolitan Transportation Plan (MTP), was adopted in June 2020. It sets the vision for the region's transportation system, and all federally funded or regionally significant transportation projects are required to be consistent with it. Federal regulations require MPOs to update their MTPs every five years, meaning the next MTP must be approved by June 2025. In light of that deadline, it is time to start planning for the 2050 MTP. WAMPO staff have begun developing a proposed Plan Advisory Committee (PAC), based on the committee that was formed to develop *REIMAGINED MOVE 2040*.

WAMPO staff propose a two-tier structure. The first tier is the Plan Advisory Committee, which would guide the planning process and be comprised of local/state government staff and representatives of professional organizations. The second tier is a "roundtable" of interested residents. Roundtable meetings would be held in alternating months from those of the Plan Advisory Committee. WAMPO would ask interested residents what their priorities are, to help ensure a balance of points of view in discussions.

Please refer to the MTP 2050 Development Process in the Director's Report to see a development timeline.

The TAC provided suggestions for PAC members at their October 24th, 2022, meeting. The attached roster has been updated to reflect those suggestions.

Action Options

- » Recommend approval of the 2050 MTP Plan Advisory Committee, as presented.
- » Not recommend approval of the 2050 MTP Plan Advisory Committee.
- » Recommend approval of the 2050 MTP Plan Advisory Committee, with specific changes.

Attachment

- » Draft Plan Advisory Committee Roster

Draft

WAMPO MTP 2050 Plan Advisory Committee

Name	Title	Agency	Interest
Lynn Packer	Deputy Director of Public Works	Sedgwick County	Roads
James Wagner	Capital Improvement 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 Raamott	Transportation Planner	City of Wichita	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
?	Representative - Will select at the mtg on 11/29	Transit Coordination Coalition	Transit
Jessica Warren	Mobility Manager	South Central KS CTD	Transit
Nina Rasmussen	Environmental Quality Specialist	City of Wichita	Air quality/EV
Wendell Nicholson	Captain - Central/ Special Operations Bureau	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
Cecelie Cochran	Community Planner	FHWA	FHWA
Eva Steinman-Daetwiler	Community Planner	FTA	FTA

Rev. 11/15/22

WAMPO MTP 2050 MTP 2050 Roundtable

Name	Interest



Project Selection Committee (PSC) Recommendation: Year-End Balance Guidance

Ashley Bryers, Transportation Planning Manager

Nick Flanders, Senior Transportation Planner

Background

For various reasons (e.g., deobligated funds, canceled projects, new funding programs, revised obligation limitations for existing funding programs), it may be projected during a given Federal Fiscal Year (FFY) that one or more WAMPO-suballocated funding programs (Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA)) will have a nonzero balance at the end of the FFY. Such balances are addressed by convening the Project Selection Committee (PSC), submitting the PSC’s recommended solution to the Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) for approval, and then starting the process to amend the Transportation Improvement Program (TIP) accordingly.

The PSC convened on November 10, 2022, and recommended the adoption of Year-End Balance Guidance text clarifying the solutions the PSC/TAC/TPB should prioritize in the event of one or more WAMPO-suballocated funding programs having a projected nonzero year-end balance.

The TAC is asked to consider whether to, or not to recommend the TPB adopt the Year-End Balance Guidance that the PSC has recommended.

Year-End Balance Guidance, as Recommended by the PSC

The below guidance would be added to the FFY2023-FFY2026 TIP, Appendix I (“Transportation Improvement Program Policy”), Attachment B (“WAMPO-Suballocated Funding Programs Management Procedure”). It would clarify the strategies the PSC should prioritize when deciding how to address projected nonzero balances at the end of the current FFY.

In the event of a WAMPO-suballocated funding program being projected to have a surplus or deficit at the end of the current Federal Fiscal Year (FFY), the following strategies are to be prioritized to get the projected balance as close to zero as possible. These strategies are listed in priority order; if it is not possible to implement a given strategy or that strategy only partially addresses the nonzero balance, proceed to the next listed strategy to address whatever portion of the nonzero balance still remains.

*If a WAMPO-suballocated funding program is projected to have a **surplus** at the end of the current FFY:*

1. If another WAMPO-suballocated funding program has a projected deficit, identify (an) unobligated project(s) in the current FFY that is/are currently programmed to receive funds from the program with a projected deficit but which also qualify/ies for funding from the program with a projected surplus, then change some or all of the funding programmed for that/those project(s) from the program with a projected deficit to the program with a projected surplus, without changing the overall amount of WAMPO-suballocated funding on any given project.



Agenda Item 4C: Action

Project Selection Committee (PSC) Recommendation: Year-End Balance Guidance

Ashley Bryers, Transportation Planning Manager

Nick Flanders, Senior Transportation Planner

2. Increase funding on unobligated current-FFY projects with more than 0% and less than 80% federal funding on their qualifying phases. If all such projects already have the same percent federal funding on their qualifying phases, increase their funding proportionally, so that they will continue to have the same percent federal funding on their qualifying phases. If they do not all have the same percent federal funding on their qualifying phases, start by increasing funding on the project with the lowest percent federal funding on its qualifying phases until it ties the second-lowest project, and so on until all projects have the same percent federal funding on their qualifying phases or the projected surplus has been drawn down. *For this step, a given project's federal funding is capped at 80% of its qualifying-phase costs, as estimated at the time of the original adoption of the current TIP (as opposed to the time of the most recent amendment to that TIP) or the time when the project's funding was most recently considered by the PSC outside of the regular new-TIP-adoption cycle (if applicable), whichever occurred more recently.*
3. If there is/are (an) unobligated project(s) that currently has/have zero WAMPO-suballocated funding programmed on it/them but which the PSC, TAC, and TPB have placed on a waitlist for funding, contact the project sponsor(s) to confirm whether or not they would be willing and able to start the project(s) in the current FFY if the projected funding-program surplus for that FFY were programmed on their project(s). If one or more project sponsors respond in the affirmative, start by funding whichever project on the waitlist was assigned the highest priority, and so on down the list.
4. Move up Advance Construction (AC) conversions that had been scheduled for a later FFY to the current FFY.
5. Ask project sponsors if they would be willing and able to move up a project that had been programmed for a later FFY to the current FFY.
6. If inflation or scope changes have caused (an) unobligated project's/s' estimated costs of qualifying phases to increase since the last time either a new TIP was adopted (as opposed to amended) or the project's/s' funding level(s) was/were considered by the PSC, qualify that/those project(s) for funding up to 80% of its/their revised qualifying-phase costs. If more than one project qualifies, increase their funding proportionally relative to what they previously qualified for (as opposed to relative to their revised cost estimates), up to 80% of their respective revised estimates of qualifying-phase costs.
7. Ask KDOT for permission to carry funds over to the next FFY.
8. Issue a Call for Projects, focused on projects/activities that could obligate before the end of the current FFY (e.g., planning studies, preliminary engineering, public transit projects).

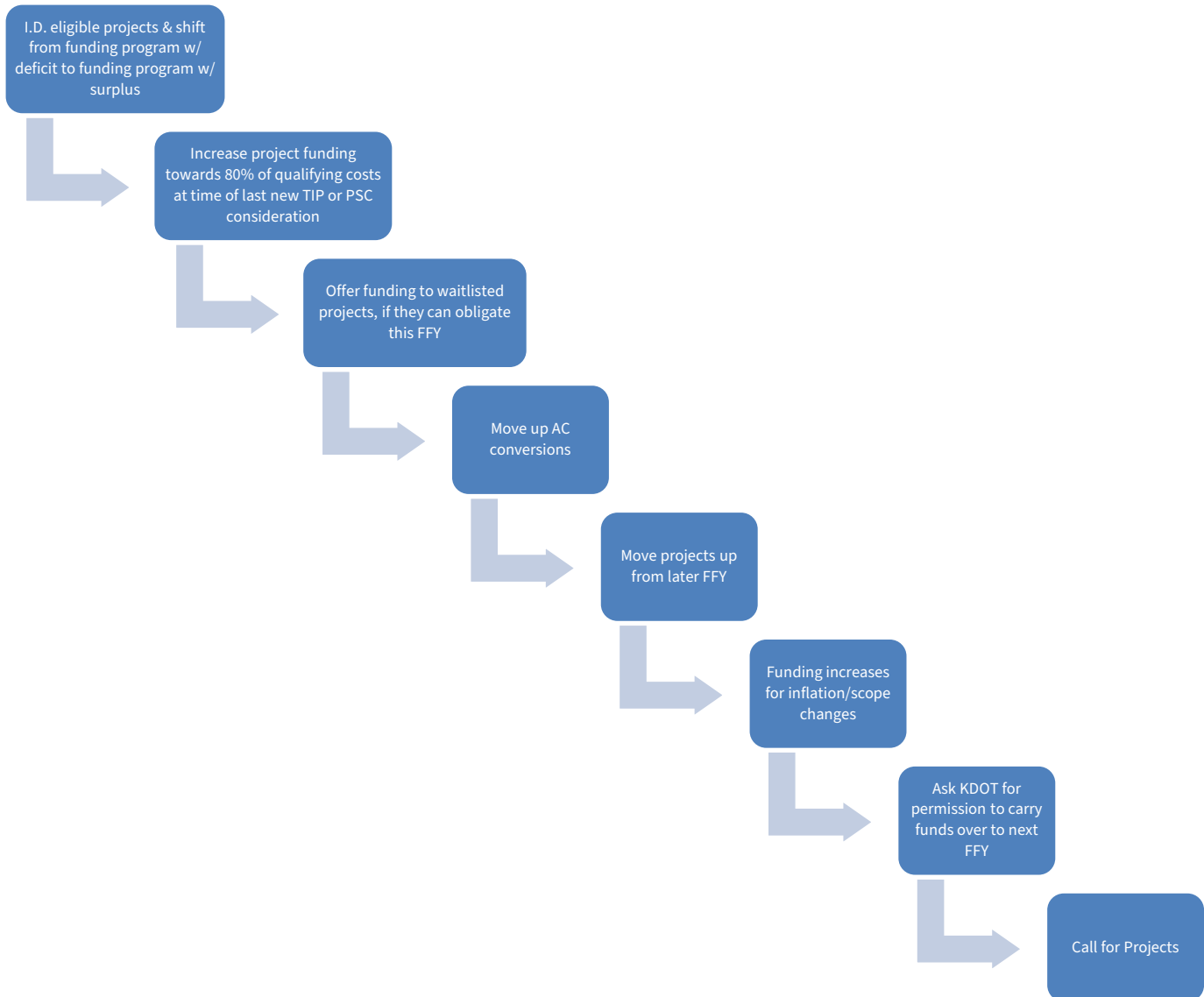


Project Selection Committee (PSC) Recommendation: Year-End Balance Guidance

Agenda Item 4C: Action

Ashley Bryers, Transportation Planning Manager

Nick Flanders, Senior Transportation Planner



If a WAMPO-suballocated funding program is projected to have a **deficit** at the end of the current FFY:

1. If another WAMPO-suballocated funding program has a projected surplus, identify (an) unobligated project(s) in the current FFY that is/are currently programmed to receive funds from the program with a projected deficit but which also qualify/ies for funding from the program with a projected surplus, then change some or all of the funding programmed for that/those project(s) from the program with a projected deficit to the program with a projected surplus, without changing the overall amount of WAMPO-suballocated funding on any given project.
2. Use Advance Construction (AC) arrangements to move unobligated project funding to a later FFY without delaying the start of the project or reducing the overall amount of funding it will ultimately



Project Selection Committee (PSC) Recommendation: Year-End Balance Guidance

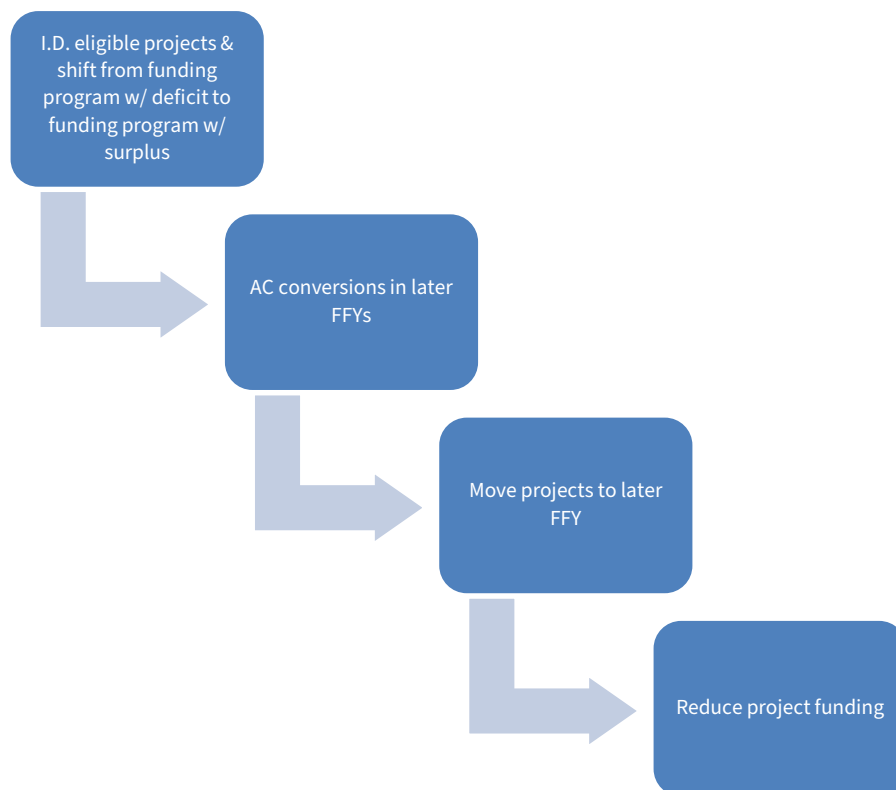
Agenda Item 4C: Action

Ashley Bryers, Transportation Planning Manager

Nick Flanders, Senior Transportation Planner

receive, provided the project sponsor has the financial means to carry the corresponding project costs until the AC funds are reimbursed.

