

Transportation Policy Body (TPB) Meeting Agenda  
 Tuesday, November 9<sup>th</sup> at 3:00 pm



<b>Location =</b>	<b>271 W. 3rd Street, Ste. 203 (2<sup>nd</sup> Floor), Wichita, Kansas 67202</b>
<b>Or Online =</b>	<a href="https://global.gotomeeting.com/join/478035285" style="color: blue; text-decoration: underline;">https://global.gotomeeting.com/join/478035285</a>

*Please call us at 316-779-1321 at least 48 hours in advance if you require special accommodations to participate in this meeting. We make every effort to meet reasonable requests. [Note: Meeting agenda is subject to change during the meeting.]*

## Meeting Agenda

	Pg. #s in this packet
<b>1. Welcome</b>	
<b>2. Regular Business</b>	
A. Approval of November 9 <sup>th</sup> , 2021 Agenda	Page <b>1</b>
B. <a href="#" style="color: blue; text-decoration: underline;">Approval of October 12<sup>th</sup>, 2021 Meeting Minutes</a>	Pages <b>2</b> to <b>4</b>
C. TPB Chairman's Report	
• Director's Report	
• <a href="#" style="color: blue; text-decoration: underline;">Overview &amp; Updates</a>	
<b>3. Public Comments</b>	Page <b>5</b>
<b>4. New Business</b>	
A. <a href="#" style="color: blue; text-decoration: underline;">Action: CRRSAA, HIP, and Year-End-Balance Project Funding</a>	Pages <b>6</b> to <b>10</b>
Nick Flanders and Chad Parasa, WAMPO	
B. <a href="#" style="color: blue; text-decoration: underline;">Action: 2022 Unified Planning Work Program (UPWP)</a>	Pages <b>11</b> to <b>38</b>
Chad Parasa, WAMPO	
C. <a href="#" style="color: blue; text-decoration: underline;">Update: REIMAGINED MOVE 2040 Amendment #1</a>	Pages <b>39</b> to <b>43</b>
Chad Parasa, Jordan Silvers, Nick Flanders, and Kathryn Chambers, WAMPO	
D. <a href="#" style="color: blue; text-decoration: underline;">Update: TIP Project Locations and Funding Amounts</a>	Pages <b>44</b> to <b>48</b>
Jordan Silvers and Nick Flanders, WAMPO	
<b>5. Committee &amp; Partnership Updates</b>	
A. Executive Committee	
B. Committees: Active Transportation (Alan Kailer & Jack Brown); Safety & Health (Dr. Elizabeth Ablah)	
C. KDOT, Wichita Metro	
D. KDOT (Kansas Department of Transportation)	
E. FHWA (Federal Highway Administration)	
<b>6. Other Business</b>	
<b>7. Adjournment</b>	
<b>WAMPO TPB Roster</b>	Page <b>49</b>
<b>WAMPO TPB Meetings for the year 2021</b>	Page <b>50</b>

Chad Parasa, TPB Secretary  
 November 9, 2021



**Meeting Summary**  
Transportation Policy Body (TPB) Meeting Summary  
Tuesday, October 12<sup>th</sup>, 2021 @ 3:00 PM  
*Hybrid Meeting*

**Meeting Duration:** 62 minutes

**Members in Attendance:**

David Dennis, TPB Chair  
Bruce Armstrong, Haysville  
Jared Cerullo, Wichita  
Brent Clark, Valley Center  
Cindy Claycomb, Wichita  
Jack Hezlep, Derby  
Jim Howell, Sedgwick Co.

Tom Jones, Park City  
Richard LaMunyon, Maize  
Hunter Larkin, Goddard  
Sarah Lopez, Sedgwick Co  
Mike Moriarty, KDOT  
Warren Porter, Rose Hill  
Troy Tabor, Andover

Brent Terstriep, KDOT  
Dan Woydziak, Butler Co.  
**Alt:**  
Tom Hein, KDOT  
Micah Scoggan, Goddard  
Tom Stolz, Sedgwick Co.

**Other Attendees:**

Greg Allison, MKEC  
Rick Backlund, FHWA  
Jane Byrnes  
Kathryn Chambers, WAMPO  
Cecelie Cochran, FHWA  
Nick Flanders, WAMPO  
Gary Janzen, Wichita  
Alan Kailer, Bike Walk Wichita  
Brett Letkowski, TranSystems

Shawn Mellies, Wichita  
Matt Messina, KDOT  
ThaiBinh Ninh, MAPD  
Ron Nuessen, Alfred Benesch &  
Company  
Lynn Packer, Sedgwick Co.  
Chad Parasa, WAMPO  
Kelly Rundell, Hite, Fanning &  
Honeyman LLP

Brad Shores, JEO  
Jordan Silvers, WAMPO  
Patty Sykes, WAMPO  
James Wagner, Wichita  
Jim Weber, Sedgwick Co.  
Kristi Wilson, KDOT  
Kristen Zimmerman, PEC

**1. Mr. Dennis called the meeting to order at 3:00 PM.**

**2. Regular Business**

**A. Approval of October 12<sup>th</sup>, 2021 Agenda**

**Action:** Moved to approve agenda as presented. Motion passed (13-0).

**Motion:** D. Dennis

**Second:** J. Hezlep

**B. Approval of September 14<sup>th</sup>, 2021 Minutes**

**Action:** Moved to approve minutes. Motion passed (13-0).

**Motion:** D. Dennis

**Second:** T. Jones

**C. TPB Chairman's Report**

**i. Director's Report**

**Overview & Updates**

Chad Parasa presented on the 2021 Unified Planning Work Program (UPWP) quarterly report, summarizing staff activities and WAMPO operations. The 2022 UPWP is currently in development. A formal amendment and updated UPWP will be presented at the November TPB meeting. The public comment period for Amendment #5 to the WAMPO 2021-2024 TIP will begin on October 23<sup>rd</sup>, 2021 and run through November 21<sup>st</sup>, 2021.

**3. Public Comment Opportunity – None**

**4. New Business**

**A. Action: CRRSAA, HIP, and Year-End Balance Project Funding**

The Project Selection Committee (PSC) met and made recommendations on how to allocate CRRSAA funds, FFY2020 HIP funds, FFY2021 HIP funds, WAMPO FFY2021 year-end-balance funds, and CMAQ funds

available due to WAMPO staff's efforts to reduce the cost of the project WAMPO Travel Demand Model Update. A motion was made for WAMPO staff to make some technical adjustments to the proposed PSC recommendation, by coordinating with KDOT partner agency and other agencies as needed. Staff will report the changes to the PSC recommendations to the TPB at the November 9<sup>th</sup> meeting. The TPB will then consider this as an action item in November.

**Action:** Motion to defer action item until November TPB meeting, WAMPO staff was advised to make some technical adjustments to the current PSC recommendations. Motion passed (16-0).<sup>1</sup>

**Motion:** D. Dennis

**Second:** T. Jones

B. **Action: Projects Evaluation Methodology & Scoring Criteria**

The proposed projects evaluation methodology and scoring criteria are intended to better organize additional data to assist the Project Selection Committee in prioritizing MTP and TIP projects in future updates of the MTP & TIP. This methodology will not start until the 2023-2026 TIP update in the year 2022. The proposed methodology is as follows:

Types of transportation projects (each has a unique evaluation methodology)	Weighted scoring criteria
<ol style="list-style-type: none"> <li>1. Bridge Rehabilitation/Replacement</li> <li>2. Traffic Management Technologies (Roadway System Mgmt.)</li> <li>3. Roadway Reconstruction/Modernization/Automation</li> <li>4. Roadway Expansion</li> <li>5. Multiuse Trails &amp; Bicycle Facilities</li> <li>6. Pedestrian Facilities/Safe Routes To School</li> <li>7. Transit Expansion/Transit Modernization</li> </ol>	<ul style="list-style-type: none"> <li>• Role in the Regional Transportation System and Economy</li> <li>• Usage (number of users)</li> <li>• Equity and Housing</li> <li>• Infrastructure Condition</li> <li>• Congestion/Air Quality</li> <li>• Connecting Communities/Regionalism</li> <li>• Safety</li> <li>• Multimodal Elements and Existing Connections</li> <li>• Consistency with Regional Plans</li> <li>• Public Engagement/Risk Assessment (ROW acquisition, proximity to historic properties)</li> <li>• Cost Effectiveness</li> </ul>

**Action:** Moved to approve the methodology/criteria as proposed. Motion passed (16-0).

**Motion:** D. Dennis

**Second:** T. Tabor

C. **Update: REIMAGINED MOVE 2040 Amendment #1**

KDOT has requested an amendment to WAMPO's REIMAGINED MOVE 2040 Metropolitan Transportation Plan. The proposed amendment adds two IKE projects to the MTP: "K-96 - Hillside to Greenwich: Upgrade from 4-Lane to 6-Lane" and "K-42: from the Sumner/SG Co Line to south of W 71st St at Clonmel: Rehabilitate and add shoulders," as well as administrative adjustments to North Junction Gold Phase projects. There is no change to WAMPO suballocated funding in the proposed amendment.

D. **Update: Historical Population Trends in WAMPO Jurisdictions**

Jordan Silvers presented a report that compiled decennial population numbers for the various cities in the WAMPO region from 1900 to 2020. There is an interactive version of the report that compares the different cities to each other and the region on the WAMPO website. Member jurisdictions are asked to confirm population numbers.

E. **Update: WAMPO Regional Connections**

i. **City of Goddard's Land-use & Transportation Growth and its Plans to Connect with the Region**

Micah Scoggan, Community Development Director for the city of Goddard, presented on their growth trends. Most of the city's growth lies within residential development as families

<sup>1</sup> By the time the votes on Action Items 4A and 4B occurred, three more representatives had joined the online meeting.

gravitate towards the Goddard school district, which acts as a significant economic driver for the area.

ii. **Sedgwick County's Land-use & Transportation Growth and its Plans to Connect with the Region**

Lynn Packer, Deputy Director of Public Works, presented on Sedgwick County's Regional Connection plans. 76% of county residents work within the region, necessitating the proper maintenance and care of transportation infrastructure within the region. Sedgwick County roads carry over 1.5 million Vehicle Miles Traveled per day. The county's three largest employers—Spirit AeroSystems, Textron Aviation, and McConnell Air Force Base—are all located in unincorporated Sedgwick County. The county maintains more bridge structures than any other jurisdiction in the state of Kansas, second only to KDOT. Current planned projects include the Wichita North Junction project, the Northwest Bypass Projects, and a multi-use path along Maple St. between Wichita and Goddard.

**5. Committee & Partnership/Updates**

A. **Executive Committee – None**

B. **Committees: Active Transportation; Safety & Health**

The next Safety & Health Committee meeting will be held on November 3rd at 9:30 AM. The next Active Transportation Committee meeting will be held on December 1st at 9:30 AM.

C. **KDOT, Wichita Metro**

There are 9 active KDOT projects in the Wichita Metro area, 6 of which are slated to be completed by the end of 2021, including the North Junction Green Project on I-235.

D. **KDOT**

The KDOT Local Consult meetings wrapped up in the last week with District 3. Summaries of each of the local consult sessions will be posted in the coming weeks.

E. **FHWA**

The FAST Act and Highway Trust funding were extended until October 31<sup>st</sup>. It is currently unclear when reauthorization of the five-year surface transportation bill will occur.

**6. Other Business – None**

**7. Meeting adjourned at 4:02 PM.**

**The next regular meeting will be held on November, 9<sup>th</sup>, 2021 at 3:00 PM.**



**Agenda Item 3**  
**Public Comment Opportunity**  
Commissioner David Dennis, TPB Chair

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.

Comments are requested to be emailed to [wampo@wampo.org](mailto:wampo@wampo.org) at least one day prior to the meeting. Comments are limited to two (2) minutes per individual during the meeting.



**Agenda Item 4Ai: Action  
CRRSAA, HIP, and Year-End-Balance Project Funding**  
Nick Flanders and Chad Parasa, WAMPO

**Background**

On September 24, 2021, the WAMPO Project Selection Committee (PSC) met to decide upon recommendations of which specific, eligible projects should receive WAMPO-suballocated funds that have become available since the initial adoption of the 2021-2024 Transportation Improvement Program (TIP). On September 27, 2021, the Technical Advisory Committee (TAC) voted to recommend that the TPB enact the PSC's recommendations, unmodified (those recommendations are shown in the attached table *Project Selection Committee Funding Recommendations & WAMPO-Staff Adjustments*, under the column heading "Recommended by PSC").

On October 12, 2021, the Transportation Policy Body (TPB) voted to have WAMPO staff make technical adjustments to the PSC's recommendations in coordination with Kansas Department of Transportation (KDOT) staff and other relevant agencies, then present the adjusted recommendations to the TPB as an action item on November 9, 2021.

*Funding Pools Under Consideration*

<b>Funding Source</b>	<b>Amount Available</b>	<b>Obligate by</b>
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)	\$3,789,097	end of FFY2024
FFY2020 Highway Infrastructure Program (HIP) apportionment	\$683,064	end of FFY2023
FFY2021 Highway Infrastructure Program (HIP) apportionment	\$556,717	end of FFY2024
WAMPO suballocated-funds FFY2021 year-end balance*	\$232,549	end of FFY2022**
CMAQ funds freed up by a reduction in the cost estimate for the project "WAMPO Travel Demand Model Update" (2022)	\$803,100	end of FFY2022**
<b>Total</b>	<b>\$6,064,527</b>	

\*Estimated amount, dependent upon obligation activity through 9/30/2021; represents net balance for Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TA), combined.

\*\*Unless carried over to FFY2023, decisions on which would not be made until later in FFY2022.



## Adjusted Recommendations

Allocate the available CRRSAA and HIP funds as follows:

Project Name	Amount	Funding Source
WAMPO Travel Demand Model Update	\$700,000	CRRSAA
West St., Harry to Pawnee*	\$3,089,097	CRRSAA
Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	\$683,064	FFY2020 HIP
Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	\$556,717	FFY2021 HIP

\*\$401,584 of STP funds from this project are redistributed to the Zoo Boulevard Bridge project (\$64,904) and Meridian Avenue project (\$336,680) (see below).

