

For Immediate Release: September 9, 2024

Public Comment Period – WAMPO 2025 Unified Planning Work Program (UPWP)

The Wichita Area Metropolitan Planning Organization (WAMPO) has opened the public comment period for its 2025 Unified Planning Work Program (UPWP), September 9, 2024, through October 8, 2024. Public comments received during this period will be reported to and considered by the WAMPO Transportation Policy Body (TPB), which will decide whether to approve the 2025 UPWP at their November 12, 2024, meeting.

The Unified Planning Work Program is WAMPO's primary budgeting document for planning activities during the year (January 1-December 31). Funding for the UPWP comes from various sources, including federal Comprehensive Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% local funding). The CPG/local-match expenditures in the 2025 UPWP total \$2,786,495.

In 2025, the planning priorities and activities will include, among other things:

- Development of Metropolitan Transportation Plan 2050 (MTP 2050).
- Safety initiatives and activities, including supporting the ICT Safe Coalition, implementing the Comprehensive Safety Action Plan (CSAP), facilitating the use of awarded Safe Streets and Roads for All (SS4A) Demonstration Grant funds, and Safe Routes to School (SRTS) plan development.
- Bicycle and pedestrian planning, including development of the Regional Active Transportation Plan.
- Multimodal and Complete Streets planning to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
- Public transit and paratransit planning, including completing the Regional Transit Implementation Plan.
- Engaging and involving the public and stakeholders in transportation decision-making in the region. Updating the WAMPO Title VI Program and Limited English Proficiency (LEP) Plan.
- Administration of the FFY2025-FFY2028 Transportation Improvement Program (TIP).
- Transportation data collection and modeling. Updating the Regional Intelligent Transportation Systems (ITS) Architecture.
- Participation in and support of community and planning partners with regionally significant projects.

The draft 2025 Unified Planning Work Program and information about the public comment period are available on the WAMPO website: <https://www.wampo.org/upwp>.

Paper copies of the draft 2025 UPWP may also be viewed at the WAMPO offices, 271 W. 3rd St., Suite. 208, Wichita, KS 67202, and at the Wichita Advanced Learning Library, 711 West 2nd St N, Wichita, KS 67203.

Please submit comments, questions, and concerns to wampo@wampo.org.

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2025 Unified Planning Work Program (UPWP)

Public Comment Period
09/09/2024 - 10/08/2024

Pending TPB Approval on
November 12, 2024



DRAFT

Electronic copies of this document are available online at www.wampo.org. Hard copy versions will be provided upon request. For more information, please contact:

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The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(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.

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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-planning 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 the Wichita Urbanized Area 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 Metropolitan Planning Organization every four years.

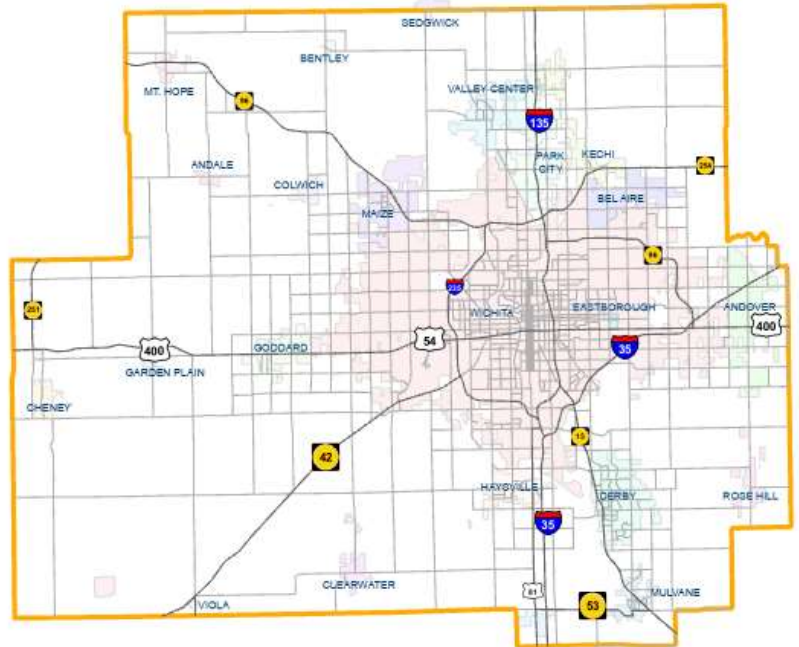
On October 28, 1993, the U.S. Department of Transportation, under the joint sponsorship of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), released updated regulations for the urban transportation planning and programming process. These regulations specified that:

(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).

Figure 1: WAMPO Planning Boundary



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.

The WAMPO UPWP not only describes the transportation-related work activities (and associated budget) during the 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 transportation planning. 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;
- 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 Garden Plain	City of Rose Hill
City of Andover	City of Goddard	City of Sedgwick
City of Bel Aire	City of Haysville	City of Valley Center
City of Bentley	City of Kechi	City of Viola
City of Cheney	City of Maize	City of Wichita
City of Clearwater	City of Mount Hope	Butler County
City of Colwich	City of Mulvane	Sedgwick County
City of Derby	City of Park City	Sumner County
City of Eastborough		

The Kansas Department of Transportation (KDOT) is also a voting member of both the Transportation Policy Body and the Technical Advisory Committee.

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:

- **Transportation Policy Body (TPB)** - The Transportation Policy Body (TPB) is made up of local elected officials, as well as regional and state representatives. The TPB develops and implements WAMPO's transportation plans and makes the final approval of these documents and any amendments to them. The TPB acts as a regional forum for transportation planning and establishes the vision for the future of our transportation system.
- **TPB Executive Committee** - The Executive Committee provides strategic direction to staff on matters regarding the budget and finances, personnel, and law, as well as other organizational and administrative provisions. From the TPB, the Chair nominates members of the Executive Committee.
- **Technical Advisory Committee (TAC)** - The Technical Advisory Committee (TAC) reviews technical information about transportation studies and issues as well as provides the TPB with professional recommendations on documents, plans, and activities. The TAC is comprised primarily of representatives of member governments and participating agencies' technical staff.

Representation and Voting

Population determines voting representation on the TPB. Each member government within the planning area with a minimum population of 2,000 receives at least one representative.

WAMPO bylaws provide for additional voting members for the City of Wichita and Sedgwick County in the Transportation Policy Body, based on predetermined population thresholds, as determined by the U.S. Census.

Staff

The WAMPO staff positions include a full-time Executive Director and 14 full-time 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. 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 types 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 current long-range Metropolitan Transportation Plan (MTP), *REIMAGINED MOVE* 2040, was adopted in 2020. WAMPO will continue to work towards the implementation of the MTP while developing the next MTP, Metropolitan Transportation Plan 2050 (MTP 2050). WAMPO staff coordinate with 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 2025 UPWP will attempt to show how current trends in such planning elements will impact transportation and infrastructure systems in the future. View the MTP at www.wampo.org/metropolitan-transportation-plan.

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 bicycle and pedestrian trail systems, and increased commuting levels by biking, walking, transit, and carpooling are becoming more important goals for the region. The UPWP includes funding for the development of best planning practices for the safety of all road users. Regional Active Transportation Plan work is planned to progress in 2025.

Freight System Enhancement

It is estimated that the WAMPO region will continue to experience an increase in freight movement. While this will likely create some traffic-related concerns, freight movement increases could also be a significant catalyst in economic development. The 2025 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 2021, new initiatives on data development and maintenance began and will continue in 2025. 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 of transportation 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. To accomplish these tasks related to data collection and maintenance, the 2025 UPWP will continue tasks on data analysis and GIS Analysis. This data maintenance will form a solid foundation for the development and upkeep of the Metropolitan Transportation Plan (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, 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 2025 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 2025 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 would like the transportation system to look like in the future.

PLANNING PRODUCTS

Plans need to be updated on a regular schedule to ensure they are accurate. Table 2 shows the status of the WAMPO’s Planning Products. WAMPO develops and maintains multiple other planning processes besides those that are federally required, including a Comprehensive Safety Action Plan (CSAP), Electric Vehicle (EV) Network Plan, and Regional Active Transportation Plan. However, these plans are not required and are not shown in Table 1.