3. Ask the sponsors of unobligated current-FFY projects if they are willing to delay the start dates of their projects to a later FFY, when more funding is expected to be available.
4. Reduce funding on unobligated current-FFY projects. If all such projects already have the same percent federal funding on their qualifying phases, reduce their funding proportionally, so that they will continue to have the same percent federal funding on their qualifying phases, according to cost estimates at the time of the original adoption of the current TIP (as opposed to the time of the most recent amendment to that TIP) or the time when the projects' funding was most recently considered by the PSC outside of the regular new-TIP-adoption cycle (if applicable), whichever occurred more recently. If they do not all have the same percent federal funding on their qualifying phases, start by reducing funding on the project with the highest percent federal funding on its qualifying phases until it ties the second-highest project, and so on until all projects have the same percent federal funding on their qualifying phases or the projected deficit has been eliminated.



Action Options

- » Recommend approval of the Year-End Balance Guidance, as presented.
- » Not recommend approval of the Year-End Balance Guidance.
- » Recommend approval of the Year-End Balance Guidance, with specific changes.



Project Selection Committee (PSC) Recommendation: Year-End Balance Guidance

Agenda Item 4C: Action

Ashley Bryers, Transportation Planning Manager

Nick Flanders, Senior Transportation Planner

Attachment

- » FFY2023-FFY2026 TIP, Appendix I, Attachment B, as it would appear with the Year-End Balance Guidance added



Agenda Item 4D: Action
Project Selection Committee (PSC) Recommendation:
FFY2023 Year-End Balance Allocations

Ashley Bryers, Transportation Planning Manager
 Nick Flanders, Senior Transportation Planner

Background

Since the start of Federal Fiscal Year (FFY) 2023, updated estimates have been received from the Kansas Department of Transportation (KDOT) of the FFY2023 obligation limitations and carryovers from FFY2022 for the Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) WAMPO-suballocated funding programs. In addition, through Amendment 2 to the FFY2023-FFY2026 Transportation Improvement Program (TIP), two FFY2023 WAMPO-sponsored projects will be removed from the TIP (on which \$420,000 of CMAQ funds is currently programmed) and KDOT staff have requested that one KDOT-sponsored project be moved from FFY2023 to FFY2024 (on which \$400,000 of STBG funds is currently programmed). As a result, a cumulative STBG+CMAQ+TA end-of-FFY2023 surplus of \$1,120,923 is projected.

	<i>Surface Transportation Block Grant (STBG)</i>	<i>Congestion Management and Air Quality (CMAQ)</i>	<i>Transportation Alternatives (TA)</i>	Total
Estimated Carryovers from FFY2022	\$5,194,831	-\$1,944,481	\$998,002	\$4,248,352
Estimated FFY2023 Obligation Limitations	\$9,752,651	\$1,947,571	\$1,463,284	\$13,163,506
Spending Currently Programmed	-\$14,703,639	-\$420,000	-\$1,987,295	-\$17,110,934
WAMPO-Sponsored Projects to Be Removed from TIP	--	\$420,000	--	\$420,000
KDOT Project Requested to Be Moved to FFY2024	\$400,000	--	--	\$400,000
Projected End-of-FFY2023 Balance	\$643,842	\$3,090	\$473,991	\$1,120,923

**Does not include any deobligations that may happen during FFY2023.*

When the Project Selection Committee (PSC) met on November 10, 2022, to recommend the Year-End Balance Guidance presented for TAC action in Agenda Item 4C, they also recommended a specific application of that guidance for eliminating the projected end-of-FFY2023 surplus. The recommended application of the guidance involves increasing the WAMPO-suballocated funding on three FFY2023 projects. For these funding increases to be implemented, the PSC's recommendation would have to be approved by the Transportation Policy Body (TPB). This action item asks the Technical Advisory Committee (TAC) to decide whether or not to recommend that the TPB approve the WAMPO-suballocated project funding increases that the PSC has recommended.



Agenda Item 4D: Action
Project Selection Committee (PSC) Recommendation:
FFY2023 Year-End Balance Allocations

Ashley Bryers, Transportation Planning Manager
 Nick Flanders, Senior Transportation Planner

FFY2023 WAMPO-Suballocated Funding Changes, as Recommended by the PSC

Lead Agency	Project Title	Changes in WAMPO-Suballocated Funds				
		STBG	CMAQ	TA	TA (STBG uses)	Total
Wichita	West St., Harry to Pawnee	\$318,985*	\$3,089	-\$853,347	\$576,054	\$44,781
Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	\$189,368	--	--	--	\$189,368
Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5 th (85th St. N.)	\$135,489	--	\$751,284	--	\$886,773
Total		\$643,842	\$3,089	-\$102,063	\$576,054	\$1,120,922

*In addition, the Wichita project “West St., Harry to Pawnee” would receive a \$1,011,353 Advance Construction (AC) conversion of STBG funds in FFY2025, making the project’s overall increase in STBG funds \$1,330,338 (and its overall increase in WAMPO-suballocated funds \$1,056,134). This is reflected in the below table showing before-and-after funding amounts for each project.

- These recommended funding increases would result in projected end-of-FFY2023 STBG, CMAQ, and TA balances of between \$0 and \$1.
- The following FFY2023 WAMPO-suballocated projects are not recommended for funding increases at this time, because they are already funded at 80% of their qualifying-phase costs, as estimated at the time of the original adoption of (as opposed to the time of the most recent amendment or administrative adjustment to) the FFY2023-FFY2026 TIP:
 - Haysville: “Seneca & 63rd Street Bike Ped Pathway”
 - Wichita Transit: “Wichita Transit Network Redesign Plan”

If approved, these funding changes would be implemented through FFY2023-FFY2026 TIP Amendment 2, which is scheduled for a February 14, 2023, TPB vote.

Action Options

- » Recommend approval of the FFY2023 WAMPO-suballocated funding changes, as presented.
- » Not recommend approval of the FFY2023 WAMPO-suballocated funding changes.
- » Recommend approval of the FFY2023 WAMPO-suballocated funding changes, with specific changes.

Attachment

- » Before-and-after breakdown of PSC-recommended WAMPO-suballocated funding changes (w/ AC)



Agenda Item 4D: Action
Project Selection Committee (PSC) Recommendation:
FFY2023 Year-End Balance Allocations

Ashley Bryers, Transportation Planning Manager
 Nick Flanders, Senior Transportation Planner

Lead Agency	Project Title	Current		Recommended		Difference
		Source	Amount	Source	Amount	
City of Wichita	West St., Harry to Pawnee	STBG	\$6,231,812	STBG (part is AC)	\$7,562,150	\$1,330,338
		CMAQ	\$0	CMAQ	\$3,089	\$3,089
		TA	\$1,230,643	TA	\$377,296	-\$853,347
		TA (STBG uses)	\$0	TA (STBG uses)	\$576,054	\$576,054
		CRRSAA	\$3,089,097	CRRSAA	\$3,089,097	\$0
		Total	\$10,551,552	Total	\$11,607,686	\$1,056,134
		% Fed. Funding	67.43%	% Fed. Funding	74.18%	
Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	STBG	\$1,323,150	STBG	\$1,512,518	\$189,368
		HIP	\$683,064	HIP	\$683,064	\$0
		Total	\$2,006,214	Total	\$2,195,582	\$189,368
		% Fed. Funding	67.78%	% Fed. Funding	74.18%	
City of Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	STBG	\$6,486,542	STBG	\$6,622,031	\$135,489
		TA	\$0	TA	\$751,284	\$751,284
		HIP	\$556,717	HIP	\$556,717	\$0
		Total	\$7,043,259	Total	\$7,930,032	\$886,773
		% Fed. Funding	65.88%	% Fed. Funding	74.18%	
		Total	\$19,601,025	Total	\$21,733,300	\$2,132,275



Agenda Item 5A: Discussion **Reasonable Progress Policy**

Ashley Bryers, Transportation Planning Manager
Nick Flanders, Senior Transportation Planner

Background

Page 25 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix I of the FFY2023-FFY2026 TIP, https://www.wampo.org/files/ugd/bbf89d_c7e7c7a3c2f84a65b576af44e844ab75.pdf) establishes a Reasonable Progress Policy. The policy includes two primary provisions:

- 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 supposed to have progress reports at least every two months.
- If a project programmed to be obligated during the current FFY is not obligated by March 31st, the TPB has the option, following an opportunity for the project sponsor to present on the project's status to the TPB, to remove unobligated WAMPO-suballocated funding from the project.

WAMPO staff would like input from TAC members on the below recommendations.

Staff Recommendations

It is the recommendation of WAMPO staff that, in keeping with the existing policy, WAMPO staff start providing a brief report to the TAC/TPB every two months on the status of projects expected to have WAMPO-suballocated obligation activity during the current FFY, based on reports from KDOT and on regular communications between WAMPO staff and the projects' lead agencies. However, WAMPO staff also recommend that the Reasonable Progress Policy be amended to no longer state that not obligating by March 31st is grounds for defunding a project, because it would be difficult for project sponsors to limit their obligation activity to only the first half of each FFY and also because projects that have their initial obligation late in the FFY may potentially absorb projected surplus funds that become available during the FFY (if they currently have less than 80% federal funding programmed on their qualifying phases).

Attachment

- » Relevant page from the WAMPO TIP Policy Document



Background

On November 15, 2021, the Bipartisan Infrastructure Law was signed, also referred to as the Infrastructure Investment and Jobs Act, which contains significant new funding for electric vehicle (EV) charging stations. Funding is offered via formula and discretionary funds to advance EV charging infrastructure. The State of Kansas will benefit from an estimated \$40 million over five years. In addition, Kansas agencies and communities will be eligible to apply for additional funding through \$2.5 billion in discretionary programs. FHWA strongly encourages the use of existing DOT funding and financing to build out EV charging stations as well as to use these new programs to leverage private sector investment. WAMPO staff are researching EV technology and funding opportunities to inform and assist WAMPO's partnering agencies.

Electric Vehicles

There are four types of electric vehicles:

- Battery Electric Vehicle (BEV): Fully powered by electricity; more efficient compared to hybrid and plug-in hybrids.
- Hybrid Electric Vehicle (HEV): The vehicle uses both the internal combustion (usually petrol) engine and the battery-powered motor powertrain.
- Plug-in Hybrid Electric Vehicle (PHEV): Uses both an internal combustion engine and a battery charged from an external socket (they have a plug).
- Fuel Cell Electric Vehicle (FCEV): Electric energy is produced from chemical energy, for example, hydrogen. FCEVs are also known as zero-emission vehicles.

Electric Vehicle Chargers

Charging equipment for PEVs is classified by the rate at which the batteries are charged. Charging times vary based on how depleted the battery is, how much energy it holds, the type of battery, and the type of charging equipment (e.g., charging level and power output).

Level 1 Charging

One hour of Level 1 charging provides up to 5 miles of range, depending on the vehicle model.

Level 2 Charging

One hour of Level 2 charging provides up to 30 miles of range, depending on the vehicle model.

Direct current fast charging (DCFC)

One hour of DCFC charging provides about 150 to 210 miles of range, depending on the vehicle model and DCFC power level. Depending on the size and specifications of the battery, EVs typically take at least 30 minutes to get 80 percent charged at the DC Fast charging stations.

Funding Opportunities

This staff report will highlight funding programs that support the following three (3) eligible EV activities:

1. Construction and installation of EV charging infrastructure including parking facilities and utilities.
2. Planning for EV charging infrastructure and related projects.
3. Installation of EV charging infrastructure as part of transit capital projects.