With the following redistributions of STP funding:

Project Name	CRRSAA/HIP	STP Redistributed	Net Allocation
West St.	\$3,089,097	-\$401,584	\$2,687,513
Zoo Blvd. Bridge	\$683,064	+\$64,904	\$747,968
Meridian Ave.	\$556,717	+\$336,680	\$893,397

Allocate a portion of the available CMAQ funds as follows:

Project Name	Amount	Funding Source
Academy Avenue Improvements from Maize Road to Maize City Park	\$700,000	CMAQ

## Action Options

- Approve the PSC & TAC recommendations as adjusted by WAMPO staff.
- Not approve the PSC & TAC recommendations as adjusted by WAMPO staff.
- Approve the PSC & TAC recommendations as adjusted by WAMPO staff, with specific changes.

## Next Steps

Once the TPB has approved specific projects to receive the funds under consideration, the TIP will need to be amended to reflect the choices made. This can be done through a Special Amendment, in between Amendment #5 and Amendment #6 to the 2021-2024 TIP, which, following a public comment period and a recommendation from the TAC on November 22, 2021, could be voted on by the TPB on December 14, 2021, during the same meeting as the corresponding vote on regularly-scheduled Amendment #5.

### Attachment:

- [Project Selection Committee Funding Recommendations & WAMPO-Staff Adjustments](#)

**Project Selection Committee Funding Recommendations & WAMPO-Staff Adjustments**

Lead Agency	Project Title	Year of Construction	Current Federal Funding		Recommended by PSC			Adjusted by WAMPO staff		Diff. from Current	Diff. from PSC
			Source	Amount	Source	Amount	Difference	Source	Amount		
WAMPO	WAMPO Travel Demand Model Update	2022	CMAQ	\$560,000	CMAQ	\$560,000	\$0	CMAQ	\$0	-\$560,000	-\$560,000
								CRRSAA	\$700,000	\$700,000	\$700,000
			<b>Total</b>	<b>\$560,000</b>	<b>Total</b>	<b>\$560,000</b>	<b>\$0</b>	<b>Total</b>	<b>\$700,000</b>	<b>\$140,000</b>	<b>\$140,000</b>
City of Maize	Academy Avenue Improvements from Maize Road to Maize City Park	2022	CMAQ	\$2,500,000	CMAQ	\$3,200,000	\$700,000	CMAQ	\$3,200,000	\$700,000	\$0
			<b>Total</b>	<b>\$2,500,000</b>	<b>Total</b>	<b>\$3,200,000</b>	<b>\$700,000</b>	<b>Total</b>	<b>\$3,200,000</b>	<b>\$700,000</b>	<b>\$0</b>
City of Wichita	West St., Harry to Pawnee	2023	STP	\$7,864,039	STP	\$6,849,942	-\$1,014,097	STP	\$7,462,455	-\$401,584	\$612,513
					CRRSAA	\$3,789,097	\$3,789,097	CRRSAA	\$3,089,097	\$3,089,097	-\$700,000
			<b>Total</b>	<b>\$7,864,039</b>	<b>Total</b>	<b>\$10,639,039</b>	<b>\$2,775,000</b>	<b>Total</b>	<b>\$10,551,552</b>	<b>\$2,687,513</b>	<b>-\$87,487</b>
Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	STP	\$1,258,246	STP	\$1,347,498	\$89,252	STP	\$1,323,150	\$64,904	-\$24,348
					HIP 2020	\$683,064	\$683,064	HIP 2020	\$683,064	\$683,064	\$0
			<b>Total</b>	<b>\$1,258,246</b>	<b>Total</b>	<b>\$2,030,562</b>	<b>\$772,316</b>	<b>Total</b>	<b>\$2,006,214</b>	<b>\$747,968</b>	<b>-\$24,348</b>
City of Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	STP	\$6,149,862	STP	\$6,515,625	\$365,763	STP	\$6,486,542	\$336,680	-\$29,083
					HIP 2021	\$556,717	\$556,717	HIP 2021	\$556,717	\$556,717	\$0
			<b>Total</b>	<b>\$6,149,862</b>	<b>Total</b>	<b>\$7,072,342</b>	<b>\$922,480</b>	<b>Total</b>	<b>\$7,043,259</b>	<b>\$893,397</b>	<b>-\$29,083</b>
City of Derby	Nelson Drive Realignment	2024	STP	\$5,039,276	STP	\$5,629,128	\$589,852	STP	\$5,039,276	\$0	-\$589,852
			<b>Total</b>	<b>\$5,039,276</b>	<b>Total</b>	<b>\$5,629,128</b>	<b>\$589,852</b>	<b>Total</b>	<b>\$5,039,276</b>	<b>\$0</b>	<b>-\$589,852</b>
City of Kechi	Oliver and Kechi Rd. Intersection	2024	STP	\$1,524,224	STP	\$1,829,105	\$304,881	STP	\$1,524,224	\$0	-\$304,881
			<b>Total</b>	<b>\$1,524,224</b>	<b>Total</b>	<b>\$1,829,105</b>	<b>\$304,881</b>	<b>Total</b>	<b>\$1,524,224</b>	<b>\$0</b>	<b>-\$304,881</b>
			<b>Total</b>	<b>\$24,895,647</b>	<b>Total</b>	<b>\$30,960,176</b>	<b>\$6,064,529</b>	<b>Total</b>	<b>\$30,064,525</b>	<b>\$5,168,878</b>	<b>-\$895,651</b>





## Background

In the funding allocations recommended in Agenda Item 4Ai, although all CRRSAA and HIP funds would be utilized, some CMAQ and STP funds would remain unallocated from the funding pools originally under consideration, estimated as follows:

<b>Fund Type</b>	<b>Amount Unallocated</b>
CMAQ	\$746,892.12
STP	\$148,757.78
<b>Total</b>	<b>\$895,649.90</b>

Unless, later in FFY2022, a decision is made, with input from KDOT staff, to carry over all or part of these funds to FFY2023, they can only be allocated to 2022 projects. The same goes for any other funds that become available during FFY2022 (e.g., deobligations).

The PSC recommended that the City of Maize project “Academy Avenue Improvements from Maize Road to Maize City Park” receive 80% federal funding on its participating costs, based on cost estimates available at the time when the PSC met, resulting in a recommended absolute funding level for the project that is unchanged in the adjusted recommendations in Agenda Item 4Ai. However, since the PSC meeting, the City of Maize has obtained revised cost estimates for this project (detailed in the attached October 26, 2021 letter) that make the recommended funding level for the project in Agenda Item 4Ai insufficient to reach 80% federal funding on participating costs (by a margin of \$1,055,381).

## Recommendations

- After reaching a decision on the recommended funding allocations in Agenda Item 4Ai, allocate the next available, qualifying funds to the City of Maize project “Academy Avenue Improvements from Maize Road to Maize City Park,” up to \$1,055,381 (on top of the amount recommended in Agenda Item 4Ai).
- Allocate any additional funds that are or will become available in FFY2022 proportionally among qualifying 2022 TIP projects whose federal funding is less than the allowed 80% as a result of unexpected cost increases. If there are still funds available at the end of FFY2022, either all or a portion of them will be carried over to FFY2023, depending upon input from KDOT staff.

## Action Options

- Approve the recommendations.
- Not approve the recommendations.
- Approve the recommendations with specific changes.

### Attachment:

- **October 26, 2021 Letter from the City of Maize**



"Where Community Counts."

DATE: October 26, 2021  
TO: Chairman David Dennis, WAMPO Transportation Policy Body  
FROM: Richard LaMunyon, Administrator, City of Maize  
  
**RE: City of Maize Academy Avenue Project**

Chairman Dennis,

On behalf of the City of Maize, I wish to thank the Transportation Policy Body for considering the extraordinary circumstances of our project. To summarize conversations that we have had with you, members of the TPB, members of the TAC as well as WAMPO staff:

In October of 2020, we were notified that WAMPO TIP funding for the Academy Avenue project became available which would enable the project to be constructed in 2022 instead of 2024. We promptly began the design process.

In July 2021, the City of Maize submitted a request for additional funding through CRSSA and Year-End Balances. In following the latest project estimates from our project engineers, we requested an additional \$875,000. The total Construction & Construction Engineering estimate was \$4,000,000. At this time, much of the design was still in concept form.

Between July 2021 and now, cost estimates have been refined as the design work solidified. Additionally, our project engineer was able to utilize more recent comparable project bids. The revised estimate for Construction and Construction Engineering for the Academy Avenue project has come in at a total cost of \$5,579,227. Of this amount \$260,000 are non-participating costs for utility relocation.

We are excited for this project that will enhance the safety, aesthetics and character in creating a "downtown" for our City that does not have one. It will truly be a point of pride for both Maize and the region.

We appreciate the Transportation Policy Body's reconsideration of the funding requirements for this project. And we are grateful for the efforts of all involved to make all of the projects in the region whole during these extraordinary times.

Sincerely,

Cc: Chad Parasa, WAMPO



**Agenda Item 4B: Action**  
**2022 Unified Planning Work Program (UPWP)**  
Chad Parasa, Director

## Background

- The Unified Planning Work Program (UPWP) primarily documents tasks and budgeting for planning activities for the fiscal year.
- The document represents the planning activities that WAMPO will undertake during the coming fiscal year.
- The Consolidated Planning Grant (CPG) is funds made available to WAMPO by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for transportation planning purposes, as outlined in the annual UPWP.
- The Technical Advisory Committee (TAC) recommends adoption of 2022 UPWP.

The UPWP 2022 is prepared with input from partner agencies and staff at KDOT, FHWA, and FTA.

## Fiscal/Budget Considerations

Funding for the UPWP comes from various sources. The largest source is CPG funds, which require a 20% local match, bringing total CPG expenditures planned for the upcoming year 2022 to \$1,687,100.

## Policy Considerations

The UPWP continues to be a primary blueprint for building the next Metropolitan Transportation Plan (MTP) and subsequent Transportation Improvement Programs (TIPs).

## Options

- Approve adoption of the 2022 UPWP.
- Not approve adoption of the 2022 UPWP.
- Approve adoption of the 2022 UPWP with specific changes.

## Recommended action

Approve adoption of the 2022 UPWP.

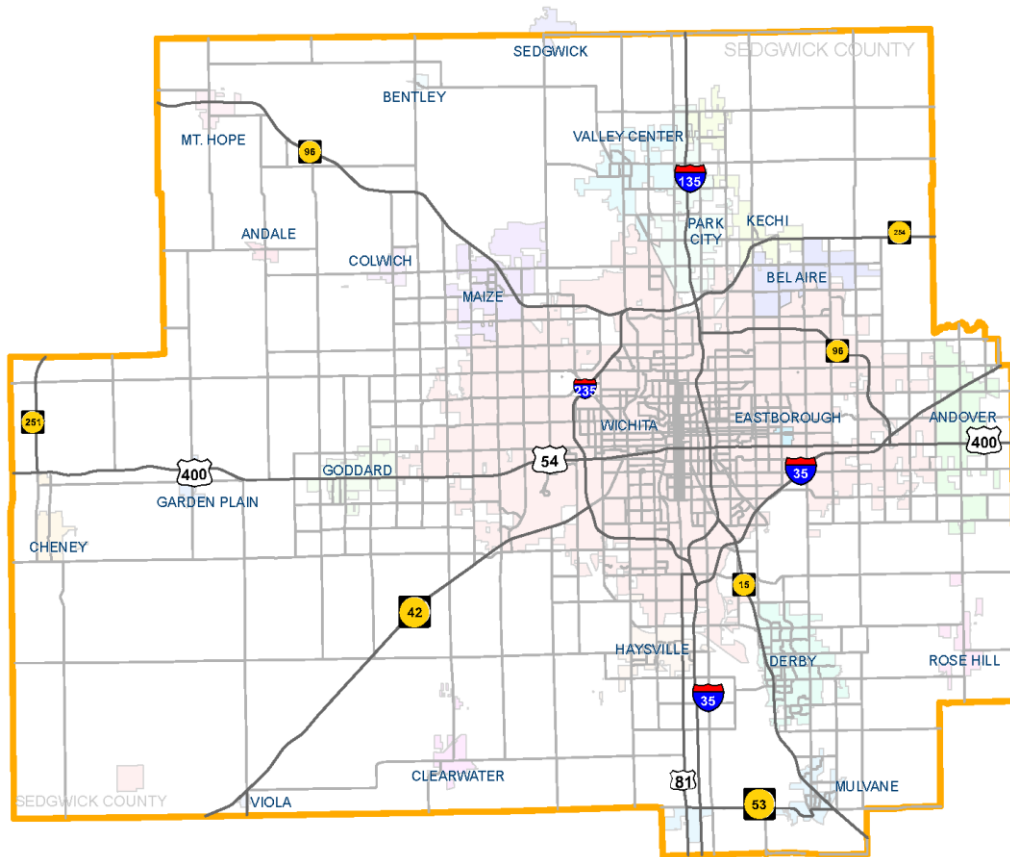
## Attachment

**[2022 Unified Planning Work Program \(UPWP\)](#)**

**2022  
UPWP**

# Unified Planning Work Program

**Wichita Area Metropolitan Planning Organization (WAMPO)**



**Wichita Area Metropolitan Planning Organization**

271 W. 3<sup>rd</sup> St., Ste. 208, Wichita, KS 67202

OFFICE: (316) 779-1321 WEBSITE: [www.wampo.org](http://www.wampo.org)

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(d) 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.