Table 2: Planning Products Status

	2025				2026				2027				2028				2029			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Metropolitan Transportation Plan (MTP) <i>Update required June 2025</i> Last approved in June 2020. Currently developing plan.																				
Transportation Improvement Program (TIP) <i>Approved biennially in August</i> The FFY25-FFY28 TIP was approved in Q3 2024.																				
Unified Planning Work Program (UPWP) <i>Approved annually in November</i> The 2025 UPWP will be approved on November 12, 2024.																				
Congestion Management Process (CMP) <i>Update required June 2029</i> Last approved in May 2024. Will be updated as part of the next MTP.																				
Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) <i>Update required 2029</i> Update approved in Q4 2023.																				
Title VI of the Civil Rights Act of 1964 (Title VI) Program <i>Update required July 2025</i> The 2022 update was approved in July 2022.																				
Limited English Proficiency (LEP) Plan <i>Update required July 2025</i> The 2022 update was approved in July 2022.																				
Public Participation Plan (PPP) <i>Update required December 2027</i> The current plan was approved in December 2022.																				

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2025 ANTICIPATED PRIORITIES & ACTIVITIES

- Development of MTP 2050 to replace *REIMAGINED MOVE* 2040 by June 2025, including maintaining and integrating the updated travel demand model & congestion management process, and the MTP 2050 planning assistance consultant project.
- Safety initiatives and activities including supporting ICT Safe: A Regional Transportation Coalition, implementing the Comprehensive Safety Action Plan (CSAP), identifying eligible projects and facilitating the use of the awarded Safe Streets and Roads for All (SS4A) Demonstration Grant, and preparing an application for an SS4A Implementation Grant. Safe Routes to School (SRTS) plan development.
- Completing various required tasks for MPO administration and operations. Ongoing accounting and financial reporting tasks. Completing the annual single audit.
- Development of the Regional Active Transportation Plan. Continuing bicycle and pedestrian planning, including annual counts and purchasing automatic counters to collect more robust data.
- Multimodal and Complete Streets planning to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
- Ongoing public transit and paratransit planning activities in coordination with Wichita Transit, KDOT, and private and public transit services. Assist with the administration of the FTA 5310 Program. Complete the Regional Transit Implementation Plan. Miscellaneous Wichita Transit Network Redesign tasks will potentially continue in 2025.
- Engage and involve the public and stakeholders in transportation decision-making in the region. Member jurisdiction and planning partner outreach and coordination. Maintain and implement the Public Participation Plan (PPP). The WAMPO Title VI Program and Limited English Proficiency (LEP) Plan will be updated in 2025.
- Administration of the FFY2025-FFY2028 Transportation Improvement Program (TIP).
- Transportation data and modeling, including data collection through a Household Travel Survey, regarding travel patterns in the region. Update the Regional Intelligent Transportation Systems (ITS) Architecture.
- Participate in and support planning partners with regionally significant and community projects, including the City of Wichita Reconnecting Communities Pilot Grant – 21st Street Corridor and the I-135 Canal Route Modernization Study.

Appendix B correlates the UPWP tasks with the MTP goals, the planning factors in federal code, the DOT Planning Emphasis Areas, the Safe Transportation Options Set-Aside requirement in the BIL, and MPO requirements.

TASK 1: MANAGEMENT, CLERICAL, & ADMINISTRATION

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

Sub-Task	Description	CPG + Local Match
1.0	Management & Administration	\$ 584,995
1.1	Operations, Management, Clerical, & Administration	\$ 135,000
1.1	Operating Expenses from Appendix A	\$ 288,495
1.2	Budget & Financial Monitoring System	\$ 110,500
1.3	TPB, TAC, & EC Support	\$ 51,000

Sub-Task 1.1 – Operations, Management, Clerical, & Administration

Lead Agency	Timeframe	Budgeted Amount
WAMPO Staff Hours	Ongoing	\$ 135,000
WAMPO Operating	Ongoing	\$ 288,495

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.

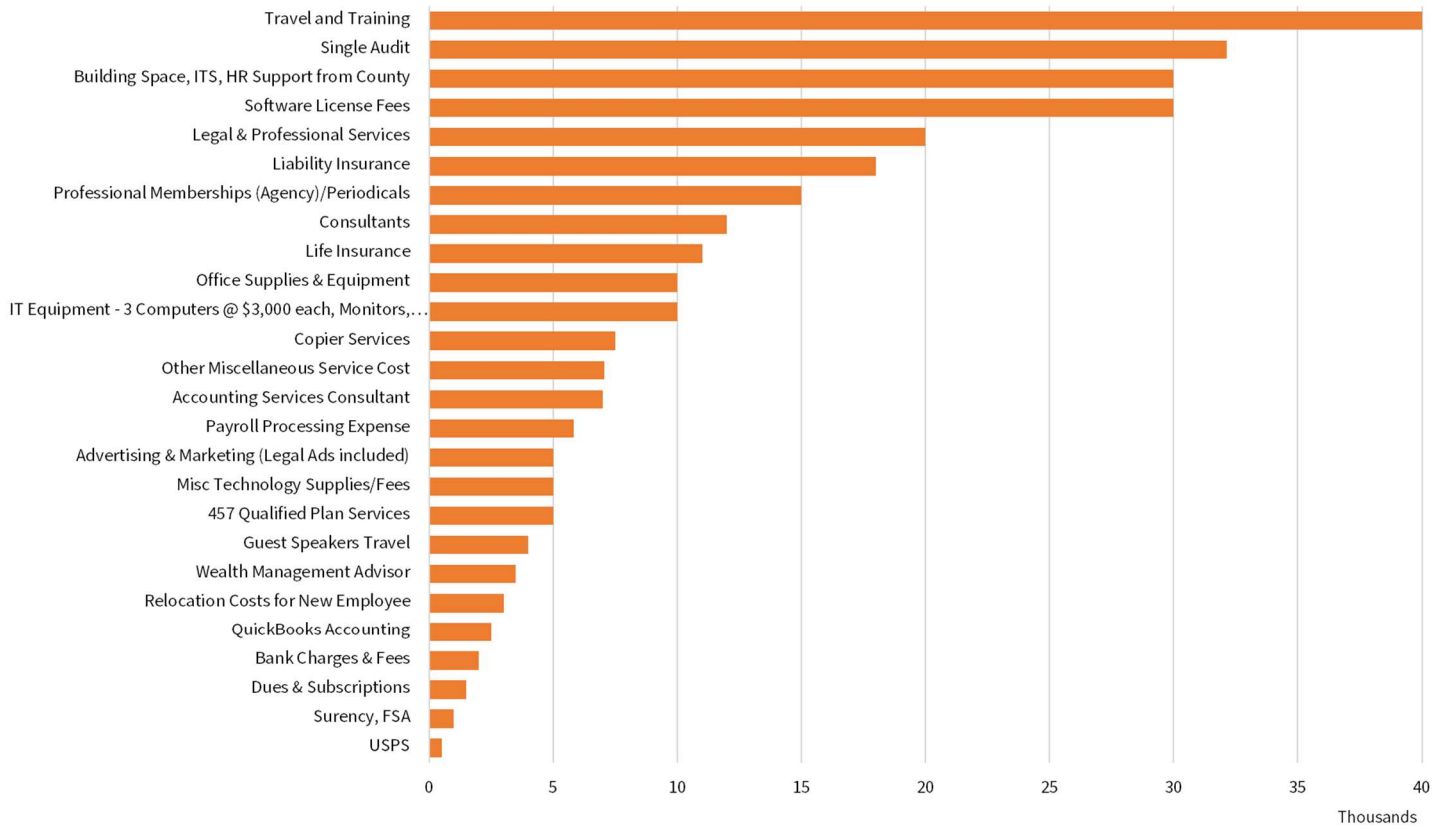
Activities

- Internal staff meetings and meetings with KDOT.
- Provide overall agency leadership and management.
- Perform personnel tasks, such as staff performance evaluations and hiring processes.
- Process payroll in coordination with the payroll administrator.
- Staff paid time off and holidays.
- Monitor federal and state legislation related to transportation planning issues.
- Develop, maintain, and implement the agency's administration and personnel policies and procedures.
- Make travel arrangements and process travel paperwork for WAMPO staff.
- Administer WAMPO's policies and procedures in compliance with local, state, and federal regulations.
- Staff training and professional development.