Electric Vehicle Technology & Funding Opportunities

Alicia Hunter, Senior Transportation Planner

Dora Gallo, Transportation Planner

Funding Programs		Eligible Activities
Formula Funding	<p>National Highway Performance Program (NHPP) Funds may be used for a project or program of projects aimed toward supporting progress toward the achievement of national performance goals on the National Highway System.</p>	1 & 3
	<p>Surface Transportation Block Grant Program (STBG) Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.</p>	1, 2, 3
	<p>Congestion Mitigation and Air Quality (CMAQ) Improvement Program Provides a funding source for States and local governments to fund transportation projects and programs that help meet the requirements of the Clean Air Act.</p>	1 & 3
	<p>National Highway Freight Program (NHFP) Aims to improve the efficient movement of freight on the National Highway Freight Network. The program supports several goals including reducing the environmental impacts of freight movement.</p>	2
	<p>State Planning and Research (SPR) Provides funding for making transportation investment decisions throughout the State. The goals of the funding are to develop cooperative planning efforts that support transportation investment decisions statewide.</p>	2
	<p>Metropolitan Planning (PL) Provides funding for regional efforts within a designated urbanized area with a population of 50,000 or more. The goals of the funding are to develop cooperative planning efforts that support transportation investment decisions within urbanized areas.</p>	2
	<p>Carbon Reduction Program (CRP) Provides funding for projects to reduce transportation emissions or the development of carbon reduction strategies</p>	1, 2, 3
Discretionary Funding	<p>National Electric Vehicle Infrastructure Formula Program (NEVI) Provides funding to States to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.</p>	1, 2, 3
	<p>Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly known as Better Utilizing Investments to Leverage Development (BUILD)). Provides an opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives.</p>	1, 2, 3
	<p>Infrastructure for Rebuilding America (INFRA) Grant Program Provides Federal financial assistance to highway and freight projects of national or regional significance. INFRA has multimodal eligibility and increases the impact of projects by leveraging non-Federal funding contributions and incentivizing project sponsors to pursue innovative delivery and financing strategies, including public-private partnerships.</p>	1 & 2
	<p>Advanced Transportation Technologies and Innovative Mobility Deployment Provides grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Demonstration projects could include EV charging infrastructure integrated with intelligent transportation systems with the Smart Grid</p>	1 & 3



Agenda Item: 5B

Electric Vehicle Technology & Funding Opportunities

Alicia Hunter, Senior Transportation Planner

Dora Gallo, Transportation Planner

	and other energy distribution and charging systems or associated with advanced mobility and access technologies such as dynamic ridesharing.	
	<p>Discretionary Grant Programs for Charging and Fueling Infrastructure</p> <p>Provides funding to deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.</p>	1, 2, 3
	<p>Rural Surface Transportation Grant Program</p> <p>Provides funding to Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.</p>	1, 2, 3

Source: [Federal Funding is Available For Electric Vehicle Charging Infrastructure On the National Highway System, April 22, 2022](#)

Attachment

- Electric Vehicle Background



Electric Vehicles

There are four types of electric vehicles available:

Battery Electric Vehicle (BEV):

Fully powered by electricity; more efficient compared to hybrid and plug-in hybrids. BEV technology runs entirely on a battery-powered electric drivetrain. The electricity is stored in a large battery pack which can be charged by plugging into the electricity grid.

Hybrid Electric Vehicle (HEV):

The vehicle uses both the internal combustion (usually petrol) engine and the battery-powered motor powertrain. The petrol engine is used both to drive and charge when the battery is empty. These vehicles are not as efficient as fully electric or plug-in hybrid vehicles.

Plug-in Hybrid Electric Vehicle (PHEV):

Uses both an internal combustion engine and a battery charged from an external socket (they have a plug). This means the vehicle's battery can be charged with electricity rather than the engine. PHEVs are more efficient than HEVs but less efficient than BEVs.

Fuel Cell Electric Vehicle (FCEV):

Electric energy is produced from chemical energy, for example hydrogen. FCEVs are also known as zero-emission vehicles.

Chargers

Charging equipment for PEVs is classified by the rate at which the batteries are charged. Charging times vary based on how depleted the battery is, how much energy it holds, the type of battery, and the type of charging equipment (e.g., charging level and power output).

Level 1 Charging

One hour of Level 1 charging provides up to 5 miles of range, depending on the vehicle model.

Level 2 Charging

One hour of Level 2 charging provides up to 30 miles of range, depending on the vehicle model.

Direct current fast charging (DCFC)

One hour of DCFC charging provides about 150 to 210 miles of range, depending on the vehicle model and DCFC power level. Depending on the size and specifications of the battery, EVs typically take at least 30 minutes to get 80 percent charged at the DC Fast charging stations.

Benefits of Electric Vehicles

Lower Running Costs

The running cost of an electric vehicle is much lower than an equivalent petrol or diesel vehicle. Electric vehicles use electricity to charge their batteries instead of using fossil fuels like petrol or diesel. Electric vehicles are more efficient, and that combined with the electricity cost means that charging an electric



vehicle is cheaper than filling petrol or diesel for your travel requirements. The electricity cost can be reduced further if charging is done with the help of renewable energy sources installed at home, such as solar panels.

Low Maintenance Cost

Electric vehicles have very low maintenance costs because they don't have as many moving parts as an internal combustion vehicle. The servicing requirements for electric vehicles are lesser than the conventional petrol or diesel vehicles. Therefore, the yearly cost of running an electric vehicle is significantly low.

Zero Tailpipe Emissions

Driving an electric vehicle can help you reduce your carbon footprint because there will be zero tailpipe emissions. You can reduce the environmental impact of charging your vehicle further by choosing renewable energy options for home electricity.

Electric Vehicles are Easy to Drive and Quiet

Electric vehicles don't have gears and are very convenient to drive. There are no complicated controls, just accelerate, brake, and steer. When you want to charge your vehicle, just plug it in to a home or public charger. Electric vehicles are also quiet, so they reduce noise pollution that traditional vehicles contribute to.

Convenience of charging at home

Simply plug your vehicle in at your home charger for 4-5 hours before you plan to go. What if you forget to plug in your machine someday? Then you can easily take the help of fast chargers or even battery swapping services if you are a two-wheeler on the road.

Disadvantages of Electric Vehicles

Finding a Charging Station

There is no real comparison between the number of gas stations vs charging stations. There has been a rapid increase in the number of charging stations across the country in the past 5 years. There has also been a big push from automakers to help accelerate the growth of charging stations which should help alleviate this issue in the years to come.

Charging Takes Longer

One thing gas has over electricity is how quickly you can refill the tank. Filling up at a gas station takes two to three minutes. Recharging an electric car can take hours to fully charge. The time will vary on the model of the car and the throughput of the charger. For many, this is not a concern as they drive less than the range of their EV most days, but for those who need to drive longer distances regularly this should be a consideration.

The driving range on a full charge

The range of electric cars has increased with battery technology in recent years. It is now not uncommon to see new electric cars with an effective range over 200 miles. The 2021 Bolt EV is rated for 259 Miles on a full charge, and the Tesla Model S has a listed range between 387 and 520 miles. For comparison, gas powered



cars can typically boast a range around 400 miles per tank of gas. If you do frequent long drives, then the range should absolutely be a consideration in your purchase decision.

Higher Initial Purchase Cost

While it is true that all electric cars cost less to operate than their gas-powered cousins, the lower ongoing costs typically come at the tradeoff of a higher purchase price. The current price gap between equivalent models seems to be around \$10,000, but this gap should continue to decrease as the technology matures. Despite this, EVs tend to cost less over the lifetime of the vehicle when you factor in gas and maintenance. However, there are often state and federal incentives and rebates that can close some/all of this purchase gap.

Replacing the Batteries is Expensive

The last downside that you should be aware of for electric cars is that replacing the battery packs is expensive. The batteries are one of the main reasons that EVs have a higher initial cost. A full replacement can cost upwards of \$6,000. However, these prices are falling as the technology advances.

Planning Challenges

While exciting, these trends also bring new challenges for all stakeholders—local governments, transit agencies, developers, utilities, manufacturers, and service providers—as they try to plan, manage, and finance the transition from fossil-fuel to electric.

People are looking to add EV chargers at home. A typical Level 2 charger requires seven or eight kilowatts of power. That's about the same load as the entire typical household. Add a few of these in a neighborhood and the electricity provider may have to upgrade the transformers feeding those houses. Add a few more and the entire local grid may need an upgrade.

Possible Solutions

We know that mass charging infrastructure needs to be installed in order to accommodate this revolution. However, the question that is top-of-mind is: Who will pay for it?

Tesla is a leader with their 'if you build it, they will come' approach as they have been quietly rolling out Tesla charging infrastructure globally to service their EV owners. Other recent automotive-funded companies launching similar programs are Electrify (funded by VW settlement funds) and GreenLots—both of which are well into similar programs themselves.

Sources

<https://www.stantec.com/en/ideas/how-to-plan-for-the-future-of-electric-vehicles>

<https://e-amrit.niti.gov.in/types-of-electric-vehicles>

<https://www.oceancrestmotors.com/why-electric-vehicles-evs/>

<https://southeast-michigan-ev-resource-kit-and-planning-hub-semcog.hub.arcgis.com/pages/bf5d4ff8a5ac4e1fac3fd6e87f078762>



Background

The general planning process for bicycle and pedestrian projects consists of identifying and prioritizing bicycle and pedestrian improvements based on existing conditions, existing plans, and the needs of bicycle riders and pedestrians.

Since 2012, WAMPO has conducted annual counts of bicycles and pedestrians at various locations throughout the region. These counts measure non-motorized travel within the WAMPO region. This helps to determine long-term walking and biking trends as well as where the emphasis should be placed by member jurisdictions in terms of road improvements, repairs, and new non-motorized transportation projects.

WAMPO Bicycle and Pedestrian Count Projections

WAMPO's Annual Bicycle and Pedestrian Count took place on September 21st, 22nd, and 24th. Counts were measured at 42 site locations; four new site locations were added due to our Bicycle and Pedestrian facility growth in the region. Due to there being more bicycle and pedestrian facilities, there has been an increase in bicycle and pedestrian activity. WAMPO staff received complete data for half of the designated count sites. Each site was measured for four hours on two weekdays- either Wednesday or Thursday and one weekend, Saturday. The sites are counted based on whether it is a screenline (a line along a path or road that when crossed, is counted) or an intersection (where passage through the intersection is counted). WAMPO enlisted support from approximately 57 community volunteers this year to collect this count information. If it wasn't for the help and efforts of the volunteers, WAMPO wouldn't have the resources to gather this data. WAMPO has tracked the number of volunteers that have helped every year and there is a chart that shows the number of volunteers for the past 10 years on a subsequent page.

Calculating projections from daily counts is used to predict and analyze daily, weekly, monthly, and yearly volumes and averages. These counts and their methodology are based on national standards from the [National Bicycle and Pedestrian Documentation Project](#). This methodology allows planners to predict the AADT (Average Annual Daily Traffic) for bicycle and pedestrian counts each year.

Attached are charts and maps for the 2022 bicycle and pedestrian count projections. The pie chart shows the traffic distribution between pedestrians, bicycle riders, and other (scooters, skateboards, rollerblades, etc.). WAMPO has an accessible [online interactive map](#). The interactive map allows the public access to past count data and current projections.

Attachments:

- 2022 Bicycle and Pedestrian Report
- 2012-2022 Bicycle and Pedestrian Projections Report

2022

Bicycle & Pedestrian Count Results Report



The project goal of this event is to collect data that is representative of actual levels of biking and pedestrian activity in the WAMPO region. Understanding the trends and locations of existing bicycle and pedestrian activity helps WAMPO and its partners plan for future system improvements in the places where people use them. This year marked the eleventh annual count of bicycle and pedestrian activity across different locations within the WAMPO region (all of Sedgwick County and parts of Butler and Sumner Counties). This year, the number of count sites increased to 42 from the previous year's 38, to better help our municipal partners in understanding their own unique active transport needs.

Held on Wednesday, September 21st, Thursday, September 29th, and Saturday, September 24th, this year's count would not have been possible without the assistance and commitment of our 57 (10 WAMPO employees) volunteers! The National Bicycle and Pedestrian Documentation Project (NBPDP) methodology was used for the 2022 count.

An interactive report is available at:

<https://wampo.maps.arcgis.com/apps/webappviewer/index.html?id=098e4737763d4fc485e406c0716e5303>

Bicycle and Pedestrian Count Event

At each of the WAMPO-area sites, volunteers manually count the number of people using bicycle and pedestrian facilities over the course of two hours. Volunteer affiliations included a wide variety of service organizations, advocacy groups, and interested individuals from across the region.

Count Site Categories

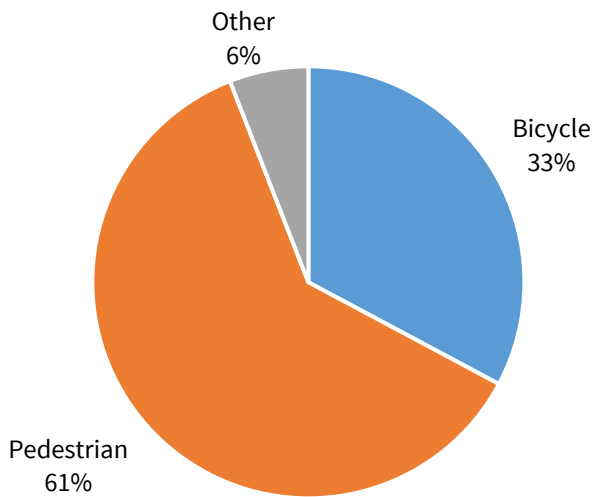
There were three categories of individuals counted during the 2022 event: bicycle riders, pedestrians (including people using wheelchairs or other mobility devices and children in strollers), and an "other" category that captured individuals traveling via other equipment (roller skates, skateboard, scooter, Segway, etc.).