# Proposed 2022 Unified Planning Work Program

<b>INTRODUCTION</b> .....	<b>2</b>
PURPOSE.....	2
OUR ROLE.....	2
MEMBERSHIP & OVERSIGHT STRUCTURE.....	3
DECISION-MAKING STRUCTURE.....	4
REPRESENTATION AND VOTING.....	4
STAFF.....	5
<b>PLANNING ISSUES IN THE REGION</b> .....	<b>5</b>
MTP/WORK PROGRAM INTEGRATION.....	5
TRANSPORTATION SYSTEM OPTIMIZATION.....	5
MULTIMODAL OPPORTUNITIES .....	6
FREIGHT SYSTEM ENHANCEMENT.....	6
DATA COLLECTION, ANALYSIS AND MODELING .....	6
PLANNING ELEMENT COORDINATION.....	7
<b>PLANNING ACTIVITIES</b> .....	<b>8</b>
<b>TASK 1: MANAGEMENT, CLERICAL &amp; ADMINISTRATION</b> .....	<b>9</b>
SUB-TASK 1.1 – OPERATIONS, MANAGEMENT, CLERICAL & ADMINISTRATION .....	9
SUB-TASK 1.2 – BUDGET AND FINANCIAL MONITORING SYSTEMS AND PREPARATION OF 2021 UPWP .....	10
SUB-TASK 1.3 – TPB AND TAC SUPPORT .....	10
SUB-TASK 1.4 – PROFESSIONAL DEVELOPMENT, EDUCATION & TRAINING.....	11
<b>TASK 2: LONG-RANGE PLANNING</b> .....	<b>11</b>
SUB-TASK 2.1 – OVERALL DEVELOPMENT OF THE MTP.....	12
SUB-TASK 2.2 – EQUITY & DIVERSITY .....	12
SUB-TASK 2.3 – Consultant Services: Safety Study .....	13
SUB-TASK 2.4 – Consultant Services: Economic Development Study .....	13
<b>TASK 3: MULTIMODAL PLANNING</b> .....	<b>14</b>
SUB-TASK 3.1 – BICYCLE & PEDESTRIAN PLANNING.....	14
SUB-TASK 3.2 – TRANSIT AND PARATRANSIT PLANNING.....	15
<b>TASK 4: COMMUNITY ENGAGEMENT</b> .....	<b>17</b>
SUB-TASK 4.1 – PUBLIC PARTICIPATION .....	17
SUB-TASK 4.2 – INTER-AGENCY COORDINATION.....	18
<b>TASK 5: SHORT RANGE PROGRAMMING</b> .....	<b>18</b>
SUB-TASK 5.1- SUBALLOCATED FUNDING PROGRAM MANAGEMENT .....	18
SUB-TASK 5.2 – TRANSPORTATION IMPROVEMENT PROGRAM MANAGEMENT .....	19
<b>TASK 6: MAINTAIN PROGRAMMING</b> .....	<b>19</b>
SUB-TASK 6.1 – PERFORMANCE MEASURES.....	20
SUB-TASK 6.2 – TRAVEL DEMAND MODEL .....	21
SUB-TASK 6.3 –TRANSPORTATION DATA.....	21
SUB-TASK 6.4 – TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS .....	21
<b>BUDGET AND COST ALLOCATION PLAN</b> .....	<b>22</b>
REVENUES AND EXPENDITURES .....	22
2021 ANTICIPATED REVENUES.....	23
2021 ANTICIPATED EXPENDITURES .....	24
<b>2021 WAMPO MEETING SCHEDULES</b> .....	<b>26</b>

## Introduction

Since the Federal-Aid Highway Act of 1962, Metropolitan Planning Organizations (MPOs) have been required by federal law and supported by federal funds in urbanized areas with a population greater than 50,000.

The Wichita Area Metropolitan Planning Organization (WAMPO) acts as the formal transportation body for all of Sedgwick County, and small portions of Butler and Sumner counties, carrying out the intent of Title 23 of the U.S. Code of Federal Regulations (CFR), Part 450.

In 1974, the Governor of Kansas designated WAMPO as the official MPO for the Wichita Urbanized Area, as defined by the U.S. Census Bureau. WAMPO functions as a Transportation Management Area (TMA) as well, as it exceeds the population threshold of 200,000 persons established in 23 CFR 450.104. The U.S. Department of Transportation (DOT) reviews and certifies the Wichita Area MPO every four years.

On October 28, 1993, the U.S. Department of Transportation, under the joint sponsorship of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), released updated regulations covering the urban transportation planning and programming process. These regulations specified that:

*(a) In Transportation Management Areas (TMAs), the TMA(s), in cooperation with the State and operators of publicly-owned transit, shall develop unified planning work programs (UPWPs) that meet the requirements of 23 CFR Part 420, Subpart A and:*

*(1) Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning activities (including the corridor and subarea studies discussed in 450.318 of this part) anticipated within the area during the next one or two-year period, regardless of funding sources or the agencies conducting the activities. The description should indicate who will perform the work, the schedule for completing it and the products that will be produced.*

*(2) Document planning activities to be performed with funds provided under Title 23, U.S.C., and the Federal Transit Act (Federal Register, Vol. 58, No. 207, p. 58040).*

## Purpose

The purpose of the WAMPO Unified Planning Work Program (UPWP) is to describe the transportation planning and programming activities for the fiscal year and comply with the Federal Planning regulations identified above.

WAMPO Unified Planning Work Program (UPWP) not only describes the transportation-related work activities (and associated budget) during current fiscal year, but also summarizes the planning activities completed during the prior fiscal year.

## Our Role

WAMPO provides a regional forum for local, state, and federal agencies and the public to coordinate around transportation planning issues. Our organizational mission and vision are as follows:

### **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.

### **Mission**

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.

WAMPO is also responsible for the development of both long- and short-range multimodal transportation plans, the selection and approval of projects for federal funding based on regional priorities, and the development of ways to manage traffic congestion. Transportation planning includes various activities. Some of these are led by the MPO, while others are led by other entities and may include:

- Identification of short/long-range multimodal transportation needs;
- Analysis and evaluation of transportation improvements;
- The provision of technical and policy guidance to member communities;
- Estimation of future traffic volumes;
- Informing the public about planning activities;
- Studying the movement of traffic along major corridors; and
- Conducting various other planning studies.

### **Membership & Oversight Structure**

Voting membership is open to any county or city government located, wholly or partially, in the designated planning area. Currently, WAMPO membership includes the following cities and counties:

City of Andale	City of Eastborough	City of Park City
City of Andover	City of Garden Plain	City of Rose Hill
City of Bel Aire	City of Goddard	City of Sedgwick
City of Bentley	City of Haysville	City of Valley Center
City of Cheney	City of Kechi	City of Viola
City of Clearwater	City of Maize	City of Wichita
City of Colwich	City of Mount Hope	Butler County
City of Derby	City of Mulvane	Sedgwick County
		Sumner County



The Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), serve as advisory, non-voting representatives to WAMPO.

### **Decision-Making Structure**

The following three groups form the oversight and advising structure of WAMPO:

1. The Transportation Policy Body (TPB)
2. The TPB Executive Committee
3. The Technical Advisory Committee (TAC)

The WAMPO TPB is comprised of elected officials from the above-listed member governments. Participating Member Jurisdictions may designate an official alternate to represent their jurisdiction. Alternates can be anyone appointed to represent the City (i.e., City Managers, Community Planners, Engineers, etc.) and do not need to be elected officials. From this body, the TPB chairperson nominates the five-member Executive Committee,

The TAC is comprised primarily of representatives of member governments' and participating agencies' technical staffs.

### **Representation and Voting**

Population determines voting representation on the TPB. Each member government within the planning area over a minimum population receives at least one representative. WAMPO bylaws provide for additional voting members for the City of Wichita and Sedgwick County in the Policy Body, based on predetermined population thresholds, as determined by the U.S. Census.



---

## Staff

The WAMPO staff positions include a full-time Director and 8 fulltime data, planning, GIS, and support positions. Potential internships are supported by WAMPO to promote career growth and talent from local universities and community colleges.

## Planning Issues in the Region

Many issues will influence what types of transportation infrastructure will require investment and what mode choices people will make. The region is facing some of the largest demographic, land-use, and shopping-choices shifts and changes in the ways people, goods, and services are moved since the end of World War II. This annual work program is shaped by ongoing planning efforts, major project needs, issues related to transportation funding, and possible legislation that will help shape both near- and long-term planning efforts.

While the region will see substantial changes in the ways people, goods, and services are moved, cities and counties are still responsible for preserving and maintaining billions of dollars' worth of previous investments in the transportation system.

A balance of preserving the existing system and planning for future changes is very difficult, but very necessary. Some of the existing infrastructure does not serve the same purpose that it did when it was originally constructed. The primary question that looms on the horizon for the system is:

*Do communities want to continue to invest in the same sorts of infrastructure that they have always invested in or should they look at repurposing (or even disinvesting in) that infrastructure to accommodate current and future needs?*

## MTP/Work Program Integration

The region's long-range Metropolitan Transportation Plan (MTP), *REIMAGINED MOVE 2040*, was adopted in 2020. WAMPO will continue to work towards the implementation of the MTP. WAMPO staff plan to visit local jurisdictions to discuss goals and priorities ranging from choice and connectivity to economic vitality and infrastructure condition. As WAMPO moves forward by engaging communities in discussions related to emerging technology, demographic changes, and the uncertainty of state and federal funds, the 2022 UPWP will attempt to show how current trends in such planning elements will impact transportation and infrastructure systems in the future.

## Transportation System Optimization

Most of the region's guiding documents, including *REIMAGINED MOVE 2040*, outline the need to manage and optimize (i.e., preserve and maintain) the existing transportation system. *REIMAGINED MOVE 2040* incorporates this direction, placing increased emphasis on opportunities to maintain the current system and less emphasis on expanding the system.

## Multimodal Opportunities

Increased transit ridership, development and completion of hike and bike trail systems, and increased commuting levels by biking, walking, transit, and carpooling are becoming more important goals for the region. WAMPO recently expended substantial funds to allow member communities to expand active transportation elements such as developing hike and bike trail systems and trying to improve transit accessibility throughout the region. The UPWP also includes funding for the development of best planning practices for bicycle and pedestrian safety. Regional Active Transportation Committee work is planned to progress in 2022 through community engagement. This work will contribute to the development of the next MTP, with a horizon year of 2050.

## Freight System Enhancement

It is estimated that the WAMPO region will experience a 45% to 60% increase in freight movements over the next planning period. While this will no doubt create some traffic-related concerns, freight movement increases could also be a significant catalyst in economic development. The 2022 UPWP will continue to coordinate with the statewide freight plan. Freight activities in the region will be monitored, and this work will contribute to the development of the next MTP, with a horizon year of 2050.

## Data Collection, Analysis, and Modeling

In the year 2021, new initiatives on data development and maintenance started. Staff developed a report on 'Travel Commuting Patterns within the Region.' Demographic and socioeconomic data development was also documented in the year 2021. This data development and maintenance will continue in the year 2022. WAMPO will continue to allocate resources to develop a data management plan, as well as collect transportation-system data to assist member communities in system maintenance and preservation. WAMPO staff will also correlate data with performance measures so that member communities will have a better idea of where to invest limited resources and how they might tie improvements together to improve regional functionality. These functions will be tied to all forms of infrastructure and modes so that communities and WAMPO policymakers can make more data-driven decisions on where financial investments make the most sense and provide the best return on investment. In order to accomplish these tasks related to data collection and maintenance, the 2022 UPWP will continue tasks on data analysis and GIS Analysis. This data maintenance will form a solid foundation for the development of the MTP and Transportation Improvement Program (TIP).

## Planning Element Coordination

---

With the probability of change in terms of demographics, mode and shopping choices, lifestyle, and other guiding factors, it is becoming more and more apparent that substantial focus should be given to how these factors will influence transportation infrastructure and land use. Building trends show a growing change in housing types. The 2022 UPWP continues the task of determining what and whom we should be planning for. While preparing for the unknown is stressful, it is much more cost-effective than reacting after the fact.

The 2022 UPWP also programs resources for enhancing community engagement to find out more about what people expect in terms of transportation, what they are willing to pay for, and what they think transportation of the future will look like.

## Planning Activities

The following table highlights connections between the UPWP major task areas, the MTP, the USDOT's Planning Factors, and basic MPO requirements:

Area		Task 1	Task 2	Task 3	Task 4	Task 5	Task 6
Long-Range Metropolitan Transportation Plan	Choice & Connectivity						
	Economic Vitality						
	Freight Movement						
	Improving Air Quality						
	Infrastructure Condition						
	Quality of Place						
	Safety						
	System Reliability & Bottlenecks						
	Investment Strategy						
	Planning Factors	Increase safety of the system					
Increase accessibility & mobility							
Enhance integration & connectivity							
Promote conservation of resources							
Promote efficiency							
Emphasize preservation of the system							
Improve resiliency, reliability & coordinate land use							
Decrease outmigration of prime wage earners							
Monitor demographic, land use & development trends							
Determine Smart growth criteria							
MPO Requirements	Metropolitan Transportation Plan						
	Transportation Improvement Program						
	Public Participation Plan						
	Congestion Management Process						
	Award Federal Funding						
	Decision Making Structure						

## Task I: Management, Clerical, & Administration

**Objective:** Support ongoing regional planning activities by offering professional staff services and committee support, administering the work program and budget, and execute agreements with partner agencies.

### 2021 Major Accomplishments

- Continued to refine budgeting process to be better focused on strategic future planning aspects.
- Expanded internal accounting controls.
- Continued internal accounting system and provided more transparency of accounting with KDOT.
- Completed annual, single audit.
- Completed Request for Proposal (RFP) process to hire consultant in support of auditing needs.
- Hired MPO staff as needs occurred.
- Changed staffing roles to better coordinate work efforts and coordinate budget with work product completion.