Products

- Complete and submit quarterly activity reports to KDOT.
- Acquisition of equipment, supplies, and services for the office.

\$288,495 Operating Expense Budget In Thousands



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View the individual amounts for each of the line items in the Operating Expense budget in Appendix A.

Sub-Task 1.2 – Budget and Financial Monitoring Systems

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 110,500

WAMPO staff will administer and monitor ongoing operating and consultant-based expenditures throughout the fiscal year according to the adopted Unified Planning Work Program (UPWP) and various other project budgets. They will prepare and provide management and stakeholders with accurate and timely financial information to assist with the decision-making process and provide transparency. WAMPO staff will prepare and develop the 2026 UPWP budget and activities.

Activities

- Prepare and submit Unified Planning Work Program (UPWP) and Coronavirus Response and Relief Supplemental Appropriates Act (CRRSAA) funding requests to KDOT monthly.
- Coordinate with staff and consultants to record and process invoices regularly.
- Monitor current fiscal year Unified Planning Work Program (UPWP) budget and ongoing consultant-based project budgets.

Products

- Monthly balance sheet reconciliation and financial reports for management review.
- Administer amendments to the current UPWP, when necessary.
- Prepare and draft 2026 Unified Planning Work Program (UPWP) budget and activities.
- Work with selected audit firm consultant to prepare and complete annual single audit report.

Sub-Task 1.3 – TPB, TAC, and Executive Committee Support

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 51,000

WAMPO staff will make presentations to the Transportation Policy Body (TPB), the Technical Advisory Committee (TAC), and the Executive Committee (EC). Staff will work with TPB, TAC, and the Executive Committee 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. Modal-specific committees will be coded to their applicable mode.

Activities

- Invite speakers and MPO/planning experts to present at committee meetings on topics benefiting members, such as funding, legislation, and planning.

Products

- Routinely prepare and distribute meeting agendas, minutes, website updates, and supporting documents for the TPB, TAC, and Executive Committee.

TASK 2: LONG RANGE PLANNING

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

Sub-Task	Description	CPG + Local Match
2.0	Long-Range Planning	\$ 318,800
2.1	Overall Development of MTP	\$ 138,700
2.2	Other Long-Range Planning	\$ 25,100
2.3	Safe Streets and Roads for All Grant Assistance*	\$ 75,000
2.4	Economic Development Study*	\$ 40,000
2.5	MTP 2050 Planning Assistance*	\$ 40,000

* This sub-task may change throughout the year and may occur in 2026.

Sub-Task 2.1 – Overall Development of the MTP

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 138,700

Many aspects of WAMPO’s work feed into the development of the new Metropolitan Transportation Plan (MTP), which will be completed by June 2025. This includes safety planning; investigating the nexus between transportation and economic development; the future of transportation technologies; performance-based planning; data development, including equity considerations; and coordinating and partnering 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), and local government entities.

Activities

- Research potential revenue sources for projects, including grant opportunities.
- Develop GIS data and databases and monitor demographic, land-use, shopping, freight, and other trends for their impact on the region.
- Maintain and implement *REIMAGINED MOVE* 2040, and MTP 2050, once approved, by continuing discussions around goals, policies, strategies, and priorities. Amendments and administrative revisions will be made as necessary.
- Monitor the performance of the region on federally mandated performance measures, as well as local performance measures adopted as part of the MTP.
- Update Transportation Performance Management (TPM) by developing transportation system performance measures based on safety, infrastructure condition, reliability, and congestion.
- Public engagement for the new MTP, Metropolitan Transportation Plan 2050 (MTP 2050).

Products

- MTP 2050 development to be completed by June 2025. MTP 2050 chapters include:
 - Plan Purpose & Development
 - Regional Trends
 - Existing Conditions
 - System Management
 - System Performance Report
 - Financial Plan
 - Project Selection & List
- Update federally required performance measures.

Sub-Task 2.2 – Other Long-Range Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 25,100

Staff will work on other long-range planning efforts that do not fall within the “Overall Development of the MTP” category. These include working with our planning partners on long-range planning efforts.

Activities

- Ongoing Implementation and maintenance of the Comprehensive Safety Action Plan.
- Facilitate ICT Safe: A Regional Transportation Coalition.
- Collaborate and assist with freight planning across the state of Kansas.
- Participate in development activities of the statewide long-range transportation plan as available.
- Coordinating passenger rail activities (Amtrak) with planning partners.
- Assist in developing Vision Zero policies for the City of Wichita and City of Derby.
- For the awarded Safe Streets and Roads for All (SS4A) demonstration grant, staff will coordinate with local jurisdictions to identify eligible projects for demonstration-grant funding. Grant award details are listed under “OTHER PLANNING”.
 - Staff will coordinate with jurisdictions to hire a consultant for the Regional Safety Analysis Study of corridors and assist with other strategies identified in the CSAP (Comprehensive Safety Action Plan).
- Monitor trip patterns and truck freight traffic. Maintain the 2022 Federal Roadway Functional Classification and Critical Urban Freight Corridors (CUFC) Maps. Conduct revisions as necessary.
- Work with the City of Wichita on the 21st Street Corridor Reconnecting Communities Pilot (RCP) project and KDOT’s I-135 Canal Route Modernization Study.

Products

- Quarterly ICT Safe: A Regional Transportation Coalition meetings.
- Updates and improvements to the Comprehensive Safety Action Plan, as needed.
- Regional Safety Analysis Study of corridors, as part of the Safe Streets and Roads for All (SS4A) demonstration grant.

Sub-Task 2.3 – Consultant Services: Safe Streets and Roads for All Grant Assistance

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	Until Dec. 2025	\$ 75,000

Staff will release an RFP and hire a consultant to assist WAMPO staff with the development of an application for a Safe Streets and Roads for All (SS4A) implementation grant. A budgeted amount of \$75,000 in CPG funds is available for consultant services in 2025.

Sub-Task 2.4 – Consultant Services: Economic Development Report

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	Until Dec. 2025	\$ 40,000

JEO and Wichita State’s Center for Economic Development and Business Research were hired in December 2022 to develop an Economic Development Report. The study is developing economic indicators for the region, creating a cost-benefit analysis for transportation projects, and developing demographic and socioeconomic data. The report was completed in 2023, but the on-call contract will go through 2025 with up to \$60,000 allocated per year. The 2025 allocation is reduced to \$40,000 to accommodate the \$80,000 contract in 2023.

2025 work includes:

- Maintaining work products developed in 2023 and 2024.
- Supporting the Economic Development and Transportation Committee.
- Updating the strengths and resources for our regional economy.
- Running a cost/benefit analysis of transportation projects.
- Update of the Economic Development Report.

Sub-Task 2.5 – Consultant Services: MTP 2050 Planning Assistance

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	Until Aug. 2025	\$ 40,000

The consultant team of PEC, Venice Communications, and HDR, Inc. was hired in March 2023 to assist WAMPO staff in the preparation of the next WAMPO Metropolitan Transportation Plan, which will have a horizon year of 2050 and is due to be completed in 2025.

2025 work includes:

- Assisting with public engagement round 4 (public-comment period) and round 5 (final plan presentation).
- Provide a final version of WAMPO’s performance measure data, comparison of KDOT’s performance measures compared to WAMPO’s data, documentation and decision process for if WAMPO is going to set our own federally required measures, local performance measures, and interactive performance measure data website, if not done in 2024.
- Any necessary advanced mapping analysis, if not done in 2024.
- Printing bound copies of the final plan.

TASK 3: MULTIMODAL PLANNING

Objective: Provide support to expand multimodal transportation options in the region to increase mobility and accessibility for all people.