Results

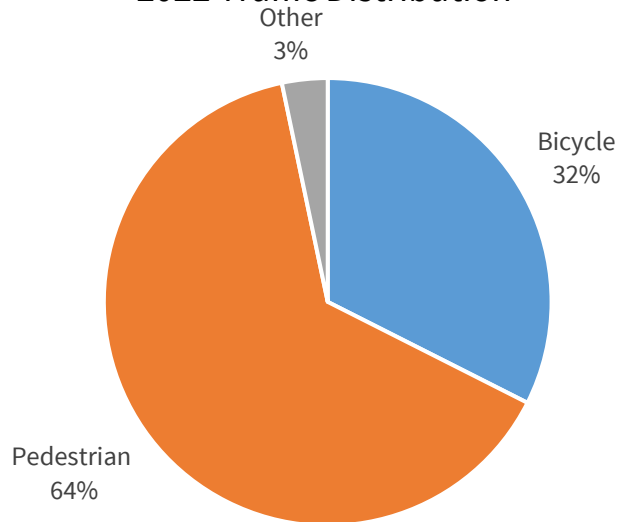
In 2022, event volunteers counted a total of 3,313 people across all categories. The majority of individuals counted fell into the “pedestrian” category (2,129 people, or 64%). Traffic in the “bicycle rider” category slightly decreased from 33% in 2021 to 32% in 2022. As the pandemic has simmered down since the prior years, there was an increase of individuals walking. Across all three categories counted, there was an increase of 8% from 2021 to 2022 (from 3,067 to 3,313). The makeup of people counted stayed consistent—about 1 out of every 3 persons counted was a bicycle rider. Bicycle and pedestrian activity across all sites has been on a steady rise.

2022 Top 10 Count Sites			
City	Site Name	Site #	AADT
Wichita	Douglas and Washington	25	2752
Wichita	Broadway and 1st	37	2249
Wichita	Sedgwick County Park at 21st Street	112	1700
Wichita	Sedgwick County Park at 13th Street	111	1583
Andover	Redbud Path, Patrica Ln	116	1448
Wichita	Ark River Path, at Keeper of the Plains	43	1324
Wichita	Pawnee and Broadway	15	1261
Wichita	1st and Waco	81	1255
Wichita	Central at Nims	78	1007
Wichita	Broadway and Central	84	1002

2021 Traffic Distribution



2022 Traffic Distribution



WAMPO Bicycle and Pedestrian Projections Data Report 2012-2022

Overview of Counts

To understand how bicycle and pedestrian counts and collection methods have evolved over time, count data dating back to 2012 is included. The data collected at each site each year can vary in quality and reliability due to several variables. For example, the weather has a strong effect on people’s desire to walk and bike, so if the weather was particularly cold one count year all the sites may have lower count numbers. Another example is based on the number of volunteers available. If WAMPO does not have enough volunteers some sites may go uncounted or partially counted. Table 1 is an example of how counts can be inconsistent over the years.

This is the first year that WAMPO is projecting its bicycle and pedestrian count data using mathematical formulas. Projections provide an estimate of counts and are the best analysis method for offsetting the fluctuations in the count data.

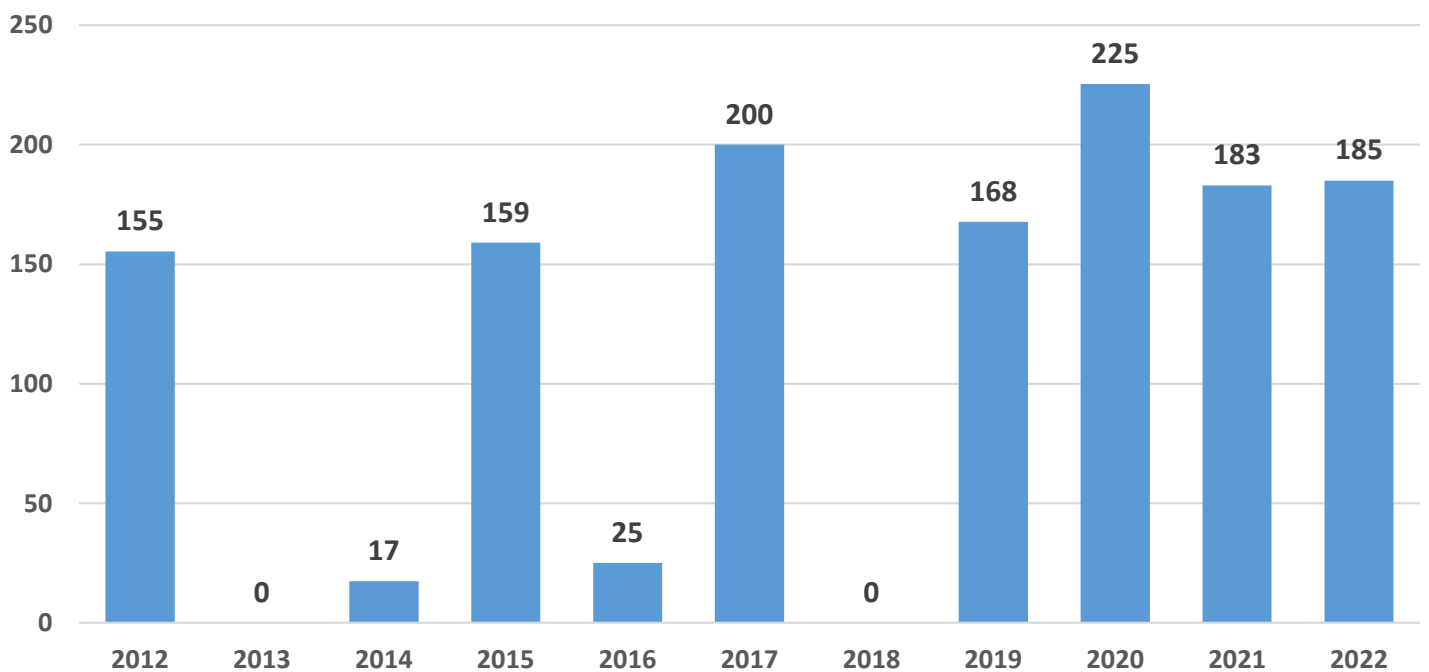


Table 1: Counts collected at Site 5 from 2012-2022 (Oliver at 61st)

Project Background

Since 2012, WAMPO has counted bicycle and pedestrian traffic at dozens of specific locations throughout the region. The methodology for collecting and projecting these counts is standardized by the National Bicycle and Pedestrian Documentation Project standards (<http://bikepeddocumentation.org>).

The counts are based on three-two-hour time slots from in September: a weekday morning, a weekday evening, and a Saturday. These days were chosen based on the recommendations from the National Bicycle and Pedestrian Documentation Project. Each site is counted as either a screenline or an intersection, which determines the directions from which countable traffic is traveling. The counts are conducted by volunteers.

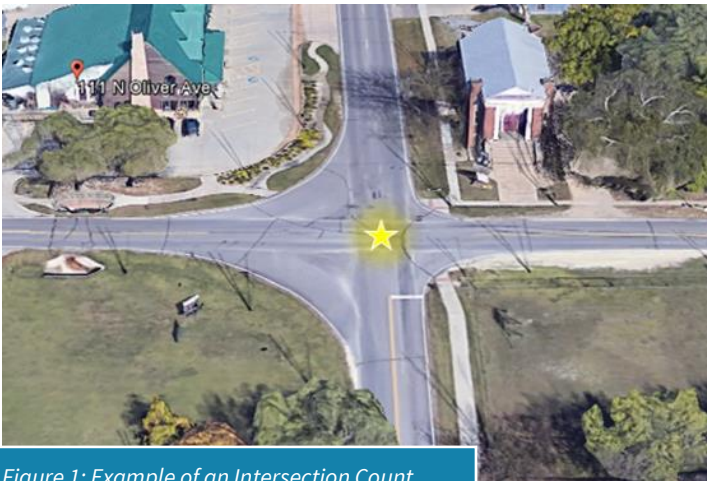


Figure 1: Example of an Intersection Count



Figure 2: Example of a Screenline Count

The collected count data is returned to WAMPO and transcribed onto spreadsheets, then mathematical projections from the National Bicycle and Pedestrian Documentation Project are conducted. The counts are projected into Average Annual Daily Traffic numbers. (The “T” in AADT can refer to trips or traffic, they have the same meaning.) This resulting data is then used to make various maps.

Utility of Count Results

Bicycle and pedestrian counts can measure multi-modal traffic volume and aid in the prioritization of road improvements and new transportation projects based on levels of usage. This count data helps to understand how the region chooses to get around and stay active. It also illustrates relationships between transportation, land use, and mobility. And last, as this information is standardized and shareable, it can assist in comparisons against the rest of the nation.

Interactive Maps

WAMPO has developed ArcGIS online user-friendly maps that can be found at <https://www.wampo.org/bicycle-pedestrian>. An interactive map allows users to explore the count locations and the most recent and historical count data. Interactive maps allow users to isolate information that pertains to their interests or personal investments. On this map, users can see where the count locations are and where they are in relation to bikeways, major roadways, and the numerous municipalities in the WAMPO region.

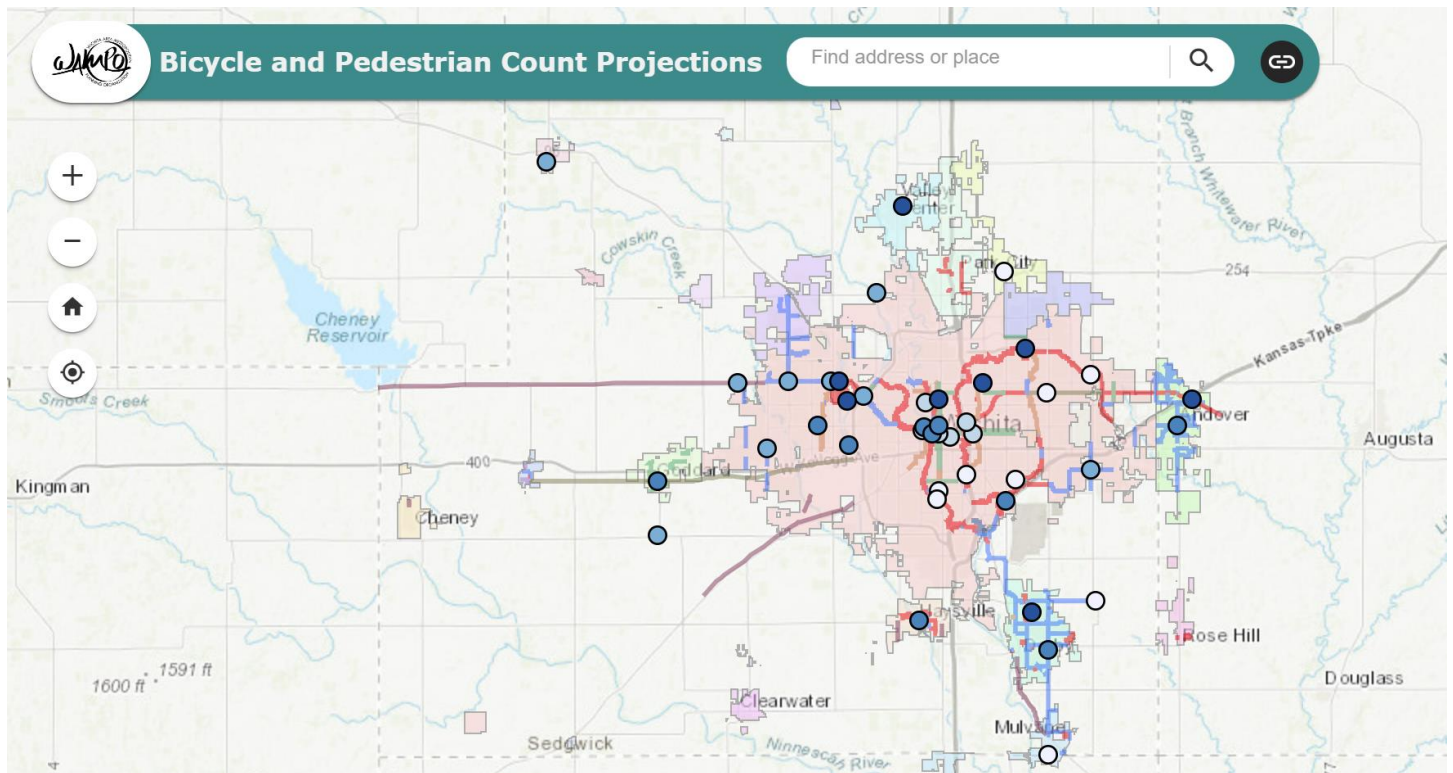


Figure 3: Screenshot of the ArcGIS Interactive Map

2022 Bicycle and Pedestrian Annual Average Daily Traffic (AADT)

In 2022, there were 42 locations counted around the WAMPO region. About half of the count locations were missing data, so projections were done with two days of counts rather than three. The 2022 bicycle and pedestrian daily trips range from 2,752 to 0, although some sites are recorded as 0 AADT. They could be 0 because they had no trips or because there was no data recorded, perhaps because the site was not counted. In looking at the data comprehensively, the average AADT is 608 and the median AADT is 288.