I.0	Program Administration Task Budget	CPG
	<b>Management, Clerical &amp; Administration</b>	<b>\$ 514,250</b>
I.1	Salaries and Benefits	\$ 295,000
	Total Operating Expenses	\$ 219,250
I.2	<b>Budget &amp; Financial Monitoring System</b> <i>(salaries &amp; benefits)</i>	<b>\$ 50,000</b>
I.3	<b>TPB and TAC Support</b> <i>(salaries &amp; benefits)</i>	<b>\$ 40,000</b>
	<b>Professional Development, Educ./Training</b>	<b>\$ 37,000</b>
I.4	Salaries and Benefits	\$ 20,000
	Outside Training Consultants/Guest Speakers	\$ 2,000
	Staff Travel & Training	\$ 15,000

### Sub-Task I.1 – Operations, Management, Clerical & Administration

Lead Agency: WAMPO

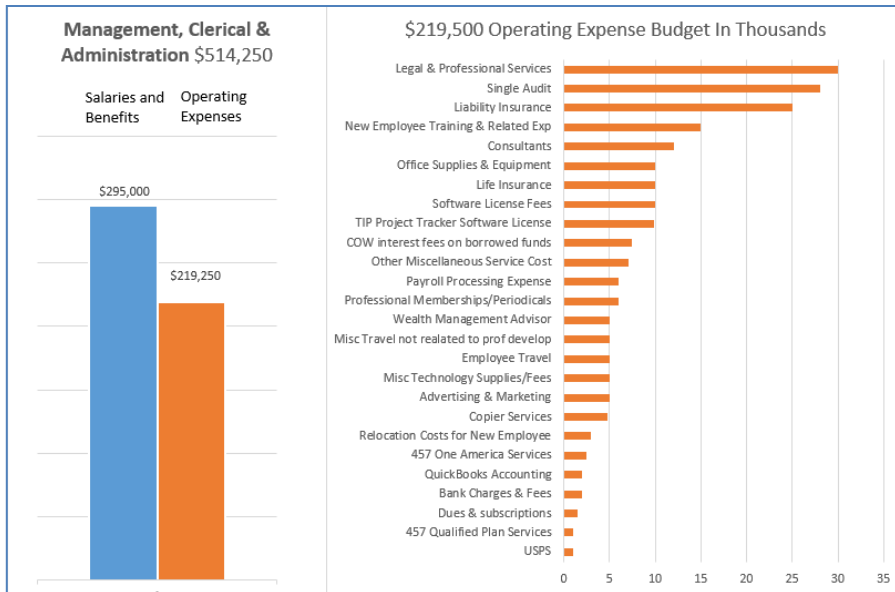
Timeframe: Ongoing

Budgeted Amount: \$514,250

WAMPO has been efficiently and effectively managed and administered in compliance with local, state, and federal regulations since being designated as the regional MPO. The region’s transportation planning tasks will continue to develop with support from activities included in operations, management, clerical, and administrative tasks.

- Provide overall agency leadership and management.
- Administer WAMPO’s policies and procedures in compliance with local, state, and federal regulations.

- Monitor federal and state legislation related to transportation planning issues.
- Perform personnel tasks, such as staff performance evaluations and hiring processes.
- Develop, maintain, and implement the agency’s administration and personnel policies and procedures.
- Make travel arrangements and process travel paperwork.
- Process payroll in coordination with the payroll administrator.
- Complete and submit quarterly activity and reimbursement reports to KDOT.
- Staff the reception area.
- Internal staff meetings.



**Sub-Task 1.2 – Budget and Financial Monitoring Systems and Preparation of 2023 UPWP**

Lead Agency: WAMPO  
 Timeframe: Ongoing  
 Budgeted Amount: \$50,000

WAMPO staff will perform continuous monitoring of the 2022 UPWP to ensure adequate revenues are generated to cover operating and consultant-based expenditures. WAMPO staff will also work with the audit firm to ensure accurate detail for the annual 2021 audit. Funding is also set aside for the preparation of the 2023 UPWP.

**Sub-Task 1.3 – TPB and TAC Support**

Lead Agency: WAMPO  
 Timeframe: Ongoing  
 Budgeted Amount: \$40,000

WAMPO staff will make presentations to TPB and TAC. Staff will work with TPB and TAC in reporting budget changes and needs. Staff will coordinate TPB and TAC meetings with board/committee members, stakeholders, and presenters and prepare reports and information for them.

### Sub-Task 1.4 – Professional Development, Education & Training

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$37,000

Staff will attend relevant training classes and provide proportional funding to bring speakers to town who will address topics of vital concern for the region. The primary training focus will be on performance-based planning functions and planning principles that are focused on the probabilities of trends and how those trends could be addressed in the planning period and beyond. The principal travel and training focus will be attendance of Association of Metropolitan Planning Organizations, Kansas-area Metropolitan Planning Organization, Transportation Research Board, scenario-planning, and smart-region-planning seminars.

## Task 2: Long-Range Planning

**Objective:** Maintain and update the long-range MTP (Metropolitan Transportation Plan) to reflect the region’s vision and goals, support it with best practices and the latest available data, and ensure that it is financially constrained. Manage and optimize regionally-significant transportation infrastructure and services. MTP update due June 2025.

### 2021 Major Accomplishments

- Completed Freight Study report.
- Progressed on Active Transportation Committee formation, in coordination with local government entities, university faculty/staff, and communities.
- Progressed on Safety & Health Committee formation, in coordination with local government entities, university faculty/staff, and communities. Quarterly meetings are scheduled to invite more participants from local jurisdictions.
- Continued to monitor relevant growth and development data and patterns in the region.
- Continued to monitor trends that could impact regional investment in infrastructure and in mode choices.
- Participated in a REAP (Regional Economic Area Partnership) sponsored regional refocus in developing a stronger south-central Kansas voice.
- Participated in a regional transportation council work group at Wichita Chamber of Commerce, focused on the highest priority regional transportation projects.
- Hired a GIS Analyst to develop databases for transportation, including safety data.

2.0	Long-Range Planning Task Budget	CPG
2.1	Overall Development of MTP 2050 (salaries & benefits)	\$ 120,000
2.2	Equity & Diversity (salaries & benefits)	\$ 15,000
2.3	Consultant Services: Safety Plan	\$ 300,000
2.4	Consultant Services: Economic Development Study*	\$ 100,000

\* This sub-task may change throughout the year and may continue into the year 2023

### **Sub-Task 2.1 – Overall Development of the MTP**

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: January 2022 - December 2022

Budgeted Amount: \$120,000

WAMPO will initiate the development of the MTP 2050 Plan. Staff will explore and document new technologies in the future of transportation. In addition, staff will develop GIS and databases for the region, with respect to transportation infrastructure and numbers of users. Databases will also be developed for the regional-system performance measures. While there will be development of other elements of the plan in the other work-activity sections of the UPWP, this element will involve using research materials and information included in various planning documents to finalize the blueprint for MTP development. Work included during the development of the MTP will be based on the precepts of Performance-Based Planning. Data collection and maintenance will also be performed through various committees, such as the Safety & Health Committee, Active Transportation Committee, and Freight Committee. WAMPO has already begun the process of Performance-Based Planning by establishing baseline standards and will continue to develop those standards during the period leading up to the completion of the next MTP.

The region faces many challenges in terms of change, and starting the process for facing those changes is critical for the region. Infrastructure investments should be closely tied to how the region plans on facing demographic, land-use, and shopping trends and increased freight loads and frequency impacts. Staff will monitor these trends through transportation data.

With the uncertainty of future funding sources and the built-in stabilization of critical funding sources due to trend-related changes, the region needs to investigate how it will pay its share of major transportation-related projects. Staff will devote time and resources to determining what potential revenue sources are available to the region to invest in funding projects.

Building on our functional classification update from 2019 and the designation of Critical Urban Freight Corridors (CUFC) in the WAMPO region from 2018, WAMPO staff will monitor developments in trip patterns and truck freight traffic to judge whether updates to functional classes or CUFCs are required.

Funding for staff activities for the Safety plan and for the Economic Development study are included in this sub-task.

### **Sub-Task 2.2 – Equity & Diversity**

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: January 2022 - December 2022

Budgeted Amount: \$15,000

WAMPO staff will develop regional data on all types of populations within the region, including minority populations and low-income populations. Safety of all is important in transportation planning. Data trends will be illustrated for child, elderly, and disabled populations. School and bus-stop location data will be analyzed. Staff will entertain discussions



and explore if a committee is needed to seek input on how to attain equity and diversity in all planning. Staff will document findings on how to develop a planning process that strives for attaining equity and inclusion of diversity. Transportation infrastructure welcomes all users of transportation facilities without any bias towards any population groups. Staff will also update WAMPO's Title VI program.

Primary tasks related to equity and diversity acknowledge how diversity is prevalent with the help of data. These data will be used to develop all activities in transportation planning, being mindful of equality for all and opportunities for all.

### **Sub-Task 2.3 – Consultant Services: Safety Plan**

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: March 2022 - December 2022

Budgeted Amount: \$300,000

WAMPO members are committed to increasing safety and reducing fatalities on the transportation system. Several discussions occurred among staff and committee members, primarily due to formation of 'Safety & Health Committee'. Staff identified and evaluated data trends on crashes and will utilize this information in the development of a Safety plan. The results of this plan will be utilized in the development of the MTP. Staff activities of this sub-task include:

- Collaborate with City jurisdictions in developing a Safety Plan for the regional transportation system.
- Hire Consultant, to develop a Safety Plan, in conjunction with partner agencies and jurisdictions.
- Identify causes of crashes and how to mitigate the crashes.
- Explore how safety can be enhanced for all users including children and the elderly, with all modes of transportation.
- Document causes of crashes including design related or driver behavior related.

Funding for staff activities for the Safety plan is included in Sub-task 2.1.

### **Sub-Task 2.4 – Consultant Services: Economic Development Study**

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: Last quarter of the year 2022 through 2023

Budgeted Amount: \$100,000

WAMPO members recognized how transportation system nourishes economic development of the region. Staff and member jurisdictions are planning to develop economic indicators for the region. Staff plans to develop system performance measures based on economic development. Economic indicators should help compare economic growth of the region between successive years. The results of this study will be utilized in the development of the MTP. Staff activities of this sub-task include:

- Identify regional experts on economic development.

- Researching what are the regional and statewide goals of economic development.
- During first three quarters of the year 2022, work with business communities and Chambers of Commerce to understand how the transportation system can promote economic development.
- During the final quarter of 2022, identify scope and study for developing economic indicators for the region, by partnering with regional experts on economic development.
- Hire consultant to accomplish above goals.

Funding for staff activities for the Economic Development study is included in Sub-task 2.1.

\*NOTE: This sub-task may change throughout the year and may continue into the year 2023 based on coordination between partner members and agencies.

### Task 3: Multimodal Planning

**Objective:** Provide support to expand multimodal transportation options in the region to increase mobility and accessibility for people and the movement of goods and services.

#### 2021 Major Accomplishments

- Updated pedestrian and bike counts.
- Sought community input on accuracy of Bicycle Maps and Trails Maps.
- Progressed on tasks related to the Active Transportation Committee & Safety/Health Committee.

3.0	Multimodal Planning	CPG	FTA 5310	FTA 5307
3.1	<b>Bicycle and Pedestrian Planning</b> (salaries & benefits)	\$ 25,000		
3.2	<b>Consultant Services: Active Transportation Plan*</b>	\$ 100,000		
3.3	<b>Transit and Paratransit Planning</b> (salaries & benefits)	\$ 64,000	\$ 25,000	
	Wichita Transit Planning Activities			\$ 40,000

Please note that FTA 5310 budgeted amount of \$25,000 covers for two years.

\* This sub-task may change throughout the year and may continue into the year 2023

#### Sub-Task 3.1 – Bicycle & Pedestrian Planning

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$25,000

Incorporate bicycle-pedestrian planning into the WAMPO metropolitan transportation planning process by actively participating in local and regional bicycle-pedestrian planning meetings, cooperatively and continually interacting with local stakeholders, producing reports that provide information and data about bicycle-pedestrian modes of transportation, including safety data, and maintaining and implementing the WAMPO Regional Pathways System Plan (RPSP). Other activities may include:

- Carrying out the annual regional bicycle-pedestrian count and associated reporting. Task includes volunteer recruitment, coordinating project logistics, and reporting (April – November).
- Make presentations at public, stakeholder, TAC, and TPB meetings as needed.
- Stay current on bicycle and pedestrian planning issues.
- Provide analysis concerning improved pedestrian safety.
- The 2022 UPWP will update the hike and bike counts. Increased cooperation and coordination between local jurisdictions, regional partners, as well as state DOT partners. Analysis will be provided concerning improving pedestrian safety.

### **Sub-Task 3.2 – Consultant Services: Active Transportation Plan**

Lead Agency: WAMPO

Timeframe: Year 2022

Budgeted Amount: \$100,000

Development of Active Transportation plan leads to Long range transportation development.

The City of Wichita is planning to conduct a city-wide Active Transportation Plan in the year 2022. Staff is planning to coordinate with this effort to expand the study area to the WAMPO region. Staff will coordinate with cities and jurisdictions and partner agencies in developing Active Transportation Plan for the WAMPO region. The results of this plan will be utilized in the development of the MTP. Staff activities will include:

- Coordinate with cities and jurisdictions and partner agencies in developing Active Transportation Plan for the WAMPO region.
- Assist in developing RFP for consultant selection, and procurement of consulting services.
- Collect data on GIS mapping of pedestrian, bike and trail facilities.
- Determine funding sources for the projects identified in the Active Transportation Plan.

Funding for staff activities for the Active Transportation plan are included in the sub-task 3.1. \*NOTE: This sub-task may change throughout the year and may continue into the year 2023 based on coordination between partner members and agencies.

### **Sub-Task 3.3 – Transit and Paratransit Planning**

Lead Agency: WAMPO & Wichita Transit

Timeframe: Ongoing

Budgeted Amount: \$64,000

Carry out coordinated public transit and paratransit planning activities in the region in coordination with Wichita Transit, KDOT, and private and public transit services.