Sub-Task	Description	CPG + Local Match
3.0	Multimodal Planning	\$ 747,200
3.1	Bicycle & Pedestrian Planning	\$ 21,800
3.2	Regional Active Transportation Plan*	\$ 200,000
3.3	Transit & Paratransit Planning	\$ 21,700
3.4	Complete Streets Planning	\$ 54,400
3.5	Safe Routes to School Planning	\$ 24,300
3.6	Safe Routes to School Plan Development *	\$ 300,000
3.7	Bicycle & Pedestrian Counting Equipment Purchase**	\$ 100,000
3.8	Regional Transit Implementation Plan*	\$ 25,000

* This sub-task may change throughout the year and may occur in 2026.

** This sub-task may occur yearly.

Sub-Task 3.1 – Bicycle & Pedestrian Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 21,800

WAMPO will incorporate bicycle-pedestrian planning into the 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 updating the WAMPO Regional Active Transportation Plan (RATP).

Activities

- Carry out the annual bicycle and pedestrian count and associated reporting. Includes volunteer recruitment, coordinating project logistics, and reporting (April – December).
- Make presentations about bicycle and pedestrian issues at public, stakeholder, TAC, and TPB meetings, as needed.
- Provide analysis concerning improved bicycle and pedestrian safety.
- Staying current on bicycle and pedestrian planning issues.
- Support the Active Transportation Committee and the development of the Regional Active Transportation Plan.
- Research and usage training for bicycle and pedestrian counting equipment.
- Identifying locations and moving automatic bicycle and pedestrian counters (evaluating site locations for new counters will be an ongoing process each year). The necessary technology will be purchased under sub-task 3.7. This will be an ongoing process with subsequent upkeep costs (service fees, new batteries, etc.).

Products

- Conduct annual Bicycle & Pedestrian Count. Develop count reports and share them with community partners and stakeholders.
- Develop maps of bike/ped facilities for public use utilizing the latest technology.
- AADT Reports for bicycle and pedestrian activity.
- Regional Active Transportation Plan.

Sub-Task 3.2 – Consultant Services: Regional Active Transportation Plan

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Dec. 2025	\$ 200,000

Staff are assisting the City of Wichita to complete the Wichita Bicycle Plan. The Regional Active Transportation Plan will be a companion plan, completed as the City of Wichita plan concludes. Staff will release an RFP to hire a consultant to complete this regional bicycle and pedestrian plan that will tie in with the Wichita Bicycle Plan (which is scheduled to be completed by the end of 2024). WAMPO will release the RFP following the completion of the Wichita Bicycle Plan to ensure there are not any conflicts.

This Regional Active Transportation Plan will include Complete Streets Planning, which is separated into Sub-Task 3.4. Other WAMPO staff hours for the plan will be coded under 3.1.

Sub-Task 3.3 – Transit & Paratransit Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 21,700

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

Activities

- Stay current on transit and paratransit issues.
- Make presentations at public, stakeholder, TAC, and TPB meetings.
- 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.
- Work with the Sedgwick County Health Department to address food access concerns.
- Coordinate with planning partners regarding transit planning activities including attendance at Wichita Transit Advisory Board (TAB) meetings and other Wichita Transit meetings, as needed.
- Coordinate with and assist the consultant with the completion of the Regional Transit Implementation Plan.

Products

- Maintain and implement the Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP).
- Support and distribute the United Community Transit Coalition (UCTC) transit marketing toolkit (completed in 2024).
- Regional Transit Implementation Plan.

Sub-Task 3.4 – Complete Streets Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 54,400

The Bipartisan Infrastructure Law (BIL) requires each MPO to use at least 2.5% of its planning funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. WAMPO is completing this through many of our sub-tasks, but this specific “Complete Street Planning” sub-task will ensure that WAMPO staff meet this requirement. Complete Streets Planning will be incorporated into the Regional Active Transportation Plan, by creating a toolkit for context-sensitive solutions and complete street initiatives for jurisdictions. Complete Streets Planning is 100% federally funded.

Activities

- Stay current on Complete Streets planning and related practices.
- Investigate complete streets policies/roadway cross sections. Incorporate complete streets into project selection criteria.

Products

- Development of a toolkit for context-sensitive solutions and complete street initiatives as part of the Regional Active Transportation Plan.
- Develop a WAMPO Complete Streets Policy as part of the Regional Active Transportation Plan.
- Communicate information for public use regarding complete streets.

Sub-Task 3.5 – Safe Routes to School Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 24,300

Staff will manage the development of Safe Routes to School (SRTS) plans with the selected consultant. Staff will develop and maintain an SRTS Advisory Committee that will provide assistance and guidance to the consultant and schools. Completed SRTS plans will be published on WAMPO’s website and shared with KDOT’s SRTS program.

Activities

- Coordinate with schools and school districts.
- Assist selected consultant with the development of Safe Routes to School (SRTS) plans.
- Engagement activities, outreach, and educational support for SRTS.
- Attend USD 259 Transportation and Kansas SRTS Advisory Committee meetings.

Products

- Communicate information for public use regarding Safe Routes to School.
- Safe Routes to School (SRTS) plans.

Sub-Task 3.6 – Consultant Services: Safe Routes to School Plan Development

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	Until Dec. 2025	\$ 300,000

WAMPO hired a consultant in 2024 to develop Safe Routes to School (SRTS) plans, ensuring quality school and public engagement efforts are implemented. Incorporating the 6 E’s – Engagement, Equity, Engineering, Encouragement, Education, and Evaluation, the plans will identify SRTS routes and improvements necessary on those routes. \$300,000 of CPG funding is programmed for this project as well as an additional \$200,000 of Transportation Alternatives (TA) funding, as detailed under “OTHER PLANNING”. Staff hours relating to this are in Sub-Task 3.5.

Products

- Develop Safe Routes to School (SRTS) plans for the WAMPO region.

Sub-Task 3.7 – Consultant Services: Bicycle & Pedestrian Counting Equipment Purchase

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Yearly	\$ 100,000

Staff will conduct Bicycle & Pedestrian Planning through sub-task 3.1. This sub-task has \$100,000 programed to purchase automatic bicycle and pedestrian counters.

- Purchase of automatic bicycle and pedestrian counters and relevant accessories, such as batteries and chargers. This will be an ongoing process with subsequent upkeep costs (service fees, new batteries, etc.).

Sub-Task 3.8 – Consultant Services: Regional Transit Implementation Plan

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	Until Mar. 2025	\$ 25,000

SRF, Nelson Nygard, and Shockey Consulting were hired in July 2023 to conduct a Regional Transit Implementation Plan. This study will involve coordinating with transit agencies within the region. The study will evaluate the steps for developing a regional transit authority, the costs associated with expanding regional service, and examine why transit operates the way it does in the Wichita area. It will be a fiscally constrained follow-up to the 2018 Connecting Communities: Wichita Area Transit Feasibility Study and act as a companion study to the Wichita Transit Network System Redesign. The plan will be completed by the first quarter of 2025. Staff hours for the plan will be coded to sub-task 3.3.

TASK 4: COMMUNITY ENGAGEMENT

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

Sub-Task	Description	CPG + Local Match
4.0	Community Engagement	\$ 38,900
4.1	Public Participation	\$ 38,900

Sub-Task 4.1 – Public Participation

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 38,900

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

Activities

- WAMPO updated the Public Participation Plan in the Fall of 2022. Implementation of the PPP will continue in 2025. The MTP development will involve implementing the PPP.
- Ensure compliance with state and federal civil rights regulations and requirements by carrying out WAMPO's Title VI program.
- 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 social media accounts.
 - Draft and develop publications for use with strategic outreach and communications.
 - Provide technical staff support for sponsoring, cosponsoring, or developing public forums and workshops.
- Public and stakeholder outreach and coordination.
- Member jurisdiction and planning partner outreach and coordination.
- Coordinate with board and committee members on community plan objectives.