Figure 4 illustrates the range of the top five count locations, which have a large range between them. The intersection of Douglas and Washington is by far the most populated location in the region this year.

The Keeper of the Plains count location has historically been in a high-count location. This year it had a projected count of 1,324. It is unknown why it didn't have a higher count this year.



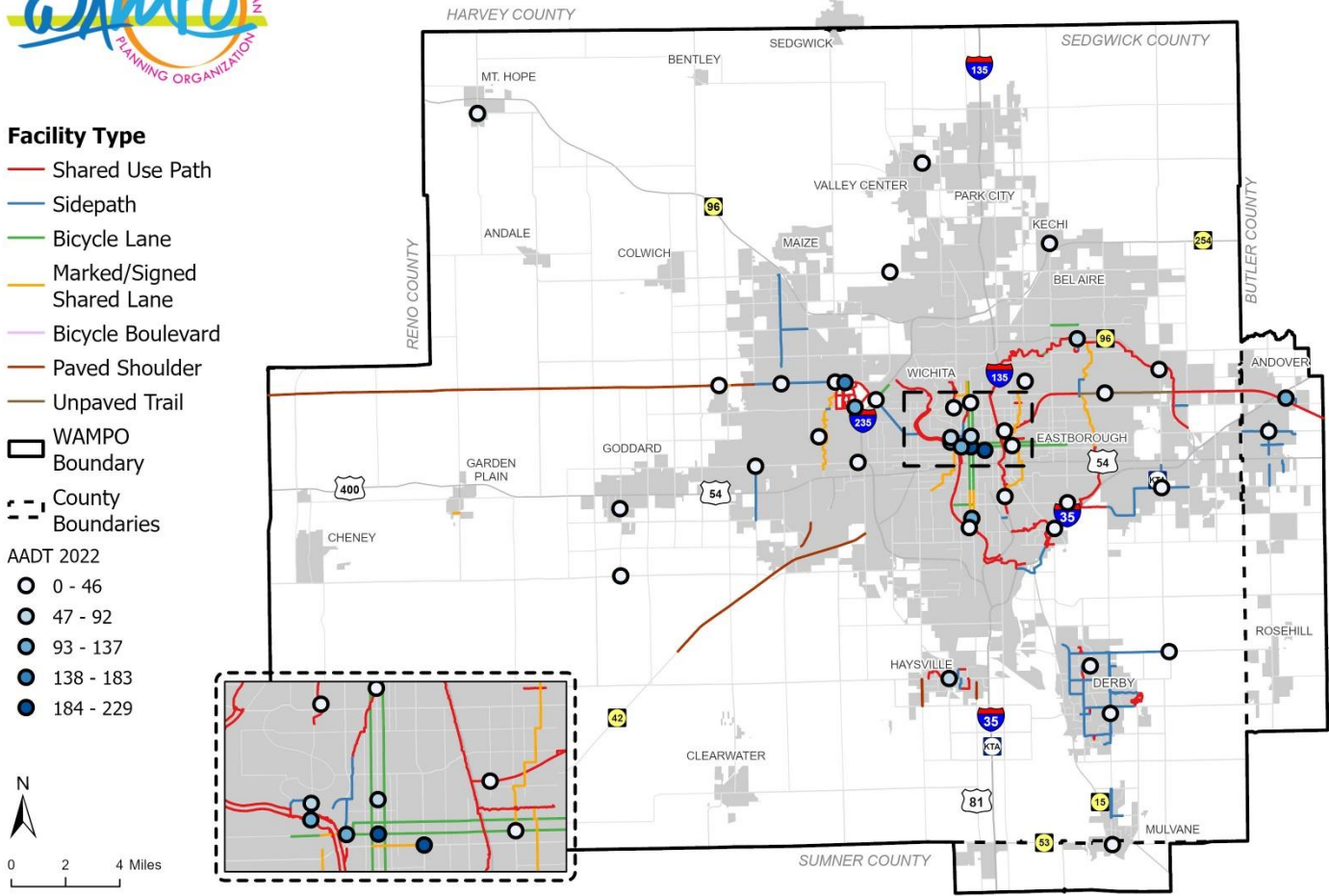
Figure 4: Top Five Count Locations in WAMPO Region in 2022

Mapped Count Projections

In the following map, the color scale from very light blue to dark blue illustrates the increase in traffic density and volume. It is observable that the darkest blue and therefore most trafficked count locations are in the highlighted box, which shows the center of Wichita.



Bicycle & Pedestrian 2022 Count Projections



Source: WAMPO. Produced by: WAMPO. Date Exported: 11/21/2022. Folder: G:\Bike Ped\Projections (2012-2021)\. The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Figure 5: Screenshot of the ArcGIS Interactive Map Most recent counts per location

Mode Share Maps

Some MPO's display their AADT information by site in the form of mode share maps. Mode share is defined as the percentage of people using a particular mode of transportation such as walking, biking, and driving. Mode share maps use pie charts to illustrate the breakdown of vehicle usage versus bicycle and pedestrian usage at each count site. All sites that qualify for a AADT count have one. Sites that do not qualify for Vehicle AADT are not near a road and are both a screenline location and a shared use path. Nearly all the sites in the WAMPO region showed high percentages in favor of one mode choice (either high vehicle use or high bicycle/pedestrian use) meaning there was not a meaningful share of mode usage at any of the count locations. The mode share maps created were not deemed as informative. However, WAMPO has the data and pie charts available for mode share breakdowns, and can be available upon request.

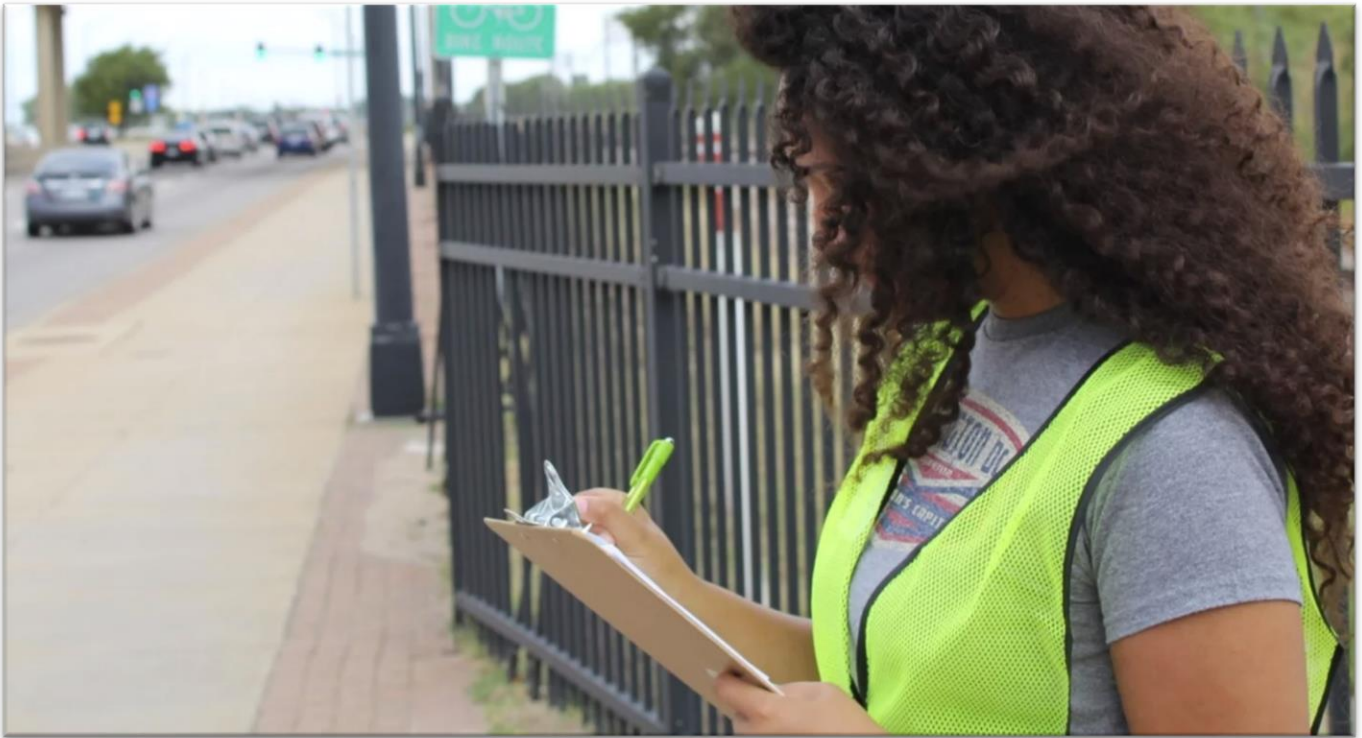


Figure 6: Volunteers are an essential part of WAMPO's mission

2021-2012 Historic Count Data for Each Count Location

In the following tables, the summary data for each site for each year is displayed. The last three columns of each table show the percentage breakdown, or “Average Daily Split,” of bicycle use, pedestrian use, and vehicle use. In 2022, most sites have an overwhelming majority of vehicle use, illustrated by 100%.

Although, for example, 2022 site 115 shows the highest non-vehicle breakdown at 64% bicycle use and 37% vehicle use. Other years further back tend to have greater percentage diversity.

2022 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2022	Vehicle AADT 2022	Average Daily Split Cycling 2022	Average Daily Split Walking 2022	Vehicle Per 2022
Wichita	K-96 Path, at Greenwich	4	198	-	-	-	-
Kechi	Oliver at 61st	5	185	2,877	0%	0%	100%
Wichita	17th St Rail bed, at Rock	6	129	14,470	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	12	2,338	0%	0%	100%
Mulvane	Main and 2nd	9	112	3,193	0%	0%	100%
Wichita	Mt. Vernon and Edgemoor	13	238	2,559	0%	0%	100%
Wichita	I-135 Canal Route, at Linwood Pk	14	241	780	2%	0%	98%
Wichita	Pawnee and Broadway	15	1,261	14,065	0%	0%	100%
Wichita	Ark River Path, near Broadway	18	435	-	-	-	-
Wichita	Douglas and Washington	25	2,752	15,524	0%	0%	100%
Wichita	1st and Grove	26	410	4,556	1%	0%	99%
Wichita	Redbud Path, East of I-135 Canal Path	33	520	-	-	-	-
Wichita	Broadway and 1st	37	2,249	9,439	0%	0%	100%
Wichita	Ark River Path, at 13th	41	118	-	-	-	-
Wichita	Ark River Path, at Keeper of the Plains	43	1,324	-	-	-	-
Wichita	21st and Ridge	47	394	18,137	0%	0%	100%
Wichita	Zoo Path, at Westdale	48	223	8,686	0%	0%	100%
Wichita	21st and Maize Rd	49	118	13,416	0%	0%	100%
Wichita	21st St, West of 135th	50	15	9,315	0%	0%	100%
Goddard	Macarthur and 199th	52	0	1,157	0%	0%	100%
Mt. Hope	Ohio and Main	56	-	697	-	-	-
Wichita	Maple and 119th	61	-	6,067	-	-	-
Wichita	53rd St, at Ark River Bridge	65	11	3,177	0%	0%	100%
Wichita	Harry and Greenwich	69	-	7,080	-	-	-
Goddard	Prairie Sunset Trail	77	235	-	-	-	-
Wichita	Central at Nims	78	1,007	5,701	1%	0%	99%
Wichita	1st and Waco	81	1,255	4,851	1%	0%	99%
Wichita	Broadway and Central	84	1,002	10,547	0%	0%	100%
Haysville	Main and Grand	86	885	5,842	0%	0%	100%
Andover	Central and Andover Rd	87	462	10,983	0%	0%	100%
Wichita	Central and Socora	89	277	5,372	0%	0%	100%
Wichita	Maple at the Big Ditch	90	288	11,194	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	-	7,120	0%	0%	100%
Derby	Rock St, South of Madison	94	169	8,456	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	722	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	1,583	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	1,700	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	1,103	-	-	-
Wichita	21st St & Hillside St	114	166	-	17%	1%	83%
Wichita	15th St a& Broadway St	115	30	-	64%	0%	37%
Andover	Redbud Path, Patrica Ln	116	1,448	-	57%	0%	43%
Valley Center	5th St & Meridian	117	340	-	36%	0%	64%