WAMPO Program Activities:

- Issue a call for eligible FTA 5310: Enhanced Mobility for Seniors and People with Disabilities program projects within the community.
- Develop and facilitate a competitive selection and recommendation process for the screening of FTA 5310 projects.
- Convene a project selection committee that will recommend projects to the designated recipient(s)/governing body(s), as required.
- Coordinate with planning partners regarding transit planning activities including attendance at Wichita Transit Advisory Board (TAB) meetings and other Wichita Transit meetings, as needed.
- Maintain and implement the regional Coordinated Human Services Public Transit Plan.
- Coordinate with planning partners regarding paratransit planning activities, including participation in Coordinated Transit District #9 (CTD 9) and Wichita-Sedgwick County Access Advisory Board (WSCAAB) meetings, as needed.
- Make presentations at public, stakeholder, TAC, and TPB meetings.
- Stay current on transit and paratransit issues.
- Identify Stakeholders within WAMPO area for transit and paratransit services.
- Review past literature and planning documents on regional transit and paratransit services.
- Coordinate with member jurisdictions.
- Conduct Stakeholders meeting to identify current and future transit needs.
- Identify tasks leading to developing a coordinated Transit Plan, in conjunction with stakeholders, for 2023.

Wichita Transit Program Activities:

- Amenities Planning.
- Route Level Planning.
- Implement and track FAST Act federally required Performance Measures/Targets.
- Participate in the WAMPO planning process, including updating the TIP and UPWP.
- Continue to participate in annual, ongoing planning activities (short-range planning, grant development, maintenance planning and reporting, and other activities).
- Continued community education efforts. Past activities include hiring a senior communications specialist to manage a marketing and educational program, providing over 900 individuals information at public events, increasing social-media activity, distribution of customer information in a consistent manner, and developing new partnerships.

## Task 4: Community Engagement

**Objective:** Engage the public, the media, and other stakeholders in the WAMPO regional planning process.

2021 Major Accomplishments:

- Updated the WAMPO website.
- Compiled and distributed periodic newsletters throughout the region.
- Continued to monitor compliance with the previously adopted Public Participation Plan.
- Published press releases and public notices.
- Published periodic reports on performance measurement.
- WAMPO staff participated in several community functions, including being panel members for several community information events.

4.0	Community Engagement Task Budget	CPG
4.1	<b>Public Participation</b> ( <i>salaries &amp; benefits</i> )	\$ 30,000
4.2	<b>Inter-Agency Coordination</b>	\$ 10,000

### Sub-Task 4.1 – Public Participation

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$30,000

Engage and involve the general public and stakeholders in transportation decision-making in the region. Maintain and implement the WAMPO Public Participation Plan (PPP) and Title VI Program. Develop, update, and distribute general information about the regional planning process and planning partners.

- Ensure compliance with state and federal civil rights regulations and requirements by carrying out WAMPO’s Title VI program and preparing, maintaining, and submitting required Title VI reporting documentation.
- Stay current on public participation topics, and coordinate with planning partners regarding PPP activities.
- Develop and maintain materials and outreach/education plans for use with identified WAMPO stakeholders.
- Develop, update, and distribute general information about the WAMPO planning process and products, including the following detailed activities:
  - General website maintenance.
  - Maintain and develop social media accounts.
  - Draft and distribute quarterly newsletters.
  - Draft and develop publications for use with strategic outreach and

communications.

- Produce and distribute media releases, videos, and other outreach materials.
- Provide technical staff support for sponsoring, co-sponsoring, or developing public forums and workshops.
- Provide WAMPO presentations as requested.

- Public and stakeholder outreach and coordination.
- Member jurisdiction and planning partner outreach and coordination.
- Coordinate with members on community plan objectives.
- Assist member jurisdictions in implementing the *REIMAGINED MOVE 2040* plan by developing model policies and best practices, such as Complete Streets Policies and Safety Plans.

### Sub-Task 4.2 – Inter-Agency Coordination

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$10,000

WAMPO will explore opportunities to assist and coordinate with regional & partner agencies, such as Wichita Transit, the Regional Economic Area Partnership (REAP), the Wichita Area Chamber of Commerce, KDOT, Wichita State University (WSU), the University of Kansas (KU), and local government entities. This coordination will also increase engagement with communities and promote a region that is well-connected and integrated with the goals of various entities.

## Task 5: Short Range Programming

Objective: Maintain the Transportation Improvement Program and manage WAMPO’s Suballocated Funding Programs.

2021 Major Accomplishments:

- Investigated options for programming WAMPO year-end funding balances.
- Initiated the biannual TIP Project Progress update.
- Developed project selection criteria for the 2023-2026 TIP.
- Project selection committee assisted with funding decisions for the 2021-2024 TIP.

5.0	Short Range Planning Task Budget	CPG
5.1	Suballocated Funding Program Management ( <i>salaries &amp; benefits</i> )	\$ 10,000
5.2	Transportation Improvement Program ( <i>salaries &amp; benefits</i> )	\$ 44,000

### Sub-Task 5.1- Suballocated Funding Program Management

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$10,000

Manage WAMPO's Suballocated Funding Programs, including monitoring obligation activity, monthly balance reporting, carrying out the biennial (once every two years) WAMPO funding cycle, coordinating with KDOT and project sponsors, and designing and implementing additional programs to assist WAMPO with its management responsibilities.

### **Sub-Task 5.2 – Transportation Improvement Program (TIP) Management**

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$44,000

Develop and maintain a fiscally-constrained TIP that programs regional transportation system improvement projects that are consistent with WAMPO's current MTP, to be implemented over the next four years. This includes developing and maintaining related documents, reports, maps, and spreadsheets to provide consistent and accurate project information, as well as coordinating with project sponsors and state and federal regulators.

- Draft Suballocated Management Procedures
- TIP Amendments, approximately four per year
- Annual federal reporting documents:
  - Annual Listing of Obligated Projects (ALOP)
  - Transportation Alternatives report
  - Develop CMAQ report

## **Task 6: Transportation Data & Modeling**

Objective: Support planning activities with data collection and analysis, mapping, technical writing, and modeling.

### 2021 Major Accomplishments

- Started the process for developing data warehouses and protocols for accessing data.
- Developed data and reports on commuter travel patterns within and between cities and counties in the WAMPO region.

- Continued to update the travel demand model and utilize data in planning efforts.
- Initiated data-accuracy coordination via committees. Progressed on tasks related to the Safety/Health Committee and Active Transportation Committee.

6.0	Transportation Data and Modeling	CPG
6.1	<b>Performance Measures</b> (salaries & benefits)	\$ 42,850
6.2	<b>Travel Demand Model</b> (salaries & benefits)	\$ 50,000
	<b>Consulting Services-Model Maintenance/Development</b>	\$ 45,000
6.3	<b>Transportation Data</b> (salaries & benefits)	\$ 80,000
6.4	<b>Transportation Systems Management and Operations</b> (salaries & benefits)	\$ 10,000

### Sub-Task 6.1 – Performance Measures

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$42,850

WAMPO staff will monitor the performance of the region on federally-mandated performance measures, as well as local performance measures adopted as part of the MTP.

WAMPO staff will continue to monitor the transportation network and system indicators to determine if there are congestion points and if those areas that are classified as bottlenecks are changing for the better or for the worse. Based on this analysis, WAMPO staff will make recommendations on how to improve the systems and work with member communities to develop solutions or other related improvements.

WAMPO will continue to monitor air quality in the region and make periodic reports on its findings. WAMPO will update monitoring criteria should guidelines change/be amended.

In addition, in light of the ongoing release of 2020 Census results, WAMPO will work with other stakeholders to determine relevant data needs that can be supported by new census data, and determine which types of uses, warehousing, and accessibility formats would best serve those using the data.



---

### **Sub-Task 6.2 – Travel Demand Model**

Lead Agency: WAMPO  
Timeframe: Ongoing  
Budgeted Amount Salaries and Benefits: \$50,000  
Budgeted Amount Consulting: \$45,000

WAMPO staff will work on hiring a consulting firm to update, calibrate, and validate the regional transportation model, as well as develop the Congestion Management Program (CPM) in the year 2022. WAMPO staff will work with the consultant hired under our current Travel Demand Model Support Services contract to respond to requests for model data from member jurisdictions and others. This consultant will complete the model update that is currently in progress. WAMPO staff will incorporate projects selected as part of the new MTP into the model and generate analyses supporting the MTP.

For the above-mentioned consultant-hiring process, staff will draft an RFP and begin the procurement process for a new Travel Demand Model Support Services contract and a major model update to incorporate new census data and new origin-destination data.

Based on community engagement activities and planned infrastructure improvements, the consultants hired by WAMPO will develop optimal uses for correlating travel- and traffic-demand modeling with potential changes in how people, goods, and services are moved in the region. Plans will be based on community and stakeholder input and will become part of the overall MTP planning process and documentation.

### **Sub-Task 6.3 –Transportation Data**

Lead Agency: WAMPO  
Timeframe: Ongoing  
Budgeted Amount: \$80,000

Data are extremely important for effective transportation decision-making. WAMPO will develop a centralized data hub to consolidate transportation-related data that would be useful to our member jurisdictions and planning partners. Staff will continue to assist member communities with their data and mapping needs.

### **Sub-Task 6.4 – Transportation Systems Management and Operations**

Lead Agency: WAMPO  
Timeframe: Ongoing  
Budgeted Amount: \$10,000

WAMPO plans to hire a Planning Data Analyst who will investigate how to use smart technology and data in making transportation infrastructure and the various transportation modes more effective and efficient. Technology will bring changes to the types of vehicles and mode choices available in the future and will create a need to repurpose streets and other forms of transportation infrastructure. Based on trends and funding uncertainties, identifying the best and highest uses of transportation elements will be key to stretching budget dollars.

WAMPO will work with member communities, KDOT, and the USDOT to identify possible “smart” improvements to the transportation system and potential timing for their implementation, based on available resources. Elements to be considered could include signalization, updating the regional ITS architecture, and improving interactive mapping capabilities. WAMPO will also continue to conduct data collection and analysis related to Performance Measure requirements.

## Budget and Cost Allocation Plan

### Revenues and Expenditures

WAMPO’s funds come from two primary sources: federal planning funds and member-community assessments of dues and fees on obligated projects in the TIP. WAMPO receives an annual allocation of federal planning grant funds to perform the functions of an MPO, as defined in 23 CFR.

Federal grants are eligible to cover up to 80% of total project costs, requiring the remaining 20% to be nonfederal matching funds. WAMPO assesses the member communities’ annual dues to assist in meeting the 20% matching amounts. Another source of matching funds is TIP assessments paid by member communities on annual allocations of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) funds distributed by WAMPO. Each community that receives STBG, CMAQ, or TA funds pays a TIP Fee.

WAMPO also receives nominal administrative fees from Wichita Transit for the pass-through of FTA 5310 Federal Funds.

The following charts indicate the anticipated revenues, expenditures, and matching-fund requirements for the 2022 UPWP.

**2022 Anticipated Revenues**

	<b>Federal CPG</b>	<b>Federal</b>	<b>Local Match</b>	<b>Total</b>
<b>WAMPO</b>	Anticipated Carryover From 2020	\$149,680	\$37,420	\$187,100
	Anticipated Carryover From 2021	\$400,000	\$100,000	\$500,000
	2022 Estimate	\$800,000	\$200,000	\$1,000,000
	<b>CPG Total</b>	<b>\$1,349,680</b>	<b>\$337,420</b>	<b>\$1,687,100</b>
	<b>FTA Section 5310</b>			
	5310 Administrative (Funding Shared by Wichita Transit)	\$25,000	\$0	\$25,000
	<b>WAMPO Funding Total</b>	<b>\$1,374,680</b>	<b>\$337,420</b>	<b>\$1,712,100</b>
<b>Wichita Transit</b>	<b>FTA 5307 (Regional Transportation Planning)</b>			
	<b>Total Wichita Transit Planning</b>	\$40,000		\$40,000
	<b>Total Regional Funding</b>	<b>\$1,414,680</b>	<b>\$337,420</b>	<b>\$1,752,100</b>

**2022 Anticipated Expenditures**

	<b>Federal CPG</b>	<b>Federal</b>	<b>Local Match</b>	<b>Total</b>
<b>WAMPO</b>	WAMPO staff transportation planning tasks	\$913,680	\$228,420	\$1,142,100
	Consultant Expenses planned	\$436,000	\$109,000	\$545,000
	<b>CPG Total :</b>	<b>\$1,349,680</b>	<b>\$337,420</b>	<b>\$1,687,100</b>
	<b>FTA Section 5310</b>			
	5310 Administrative (Funding Shared by Wichita Transit)	\$25,000	\$0	\$25,000
	<b>WAMPO Funding Total</b>	<b>\$1,374,680</b>	<b>\$337,420</b>	<b>\$1,712,100</b>
<b>Wichita Transit</b>	<b>FTA 5307 (Regional Transportation Planning)</b>			
	<b>Total Wichita Transit Planning</b>	<b>\$40,000</b>		<b>\$40,000</b>
<b>Total Regional Funding</b>		<b>\$1,414,680</b>	<b>\$337,420</b>	<b>\$1,752,100</b>

## 2022 Unified Planning Work Program Budget

UPWP Task/ Sub-task	DESCRIPTION	Original CPG	Wichita Transit	
			FTA 5310	FTA 5307
	Total Expenses	\$ 1,687,100	\$ 25,000	\$ 40,000
	Transportation Planning Consultants Work	\$ 545,000		40000
	WAMPO Staff & Operating	\$ 1,142,100	\$ 25,000	
1.0	Management & Administration	\$ 641,250		
	Management, Clerical & Administration	\$ 514,250		
1.1	Salaries and Benefits	\$ 295,000		
	Total Operating Expenses	\$ 219,250		
1.2	Budget & Financial Monitoring System (salaries & benefits)	\$ 50,000		
1.3	TPB and TAC Support (salaries & benefits)	\$ 40,000		
	Professional Development, Educ./Training	\$ 37,000		
1.4	Salaries and Benefits	\$ 20,000		
	Outside Training Consultants/Guest Speakers	\$ 2,000		
	Staff Travel & Training	\$ 15,000		
2.0	Long-Range Planning	\$ 535,000		
2.1	Overall Development of MTP (salaries & benefits)	\$ 120,000		
2.2	Equity & Diversity (salaries & benefits)	\$ 15,000		
2.3	Consultant Services: Safety Plan	\$ 300,000		
2.4	Consultant Services: Economic Development Study*	\$ 100,000		
3.0	Multimodal Planning	\$ 189,000	\$ 25,000	\$ 40,000
3.1	Bicycle and Pedestrian Planning (salaries & benefits)	\$ 25,000		
3.2	Consultant Services: Active Transportation Plan*	\$ 100,000		
3.3	Transit and Paratransit Planning (salaries & benefits)	\$ 64,000	\$ 25,000	
	Wichita Transit Planning Activities			\$ 40,000
4.0	Community Engagement	\$ 40,000		
4.1	Public Participation (salaries & benefits)	\$ 30,000		
4.2	Inter Agency Coordination (salaries & benefits)	\$ 10,000		
5.0	Short Range Programming	\$ 54,000		
5.1	Sub allocated Funding Program Management (salaries & benefits)	\$ 10,000		
5.2	Transportation Improvement Program (salaries & benefits)	\$ 44,000		
6.0	Transportation Data and Modeling Task Budget	\$ 227,850		
6.1	Performance Measures (salaries & benefits)	\$ 42,850		
6.2	Travel Demand Model (salaries & benefits)	\$ 50,000		
	Consulting Services-Model Maintenance/Development	\$ 45,000		
6.3	Transportation Data (salaries & benefits)	\$ 80,000		
6.4	Transportation Systems Management and Operations (salaries & benefits)	\$ 10,000		

\* This sub-task may change throughout the year and may occur in the year 2023.