Products

- Maintain and implement the 2022 Public Participation Plan.
- Develop and distribute quarterly newsletters.
- Update WAMPO’s Title VI and Limited English Proficiency (LEP) Plans in 2025.
- Prepare, maintain, and submit required Title VI reporting documentation.
- Produce and distribute media releases, videos, and other outreach materials.
- Provide WAMPO presentations as requested.

TASK 5: SHORT RANGE PLANNING

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

Sub-Task	Description	CPG + Local Match
5.0	Short Range Programming	\$ 60,600
5.1	Transportation Improvement Program	\$ 60,600

Sub-Task 5.1 – Transportation Improvement Program

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 60,600

In 2024, WAMPO completed a biennial update to the four-year Transportation Improvement Program (TIP), for Federal Fiscal Years (FFYs) 2025-2028. WAMPO staff are tasked with maintaining this fiscally constrained list of regional transportation system improvement projects that are consistent with WAMPO’s current MTP. As part of the TIP development, maintenance, and amendment processes, there are suballocated federal funding programs that WAMPO manages.

Activities

- Prepare and process TIP Amendments, approximately four per year.
- Develop and maintain TIP-related documents, reports, maps, and spreadsheets to provide consistent and accurate project information.
- Coordinate with project sponsors and state and federal regulators.
- Develop and monitor policies and methodologies for suballocated project selection.
- Manage and monitor WAMPO’s suballocated federal funding programs, including monitoring obligation activity, monthly balance reporting, and coordinating with KDOT and project sponsors.
- Work with the Project Selection Committee (PSC) to develop suballocated project funding priorities, to address projected year-end balances, as needed.

Products

- TIP Amendments, approximately four per year.
- Bimonthly TIP Project Statuses report to the TAC and TPB.
- Annual federal reporting documents:
 - Annual Listing of Obligated Projects (ALOP) in the 4th quarter
 - Information to KDOT for Congestion Mitigation and Air Quality report
 - Information to KDOT for Transportation Alternatives report

TASK 6: TRANSPORTATION DATA & MODELING

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

Sub-Task	Description	CPG + Local Match
6.0	Transportation Data and Modeling	\$ 1,036,000
6.1	Travel Demand Model	\$ 87,400
6.2	Transportation Data	\$ 173,600
6.3	Intelligent Transportation Systems*	\$ 200,000
6.4	Household Travel Surveys*	\$ 575,000

* This sub-task may change throughout the year and may occur in 2026.

Sub-Task 6.1 – Travel Demand Model

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 87,400

As described below, in the “OTHER PLANNING” section, WAMPO hired JEO Consulting Group, with subconsultant Caliper, to provide support services for the regional Travel Demand Model (TDM). These support services will include updating, calibrating, and validating the TDM, providing on-call technical support, providing TDM outputs for WAMPO studies and reports, recommending

improvements to the TDM, training WAMPO staff on the use of the TDM, and attending meetings. WAMPO staff will be tasked with facilitating, overseeing, managing, and reviewing the consultants’ work. Travel Demand Model staff hours will be coded under 6.1.

Activities

- Respond to TDM data requests.
- Extract input and output data from the TDM (in the form of databases, tables, spreadsheets, mapping files, and analyses) for use in WAMPO plans, reports, documents, and webpages.
- Receive training from consultants on the use of the TDM.
- Provide data to TDM consultants for updating, calibrating, and validating the model.
- Review TDM consultants’ recommendations on how to improve the model.
- Regularly meet with and correspond with TDM consultants to oversee their work.

Products

- Responses to TDM data requests.
- TDM input and output data for WAMPO plans, reports, documents, and webpages.

Sub-Task 6.2 – Transportation Data

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 173,600

Data are extremely important for effective transportation decision-making. WAMPO will act as a centralized data hub consolidating transportation-related data useful to member jurisdictions and planning partners.

Activities

- Continue to assist member communities with their data and mapping needs. This may include developing GIS data sets for sidewalks, ramps, street signs, wayfinding signs, bus stops, transit infrastructure, and other transportation infrastructure. Data may be evaluated for vulnerable populations including children, the elderly, and people with disabilities.
- Monitor trip patterns and truck freight traffic to determine if updates to the Functional Classification or Critical Urban Freight Corridors (CUFC) maps are necessary.
- Implement Transportation Performance Management (TPM) by updating targets for transportation system performance measures based on safety, infrastructure condition, reliability, and congestion, as needed.
- 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 and make recommendations for improving the situation.
- Investigate methods of monitoring air quality in the region and develop criteria for making periodic reports.

- Monitor the performance of the region on federally mandated performance measures, as well as local performance measures adopted as part of the MTP.
- Staff coordination and work activities related to the Intelligent Transportation Systems (ITS) Architecture. The Regional ITS Architecture began an update in 2024, but it will continue into 2025.
- Staff coordination and work activities related to a Household Travel Survey.
- Investigate 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.
- Stay current on evolving data analytics and technologies. Incorporate new technologies into models and processes.

Products

- Staff will develop a centralized data hub for transportation-related data.

Sub-Task 6.3 – Consultant Services: Intelligent Transportation Systems (ITS)

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Dec. 2026	\$ 200,000

WAMPO hired a consultant to update the regional Intelligent Transportation System Architecture. The purpose of a regional ITS architecture is to illustrate and document the integration of ITS across the regional transportation network, so that the planning and deployment thereof can take place in an organized and coordinated fashion. WAMPO’s current regional ITS architecture was last updated in 2006 and requires an update to be consistent with Federal guidelines. Additionally, because ITS deploys valuable resources for transportation data, WAMPO intends to use this occasion to explore how ITS administrators share data with one another and develop a centralized ITS data hub. Such a data hub would be a helpful utility for our member jurisdictions and planning partners. Staff hours will be coded under 6.2.

Products

- An updated Regional ITS Architecture.
- ITS strategic deployment plan.
- Analysis and report of ITS data sharing within the region.
- Centralized ITS data hub.
- Needs and gaps analysis of the current ITS infrastructure.
- Staff training for maintaining and updating the regional ITS architecture.
- ITS Summary appendix for MTP 2050.

Sub-Task 6.4 – Consultant Services: Household Travel Surveys

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Dec. 2027	\$ 575,000

WAMPO will hire (a) consultant(s) to assist in the preparation and implementation of a Household Travel Survey (HTS). This project is anticipated to begin in late 2025, with data collection in 2026, and plan finalization in early 2027, with a total anticipated cost of \$1,000,000. \$575,000 is programmed for 2025. Data collected through the Household Travel Survey will be used to inform future updates to the WAMPO Travel Demand Model (for example, updating coefficients based on the frequency with which people make trips for particular purposes, when they make those trips, where they make those trips, and by what mode they make those trips, depending on their household characteristics). Activities may include designing the survey(s)/survey instrument(s) (e.g., travel diary, GPS tracker) and sampling plan; public engagement related to the survey; recruiting (a) sample(s) of households in the WAMPO region to take part in the survey; communicating with recruited households throughout the survey process; collecting completed surveys; cleaning, weighting, and analyzing the data; writing a final report detailing the methodology used and summarizing the results; and regular collaboration and communication with WAMPO staff, boards, and committees. Staff hours will be coded under 6.2.

Products

- HTS sampling plan.
- HTS design, questions, and instrument(s).
- HTS public-engagement materials.
- HTS survey materials, and possibly incentives.
- HTS website.
- HTS data.
- HTS draft and final reports.

OTHER PLANNING

There are seven other planning projects included in WAMPO's 2025 UPWP. They are Wichita Transit's Planning Program Activities, the City of Wichita's 21st Street Corridor Project, the Canal Route Modernization Study, Travel Demand Model Support Services, Coordinated Transit District #9 Mobility Management Program, Safe Streets and Roads for All (SS4A) Demonstration Grant, and Safe Routes to School (SRTS) Planning Assistance. Projects included in this section are not CPG-funded but are included in the UPWP due to their significance in the WAMPO region.