2021 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2021	Vehicle AADT 2021	Average Daily Split Cycling 2021	Average Daily Split Walking 2021	Vehicle Per 2021
Wichita	K-96 Path, at Greenwich	4	354	-	-	-	-
Kechi	Oliver at 61st	5	183	2,877	-	0%	-
Wichita	17th St Rail bed, at Rock	6	78	14,470	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	71	2,338	0%	0%	100%
Mulvane	Main and 2nd	9	627	3,193	1%	1%	98%
Wichita	Mt. Vernon and Edgemoor	13	159	2,559	0%	0%	99%
Wichita	I-135 Canal Route, at Linwood Pk	14	148	780	0%	1%	98%
Wichita	Pawnee and Broadway	15	815	14,065	0%	0%	100%
Wichita	Ark River Path, near Broadway	18	220	-	-	-	100%
Wichita	Douglas and Washington	25	2,095	15,524	0%	1%	99%
Wichita	1st and Grove	26	256	4,556	0%	0%	100%
Wichita	Redbud Path, East of I-135 Canal Path	33	185	-	-	-	100%
Wichita	Broadway and 1st	37	765	9,439	0%	0%	99%
Wichita	Ark River Path, at 13th	41	71	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	4,310	-	-	-	100%
Wichita	21st and Ridge	47	385	18,137	0%	0%	100%
Wichita	Zoo Path, at Westdale	48	282	8,686	0%	0%	100%
Wichita	21st and Maize Rd	49	95	13,416	0%	0%	100%
Wichita	21st St, West of 135th	50	53	9,315	0%	0%	100%
Goddard	Macarthur and 199th	52	-	1,157	-	-	-
Mt. Hope	Ohio and Main	56	-	697	-	-	-
Wichita	Maple and 119th	61	221	6,067	0%	0%	100%
Wichita	53rd St, at Ark River Bridge	65	4	3,177	0%	0%	100%
Wichita	Harry and Greenwich	69	106	7,080	0%	0%	100%
Goddard	Prairie Sunset Trail	77	390	-	-	-	100%
Wichita	Central at Nims	78	737	5,701	1%	0%	99%
Wichita	1st and Waco	81	1,122	4,851	1%	1%	98%
Wichita	Broadway and Central	84	1,875	10,547	0%	1%	99%
Haysville	Main and Grand	86	626	5,842	0%	0%	99%
Andover	Central and Andover Rd	87	212	10,983	0%	0%	100%
Wichita	Central and Socora	89	330	5,372	0%	0%	99%
Wichita	Maple at the Big Ditch	90	195	11,194	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	132	7,120	0%	0%	100%
Derby	Rock St, South of Madison	94	97	8,456	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	406	-	-	-	100%
Wichita	Sedgwick County Park at 13th Street	111	1,086	-	-	-	100%
Wichita	Sedgwick County Park at 21st Street	112	1,055	-	-	-	100%
Wichita	Triple Creek & Tall Tree	113	424	1,103	0%	3%	97%