## 2022 WAMPO Meeting Schedules



Meeting Location: 271 W. 3<sup>rd</sup> Street, Suite 203, Wichita, KS 67202 (OR Online)

<b>Transportation Policy Body</b>	<b>Technical Advisory Committee</b>
<i>3:00 pm (unless otherwise stated)</i>	<i>10:00 am (unless otherwise stated)</i>
January 11, 2022	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	August 22, 2022
September 13, 2022	September 26, 2022
October 11, 2022	October 24, 2022
November 8, 2022	November 28, 2022
December 13, 2022	No December Meeting



**Agenda Item 4C: Update  
REIMAGINED MOVE 2040 Amendment #1**

Chad Parasa, Jordan Silvers, Nick Flanders, and Kathryn Chambers, WAMPO

**Background:**

REIMAGINED MOVE 2040, WAMPO’s long-range transportation plan, includes procedures for amending the plan in order to address changes in the situation after the plan is adopted. The first proposed amendment to this plan is now in its Public Comment period. The proposed Amendment includes the following projects: “K-96 - Hillside to Greenwich: Upgrade from 4-Lane to 6-Lane,” “K-42: from the Sumner/SG Co Line to south of W 71st St at Clonmel: Rehabilitate and add shoulders,” and "Stand-Alone Bicycle/Pedestrian Projects not Specifically Identified." In addition, there are administrative adjustments to several phases of the North Junction Project.

**Public Review & Comment Schedule:**

ACTIVITY	DATE	LOCATION	PURPOSE
PUBLIC REVIEW & COMMENT PERIOD	<b>October 23, 2021 thru November 21, 2021</b>	Electronic Review: <a href="http://www.wampo.org">www.wampo.org</a>  <i>Hard copy documents are available upon request.</i>  271 W. Third - 2 <sup>nd</sup> Floor, Wichita, KS 67202	The general public, partners, and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action.  Please submit comments to: <a href="mailto:chad.parasa@wampo.org">chad.parasa@wampo.org</a>
Special Public Meeting	<b>Friday, October 29, 2021 2:00-4:00 PM</b>	271 W. Third - 2 <sup>nd</sup> Floor, Wichita, KS 67202	An open house event on the proposed amendment to the REIMAGINED MOVE 2040 long-range plan.
Technical Advisory Committee (TAC) Meeting	<b>Monday, November 22 10:00 AM</b>	271 W. Third - 2 <sup>nd</sup> Floor, Wichita, KS 67202 Or Online Meeting	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	<b>Tuesday, December 14 3:00 PM</b>	271 W. Third - 2 <sup>nd</sup> Floor, Wichita, KS 67202 Or Online Meeting	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

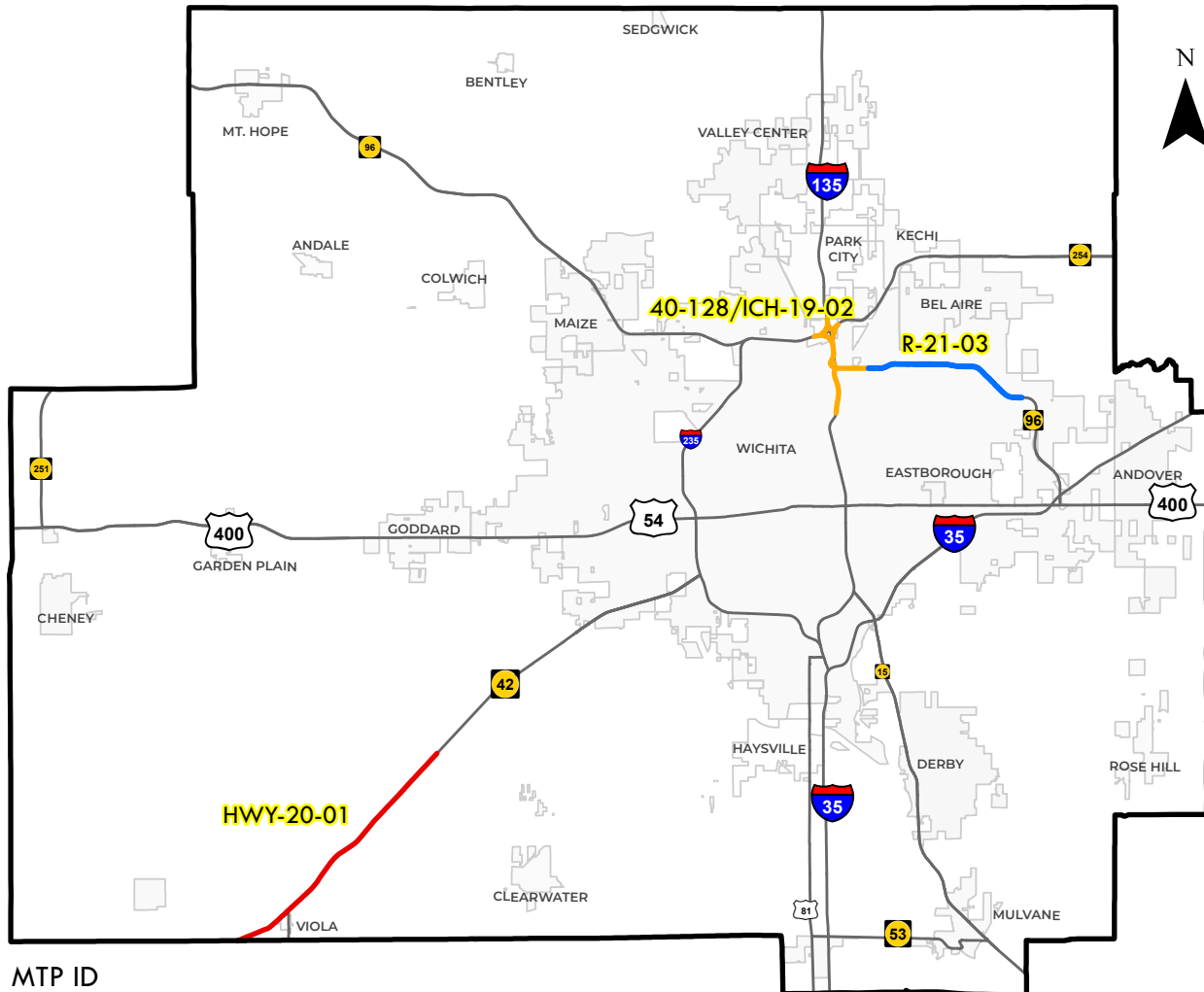
WAMPO’s public participation process also satisfies Wichita Transit’s public participation requirements for their Program of Projects.

**Attachment(s)**

- [Map and List of Affected Projects](#)
- [Request for Amendment to REIMAGINED MOVE 2040](#)



# REIMAGINED MOVE 2040 Amendment #1



MTP ID

— 40-128/ICH-19-02 — HWY-20-01 — R-21-03

MTP ID	KDOT ID	Title	Amendment Type	Project Status
R-21-03	KA-6099-01/02	K-96 - Hillside to Greenwich: Upgrade from 4-Lane to 6-Lane	Amendment	NEW
HWY-20-01	KA-5807-01	K-42: from the Sumner/SG Co Line to south of W 71st St at Clonmel: Rehabilitate and add shoulders	Amendment	NEW
BP-21-00	N/A	Stand-alone Bicycle/Pedestrian Projects Not Specifically Identified	Amendment	NEW (not mappable)
40-128	KA-3232-02	North Junction Gold Project- Reconstruction of the I-235, I-135, K-254 & K-96 Interchange	Administrative Adjustment	Existing
ICH-19-02	KA-3232-03	North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2	Administrative Adjustment	Existing
40-128	KA-3232-03	Gold Phase 2A -- North Junction- I-235/ I-135/K-254	Administrative Adjustment	Deleted



Dwight D. Eisenhower State Office Building  
700 S.W. Harrison Street  
Topeka, KS 66603-3745

Julie L. Lorenz, Secretary  
Michael J. Moriarty, Chief



Phone: 785-296-3841  
Fax: 785-296-8168  
kdot#publicinfo@ks.gov  
<http://www.ksdot.org>  
Laura Kelly, Governor

October 4, 2021

Mr. Chad Parasa  
Planning Director  
Wichita Area Metro Planning Organization  
Wichita, KS 67202

Dear Mr. Parasa,

The Kansas Department of Transportation is requesting an amendment to WAMPO's MOVE 2040 Reimagined Metropolitan Transportation Plan (MTP.) This amendment would add two Kansas Eisenhower Legacy Program (IKE) projects that were awarded from KDOT's first local consultation round. KDOT understands that, in making the requested changes, the financial capacity for them must exist in the plan for the plan to remain fiscally constrained. In accordance with our current practice for the MTP and TIP, when a new project or an increase in project costs requires an amendment to the MTP, the additional funds come attached to the project IKE Program funding provided by the Kansas Legislature will provide the additional capacity needed for the inclusion of the above-mentioned projects.

As part of this amendment, we are also requesting administrative adjustments to several phases of the North Junction Project. These changes include project deletions and description updates. The descriptions, scopes and cost estimates of the projects are shown on the following pages. We appreciate your consideration of including these changes in your MTP.

Sincerely,

Michael J. Moriarty  
Chief, Bureau of Transportation Planning

A handwritten signature in black ink, appearing to read "Matt J. Messina".

Matthew Messina  
Manager, Comprehensive Transportation Planning Unit

Attachment: Project descriptions and estimates

A. IKE Program Project Additions

Pipeline Main	County	Route	Location	Project Description
<input type="checkbox"/> ANNOUNCED IKE MODERIZATION/ EXPANSION PROJECTS				
<input type="checkbox"/> EXPANSION				
KA-3232-02	Sedgwick	I-235	I-235, I-135, K-254 and K-96 Interchange (Gold Project) in northeast Wichita, Kansas	Interchange improvements
KA-6099-01	Sedgwick	K-96	K-96: From N Hillside Street east to N Greenwich Road in Wichita	Discovery Phase for upgrade from 4-Lane to 6-lane freeway section and evaluation of Alternate Delivery Option
KA-6099-02	Sedgwick	K-96	K-96: From N Hillside Street east to N Greenwich Road in Wichita	Upgrade K-96 in Wichita from a 4-Lane to 6-lane freeway
<input type="checkbox"/> MODERNIZATION				
KA-5807-01	Sedgwick	K-42	K-42: from the Sumner/Sedgwick Co Line approximately 9.0 miles northeast to south of W 71st St at Clonmel	Rehabilitate and add shoulders

**KA-6099-01/-02 K-96 - Hillside to Greenwich: Upgrade from 4-Lane to 6-Lane**

FFY	Work Phase	NHPP	State	Total
2021	PE*	\$160,000.00	\$40,000.00	\$200,000.00
2022	PE	\$22,800,000.00	\$5,700,000.00	\$28,500,000.00
2023	ROW	\$15,200,000.00	\$3,800,000.00	\$19,000,000.00
2024	Util	\$7,600,000.00	\$1,900,000.00	\$9,500,000.00
2026	CE	\$11,400,000.00	\$2,850,000.00	\$14,250,000.00
2026	Construction	\$152,000,000.00	\$38,000,000.00	\$190,000,000.00
		\$209,160,000.00	\$52,290,000.00	\$261,450,000.00

\* KA-6099-01- PE in 2021: Discovery Phase for Eisenhower Legacy Program 2020 selections

**KA-5807-01 K-42: from the Sumner/SG Co Line to south of W 71st St at Clonmel: Rehabilitate and add shoulders**

FFY	Work Phase	STP	State	Total
2020	PE	\$480,000	\$120,000	\$600,000
2021	ROW		\$90,000	\$90,000
2022	UTIL	\$72,000	\$18,000	\$90,000
2023	CE	\$480,000	\$120,000	\$600,000
2023	Construction	\$4,800,000	\$1,200,000	\$6,000,000
		\$5,832,000	\$1,548,000	\$7,380,000

B. Administrative Adjustments to Project Descriptions

Current North Junction Projects							
WAMPO ID	KDOT ID	Project	Total Cost	MTP: WAMPO Funding Menu Amount	TIP: WAMPO Funding Award Amount	Time Band	Reason for Change
<del>40-128</del>	<del>KA-3232-03</del>	<del>NJ Accelerated Proj Flyover: (Phase 1 of Gold Project)</del>	<del>\$49,353,324</del>			<del>2020-2024</del>	Delete project (duplicate for ICH-19-02)
40-128	KA-3232-02	North Junction Gold Project- Reconstruction of the I-235, I-135, K-254 & K-96 Interchange	\$129,045,055			2020-2024	Clarification of project description
ICH-17-01B	KA-3232-02	I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-Construction Activities	\$25,097,040	\$1,667,040	\$1,667,040	2020-2024	No change
ICH-19-02	KA-3232-03	North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2	<del>\$4,331,160</del> \$49,932,479			2020-2024	Previous funding incorporated into current funding



**Agenda Item 4D: Update  
TIP Project Locations and Funding Amounts**  
Jordan Silvers and Nick Flanders, WAMPO

**Background:**

WAMPO's Transportation Improvement Program (TIP) is an on-going program that assigns funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects in the region. Inclusion in the TIP is federally required before any federal funds can be made available for use on a project. The current TIP, as of Amendment #4, covers projects that are expected to be active during Federal Fiscal Years (FFYs) 2021 through 2024; it includes 125 projects, totaling \$859,347,757 in estimated cost.