Wichita Transit Planning Program Activities

Lead Agency	Timeframe	Budgeted Amount
Wichita Transit	Yearly	\$ 80,000

Wichita Transit has several planning activities planned for 2025:

- Network Redesign Study, if not completed in 2024.
- Amenities planning to determine what amenities can be added or removed from stops based on usage and accessibility.
- Route level planning to make plans for detours, minor route adjustments for routes to run more efficiently, pilot developments, etc.
- Establish, track, and report performance measures targets.
- Continue to participate in annual ongoing planning activities and processes (short-range planning, grant development, maintenance planning and reporting, and other activities), including updating the TIP and UPWP.
- WAMPO will assist Wichita Transit to administer the FTA 5310 Program, which focuses on enhancing mobility for seniors and individuals with disabilities by providing funding for transportation services and infrastructure. Staff will work closely with local partners to ensure that these essential services are accessible and effectively meet the needs of the community.
 - 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
- Community education and public engagement: Wichita Transit continues to provide travel training to individuals and groups interested in learning how to use the fixed route system. Transit Orientation is provided to social services agency staff to better assist their clients needing or currently using paratransit services or the fixed route system.

Wichita’s 21st Street Corridor

Lead Agency	Timeframe	Budgeted Amount
City of Wichita	Until Dec. 2025	\$ 1,250,000

The City of Wichita was awarded \$1,000,000 of Reconnecting Communities Pilot (RCP) funds with a required \$250,000 local match for a planning study on how best to reconnect the 21st Street Corridor, a vital portion of the city that is divided by several at-grade railroad crossings and a recessed Interstate 135. Staff may assist in this project as detailed in Sub-Task 2.2.

I-135 Canal Route Modernization Study

Lead Agency	Timeframe	Budgeted Amount
KDOT	Until Dec. 2025	\$ 1,600,000

The Kansas Department of Transportation was awarded \$1,600,000 in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant funding for the Canal Route Modernization Study. This project will complete a Planning and Environmental Linkages (PEL) study to develop options for replacing infrastructure along a segment of I-135 in Wichita. Staff may assist in this project as detailed in Sub-Task 2.2.

Travel Demand Model Support Services

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Sep. 2027	\$ 201,774

WAMPO hired JEO Consulting Group, with subconsultant Caliper, to provide support services for the regional Travel Demand Model (TDM). These support services will include updating, calibrating, and validating the TDM, providing on-call technical support, providing TDM outputs for WAMPO studies and reports, recommending improvements to the TDM, training WAMPO staff on the use of the TDM, and attending meetings. The contract will continue until September 1, 2027. This is the continuation of TIP project 40-514, “WAMPO Travel Demand Model Update”, funded with CRRSAA funds. WAMPO staff will assist and manage the consultants. Staff hours relating to this are in Sub-Task 6.1.

Coordinated Transit District #9 Mobility Management Program

Lead Agency	Timeframe	Budgeted Amount
CTD #9	Yearly	\$ 100,632

WAMPO is the host for the Mobility Management Program for Coordinated Transit District #9, which is a seven-county region in South Central Kansas. Mobility Management is a multi-level approach that connects individuals to existing public transportation options while working with transportation providers to ensure service is safe, affordable, and accessible for all. Mobility Managers are fully funded by KDOT.

Tasks for Kansas Mobility Managers vary by region but generally include assessing current needs and gaps, creating regional and statewide networks, and acting as a regional clearinghouse for information and discussions.

- Connect the public to available transportation options by attending community events, providing individual travel training sessions as needed, and presenting to groups as requested.
- Actively participate in various groups/coalitions to assess needs, address gaps, and make connections.
- Advocate for public transportation by sharing the benefits of transit and the needs of providers with decision-makers.
- Increase the public's awareness and perception of public transportation services throughout the region by creating and sharing data-driven infographics, flyers, brochures, etc.
- Assist in the statewide implementation of Kansas Mobility Week.
- Connect regional providers to partners across the state.

Safe Streets and Roads for All (SS4A) Demonstration Grant

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Dec. 2028	\$ 940,000

In December 2023, WAMPO was awarded a Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant in the amount of \$940,000. As outlined in the notice of award, the funds will be used by WAMPO to conduct supplemental planning and demonstration activities including, 1) a pilot behavioral messaging campaign related to speeding, intersection safety, and vulnerable road users, 2) a before/after safety analysis of previously implemented safety countermeasures to help increase community support, 3) a feasibility study using temporary materials such as flex posts and movable barriers to limit turning radii, 4) piloting an alert system which sends real-time notifications to drivers via online mapping applications to inform them of approaching emergency vehicles, and 4) working with the City of Andover to collect/analyze local crash data to inform the MPO's Action Plan. Staff hours relating to this are in Sub-Task 2.2.

Safe Routes to School Planning Assistance

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Until Dec. 2025	\$ 200,000

WAMPO hired a consultant in 2024 to develop Safe Routes to School (SRTS) plans, ensuring quality school and public engagement efforts are implemented. Incorporating the 6 E's – Engagement, Equity, Engineering, Encouragement, Education, and Evaluation, the plans will identify SRTS routes and improvements necessary on those routes. \$200,000 of Transportation Alternatives (TA) funding is programmed for this project in the FFY2025-FFY2028 Transportation Improvement Program (TIP) with WAMPO I.D. P-23-03 and titled “Safe Routes to School Planning Assistance”. An additional \$300,000 of CPG funding is programmed for this project, as detailed under Sub-Task 3.6. Staff hours relating to this are in Sub-Task 3.5.

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 funds to perform the functions of an MPO, as defined in 23 CFR.

Federal funds 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),

Transportation Alternatives (TA), and Carbon Reduction Program (CRP) funds distributed by WAMPO. Each community that receives WAMPO-suballocated STBG, CMAQ, TA, or CRP funds pays a TIP Fee.

Additionally, under the Bipartisan Infrastructure Law (BIL) which requires each MPO to use at least 2.5% of its planning funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, Complete Streets Planning is 100% federally funded.

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 2025 UPWP.

Local Match Sources

WAMPO's primary funding sources are Consolidated Planning Grant (CPG) funds, membership dues, and Transportation Improvement Program (TIP) fees. CPG funds are made available to WAMPO from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for transportation planning purposes, as outlined in the annual Unified Planning Work Program (UPWP), with the requirement that a 20% local match be provided.

WAMPO's 20% local match requirement is met through membership dues (\$50,000 per year, total) and TIP fees. On March 8, 2022, the Transportation Policy Body approved setting a 3% TIP fee for FFY2023 and then resetting the fee to 2.4% per year through FFY2032. This means the agencies that have a WAMPO-suballocated funded project in the applicable fiscal year pay the percentage-based fee. TIP fees are invoiced over the summer and are due to WAMPO by August 31 prior to the federal fiscal year of the project. For example, a FFY2025 project would need to have its TIP fees paid by August 31, 2024, as the 2025 Federal Fiscal Year starts on October 1, 2024. WAMPO has approximately \$12-15 million a year in suballocated funding.

It is anticipated the 2.4% TIP fee would generate a minimum of \$240,000 per year. This funding is combined with the membership dues to provide the 20% local match required to utilize federal funds for WAMPO's transportation planning processes.