2020 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2020	Vehicle AADT 2020	Average Daily Split Cycling 2020	Average Daily Split Walking 2020	Vehicle Per 2020
Wichita	K-96 Path, at Greenwich	4	232	-	-	-	-
Kechi	Oliver at 61st	5	225	2,376	4%	4%	91%
Wichita	17th St Rail bed, at Rock	6	149	12,321	1%	0%	99%
Derby	63rd St Sidepath, at Greenwich	8	260	1,995	7%	4%	88%
Mulvane	Main and 2nd	9	237	2,880	5%	3%	92%
Wichita	Mt. Vernon and Edgemoor	13	285	2,167	2%	9%	88%
Wichita	I-135 Canal Route, at Linwood Pk	14	446	638	19%	22%	59%
Wichita	Pawnee and Broadway	15	805	12,069	2%	4%	94%
Wichita	Ark River Path, near Broadway	18	207	-	-	-	-
Wichita	Douglas and Washington	25	1,433	13,225	3%	7%	90%
Wichita	1st and Grove	26	308	3,544	6%	2%	92%
Wichita	Redbud Path, East of I-135 Canal Path	33	388	-	-	-	-
Wichita	Broadway and 1st	37	803	7,759	4%	5%	91%
Wichita	Ark River Path, at 13th	41	183	-	-	-	-
Wichita	Ark River Path, at Keeper of the Plains	43	5,457	-	-	-	-
Wichita	21st and Ridge	47	1,272	18,137	4%	2%	93%
Wichita	Zoo Path, at Westdale	48	420	7,396	5%	0%	95%
Wichita	21st and Maize Rd	49	1,488	11,423	2%	10%	88%
Wichita	21st St, West of 135th	50	52	7,935	0%	0%	99%
Goddard	Macarthur and 199th	52	-	1,185	-	-	-
Mt. Hope	Ohio and Main	56	178	492	12%	15%	73%
Wichita	Maple and 119th	61	274	5,167	1%	4%	95%
Wichita	53rd St, at Ark River Bridge	65	9	2,694	-	-	-
Wichita	Harry and Greenwich	69	258	6,031	3%	2%	96%
Goddard	Prairie Sunset Trail	77	362	-	-	-	-
Wichita	Central at Nims	78	1,084	5,392	7%	10%	83%
Wichita	1st and Waco	81	1,003	3,835	13%	8%	79%
Wichita	Broadway and Central	84	2,816	9,085	5%	19%	76%
Haysville	Main and Grand	86	457	4,943	4%	4%	92%
Andover	Central and Andover Rd	87	421	9,268	3%	2%	96%
Wichita	Central and Socora	89	367	4,561	1%	7%	93%
Wichita	Maple at the Big Ditch	90	95	9,257	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	292	6,063	3%	1%	95%
Derby	Rock St, South of Madison	94	327	7,528	3%	2%	96%
Wichita	K-96 Path, at Great Plains Nature Center	100	572	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2019 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2019	Vehicle AADT 2019	Average Daily Split Cycling 2019	Average Daily Split Walking 2019	Vehicle Per 2019
Wichita	K-96 Path, at Greenwich	4	132	-	-	-	-
Kechi	Oliver at 61st	5	168	2,869	1%	6%	94%
Wichita	17th St Rail bed, at Rock	6	53	14,668	0%	0%	99%
Derby	63rd St Sidepath, at Greenwich	8	82	2,267	3%	4%	94%
Mulvane	Main and 2nd	9	277	3,315	2%	8%	90%
Wichita	Mt. Vernon and Edgemoor	13	-	2,524	-	-	-
Wichita	I-135 Canal Route, at Linwood Pk	14	-	750	-	-	-
Wichita	Pawnee and Broadway	15	574	14,151	2%	4%	95%
Wichita	Ark River Path, near Broadway	18	177	-	-	-	100%
Wichita	Douglas and Washington	25	2,474	15,378	2%	14%	84%
Wichita	1st and Grove	26	194	4,450	3%	4%	93%
Wichita	Redbud Path, East of I-135 Canal Path	33	-	-	-	-	-
Wichita	Broadway and 1st	37	3,723	9,297	7%	29%	65%
Wichita	Ark River Path, at 13th	41	435	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	3,921	-	-	-	100%
Wichita	21st and Ridge	47	401	21,591	1%	2%	97%
Wichita	Zoo Path, at Westdale	48	317	8,805	3%	3%	93%
Wichita	21st and Maize Rd	49	372	13,599	2%	3%	96%
Wichita	21st St, West of 135th	50	52	9,227	0%	1%	99%
Goddard	Macarthur and 199th	52	18	1,110	1%	2%	98%
Mt. Hope	Ohio and Main	56	-	438	-	-	-
Wichita	Maple and 119th	61	160	6,099	1%	3%	96%
Wichita	53rd St, at Ark River Bridge	65	-	3,136	-	-	-
Wichita	Harry and Greenwich	69	114	7,013	1%	2%	98%
Goddard	Prairie Sunset Trail	77	168	-	-	-	100%
Wichita	Central at Nims	78	645	5,665	4%	10%	85%
Wichita	1st and Waco	81	1,102	4,749	7%	19%	74%
Wichita	Broadway and Central	84	2,745	10,565	6%	21%	74%
Haysville	Main and Grand	86	-	5,781	-	-	-
Andover	Central and Andover Rd	87	310	10,945	1%	3%	96%
Wichita	Central and Socora	89	-	5,425	-	-	-
Wichita	Maple at the Big Ditch	90	174	11,037	1%	2%	98%
Wichita	Oliver and George Washington Blvd	92	418	7,162	2%	6%	92%
Derby	Rock St, South of Madison	94	143	7,584	1%	2%	97%
Wichita	K-96 Path, at Great Plains Nature Center	100	327	-	-	-	100%
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2018 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2018	Vehicle AADT 2018	Average Daily Split Cycling 2018	Average Daily Split Walking 2018	Vehicle Per 2018
Wichita	K-96 Path, at Greenwich	4	119	-	-	-	-
Kechi	Oliver at 61st	5	-	2,869	-	-	-
Wichita	17th St Rail bed, at Rock	6	209	14,668	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	246	2,200	1%	0%	99%
Mulvane	Main and 2nd	9	378	4,000	0%	1%	99%
Wichita	Mt. Vernon and Edgemoor	13	110	2,524	0%	0%	100%
Wichita	I-135 Canal Route, at Linwood Pk	14	270	723	1%	2%	97%
Wichita	Pawnee and Broadway	15	437	14,151	0%	0%	100%
Wichita	Ark River Path, near Broadway	18	254	-	-	-	100%
Wichita	Douglas and Washington	25	1,265	15,378	0%	1%	99%
Wichita	1st and Grove	26	237	4,450	0%	0%	100%
Wichita	Redbud Path, East of I-135 Canal Path	33	-	-	-	-	-
Wichita	Broadway and 1st	37	1,613	9,297	0%	1%	99%
Wichita	Ark River Path, at 13th	41	396	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	4,482	-	-	-	100%
Wichita	21st and Ridge	47	481	21,591	0%	0%	100%
Wichita	Zoo Path, at Westdale	48	226	8,805	0%	0%	100%
Wichita	21st and Maize Rd	49	372	13,599	0%	0%	100%
Wichita	21st St, West of 135th	50	33	9,227	0%	0%	100%
Goddard	Macarthur and 199th	52	12	1,151	0%	0%	100%
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	241	6,099	0%	0%	100%
Wichita	53rd St, at Ark River Bridge	65	8	3,136	0%	0%	100%
Wichita	Harry and Greenwich	69	82	7,013	0%	0%	100%
Goddard	Prairie Sunset Trail	77	375	-	-	-	100%
Wichita	Central at Nims	78	959	5,665	0%	1%	99%
Wichita	1st and Waco	81	2,383	4,749	1%	3%	96%
Wichita	Broadway and Central	84	350	10,565	0%	0%	100%
Haysville	Main and Grand	86	-	5,781	-	-	-
Andover	Central and Andover Rd	87	110	10,945	0%	0%	100%
Wichita	Central and Socora	89	167	5,425	0%	0%	100%
Wichita	Maple at the Big Ditch	90	163	11,037	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	376	7,162	0%	0%	100%
Derby	Rock St, South of Madison	94	114	7,584	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	269	-	-	-	100%
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2017 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2017	Vehicle AADT 2017	Average Daily Split Cycling 2017	Average Daily Split Walking 2017	Vehicle Per 2017
Wichita	K-96 Path, at Greenwich	4	60	-	-	-	-
Kechi	Oliver at 61st	5	200	3,108	2%	4%	94%
Wichita	17th St Rail bed, at Rock	6	108	30,540	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	81	2,200	4%	0%	96%
Mulvane	Main and 2nd	9	168	4,710	0%	3%	97%
Wichita	Mt. Vernon and Edgemoor	13	148	4,455	2%	1%	97%
Wichita	I-135 Canal Route, at Linwood Pk	14	327	723	16%	15%	69%
Wichita	Pawnee and Broadway	15	634	14,705	2%	2%	96%
Wichita	Ark River Path, near Broadway	18	237	-	-	-	100%
Wichita	Douglas and Washington	25	4,683	15,928	2%	20%	77%
Wichita	1st and Grove	26	367	6,443	3%	2%	95%
Wichita	Redbud Path, East of I-135 Canal Path	33	386	-	-	-	-
Wichita	Broadway and 1st	37	342	9,830	1%	2%	97%
Wichita	Ark River Path, at 13th	41	519	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	2,141	-	-	-	100%
Wichita	21st and Ridge	47	438	22,475	1%	1%	98%
Wichita	Zoo Path, at Westdale	48	185	18,325	1%	0%	99%
Wichita	21st and Maize Rd	49	256	17,189	1%	1%	99%
Wichita	21st St, West of 135th	50	59	9,560	1%	0%	99%
Goddard	Macarthur and 199th	52	54	1,151	4%	0%	96%
Mt. Hope	Ohio and Main	56	12	542	0%	2%	98%
Wichita	Maple and 119th	61	83	9,989	0%	0%	99%
Wichita	53rd St, at Ark River Bridge	65	4	5,715	0%	0%	100%
Wichita	Harry and Greenwich	69	141	8,306	0%	1%	98%
Goddard	Prairie Sunset Trail	77	97	-	-	-	100%
Wichita	Central at Nims	78	1,299	9,115	5%	8%	88%
Wichita	1st and Waco	81	1,092	5,132	8%	10%	82%
Wichita	Broadway and Central	84	3,065	10,969	5%	16%	78%
Haysville	Main and Grand	86	378	8,428	2%	3%	96%
Andover	Central and Andover Rd	87	409	11,252	2%	1%	96%
Wichita	Central and Socora	89	156	21,030	0%	0%	99%
Wichita	Maple at the Big Ditch	90	145	11,633	1%	1%	99%
Wichita	Oliver and George Washington Blvd	92	115	7,190	1%	1%	98%
Derby	Rock St, South of Madison	94	171	15,015	0%	1%	99%
Wichita	K-96 Path, at Great Plains Nature Center	100	143	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2016 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2016	Vehicle AADT 2016	Average Daily Split Cycling 2016	Average Daily Split Walking 2016	Vehicle Per 2016
Wichita	K-96 Path, at Greenwich	4	111	-	-	-	-
Kechi	Oliver at 61st	5	25	3,108	0%	0%	99%
Wichita	17th St Rail bed, at Rock	6	12	30,540	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	6	2,200	0%	0%	100%
Mulvane	Main and 2nd	9	32	4,370	0%	1%	99%
Wichita	Mt. Vernon and Edgemoor	13	32	4,455	0%	1%	99%
Wichita	I-135 Canal Route, at Linwood Pk	14	119	723	11%	3%	86%
Wichita	Pawnee and Broadway	15	-	14,705	-	-	-
Wichita	Ark River Path, near Broadway	18	89	-	-	-	100%
Wichita	Douglas and Washington	25	2,034	15,928	1%	10%	89%
Wichita	1st and Grove	26	101	6,443	1%	1%	98%
Wichita	Redbud Path, East of I-135 Canal Path	33	34	-	-	-	100%
Wichita	Broadway and 1st	37	680	9,830	1%	5%	94%
Wichita	Ark River Path, at 13th	41	112	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	1,498	-	-	-	100%
Wichita	21st and Ridge	47	197	22,475	1%	0%	99%
Wichita	Zoo Path, at Westdale	48	91	18,325	0%	0%	100%
Wichita	21st and Maize Rd	49	-	17,189	-	-	-
Wichita	21st St, West of 135th	50	31	9,560	0%	0%	100%
Goddard	Macarthur and 199th	52	12	1,151	1%	0%	99%
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	90	9,989	0%	1%	99%
Wichita	53rd St, at Ark River Bridge	65	-	5,715	-	-	-
Wichita	Harry and Greenwich	69	11	8,306	0%	0%	100%
Goddard	Prairie Sunset Trail	77	646	-	-	-	100%
Wichita	Central at Nims	78	174	9,115	1%	1%	98%
Wichita	1st and Waco	81	596	5,132	4%	7%	90%
Wichita	Broadway and Central	84	218	10,969	0%	2%	98%
Haysville	Main and Grand	86	-	8,428	-	-	-
Andover	Central and Andover Rd	87	15	11,252	0%	0%	100%
Wichita	Central and Socora	89	16	21,030	0%	0%	100%
Wichita	Maple at the Big Ditch	90	5	11,633	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	350	7,190	3%	2%	95%
Derby	Rock St, South of Madison	94	49	15,015	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	28	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2015 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2015	Vehicle AADT 2015	Average Daily Split Cycling 2015	Average Daily Split Walking 2015	Vehicle Per 2015
Wichita	K-96 Path, at Greenwich	4	221	-	-	-	-
Kechi	Oliver at 61st	5	159	3,058	2%	3%	95%
Wichita	17th St Rail bed, at Rock	6	157	30,000	0%	0%	99%
Derby	63rd St Sidepath, at Greenwich	8	4	2,200	0%	0%	100%
Mulvane	Main and 2nd	9	-	4,275	-	-	-
Wichita	Mt. Vernon and Edgemoor	13	-	4,245	-	-	-
Wichita	I-135 Canal Route, at Linwood Pk	14	143	723	10%	7%	83%
Wichita	Pawnee and Broadway	15	663	14,305	2%	3%	96%
Wichita	Ark River Path, near Broadway	18	484	-	-	-	-
Wichita	Douglas and Washington	25	1,472	15,170	2%	7%	91%
Wichita	1st and Grove	26	429	6,290	3%	4%	94%
Wichita	Redbud Path, East of I-135 Canal Path	33	324	-	-	-	-
Wichita	Broadway and 1st	37	3,172	9,550	3%	22%	75%
Wichita	Ark River Path, at 13th	41	213	-	-	-	-
Wichita	Ark River Path, at Keeper of the Plains	43	2,067	-	-	-	-
Wichita	21st and Ridge	47	965	22,079	2%	2%	96%
Wichita	Zoo Path, at Westdale	48	965	18,000	3%	2%	95%
Wichita	21st and Maize Rd	49	304	16,884	2%	0%	98%
Wichita	21st St, West of 135th	50	62	9,105	1%	0%	99%
Goddard	Macarthur and 199th	52	4	1,151	0%	0%	100%
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	229	9,678	1%	2%	98%
Wichita	53rd St, at Ark River Bridge	65	-	5,445	-	-	-
Wichita	Harry and Greenwich	69	54	7,913	1%	0%	99%
Goddard	Prairie Sunset Trail	77	161	-	-	-	-
Wichita	Central at Nims	78	264	9,038	1%	2%	97%
Wichita	1st and Waco	81	1,217	5,087	7%	12%	81%
Wichita	Broadway and Central	84	3,677	10,606	6%	19%	74%
Haysville	Main and Grand	86	265	8,028	1%	2%	97%
Andover	Central and Andover Rd	87	362	10,890	1%	3%	97%
Wichita	Central and Socora	89	248	20,660	0%	1%	99%
Wichita	Maple at the Big Ditch	90	159	11,265	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	733	6,992	5%	4%	91%
Derby	Rock St, South of Madison	94	45	14,750	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	-	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2014 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2014	Vehicle AADT 2014	Average Daily Split Cycling 2014	Average Daily Split Walking 2014	Vehicle Per 2014
Wichita	K-96 Path, at Greenwich	4	-	-	-	-	-
Kechi	Oliver at 61st	5	209	2,840	3%	4%	93%
Wichita	17th St Rail bed, at Rock	6	88	27,750	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	41	2,200	1%	1%	98%
Mulvane	Main and 2nd	9	203	4,160	1%	3%	95%
Wichita	Mt. Vernon and Edgemoor	13	21	6,140	0%	0%	100%
Wichita	I-135 Canal Route, at Linwood Pk	14	649	723	17%	30%	53%
Wichita	Pawnee and Broadway	15	387	14,273	1%	2%	97%
Wichita	Ark River Path, near Broadway	18	-	-	-	-	-
Wichita	Douglas and Washington	25	1,388	15,452	3%	6%	92%
Wichita	1st and Grove	26	504	5,090	4%	5%	91%
Wichita	Redbud Path, East of I-135 Canal Path	33	374	-	-	-	100%
Wichita	Broadway and 1st	37	1,279	9,453	3%	9%	88%
Wichita	Ark River Path, at 13th	41	567	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	3,531	-	-	-	100%
Wichita	21st and Ridge	47	847	20,463	2%	2%	96%
Wichita	Zoo Path, at Westdale	48	551	7,980	6%	0%	94%
Wichita	21st and Maize Rd	49	161	17,174	0%	0%	99%
Wichita	21st St, West of 135th	50	29	9,050	0%	0%	100%
Goddard	Macarthur and 199th	52	-	1,151	-	-	-
Mt. Hope	Ohio and Main	56	313	542	9%	28%	63%
Wichita	Maple and 119th	61	589	8,238	3%	4%	93%
Wichita	53rd St, at Ark River Bridge	65	-	4,400	-	-	-
Wichita	Harry and Greenwich	69	-	10,559	-	-	-
Goddard	Prairie Sunset Trail	77	21	-	-	-	100%
Wichita	Central at Nims	78	1,106	8,735	4%	7%	89%
Wichita	1st and Waco	81	697	4,552	5%	8%	87%
Wichita	Broadway and Central	84	2,649	10,955	5%	15%	81%
Haysville	Main and Grand	86	539	8,050	2%	4%	94%
Andover	Central and Andover Rd	87	624	11,775	2%	3%	95%
Wichita	Central and Socora	89	82	20,275	0%	0%	100%
Wichita	Maple at the Big Ditch	90	117	10,550	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	388	6,210	2%	3%	94%
Derby	Rock St, South of Madison	94	124	13,795	0%	1%	99%
Wichita	K-96 Path, at Great Plains Nature Center	100	692	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2013 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2013	Vehicle AADT 2013	Average Daily Split Cycling 2013	Average Daily Split Walking 2013	Vehicle Per 2013
Wichita	K-96 Path, at Greenwich	4	512	-	-	-	-
Kechi	Oliver at 61st	5	-	2,965	-	-	-
Wichita	17th St Rail bed, at Rock	6	-	27,630	-	-	-
Derby	63rd St Sidepath, at Greenwich	8	-	2,200	-	-	-
Mulvane	Main and 2nd	9	-	4,727	-	-	-
Wichita	Mt. Vernon and Edgemoor	13	-	6,010	-	-	-
Wichita	I-135 Canal Route, at Linwood Pk	14	385	723	15%	20%	65%
Wichita	Pawnee and Broadway	15	674	14,125	2%	2%	95%
Wichita	Ark River Path, near Broadway	18	-	-	-	-	-
Wichita	Douglas and Washington	25	902	15,127	1%	4%	94%
Wichita	1st and Grove	26	91	7,135	1%	1%	99%
Wichita	Redbud Path, East of I-135 Canal Path	33	4	-	-	-	-
Wichita	Broadway and 1st	37	674	9,420	4%	2%	93%
Wichita	Ark River Path, at 13th	41	412	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	1,474	-	-	-	100%
Wichita	21st and Ridge	47	1,269	20,375	3%	3%	94%
Wichita	Zoo Path, at Westdale	48	-	7,950	-	-	-
Wichita	21st and Maize Rd	49	730	17,101	2%	2%	96%
Wichita	21st St, West of 135th	50	-	8,860	-	-	-
Goddard	Macarthur and 199th	52	-	1,151	-	-	-
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	115	8,133	1%	1%	99%
Wichita	53rd St, at Ark River Bridge	65	-	4,305	-	-	-
Wichita	Harry and Greenwich	69	203	10,335	1%	1%	98%
Goddard	Prairie Sunset Trail	77	-	-	-	-	-
Wichita	Central at Nims	78	346	8,798	2%	2%	96%
Wichita	1st and Waco	81	-	4,606	-	-	-
Wichita	Broadway and Central	84	-	10,803	-	-	-
Haysville	Main and Grand	86	821	7,880	1%	8%	91%
Andover	Central and Andover Rd	87	612	11,627	2%	3%	95%
Wichita	Central and Socora	89	194	20,190	0%	1%	99%
Wichita	Maple at the Big Ditch	90	-	10,505	-	-	-
Wichita	Oliver and George Washington Blvd	92	148	6,145	1%	1%	98%
Derby	Rock St, South of Madison	94	-	13,735	-	-	-
Wichita	K-96 Path, at Great Plains Nature Center	100	365	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2012 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2012	Vehicle AADT 2012	Average Daily Split Cycling 2012	Average Daily Split Walking 2012	Vehicle Per 2012
Wichita	K-96 Path, at Greenwich	4	375	-	-	-	-
Kechi	Oliver at 61st	5	155	3,020	5%	0%	95%
Wichita	17th St Rail bed, at Rock	6	105	28,145	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	44	2,200	2%	0%	98%
Mulvane	Main and 2nd	9	74	4,798	0%	1%	98%
Wichita	Mt. Vernon and Edgemoor	13	322	6,120	2%	3%	95%
Wichita	I-135 Canal Route, at Linwood Pk	14	418	723	25%	12%	63%
Wichita	Pawnee and Broadway	15	334	14,389	1%	1%	98%
Wichita	Ark River Path, near Broadway	18	310	-	-	-	-
Wichita	Douglas and Washington	25	1,413	15,408	3%	6%	92%
Wichita	1st and Grove	26	191	7,268	1%	1%	97%
Wichita	Redbud Path, East of I-135 Canal Path	33	4	-	-	-	-
Wichita	Broadway and 1st	37	1,038	9,598	4%	6%	90%
Wichita	Ark River Path, at 13th	41	328	-	-	-	-
Wichita	Ark River Path, at Keeper of the Plains	43	1,445	-	-	-	-
Wichita	21st and Ridge	47	721	22,060	2%	1%	97%
Wichita	Zoo Path, at Westdale	48	366	8,100	4%	0%	96%
Wichita	21st and Maize Rd	49	351	17,419	1%	1%	98%
Wichita	21st St, West of 135th	50	172	9,025	2%	0%	98%
Goddard	Macarthur and 199th	52	89	1,151	7%	0%	93%
Mt. Hope	Ohio and Main	56	107	542	6%	10%	84%
Wichita	Maple and 119th	61	438	8,286	1%	4%	95%
Wichita	53rd St, at Ark River Bridge	65	8	4,385	0%	0%	100%
Wichita	Harry and Greenwich	69	94	10,528	0%	0%	99%
Goddard	Prairie Sunset Trail	77	202	-	-	-	-
Wichita	Central at Nims	78	409	8,963	3%	2%	96%
Wichita	1st and Waco	81	949	4,693	6%	11%	83%
Wichita	Broadway and Central	84	2,092	11,005	5%	11%	84%
Haysville	Main and Grand	86	714	8,027	2%	6%	92%
Andover	Central and Andover Rd	87	323	11,843	1%	1%	97%
Wichita	Central and Socora	89	211	20,565	0%	1%	99%
Wichita	Maple at the Big Ditch	90	132	10,700	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	364	6,260	3%	2%	95%
Derby	Rock St, South of Madison	94	212	13,990	1%	1%	99%
Wichita	K-96 Path, at Great Plains Nature Center	100	405	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-