The attached *TIP Projects Constructed in 2021-2024* map distinguishes between projects that do or do not use WAMPO-suballocated funds (Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Program, or Transportation Alternatives Program); TIP projects that only have Preliminary Engineering, Right-Of-Way Acquisition, or Utility Relocation phases during 2021-2024 are not shown.

**Next Steps:**

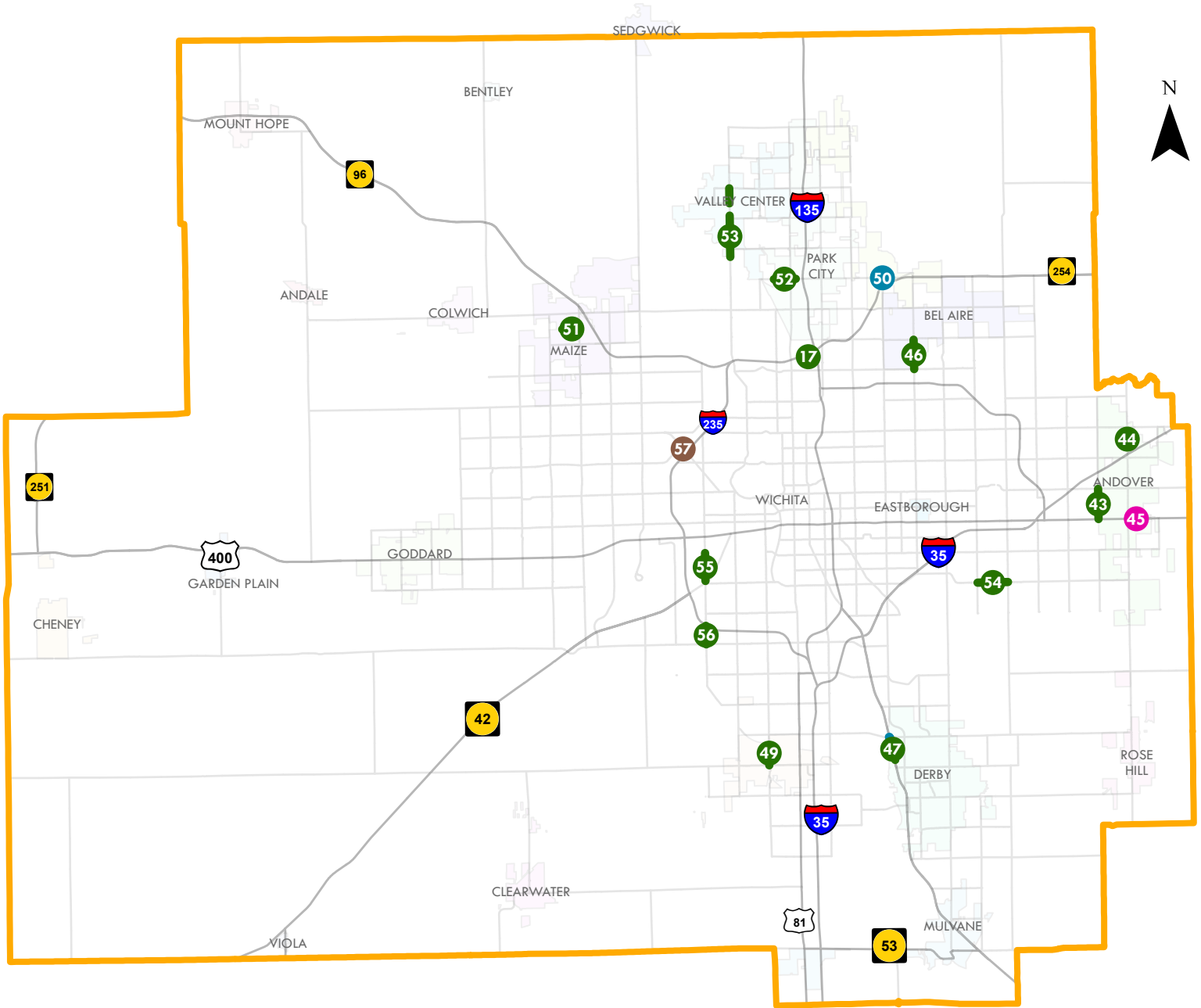
- WAMPO staff invites input from member jurisdictions on the distribution of TIP projects and suballocated funding throughout the region.
- Input received will be considered during future TIP adoptions and amendments.

**Attachment(s):**

- [Map of WAMPO Suballocated TIP Projects Constructed in 2021-2024](#)
- [Table of Projects in the WAMPO TIP that Are Constructed/Implemented in 2021-2024 and Use Suballocated Funds](#)
- [Map of WAMPO Non-Suballocated TIP Projects Constructed in 2021-2024](#)
- [Table of Projects in the WAMPO TIP that Are Constructed/Implemented in 2021-2024 and Do Not Use Suballocated Funds](#)



# Suballocated TIP Projects Constructed/Implemented in 2021-2024



## LEGEND

- ROAD - OTHER ROAD
- BRIDGE - OTHER ROAD
- INTERSECTION
- BIKE/PED

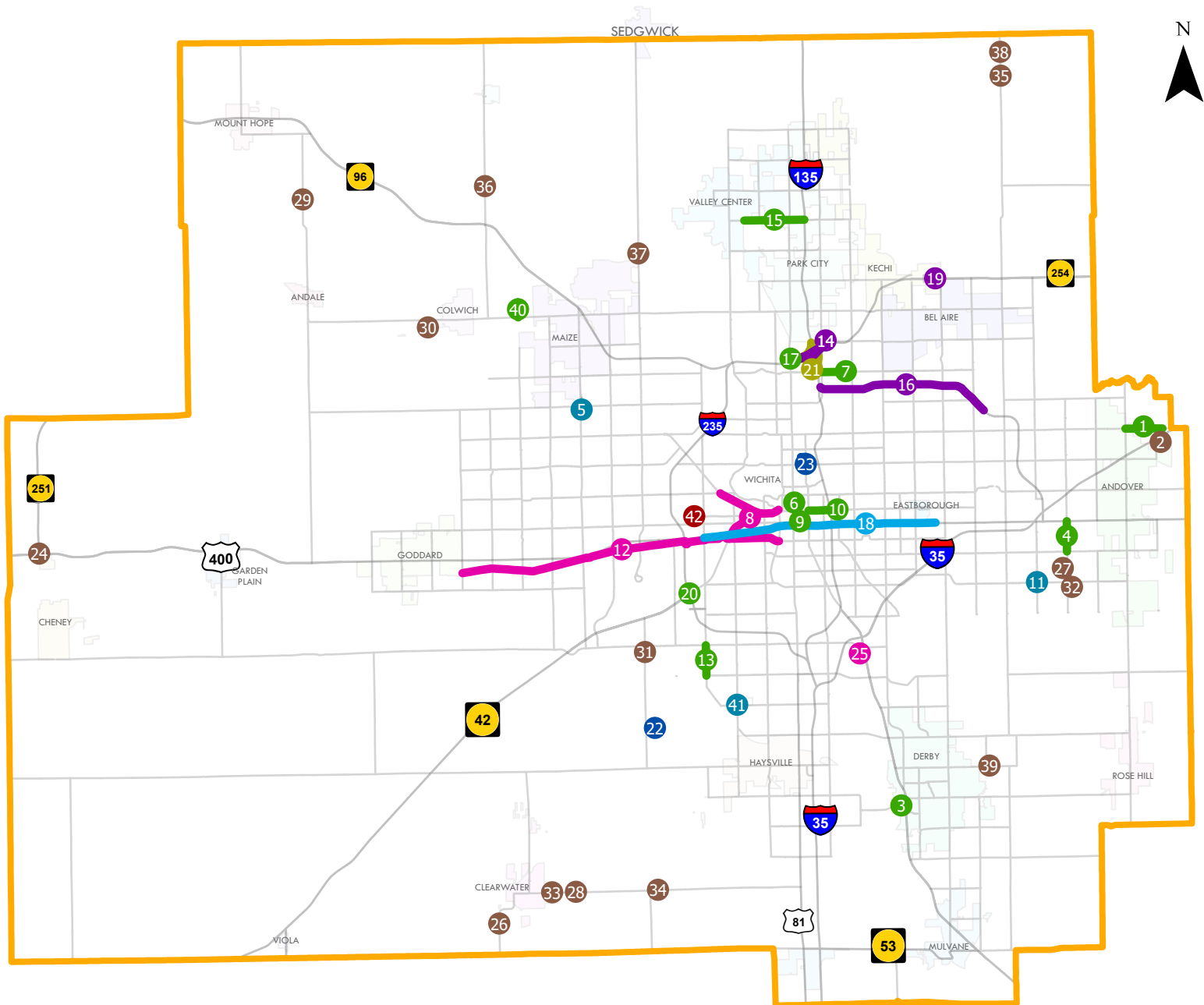
**Projects in the WAMPO TIP that Are Constructed/Implemented in 2021-2024 and Use Suballocated Funds\***

# on Map	WAMPO I.D.	Lead Agency	Project Title	1st Yr. of Construction/Implementation	Portion Federal Funds	Portion Non-Federal Funds	Total Project Cost**	WAMPO Suballocated Funds Used**
43	R-19-05	City of Andover	159th St. East, from US-54/400 to Central Ave.	2022	\$ 4,485,000	\$ 2,121,750	\$ 6,606,750	\$ 4,485,000
44	TA-17-01	City of Andover	North Andover Rd. Improvements Redbud Trail to Ira Ct.	2022	\$ 2,390,374	\$ 1,334,052	\$ 3,724,426	\$ 587,738
45	40-011	City of Andover	US-54/400 Bicycle/Pedestrian Bridge in Andover	2024	\$ 2,279,212	\$ 1,356,206	\$ 3,635,418	\$ 2,279,212
46	R-17-02	City of Bel Aire	Woodlawn: 45th St to 37th St. N	2021	\$ 5,579,150	\$ 2,911,193	\$ 8,490,343	\$ 5,029,150
47	40-541	City of Derby	Nelson Drive Realignment	2024	\$ 5,039,276	\$ 2,144,523	\$ 7,183,799	\$ 5,039,276
48	INT-17-01	City of Derby	Patriot Ave.: WB Right Turn Lane to K15 NB	2021	\$ 543,501	\$ 417,732	\$ 961,233	\$ 543,501
49	R-19-08	City of Haysville	North Main Street Reconstruction	2021	\$ 1,743,664	\$ 628,816	\$ 2,372,480	\$ 1,743,664
50	INT-19-01	City of Kechi	Oliver and Kechi Rd. Intersection	2024	\$ 2,028,756	\$ 1,820,089	\$ 3,848,845	\$ 2,028,756
51	40-548	City of Maize	Academy Avenue Improvements from Maize Road to Maize City Park	2022	\$ 2,500,000	\$ 1,375,000	\$ 3,875,000	\$ 2,500,000
52	R-19-06	City of Park City	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge	2021	\$ 3,309,578	\$ 2,066,134	\$ 5,375,712	\$ 3,309,578
53	R-19-07	City of Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	\$ 6,149,862	\$ 2,290,602	\$ 8,440,464	\$ 6,149,862
54	R-19-09	City of Wichita	Pawnee, Webb to Greenwich	2021	\$ 3,593,000	\$ 1,407,000	\$ 5,000,000	\$ 3,593,000
55	R-19-16	City of Wichita	West St., Harry to Pawnee	2023	\$ 7,864,039	\$ 10,350,000	\$ 18,214,039	\$ 7,864,039
56	R-19-17	City of Wichita	West St., I-235-MacArthur	2024	\$ 4,194,154	\$ 1,698,540	\$ 5,892,694	\$ 4,194,154
57	40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	\$ 1,258,246	\$ 464,562	\$ 1,722,808	\$ 1,258,246
N/A	40-544	Sedgwick County Dept. of Aging	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	2021	\$ 178,252	\$ 44,563	\$ 222,815	\$ 178,252
N/A	P-18-01	WAMPO	Asset Management Phase 2	2023	\$ 220,000	\$ 55,000	\$ 275,000	\$ 220,000
N/A	40-513	WAMPO	Training, Best Practices, and Model Policies for Member Jurisdictions	2023	\$ 200,000	\$ 50,000	\$ 250,000	\$ 200,000
N/A	40-514	WAMPO	WAMPO Travel Demand Model Update	2022	\$ 1,363,100	\$ 340,775	\$ 1,703,875	\$ 1,363,100
N/A	40-509	Wichita Transit	Wichita Transit Network Redesign Plan	2023	\$ 262,135	\$ 65,534	\$ 327,669	\$ 262,135
N/A	T-19-05	Wichita Transit	Wichita Transit Replacement Paratransit Vehicles	2021	\$ 1,493,472	\$ 373,368	\$ 1,866,840	\$ 1,493,472
<b>Total</b>					<b>\$ 56,674,771</b>	<b>\$ 33,315,439</b>	<b>\$ 89,990,210</b>	<b>\$ 54,322,135</b>

\*Excludes projects that have only Preliminary Engineering, ROW Acquisition, or Utility Relocation during 2021-2024. All information is as of TIP Amendment 4 (8/10/2021).

\*\*Includes Advance Construction amounts that will not be reimbursed until after 2024 and excludes Advance Construction reimbursements for pre-2021 expenditures.