2025 Anticipated Revenues

WAMPO	Federal Consolidated Planning Grant			
	CPG	Federal	Local	Total
	2024 Anticipated Carryover	\$ 1,098,575	\$ 274,644	\$ 1,373,219
	2025 Estimate	\$ 1,168,794	\$ 292,198	\$ 1,460,992
	Total	\$ 2,267,369	\$ 566,842	\$ 2,834,211
Wichita Transit	FTA Section 5307			
		Federal	Local	Total
	Regional Transportation Planning Activities	\$ 80,000	\$ -	\$ 80,000
	Total Wichita Transit Planning	\$ 80,000	\$ -	\$ 80,000
City of Wichita	Reconnecting Communities Pilot (RCP)			
		Federal	Local	Total
	21st Street Corridor	\$ 1,000,000	\$ 250,000	\$ 1,250,000
	Total City of Wichita Funding	\$ 1,000,000	\$ 250,000	\$ 1,250,000
KDOT	I-135 Canal Route Modernization Study			
		Federal	Local	Total
	RAISE Grant	\$ 1,600,000	\$ -	\$ 1,600,000
	Total RAISE Grant Funding	\$ 1,600,000	\$ -	\$ 1,600,000
WAMPO	Travel Demand Model (TDM) Support Services			
		Federal	Local	Total
	Travel Demand Model (TDM) Support Services	\$ 201,774	\$ -	\$ 201,774
	Total Federal Funding	\$ 201,774	\$ -	\$ 201,774
CTD #9	Coordinated Transit District (CTD) Mobility Management			
		State	Local	Total
	Mobility Management (100% KDOT funded)	\$ 100,632	\$ -	\$ 100,632
	Total CTD #9 Funding	\$ 100,632	\$ -	\$ 100,632
WAMPO	Safe Streets and Roads for All (SS4A) Demonstration Grant			
		State	Local	Total
	SS4A Grant Funding	\$ 940,000	\$ -	\$ 940,000
	Total SS4A Grant Funding	\$ 940,000	\$ -	\$ 940,000
WAMPO	Safe Routes to School Planning Assistance			
		State	Local	Total
	Transportation Alternatives Funding	\$ 200,000	\$ -	\$ 200,000
	Total TA Funding	\$ 200,000	\$ -	\$ 200,000
Total Regional Transportation Planning Funding				
		Federal	Local	Total
Anticipated Revenues		\$ 6,389,775	\$ 816,842	\$ 7,206,617

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2025 Anticipated Expenditures

WAMPO	Federal Consolidated Planning Grant			
	CPG	Federal	Local	Total
	WAMPO staff	\$ 985,196	\$ 246,299	\$ 1,231,495
	Consultant expenses	\$ 1,244,000	\$ 311,000	\$ 1,555,000
	Total	\$ 2,229,196	\$ 557,299	\$ 2,786,495
Wichita Transit	FTA Section 5307			
	5307	Federal	Local	Total
	Regional Transportation Planning Activities	\$ 80,000	\$ -	\$ 80,000
	Total Wichita Transit Planning	\$ 80,000	\$ -	\$ 80,000
City of Wichita	Reconnecting Communities Pilot (RCP)			
	RCP	Federal	Local	Total
	21st Street Corridor	\$ 1,000,000	\$ 250,000	\$ 1,250,000
	Total City of Wichita Funding	\$ 1,000,000	\$ 250,000	\$ 1,250,000
KDOT	I-135 Canal Route Modernization Study			
		Federal	Local	Total
	RAISE Grant	\$ 1,600,000	\$ -	\$ 1,600,000
	Total RAISE Grant Funding	\$ 1,600,000	\$ -	\$ 1,600,000
WAMPO	Travel Demand Model (TDM) Support Services			
		Federal	Local	Total
	Travel Demand Model (TDM) Support Services	\$ 201,774	\$ -	\$ 201,774
	Total Federal Funding	\$ 201,774	\$ -	\$ 201,774
CTD #9	Coordinated Transit District (CTD) Mobility Management			
	CTD	State	Local	Total
	Mobility Management (100% KDOT funded)	\$ 100,632	\$ -	\$ 100,632
	Total CTD #9 Funding	\$ 100,632	\$ -	\$ 100,632
WAMPO	Safe Streets and Roads for All (SS4A) Demonstration Grant			
		State	Local	Total
	SS4A Grant Funding	\$ 940,000	\$ -	\$ 940,000
	Total SS4A Grant Funding	\$ 940,000	\$ -	\$ 940,000
WAMPO	Safe Routes to School Planning Assistance			
		State	Local	Total
	Transportation Alternatives Funding	\$ 200,000	\$ -	\$ 200,000
	Total TA Funding	\$ 200,000	\$ -	\$ 200,000
Total Regional Transportation Planning Anticipated Expenditures				
		Federal	Local	Total
Expenditures		\$ 6,351,602	\$ 807,299	\$ 7,158,901
Anticipated Unprogrammed		\$ 38,173	\$ 9,543	\$ 47,716

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2025 Unified Planning Work Program Budget

Staff Budget		
Sub-Task	Description	CPG + Local Match
1.1	Operations, Management, Clerical, & Administration	\$ 135,000
1.2	Budget & Financial Monitoring System	\$ 110,500
1.3	TPB, TAC, & Executive Committee Support	\$ 51,000
2.1	Overall Development of MTP	\$ 138,700
2.2	Other Long-Range Planning	\$ 25,100
3.1	Bicycle & Pedestrian Planning	\$ 21,800
3.3	Transit & Paratransit Planning	\$ 21,700
3.4	Complete Streets Planning	\$ 54,400
3.5	Safe Routes to School Planning	\$ 24,300
4.1	Public Participation	\$ 38,900
5.1	Transportation Improvement Program	\$ 60,600
6.1	Travel Demand Model	\$ 87,400
6.2	Transportation Data	\$ 173,600

**Each task includes salaries and benefits*

1.1	Operating Expenses from Appendix A	\$ 288,495
	Total WAMPO Staff and Operating	\$ 1,231,495

Consultant Services		
Sub-Task	Description	CPG + Local Match
2.3	Safe Streets & Roads for All Grant Assistance*	\$ 75,000
2.4	Economic Development Study*	\$ 40,000
2.5	MTP 2050 Planning Assistance*	\$ 40,000
3.2	Regional Active Transportation Plan*	\$ 200,000
3.6	Safe Routes to School Plan Development *	\$ 300,000
3.7	Bicycle & Pedestrian Counting Equipment Purchase**	\$ 100,000
3.8	Regional Transit Implementation Plan*	\$ 25,000
6.3	Intelligent Transportation Systems*	\$ 200,000
6.4	Household Travel Surveys*	\$ 575,000
	Total Consultant Services	\$ 1,555,000

** This sub-task may change throughout the year and may occur in 2026.*

*** This sub-task may occur yearly.*

See next page

Total		
Task	Staff Salaries and Benefits + Consultant Services	CPG + Local Match
1.0	Management & Administration	\$ 584,995
2.0	Long-Range Planning	\$ 318,800
3.0	Multimodal Planning	\$ 747,200
4.0	Community Engagement	\$ 38,900
5.0	Short Range Programming	\$ 60,600
6.0	Transportation Data and Modeling	\$ 1,036,000
	Total Expenses	\$ 2,786,495

Additional Planning		
Entity	Program	Federal + Local Match
Wichita Transit	FTA 5307 Program Regional Transportation Planning Activities	\$ 80,000
City of Wichita	Reconnecting Communities Pilot (RCP) - 21st Street Corridor	\$ 1,250,000
KDOT	I-135 Canal Route Modernization Study	\$ 1,600,000
WAMPO	Travel Demand Model Support Services	\$ 201,774
CTD #9	Coordinated Transit District #9 - Mobility Management	\$ 100,632
WAMPO	Safe Streets and Roads for All (SS4A) Demonstration Grant	\$ 940,000
WAMPO	Safe Routes to School Planning Assistance	\$ 200,000

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APPENDIX A – SUB-TASK 1.1 OPERATING EXPENSES LINE ITEMS

Expense	Budget
USPS	\$ 500
Surency, FSA	\$ 1,000
Dues & Subscriptions	\$ 1,500
Bank Charges & Fees	\$ 2,000
QuickBooks Accounting	\$ 2,500
Relocation Costs for New Employee	\$ 3,000
Wealth Management Advisor	\$ 3,500
Guest Speakers Travel	\$ 4,000
457 Qualified Plan Services	\$ 5,000
Misc Technology Supplies/Fees	\$ 5,000
Advertising & Marketing (Legal Ads included)	\$ 5,000
Payroll Processing Expense	\$ 5,820
Accounting Services Consultant	\$ 7,000
Other Miscellaneous Service Cost	\$ 7,050
Copier Services	\$ 7,500
IT Equipment - 3 Computers @ \$3,000 each, Monitors, Ect. @ \$1000	\$ 10,000
Office Supplies & Equipment	\$ 10,000
Life Insurance	\$ 11,000
Consultants	\$ 12,000
Professional Memberships (Agency)/Periodicals	\$ 15,000
Liability Insurance	\$ 18,000
Legal & Professional Services	\$ 20,000
Software License Fees	\$ 30,000
Building Space, ITS, HR Support from County	\$ 30,000
Single Audit	\$ 32,125
Travel and Training	\$ 40,000