WAMPO-REGION POPULATION TRENDS, 1900-2020

Population	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Wichita	24,671	52,450	72,217	111,110	114,966	168,279	254,698	276,554	279,272	304,011	344,284	382,368	397,532
Derby	-	235	247	294	256	432	6,458	7,947	9,786	14,699	17,807	22,158	25,625
Andover	-	-	-	-	-	-	186	1,880	2,801	4,047	6,698	11,791	14,892
Haysville	-	-	-	-	-	-	5,836	6,483	8,006	8,364	8,502	10,826	11,262
Park City	-	-	-	-	-	-	2,687	2,529	3,778	5,050	5,814	7,297	8,333
Bel Aire	-	-	-	-	-	-	-	-	-	3,695	5,836	6,769	8,262
Valley Center	343	381	486	896	700	854	2,570	2,551	3,300	3,624	4,883	6,822	7,340
Mulvane	667	1,084	1,239	1,042	940	1,387	2,981	3,185	4,254	4,674	5,155	6,111	6,286
Maize	-	-	189	229	198	266	623	785	1,294	1,520	1,868	3,420	5,735
Goddard	225	225	255	255	248	274	533	955	1,427	1,804	2,037	4,344	5,084
Rose Hill	-	-	-	-	-	-	273	387	1,557	2,399	3,432	3,931	4,185
Clearwater	368	569	647	669	591	647	1,073	1,435	1,684	1,875	2,178	2,481	2,653
Kechi	-	-	-	-	-	-	245	229	288	517	1,038	1,909	2,217
Cheney	429	734	636	669	714	777	1,101	1,160	1,404	1,560	1,783	2,094	2,181
Colwich	225	258	262	260	284	339	703	879	935	1,091	1,229	1,327	1,455
Garden Plain	-	296	361	336	323	323	560	678	775	731	797	849	948
Andale	-	237	259	255	289	316	432	500	538	566	766	928	941
Mount Hope	327	519	513	466	442	473	539	665	791	805	830	813	806
Eastborough	-	-	-	-	312	708	1,001	1,141	854	896	826	773	756
Bentley	-	-	-	-	-	-	204	260	311	360	368	530	560
Sedgwick**	85	86	100	114	101	100	150	149	202	197	211	192	194
Viola	-	156	173	159	131	132	203	193	199	185	211	130	115
Sedgwick County*	16,826	16,076	14,890	19,778	22,998	47,252	61,213	43,035	48,259	48,345	47,447	37,214	36,474
Butler County*	1,316	2,184	2,755	4,073	4,281	6,641	9,795	8,210	6,592	5,613	3,399	2,666	2,344
Sumner County*	107	183	256	531	589	927	1,268	1,269	1,147	1,265	1,436	1,233	1,050
WAMPO Region	45,589	75,673	95,485	141,136	148,363	230,127	355,332	363,059	379,454	417,893	468,835	518,976	547,230

*Unincorporated portion inside of 2021 WAMPO boundary

**Portion of city inside of 2021 WAMPO Boundary

	Last Census year before incorporation
	El Paso City

Populations of Entire Counties

Population	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Sedgwick County	44,037	73,095	92,234	136,330	143,311	222,290	343,231	350,694	366,531	403,662	452,869	498,365	523,824
Butler County	23,363	23,059	43,842	35,904	32,013	31,001	38,395	38,658	44,782	50,580	59,482	65,880	67,380
Sumner County	20,812	30,271	25,631	30,654	29,213	23,646	25,316	23,553	24,928	25,841	25,946	24,132	22,382

Source: 1900-2020 US Decennial Censuses



Ridership

There are several government-provided transit services within the WAMPO region including Wichita Transit, Derby Dash, Haysville Hustle, Sedgwick County Transportation, and Butler County Transit. The table below highlights the annual ridership for each of the three transit providers. Haysville Hustle began operations in November 2020, so ridership information prior to that date is not available. Butler County Transit numbers include ridership for the entire county.

Transit Provider	Annual Ridership				
	2018	2019	2020	2021	2022*
Wichita Transit	1,181,807	1,373,944	759,330	768,717	624,453
Derby Dash	11,013	10,394	7,098	9,289	5,328
Haysville Hustle	-	-	31	2,192	2,308
Sedgwick County Transportation	9,789	11,016	9,692	10,666	6,364
Butler County Transit	18,422	19,307	17,107	18,681	13,699
*January through August 2022					

Point of Contact

Transit Provider	Name	Email	Phone
Wichita Transit	Raven Alexander	ralexander@wichita.gov	316.352.4868
Derby Dash	Sonya Dalton	sonyadalton@derbyweb.com	316.788.7433
Haysville Hustle	Kristen McDaniel	kmcdaniel@haysville-ks.com	316.529.5903
Sedgwick County Transportation	Dorsha Kirksey	dorsha.kirksey@sedgwick.gov	316.660.5158
Butler County Transit	Crystal Noles	cnoles@bucoks.com	316.775.0500



WAMPO Transportation Acronym Glossary

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	MPA	Metropolitan Planning Area
AASHTO	American Association of State Highway and Transportation Officials	MPO	Metropolitan Planning Organization
ADA	Americans with Disabilities Act	MSA	Metropolitan Statistical Area
ALOP	Annual List of Obligated Projects	MTP	Metropolitan Transportation Plan
AMPO	Association of Metropolitan Planning Organizations	NAAQS	National Ambient Air Quality Standards
APA	American Planning Association	NEPA	National Environmental Policy Act
ASCE	American Society of Civil Engineers	NHS	National Highway System
ATC	Active Transportation Committee	NHTSA	National Highway Traffic Safety Administration
CMAQ	Congestion Mitigation and Air Quality	PE	Preliminary Engineering
CPG	Consolidated Planning Grant	PPP	Public Participation Plan
CPM	Congestion Management Process	PSC	Project Selection Committee
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act	REAP	Regional Economic Area Partnership
CUFC	Critical Urban Freight Corridor	RFP	Request for Proposals
DBE	Disadvantaged Business Enterprise	ROW	Right of Way
DOT	Department of Transportation	RPSP	Regional Pathways System Plan
EIS	Environmental Impact Statement	SCAC	Sedgwick County Association of Cities
EJ	Environmental Justice	SOV	Single Occupancy Vehicle
EPA	Environmental Protection Agency	SRTS	Safe Routes to School
FC	Functional Classification	STBG	Surface Transportation Block Grant
FFY	Federal Fiscal Year	STIP	State Transportation Improvement Program
FHWA	Federal Highway Administration	STP	Surface Transportation Program
FTA	Federal Transit Administration	TA	Transportation Alternatives
GIS	Geographic Information System	TAB	Transit Advisory Board
HIP	Highway Infrastructure Program	TAC	Technical Advisory Committee
HOV	High Occupancy Vehicle	TAZ	Traffic Analysis Zone
HSIP	Highway Safety Improvement Program	TDM	Travel Demand Model
IKE	Kansas Eisenhower Legacy Program	TIP	Transportation Improvement Program
ITE	Institute of Transportation Engineers	TMA	Transportation Management Area
ITS	Intelligent Transportation System	TPB	Transportation Policy Body
KDOT	Kansas Department of Transportation	TRB	Transportation Research Board
LEP	Limited English Proficiency	UAB	Urbanized Area Boundary
LOS	Level of Service	UPWP	Unified Planning Work Program
L RTP	Long Range Transportation Plan	VMT	Vehicle Miles Traveled
MAPC	Wichita-Sedgwick County Metropolitan Area Planning Commission	WAMPO	Wichita Area Metropolitan Planning Organization
MAPD	Wichita-Sedgwick County Metropolitan Area Planning Department	WSCAAB	Wichita-Sedgwick County Access Advisory Board

2022 TAC Representatives and Contact Information			
VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	MEMBER EMAIL	ALTERNATE EMAIL
Air Quality Representative	Nina Rasmussen	nras mussen@wichita.gov	
Butler/Sumner Counties Representative	Les Mangus	lmangus@andoverks.com	
City of Wichita Representative	Gary Janzen	gjanzen@wichita.gov	
City of Wichita Representative	Mike Armour	marmour@wichita.gov	
City of Wichita Representative	Shawn Mellies	smellies@wichita.gov	
Coordinated Transit District #9 Representative	Annette Graham, alt. Dorsha Kirksey	annette.graham@sedgwick.gov	dorsha.kirksey@sedgwick.gov
Economist Representative	Jolene Graham	jgraham@maizeks.gov	
Kansas Department of Transportation (KDOT)	Allison Smith, alt. David Schwartz	allison.smith@ks.gov	dauids@ksdot.org
Kansas Department of Transportation (KDOT)	Tom Hein	tom.hein@ks.gov	
Regional Economic Area Partnership (REAP)	Laura Rainwater, alt. Keith Lawing	lrainwater@workforce-ks.com	klawing@workforce-ks.com
Kansas Turnpike Administration	Glen Scott, alt. David Jacobson	gscott@ksturnpike.com	djacobson@ksturnpike.com
Regional Pathways Representative	Jack Brown	jbrown4@kumc.edu	
Sedgwick County Association of Cities (SCAC)	Dan Squires	dansquires@derbyweb.com	
Sedgwick County Association of Cities (SCAC)	Danielle Gabor	dgabor@haysville-ks.com	
Sedgwick County Association of Cities (SCAC)	Justin Shore	jshore@clearwaterks.org	
Sedgwick County Representative	Jim Weber, alt. Lynn Packer	jim.weber@sedgwick.gov	Lynn.Packer@sedgwick.gov
Transportation Policy Body (TPB) Representative	Burt Ussery, TAC Chair	bussery@clearwaterks.org	
Urban Land Use Planning Representative	Mary Hunt	mmhunt@wichita.gov	
Wichita Transit Representative	Raven Alexander, alt. Tonja Howard	ralexander@wichita.gov	thoward@wichita.gov
Public Health Representative	Vacant		
At Large Freight Representative	Vacant		
Rail Freight Representative	Vacant		
Technology Representative	Vacant		
NON-VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	MEMBER EMAIL	ALTERNATE EMAIL
KDOT - Wichita Metro Office Representative	Don Snyder	donald.snyder@ks.gov	
Federal Highway Administration	Cecelie Cochran	cecelie.cochran@dot.gov	
Federal Transit Administration	Eva Steinman, alt. Daniel Ngyen	eva.steinman@dot.gov	daniel.nguyen@dot.gov
WAMPO Representative	Chad Parasa	chad.parasa@wampo.org	
WAMPO Representative	Ashley Bryers	Ashley.Bryers@wampo.org	
WAMPO Representative	Nicholas Flanders	Nicholas.Flanders@wampo.org	
WAMPO Representative	Dora Gallo	Dora.Gallo@wampo.org	
WAMPO Representative	Alicia Hunter	Alicia.Hunter@wampo.org	
WAMPO Representative	Marcela Quintanilla	Marcela.Quintanilla@wampo.org	
WAMPO Representative	Emily Thon	Emily.Thon@wampo.org	
WAMPO Representative	Cailyn Trevaskiss	Cailyn.Trevaskiss@wampo.org	
WAMPO Representative	Eldon Taskinen	Eldon.Taskinen@wampo.org	

*Current quorum is 10 based on appointed positions

Rev. 10/26/2022

2022 WAMPO Meeting Schedules



Meeting Location: 271 W. 3rd Street, Suite 203, Wichita, KS 67202 (Or Online)

Transportation Policy Body	Technical Advisory Committee
<i>3:00 pm (unless otherwise stated)</i>	<i>10:00 am (unless otherwise stated)</i>
No January Meeting	January 24, 2022
February 8, 2022	February 28, 2022
March 8, 2022	March 28, 2022
April 12, 2022	April 25, 2022
May 10, 2022	May 23, 2022
June 14, 2022	June 27, 2022
July 12, 2022	July 25, 2022
August 9, 2022	No August Meeting
September 13, 2022	September 26, 2022
October 11, 2022	October 24, 2022
November 8, 2022	November 28, 2022
December 13, 2022	No December Meeting

2023 TAC & TPB Dates to come after December approval of the 2023 Calendar.

2023 WAMPO MEETING SCHEDULE

Meeting Location: ZOOM or 271 W 3rd St, Suite 203, Wichita, KS 67202
 Meeting times and dates are subject to change by the Chair's discretion.

Transportation Policy Body	Technical Advisory Committee	Safety & Health Committee	Active Transportation Committee	Executive Committee
<i>3:00 PM Unless otherwise stated</i>	<i>10:00 AM Unless otherwise stated</i>	<i>9:30 AM Unless otherwise stated</i>	<i>9:30 AM Unless otherwise stated</i>	<i>11:00 AM Unless otherwise stated</i>
Meeting dates will be available once approved.		Online only over Zoom	Online only over Zoom	
		FEBRUARY 1		FEBRUARY 2
			MARCH 1	
		MAY 3		MAY 4
			JUNE 7	
		AUGUST 2		AUGUST 2
			SEPTEMBER 6	
		NOVEMBER 1		NOVEMBER 2
			DECEMBER 6	