# Non-Suballocated TIP Projects Constructed/Implemented in 2021-2024



## LEGEND

- |  |  |  |
|--|--|--|
|  BRIDGE       |  BIKE/PED |  SAFETY     |
|  INTERCHANGE  |  RAIL     |  TECHNOLOGY |
|  INTERSECTION |  ROAD     |  TRANSIT    |

**Projects in the WAMPO TIP that Are Constructed/Implemented in 2021-2024 and Do Not Use Suballocated Funds\***

# on Map	WAMPO I.D.	Lead Agency	Project Title	1st Yr. of Construction/Implementation	Portion Federal Funds	Portion Non-Federal Funds	Total Project Cost**
1	40-008	City of Andover	21st Street Improvements, from KTA Toll Booth to Andover Road	2024	\$ -	\$ 9,075,000	\$ 9,075,000
2	40-012	City of Andover	Prairie Creek Rd bridge over KTA	2023	\$ -	\$ 4,913,512	\$ 4,913,512
3	40-549	City of Derby	Market St Reconstruction, from Ark River to K-15	2022	\$ -	\$ 225,000	\$ 225,000
4	R-19-14	City of Wichita	143rd St. E., Kellogg-Harry	2024	\$ -	\$ 5,050,000	\$ 5,050,000
5	40-561	City of Wichita	29th & Maize Intersection	2021	\$ -	\$ 1,070,000	\$ 1,070,000
6	R-19-10	City of Wichita	2nd St., Main to St. Francis	2023	\$ -	\$ 3,875,000	\$ 3,875,000
7	R-19-12	City of Wichita	37th St N., Hydraulic to Hillside	2024	\$ -	\$ 5,200,000	\$ 5,200,000
N/A	BP-19-01	City of Wichita	Bike Enhancement Projects	2022	\$ -	\$ 300,000	\$ 300,000
N/A	B-19-06	City of Wichita	Bridge Rehabilitation/Repair - Wichita	2021	\$ -	\$ 2,750,000	\$ 2,750,000
8	40-559	City of Wichita	Chisholm Trail and Delano Path	2024	\$ -	\$ 2,200,000	\$ 2,200,000
9	40-088	City of Wichita	Commerce Area Improvements	2023	\$ -	\$ 5,100,000	\$ 5,100,000
N/A	40-099	City of Wichita	Comprehensive Way Finding	2022	\$ -	\$ 1,750,000	\$ 1,750,000
10	R-19-13	City of Wichita	Douglas, Washington to Grove	2022	\$ -	\$ 6,200,000	\$ 6,200,000
11	INT-19-02	City of Wichita	Pawnee & 127th Street intersection	2022	\$ -	\$ 1,510,000	\$ 1,510,000
12	40-560	City of Wichita	Prairie Sunset Trail	2022	\$ -	\$ 2,300,000	\$ 2,300,000
13	R-19-11	City of Wichita	West St, 47th-MacArthur	2024	\$ -	\$ 4,550,000	\$ 4,550,000
14	S-21-01	KDOT	1R Project: I-235 in Sedgwick County Guardrail Upgrades	2021	\$ 1,279,307	\$ -	\$ 1,279,307
15	R-21-02	KDOT	Ford St Economic Development in Valley Center/Park City	2022	\$ -	\$ 5,047,277	\$ 5,047,277
16	S-19-06	KDOT	Guardrail Upgrades on K-96 in Sedgwick County	2021	\$ 3,039,105	\$ -	\$ 3,039,105
17	S-19-05	KDOT	I-235 in Sedgwick County Guardrail Upgrades	2021	\$ 1,224,217	\$ -	\$ 1,224,217
18	ITS-21-01	KDOT	Install Fiber along US-54 in Sedgwick County	2022	\$ -	\$ 1,370,000	\$ 1,370,000
19	INT-19-04	KDOT	K-254 at Rock Road	2022	\$ -	\$ 741,757	\$ 741,757
20	R-21-01	KDOT	K-42 Acces Rd- BrightWater Bay Development- Wichita, KS	2021	\$ -	\$ 786,000	\$ 786,000
N/A	40-572	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region 2021	2021	\$ 6,300,000	\$ 700,000	\$ 7,000,000
N/A	40-578	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region 2022	2022	\$ 6,300,000	\$ 700,000	\$ 7,000,000
N/A	40-575	KDOT	KDOT Bridge Set Aside projects in the WAMPO Region 2021	2021	\$ 5,400,000	\$ 600,000	\$ 6,000,000
N/A	40-576	KDOT	KDOT Bridge Set Aside projects in the WAMPO Region 2022	2022	\$ 4,492,515	\$ 281,400	\$ 4,773,915
21	ICH-19-02	KDOT	North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2	2021	\$ 40,512,231	\$ 9,420,248	\$ 49,932,479
22	RR-21-02	KDOT	Occidental Chemical Facility Rail Yard and Track	2021	\$ -	\$ 4,524,280	\$ 4,524,280
23	RR-21-01	KDOT	Rail line rehabilitation at Cargill facility in Wichita, KS	2021	\$ -	\$ 300,000	\$ 300,000
N/A	S-17-01	KDOT	Railroad Safety Crossing Improvements	2021	\$ 7,500,000	\$ -	\$ 7,500,000
24	B-21-01	KDOT	Redeck Bridge #113 on US-54 in Sedgwick County	2022	\$ 1,407,400	\$ 318,600	\$ 1,726,000
25	40-563	Sedgwick County	Aviation Pathway Phase 3	2021	\$ -	\$ 330,000	\$ 330,000
26	40-564	Sedgwick County	B485: Bridge on 151st St West over Ninnescah River	2023	\$ -	\$ 4,600,000	\$ 4,600,000
27	40-552	Sedgwick County	B490: Bridge on 143rd St. E. between Harry and Pawnee	2021	\$ -	\$ 650,000	\$ 650,000
28	40-565	Sedgwick County	B492: Bridge on 103rd St. S. between 103rd St. W. and 119th St. W	2022	\$ -	\$ 500,000	\$ 500,000
29	40-550	Sedgwick County	B495: Bridge on 247th St. West between 77th St. North and 85th St. No	2021	\$ -	\$ 550,000	\$ 550,000
30	40-551	Sedgwick County	B496: Bridge on 183rd St. West between 45th St. North and 53rd St. No	2022	\$ -	\$ 1,150,000	\$ 1,150,000
31	40-553	Sedgwick County	B497: Bridge on Ridge between 39th St. South and 47th St. South	2022	\$ -	\$ 650,000	\$ 650,000
32	40-567	Sedgwick County	B498: Bridge on 143rd St. East between Pawnee and 31st St. South	2024	\$ -	\$ 650,000	\$ 650,000
33	40-554	Sedgwick County	B500: Bridge on 103rd St. S. between 119th and 135th St. W.	2022	\$ -	\$ 550,000	\$ 550,000
34	40-566	Sedgwick County	B501: Bridge on 103rd St. South between Hoover and Ridge	2022	\$ -	\$ 500,000	\$ 500,000
35	40-555	Sedgwick County	B502: Bridge on Greenwich between 109th St. North and 117th St. North	2024	\$ -	\$ 765,000	\$ 765,000
36	40-571	Sedgwick County	B504: Rehabilitate Bridge on 151st St. West over Arkansas River	2023	\$ -	\$ 550,000	\$ 550,000
37	40-556	Sedgwick County	B505: Rehabilitate Bridge on Ridge over Arkansas River	2023	\$ -	\$ 330,000	\$ 330,000
38	40-568	Sedgwick County	B507: Bridge on Greenwich between 117th St. North and 125th St. North	2023	\$ -	\$ 600,000	\$ 600,000
39	40-558	Sedgwick County	B510, B491: Bridge on 71st St. South between Webb and Greenwich	2021	\$ -	\$ 1,200,000	\$ 1,200,000
40	40-569	Sedgwick County	R348: Pave 135th St. W. North of 53rd St. N. (Half mile)	2021	\$ -	\$ 1,050,000	\$ 1,050,000
41	40-557	Sedgwick County	R351: Intersection Improvements at 55th St. S. and Meridian	2021	\$ -	\$ 1,100,000	\$ 1,100,000
42	T-21-01	Starkey	Vehicle Maintenance Facility	2021	\$ 660,000	\$ 280,410	\$ 940,410
N/A	T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	2021	\$ 1,737,204	\$ 485,780	\$ 2,222,984
N/A	T-19-02	Wichita Transit	Wichita Transit Operating	2021	\$ 8,000,000	\$ 8,000,000	\$ 16,000,000
N/A	T-17-02	Wichita Transit	Wichita Transit Other Capital	2021	\$ 14,400,000	\$ 3,600,000	\$ 18,000,000
N/A	T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	2021	\$ 2,030,200	\$ 507,549	\$ 2,537,749
<b>Total</b>					<b>\$ 104,282,179</b>	<b>\$ 109,456,813</b>	<b>\$ 213,738,992</b>

\*Excludes projects that have only Preliminary Engineering, ROW Acquisition, or Utility Relocation during 2021-2024. All information is as of TIP Amendment 4 (8/10/2021).

\*\*Includes Advance Construction amounts that will not be reimbursed until after 2024 and excludes Advance Construction reimbursements for pre-2021 expenditures.



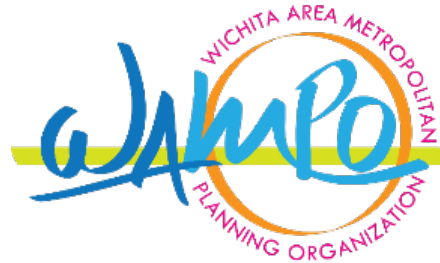
2021 TPB Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	REPRESENTATIVES	REPRESENTATIVES
City of Andover	*Troy Tabor, <b>TAC Chair</b> alt. Jennifer McCausland	ttabor@andoverks.com	jmccausland@andoverks.com
City of Bel Aire	Jim Benage, alt. Anne Stephens	jbenage@belaireks.gov	astephens@belaireks.gov
Butler County	*Dan Woydziak, <b>Ex Officio, Past Chair</b>	dwoydzia@bucoks.com	
City of Clearwater	Burt Ussery, alt. Ron Marsh	bussery@clearwaterks.org	rmarsh@clearwaterks.org
City of Derby	*Jack Hezlep, alt. Kathy Sexton	jhezlep@gmail.com	kathysexton@derbyweb.com
City of Goddard	Hunter Larkin, alt. Micah Scoggan	larkin@goddardks.gov	mccoggan@goddardks.gov
City of Haysville	*Bruce Armstrong, alt. William Black	barmstrong@haysville-ks.com	wblack@haysville-ks.com
Kansas Department of Transportation	Mike Moriarty, alt. Cory Davis	michael.moriarty@ks.gov	cory.davis@ks.gov
Kansas Department of Transportation	Brent Terstriep alt. Tom Hein	brent.terstriep@ks.gov	tom.hein@ks.gov
City of Kechi	John Speer, alt. Bob Conger	jspeer@kechiks.gov	
City of Maize	Donna Clasen, alt. Richard LaMunyon	dclasen@cityofmaize.org	rlamunyon@cityofmaize.org
City of Mulvane	Nancy Faber-Mottola, alt. Joel Pile	nmottola@mulvane.us	jpil@mulvane.us
City of Park City	Tom Jones, alt. Dana Walden	tjones@parkcityks.com	dwalden@parkcityks.com
City of Rose Hill	Gary Weaver, alt. Warren Porter	gweaver@cityofrosehill.com	wporter@cityofrosehill.com
Sedgwick County Association of Cities (SCAC)	Terry Sommers, alt. Vacant	tssomers1@gmail.com	
Sedgwick County	*David Dennis, <b>TPB Chair</b>	david.dennis@sedgwick.gov	
Sedgwick County	Jim Howell, alt. Tom Stolz	jim.howell@sedgwick.gov	thomas.stolz@sedgwick.gov
Sedgwick County	Pete Meitzner, alt. Tim Kaufman	pete.meitzner@sedgwick.gov	tim.kaufman@sedgwick.gov
Sedgwick County	Sarah Lopez, alt. Tania Cole	sarah.lopez@sedgwick.gov	tania.cole@sedgwick.gov
City of Valley Center	Ronald Colbert, alt. Brent Clark	frdmeagl@aol.com	bclark@valleycenterks.org
City of Wichita	Cindy Claycomb, alt. Vacant	cclaycomb@wichita.gov	
City of Wichita	Jared Cerullo, alt. Robert Layton	jcerullo@wichita.gov	rlayton@wichita.gov
City of Wichita	Bryan Frye, alt. Brandon Johnson	bfrye@wichita.gov	bjohnson@wichita.gov
City of Wichita	*Becky Tuttle, <b>TPB Vice Chair</b>	btuttle@wichita.gov	
NON-VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	REPRESENTATIVES	REPRESENTATIVES
Federal Highway Administration	Rick Backlund, alt. Cecelie Cochran	richard.backlund@dot.gov	cecelie.cochran@dot.gov
Federal Transit Association	Eva Steinman, alt. Daniel Nguyen	eva.steinman@dot.gov	daniel.nguyen@dot.gov
WAMPO	Chad Parasa	chad.parasa@wampo.org	

\*denotes Executive Committee Members

Updated on 7/06/2021

## 2021 WAMPO Meeting Schedules



Meeting Location: 271 W. 3<sup>rd</sup> Street, Suite 203, Wichita, KS 67202 (OR Online)

<b>Transportation Policy Body</b>	<b>Technical Advisory Committee</b>
<i>3:00 pm (unless otherwise stated)</i>	<i>10:00 am (unless otherwise stated)</i>
January 12, 2021	January 25, 2021
February 9, 2021	February 22, 2021
March 9, 2021	March 22, 2021
April 13, 2021	April 26, 2021
May 11, 2021	May 24, 2021
June 8, 2021	June 28, 2021
July 13, 2021	July 26, 2021
August 10, 2021	August 23, 2021
September 14, 2021	September 27, 2021
October 12, 2021	October 25, 2021
November 9, 2021	November 22, 2021
December 14, 2021	No December Meeting