Total Operating Expenses **\$ 288,495**

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APPENDIX B – 2024 UPWP ACCOMPLISHMENTS

Task 1 – Management, Clerical, and Administration
Administered WAMPO’s policies and procedures in compliance with local, state, and federal regulations. Performed administrative and personnel tasks.
Adjusted staffing roles to better coordinate work efforts and hired staff as needed.
Continued to refine budgeting process. Expanded internal accounting controls, continued internal accounting system and provided accounting transparency. Submitted activity reports to KDOT.
Monitored and maintained the 2024 Unified Planning Work Program (UPWP). Drafted the 2025 UPWP.
Completed annual, single audit. Issued an RFP and hired an audit consulting services consultant.
Prepared and distributed TPB, TAC, and Executive Committee agenda packets.
Staff attended professional training and conferences.
Task 2 – Long Range Planning
Maintained and implemented <i>REIMAGINED MOVE</i> 2040.
Coordinated with regional & partner agencies and local government entities, regarding transportation and long-range planning in the region.
MTP 2050 chapter and data updates. Conducted the second and third rounds of public engagement for MTP 2050, which involved tabling at community events and collecting survey responses.
Continued to monitor relevant growth, development data, and patterns in the region as well as the trends that could impact regional investment in infrastructure and in mode choices.
Monitored the performance of the region on federally mandated performance measures, as well as local performance measures adopted as part of the MTP. Updated performance measures.
Worked to implement the Comprehensive Safety Action Plan (CSAP). Facilitated and further developed ICT Safe: A Regional Transportation Coalition.
For the awarded Safe Streets and Roads for All (SS4A) Demonstration Grant, developed agreements with FHWA, coordinated with local jurisdictions, and identified projects eligible for funding.
Completed the Electric Vehicle Network Plan.
Supported updates to the Economic Development Report and provided reports to stakeholders.
Task 3 – Multimodal Planning
Conducted bicycle and pedestrian planning by participating in local and regional bicycle-pedestrian planning meetings, interacted with local stakeholders and produced informative reports.
Presented on multimodal topics at public, stakeholder, TAC, and TPB meetings, as needed. Provided analyses concerning improved safety for vulnerable road users.
Updated bicycle and pedestrian count data and purchased automatic counting equipment.
Supported Wichita Bicycle Plan work and the began developing the Regional Active Transportation Plan.
Facilitated and supported the Active Transportation Committee.
Facilitated and supported the United Community Transit Coalition and UCTC Transit Toolkit development.
Developed the Regional Transit Implementation Plan.
Carried out coordinated public transit and paratransit planning activities in the region in coordination with Wichita Transit, KDOT, CTD #9, and other public and private transit service providers.
Investigated complete streets policies and communicated complete streets information to the public.
Began extensive Safe Routes to School (SRTS) planning process. Issued an RFP and hired a consultant. Collected information on schools and school districts and established contact.

Task 4 – Community Engagement
Implemented, maintained, and monitored compliance with the WAMPO Public Participation Plan (PPP), Title VI Program, and Limited English Proficiency (LEP) Plan.
Member jurisdiction and planning partner outreach and project coordination. Collaborated with members on community plan objectives.
Updated and maintained the WAMPO website and social media accounts.
Developed and distributed quarterly newsletters. Published press releases and public notices.
Updated, and distributed general information about WAMPO and transportation planning, regionally significant news, and education and outreach materials to stakeholders and the public.
Participated in regular state and federal meetings. Attended relevant community and partner events.
Task 5 – Short Range Planning
Managed WAMPO's Suballocated Funding Programs. Monitored obligation activity, monthly balance reporting, and coordinated with KDOT and project sponsors.
Maintained the FFY2023-FFY2026 Transportation Improvement Program (TIP). Developed the FFY2025-FFY2028 Transportation Improvement Program and related documents, reports, maps, etc.
Processed quarterly TIP amendments.
Investigated options for programming August Redistribution funding leading to additional funding for the region.
Coordinated with project sponsors and state and federal regulators. Prepared bimonthly TIP project status reports, consistent with the TIP Reasonable Progress Policy.
Task 6 – Transportation Data & Modeling
Responded to Travel Demand Model (TDM) data requests and worked with the consultant to validate and calibrate TDM forecasts. Completed the Congestion Management Process (CMP).
Assisted member communities with data and mapping needs. Worked on developing a centralized hub for GIS and transportation-related data.
Monitored the transportation network and system indicators, including federally mandated and local performance measures. Implemented Transportation Performance Management (TPM) by developing transportation system performance measures based on safety, infrastructure condition, reliability, and congestion.
Updated the commuter travel patterns report. Monitored trip patterns and truck freight traffic to determine if updates to Functional Classification or Critical Urban Freight Corridors were needed.
Investigated smart technology and data in making transportation infrastructure and the various transportation modes more effective and efficient. Began the process and hired a consultant to update the Regional Intelligent Transportation Systems (ITS) Architecture.

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APPENDIX C – PLANNING TASKS & MTP/PLANNING FACTOR ALIGNMENT

The following table correlates the UPWP tasks with the MTP goals, the planning factors in federal code, the DOT Planning Emphasis Areas, the Safe Transportation Options Set-aside requirement in BIL (requires each MPO use ≥2.5% funds on activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities), and the MPO requirements.

Area		Task 1	Task 2	Task 3	Task 4	Task 5	Task 6
Long-Range Metropolitan Transportation Plan Goals	Choice & Connectivity	X	X	X	X	X	X
	Economic Vitality	X	X	X	X	X	X
	Freight Movement	X	X		X	X	X
	Improving Air Quality	X	X	X		X	X
	Infrastructure Condition	X	X			X	X
	Quality of Place	X	X	X	X	X	X
	Safety	X	X	X	X	X	X
	System Reliability & Bottlenecks	X	X	X	X	X	X
	Investment Strategy	X	X	X	X	X	X
Planning Factors in Federal Code (1)	Increase safety of the system	X	X	X	X	X	X
	Increase accessibility & mobility	X	X	X		X	X
	Enhance integration & connectivity	X	X	X	X	X	X
	Promote conservation of resources	X	X	X		X	X
	Promote efficiency	X	X	X		X	X
	Emphasize preservation of the system	X	X		X	X	X
	Improve resiliency, reliability & coordinate land use	X	X	X	X	X	X
	Decrease outmigration of prime wage earners	X	X	X	X	X	X
	Monitor demographic, land use & development trends	X	X				X
	Determine Smart growth criteria	X	X	X	X	X	X
	Safe Transportation Options Set-aside (3)		X	X		X	
	DOT Planning Emphasis Areas (2)	Tackling the Climate Crisis - Transition to Clean Energy, Resilient Future		X			
Equity and Justice40 in Transportation Planning			X		X		
Complete Streets			X	X		X	
Public Involvement			X		X		
Strategic Highway Network (STRAHNET)/US Dept. of Defense (DOD) Coordination			X				
Federal Land Management Agency (FLMA) Coordination			X				
Planning and Environmental Linkages (PEL)			X				
Data in Transportation Planning			X	X	X	X	X
MPO Requirements	Metropolitan Transportation Plan	X	X	X	X		X
	Transportation Improvement Program	X	X	X	X	X	X
	Public Participation Plan	X			X		
	Congestion Management Process	X					X
	Award Federal Funding	X	X			X	
	Decision Making Structure	X	X	X	X	X	X

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1 - Management and Operations in Metropolitan Transportation Planning, Title 23 U.S.C. Sec. 134., https://ops.fhwa.dot.gov/plan4ops/policy_reg/map_21.htm

2 - 2021 Planning Emphasis Areas, DOT, 12/30/21, <https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf>

3 - Bipartisan Infrastructure Law, Set-aside for Increasing Safe and Accessible Transportation Options, Section 11206, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm