





## Fiscal-Constraint Analysis

Federal regulations require a Metropolitan Transportation Plan to include a financial plan and be fiscally constrained, meaning the financial plan must demonstrate that the anticipated costs of the planned projects plus the anticipated costs to adequately maintain and operate the system do not exceed anticipated revenues.

In addition to ensuring that MTP 2050, overall, is fiscally constrained, WAMPO has also determined it to be fiscally constrained in terms of the transportation-related revenues and expenditures of each of three categories of public agencies:

- Kansas Department of Transportation (KDOT)
- public transit agencies
- local governments, excluding public transit

Fiscal constraint can be summarized as:  
 Revenues – Operations & Maintenance (O&M) Costs – Project Costs ≥ \$0

Besides ensuring that MTP 2050 is fiscally constrained for the overall planning horizon (2025-2050), WAMPO also determined it to be fiscally constrained in terms of revenues and expenditures during each of three (3) time bands:

- 2025-2028
- 2029-2038
- 2039-2050

After operations and maintenance costs and project costs are subtracted from projected revenues, there is a remaining balance of approximately \$8.07 billion across all agency types for 2025-2050. In accordance with federal regulations, all monetary amounts are expressed in Year of Expenditure (YOE) dollars.

KDOT				
	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	\$331,523,960	\$850,731,154	\$1,139,167,302	\$2,321,422,416
State Revenue	\$978,443,757	\$2,623,631,571	\$3,513,160,748	\$7,115,236,077
<b>Total Revenue</b>	<b>\$1,309,967,717</b>	<b>\$3,474,362,726</b>	<b>\$4,652,328,050</b>	<b>\$9,436,658,493</b>
O&M Costs	\$14,442,473	\$49,469,230	\$96,679,009	\$160,590,713
<b>Available for Projects</b>	<b>\$1,295,525,244</b>	<b>\$3,424,893,495</b>	<b>\$4,555,649,041</b>	<b>\$9,276,067,780</b>
<b>Project Costs</b>	<b>\$1,295,525,244</b>	<b>\$50,000,000</b>	<b>\$0</b>	<b>\$1,345,525,244</b>
<b>Balance</b>	<b>\$0</b>	<b>\$3,374,893,495</b>	<b>\$4,555,649,041</b>	<b>\$7,930,542,536</b>

Public Transit				
	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	\$42,245,924	\$111,646,459	\$149,499,633	\$303,392,016
State Revenue	\$6,278,948	\$16,835,538	\$22,543,543	\$45,658,029
Local Revenue	\$16,257,004	\$43,589,373	\$58,368,132	\$118,214,509
Other Revenue (e.g., fares, advertising)	\$7,619,728	\$20,430,526	\$27,357,394	\$55,407,648
<b>Total Revenue</b>	<b>\$72,401,604</b>	<b>\$192,501,896</b>	<b>\$257,768,702</b>	<b>\$522,672,201</b>
O&M Costs	\$58,000,000	\$164,211,213	\$251,926,781	\$474,137,994
<b>Available for Projects</b>	<b>\$14,401,604</b>	<b>\$28,290,682</b>	<b>\$5,841,921</b>	<b>\$48,534,207</b>
<b>Project Costs</b>	<b>\$7,413,451</b>	<b>\$28,290,682</b>	<b>\$5,841,921</b>	<b>\$41,546,054</b>
<b>Balance</b>	<b>\$6,988,153</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,988,153</b>

Local Governments (Excluding Public Transit)				
	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	\$65,933,073	\$182,615,992	\$244,531,032	\$493,080,097
State Revenue	\$105,735,261	\$283,504,495	\$379,625,278	\$768,865,034
Local Revenue	\$480,745,737	\$1,133,631,196	\$1,594,141,414	\$3,208,518,346
<b>Total Revenue</b>	<b>\$652,414,071</b>	<b>\$1,599,751,683</b>	<b>\$2,218,297,723</b>	<b>\$4,470,463,477</b>
O&M Costs	\$264,093,221	\$913,434,304	\$1,776,531,319	\$2,954,058,843
<b>Available for Projects</b>	<b>\$388,320,850</b>	<b>\$686,317,379</b>	<b>\$441,766,405</b>	<b>\$1,516,404,634</b>
<b>Project Costs</b>	<b>\$263,424,162</b>	<b>\$681,453,840</b>	<b>\$438,411,153</b>	<b>\$1,383,289,155</b>
<b>Balance</b>	<b>\$124,896,688</b>	<b>\$4,863,539</b>	<b>\$3,355,252</b>	<b>\$133,115,479</b>

KDOT+Public Transit+Local Governments				
	2025-2028	2029-2038	2039-2050	2025-2050
Federal Revenue	\$439,702,957	\$1,144,993,606	\$1,533,197,967	\$3,117,894,530
State Revenue	\$1,090,457,966	\$2,923,971,604	\$3,915,329,568	\$7,929,759,139
Local Revenue	\$497,002,741	\$1,177,220,569	\$1,652,509,546	\$3,326,732,855
Other Revenue (e.g., fares, advertising)	\$7,619,728	\$20,430,526	\$27,357,394	\$55,407,648
<b>Total Revenue</b>	<b>\$2,034,783,391</b>	<b>\$5,266,616,304</b>	<b>\$7,128,394,475</b>	<b>\$14,429,794,171</b>
O&M Costs	\$336,535,694	\$1,127,114,748	\$2,125,137,109	\$3,588,787,550
<b>Available for Projects</b>	<b>\$1,698,247,698</b>	<b>\$4,139,501,557</b>	<b>\$5,003,257,366</b>	<b>\$10,841,006,620</b>
<b>Project Costs</b>	<b>\$1,566,362,857</b>	<b>\$759,744,522</b>	<b>\$444,253,074</b>	<b>\$2,770,360,453</b>
<b>Balance</b>	<b>\$131,884,841</b>	<b>\$3,379,757,034</b>	<b>\$4,559,004,293</b>	<b>\$8,070,646,168</b>





## Vision, Goals, & Objectives



### VISION

To enhance connectivity in a way that supports equitable development of a safe, reliable, multimodal transportation network that enriches the quality of place within the WAMPO region.



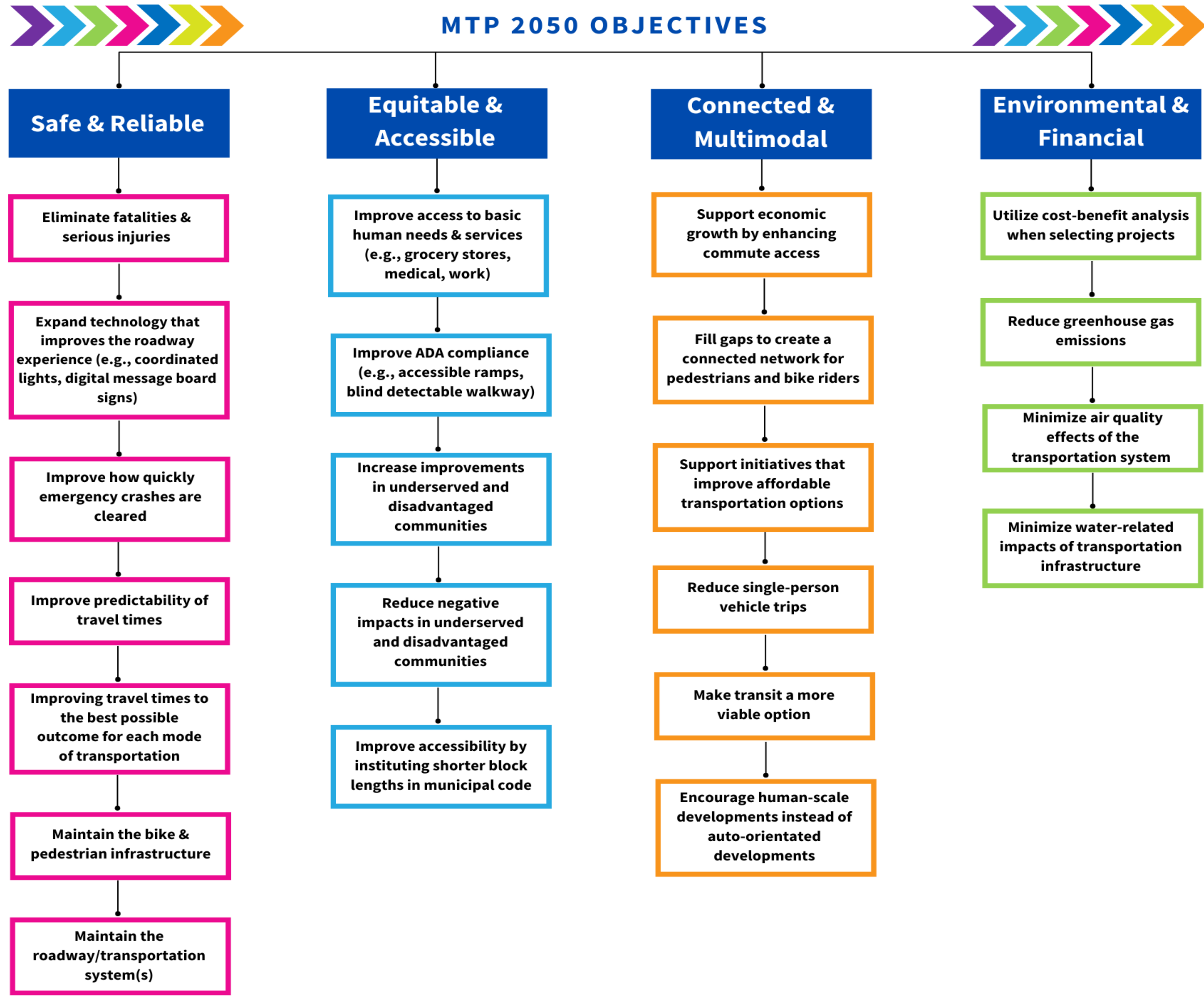
### GOALS

**Safe & Reliable:** Support transportation improvements, technologies, and programs that increase safety for all system users and improve travel times and ease of travel throughout the region.

**Equitable & Accessible:** Improve access to all destinations in the WAMPO region by all modes of travel for all people.

**Connected & Multimodal:** Improve interconnectivity for all system users and all modes of travel.

**Environmental & Financial Stewardship:** Emphasize environmental protection & efficient use of funds.



## MTP 2050 Goals Incorporate Federal Planning Factors

Federal regulations require MPOs to “develop long-range transportation plans and Transportation Improvement Plans (TIP) through a performance-driven, outcome-based approach to planning for metropolitan areas.” The ten federal transportation planning factors are considered and reflected in the metropolitan transportation planning process.

The figure to the right shows the ten federal planning factors and how the WAMPO Metropolitan Transportation Plan has incorporated them into the MTP goals.

	Goals			
	Safe & Reliable	Equitable & Accessible	Connected & Multimodal	Environmental & Financial Stewardship
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.				
Increase the safety of the transportation system for motorized and non-motorized users.				
Increase the security of the transportation system for motorized and non-motorized users.				
Increase accessibility and mobility of people and freight.				
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.				
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.				
Promote efficient system management and operation.				
Emphasize the preservation of the existing transportation system.				
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.				
Enhance travel and tourism.				

Source: 23 CFR § 450.306(b)



## Metropolitan Transportation Plan (MTP) Purpose & Development

Metropolitan Planning Organizations (MPOs) are part of a federally required process to conduct local transportation planning in urbanized areas. An MPO is federally required and designated to represent urbanized areas with populations over 50,000, as determined by the US Census Bureau. The creation of an MPO involves a meticulous process where designation is secured through an agreement between the governor and local governments. This agreement necessitates representation from local entities that collectively account for at least 75 percent of the affected population, and includes the most populous incorporated city. Alternatively, the designation process may adhere to procedures established by applicable state or local law.

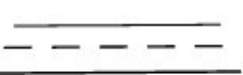
The Federal-Aid Highway Act of 1962 stands as a pivotal milestone, embedding the foundational principles that guide MPOs in their planning endeavors. This landmark legislation introduced a conditionality clause for federal funding assistance, mandating that transportation projects, initiatives, and strategies be crafted within the framework of a continuing, comprehensive, and cooperative planning process—commonly referred to as the 3Cs.

### QUICK FACTS

## METROPOLITAN TRANSPORTATION PLAN



**Blueprint for Transportation:** An MTP guides development and improvement of a metro area's transportation system for 20+ years into the future.



**Multimodal Focus:** It considers roads, public transit, biking, walking, etc. for a diverse and efficient network.



**Aligned with Goals:** The MTP considers economic, transportation, and development goals to create a cohesive system.



**Fiscally Responsible:** MTPs prioritize projects that are financially viable within available resources.



**Financial Transparency:** MTPs include funding sources and allocations for each project, demonstrating fiscal responsibility.



**Sustainable Investment:** Financial information ensures projects can be maintained long-term, protecting transportation infrastructure investments.

The Metropolitan Transportation Plan (MTP) serves as a critical guidebook for shaping the future of transportation in a metropolitan area. Looking at least twenty years into the future, this comprehensive document outlines a vision for a more efficient and sustainable way to move people and goods. Encompassing various modes of transportation – from roads and public transit to biking and walking – MTPs strive to create a diverse and well-connected network that caters to the specific needs of the region.

MTPs balance visionary transportation goals with fiscal responsibility, prioritizing feasible projects within available funding. They outline financing and maintenance strategies, ensuring transparency for stakeholders and demonstrating the plan's financial viability. Ultimately, MTPs connect ambition with practicality, fostering a sustainable and well-funded transportation network.

MTPs are required to be updated every 5 years. The current MTP, *REIMAGINED MOVE 2040*, was adopted in June 2020.

## Public Engagement Rounds 1-3 Summary



**211**  
days spent seeking public input



**7+** races/ethnicities  
**78+** year age range

**public, private, & government** affiliations

**11**

listening sessions



**5** outreach initiatives  
**1,527** survey responses

**37**

community events attended

**311+** staff hours



## Public Engagement Timeline

### Round 1 Summer 2023

Determine plan vision, goals, and objectives.



### Round 3 Summer 2024

Understand public opinion and document mode-usage trends.



### Round 5 2025 & Beyond

Roadshow for approved MTP 2050.



### Round 2 Winter 2023/2024

Determine performance measures and build on round 1 results.



### Round 4 Winter 2025

Present draft document and collect public comments.

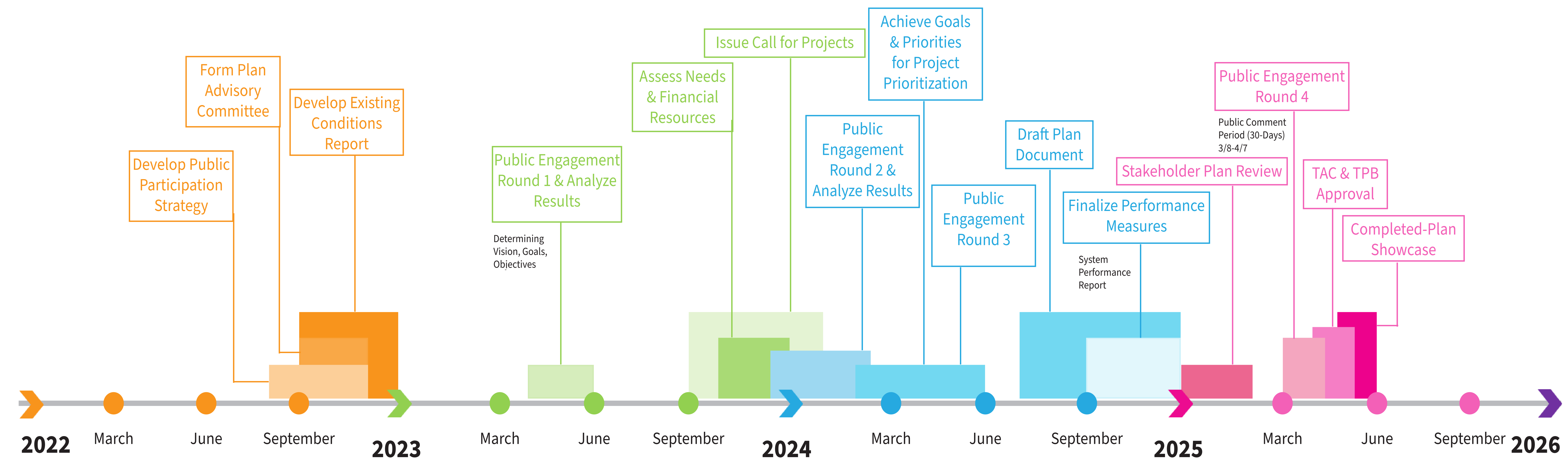


**Draft MTP 2050 available for review at [www.wampo.org/mtp2050](http://www.wampo.org/mtp2050)**





## WAMPO MTP 2050 Development Timeline



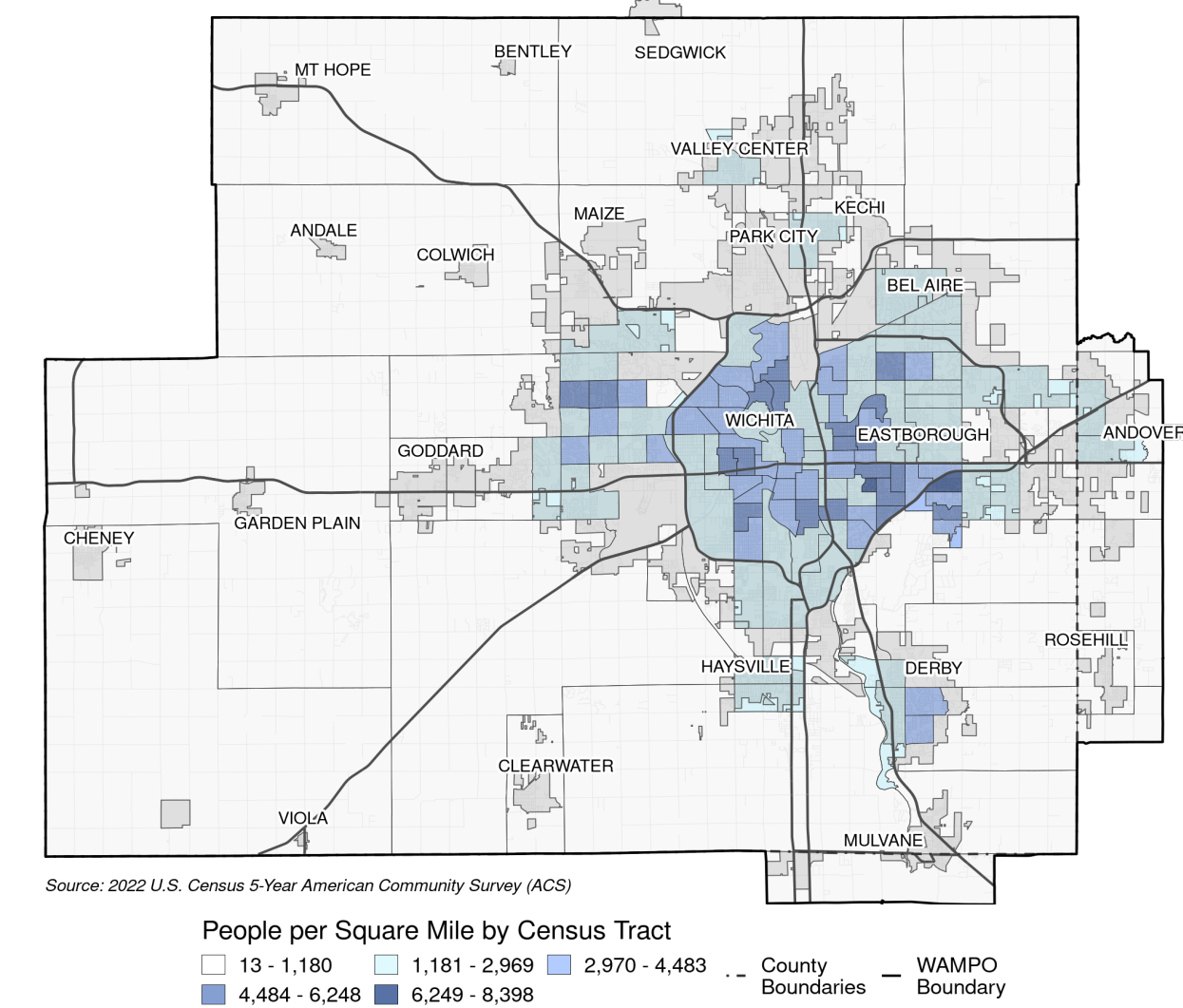


# MTP2050

## WAMPO Region and Its People

### Population

WAMPO Region Population Density



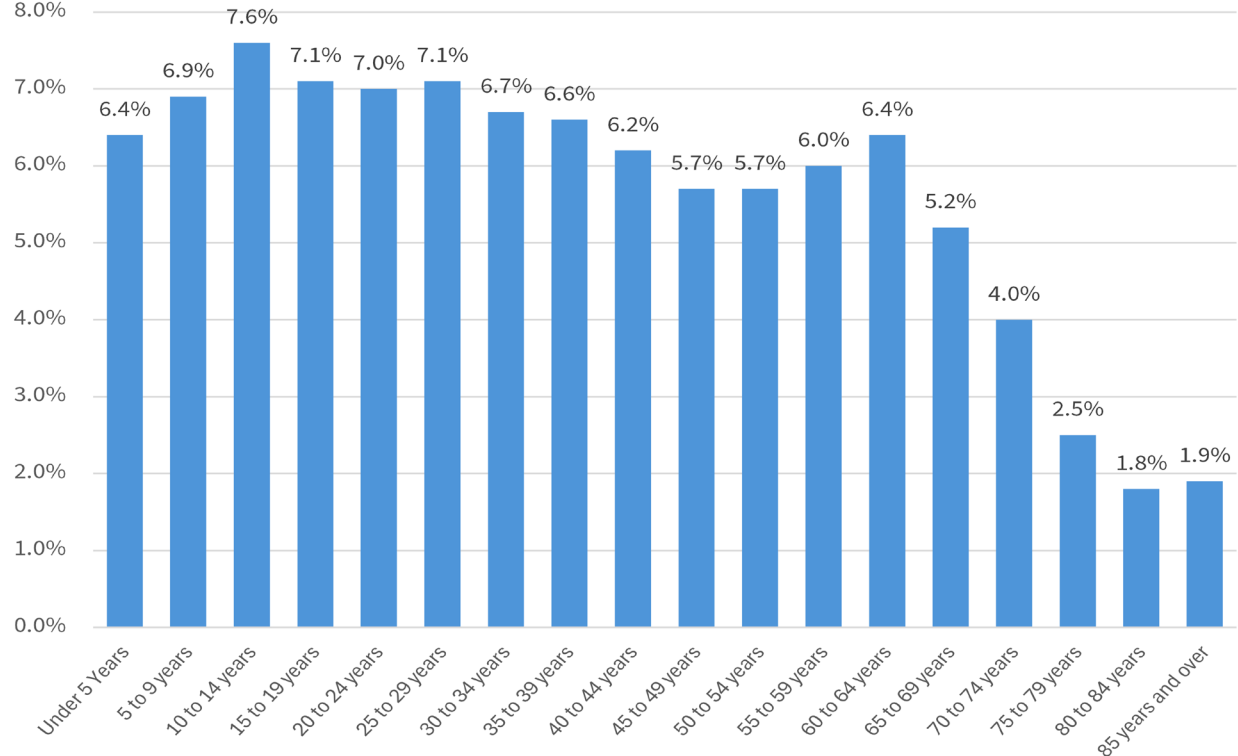
WAMPO Region Population Change, 2010-2020

WAMPO Jurisdictions	2010 Population	2020 Population	% Change
Wichita	382,368	397,532	4.0%
Derby	22,158	25,625	15.6%
Andover	11,791	14,892	26.3%
Park City	7,297	8,333	14.2%
Haysville	10,826	11,262	4.0%
Bel Aire	6,769	8,262	22.1%
Valley Center	6,822	7,340	7.6%
Maize	3,420	5,735	67.7%
Goddard	4,344	5,084	17.0%
Mulvane	6,111	6,286	2.9%
Rose Hill	3,931	4,185	6.5%
Kechi	1,909	2,217	16.1%
Clearwater	2,481	2,653	6.9%
Cheney	2,094	2,181	4.2%
Colwich	1,327	1,455	9.6%
Sedgwick*	192	194	1.0%
Andale	928	941	1.4%
Garden Plain	849	948	11.7%
Mount Hope	813	806	-0.9%
Eastborough	773	756	-2.2%
Bentley	530	560	5.7%
Viola	130	115	-11.5%
Sedgwick County*	37,214	36,474	-2.0%
Butler County*	2,666	2,344	-12.1%
Sumner County*	1,233	1,050	-14.8%
<b>WAMPO Region Total</b>	<b>518,976</b>	<b>547,230</b>	<b>5.4%</b>

\*Portion of a city within the WAMPO planning boundary

\*Unincorporated portion inside WAMPO planning boundary

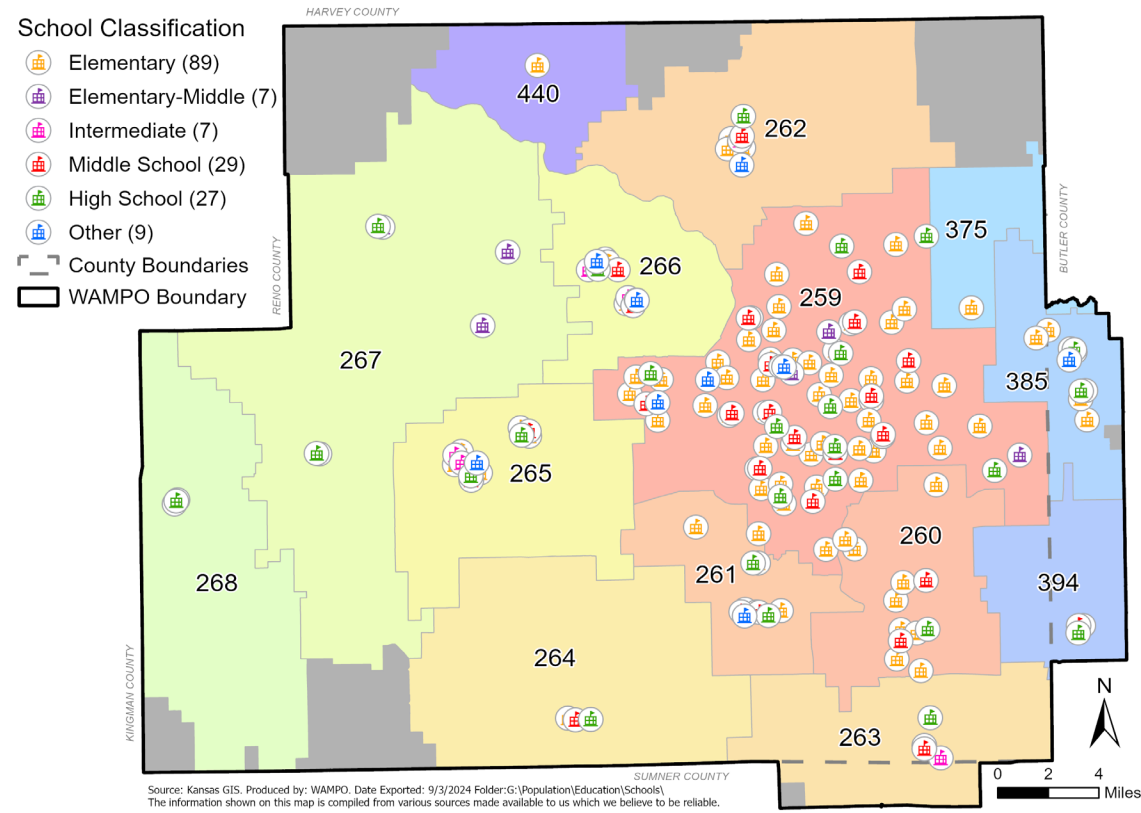
WAMPO Region Age Distribution



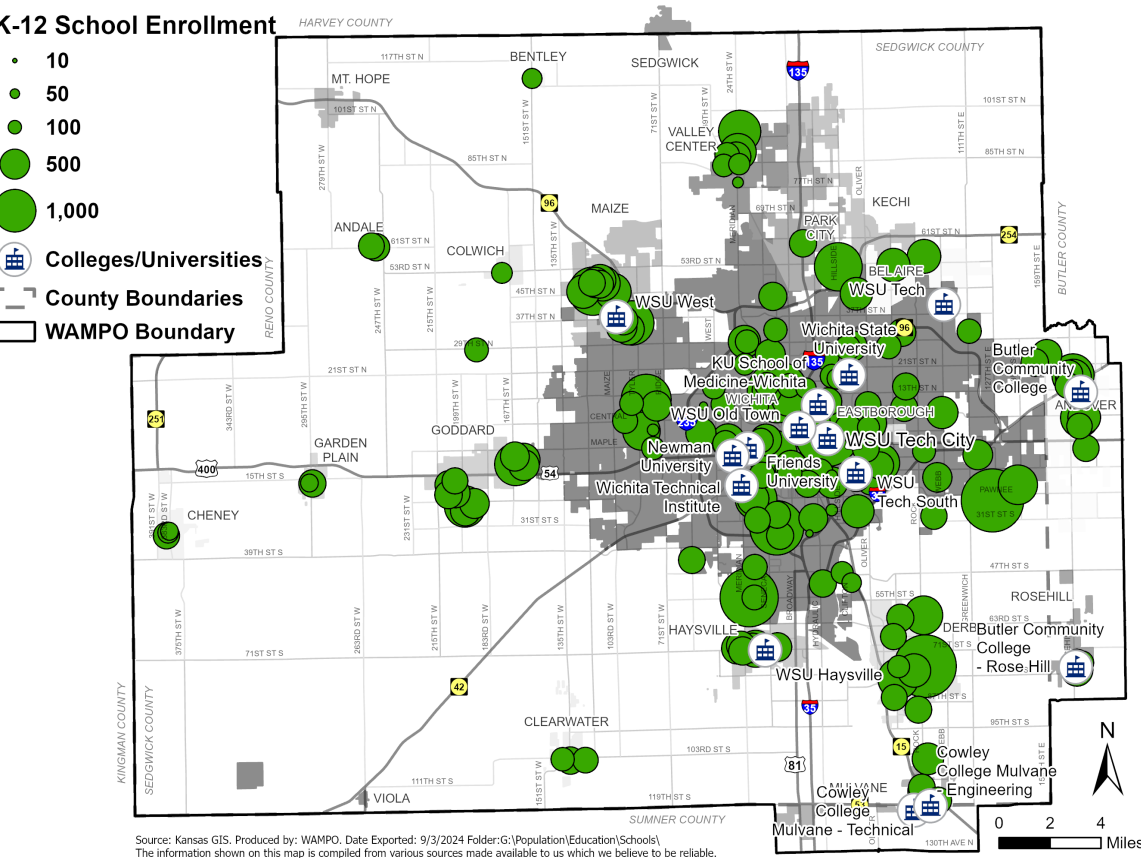
Source: Decennial Census

### Education

WAMPO Region Public K-12 Schools and Districts



Schools and Colleges



### Housing & Dwelling Units

Households and Dwelling Units

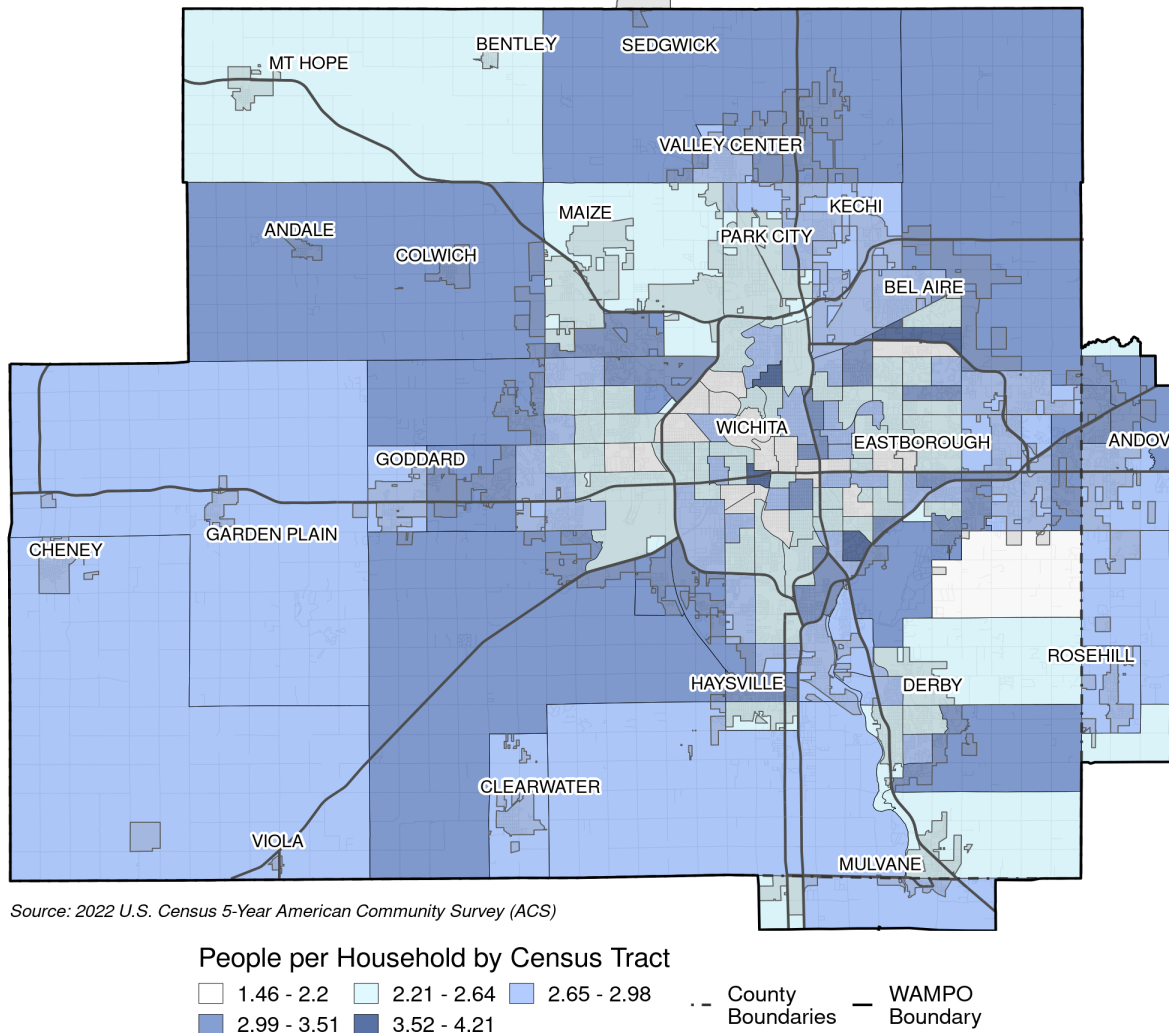
Households and Dwelling Units	WAMPO Region	State of Kansas
Average Household Size	2.6	2.4
Owner-Occupied Housing	2.7	2.6
Renter-Occupied Housing	2.4	2.1
Vacancy Rate	9.4%	9.1%
Owner Occupied	64.1%	67.7%
Renter Occupied	36.9%	32.3%

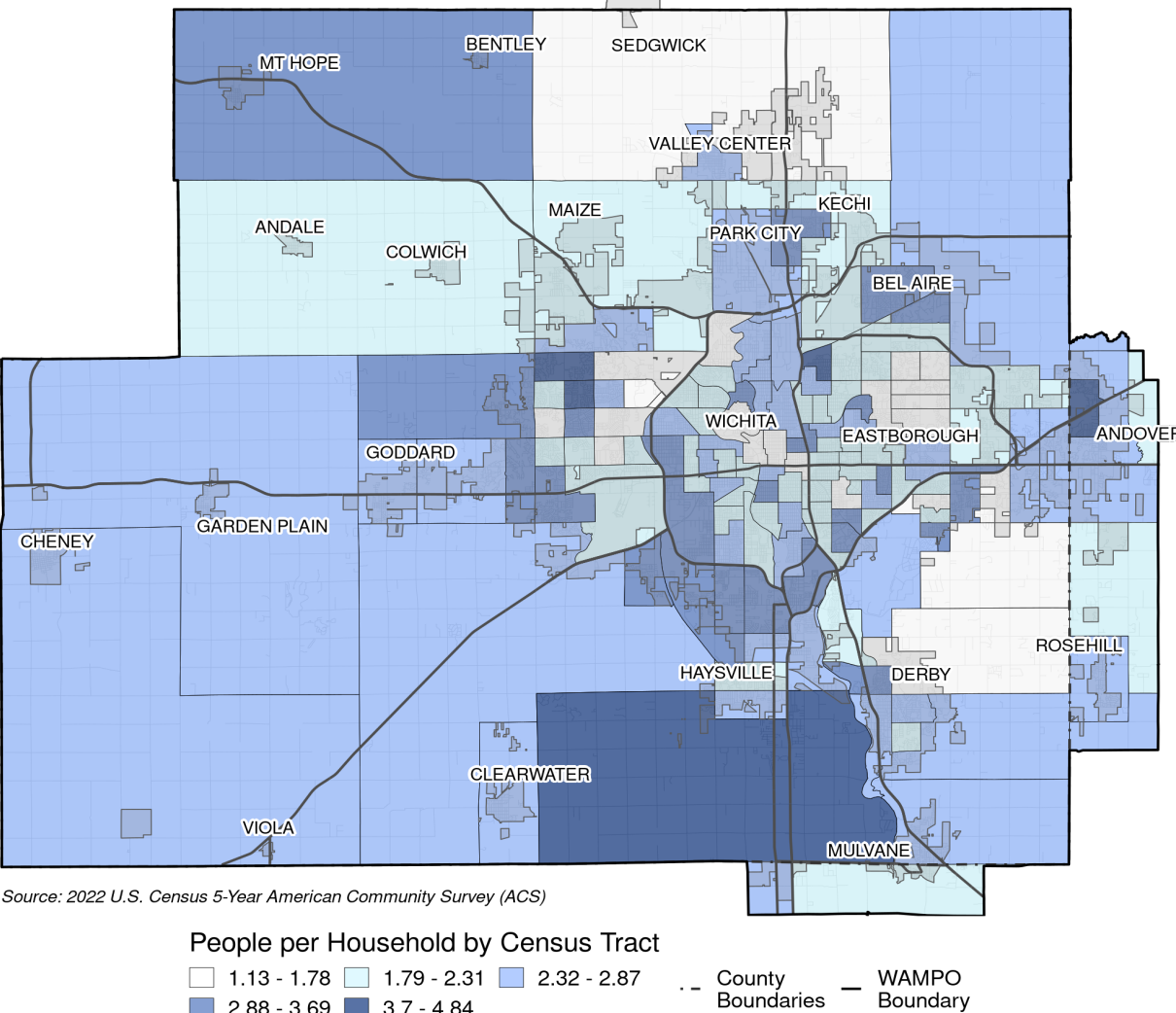
Median Home Value			
Kansas	Sumner County	Butler County	Sedgwick County
\$206,600	\$116,400	\$222,200	\$209,700

Source: 2018-2022 US Census Bureau American Community Survey (ACS)

Household Size: Owner-Occupied Dwelling Units



Household Size: Renter-Occupied Dwelling Units

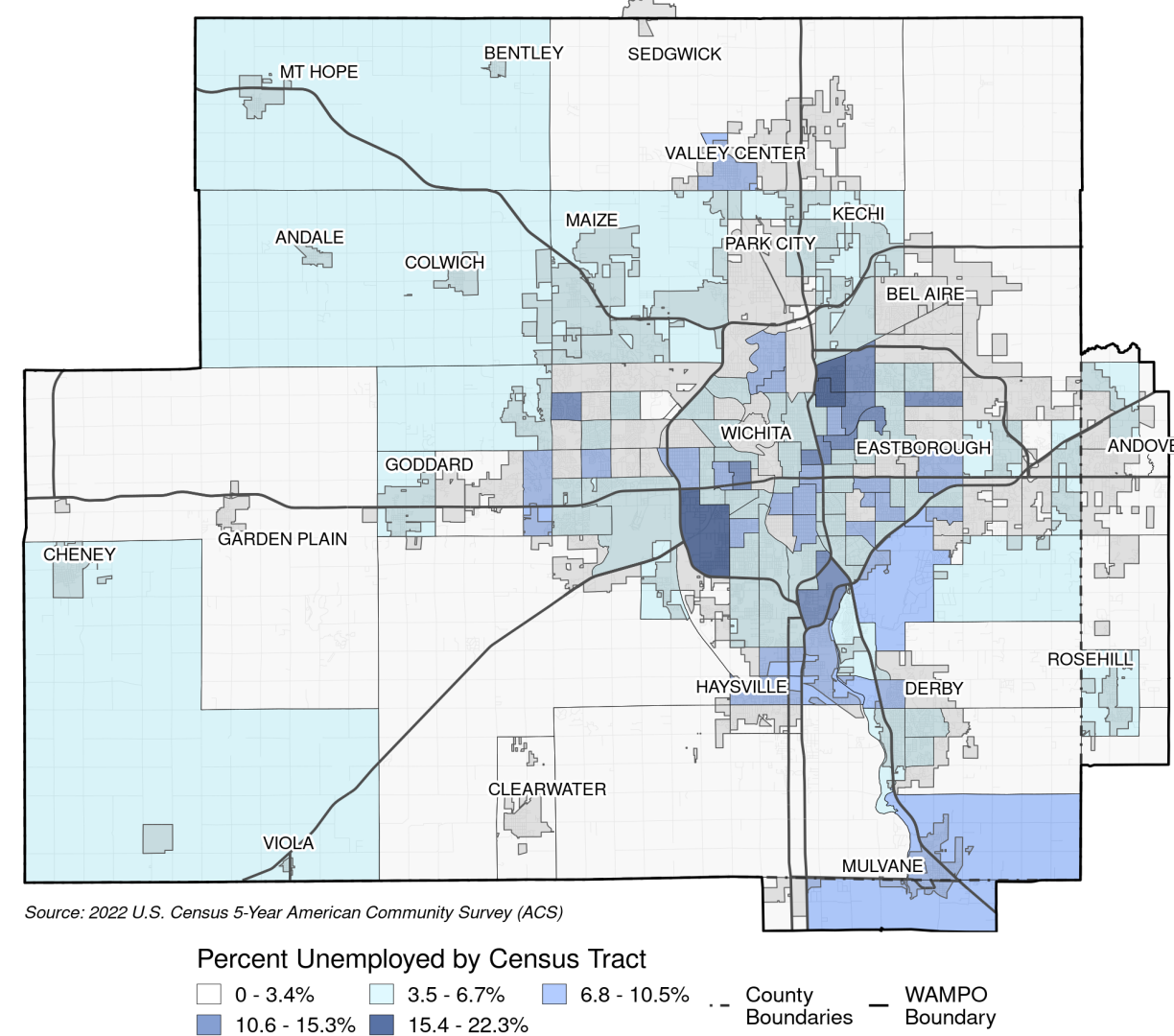


### Employment

Employment Projections

Employment	2023	2025	2030	2035	2040	2045	2050
Wichita	209,741	212,488	219,856	227,647	235,075	242,701	250,327
Derby	6,962	7,364	8,386	9,422	10,447	11,480	12,513
Andover	4,227	4,344	4,742	5,251	5,702	6,191	6,696
Haysville	2,341	2,506	2,923	3,344	3,763	4,183	4,603
Park City	3,738	3,860	4,183	4,519	4,841	5,170	5,500
Bel Aire	1,744	1,869	2,179	2,490	2,801	3,113	3,424
Valley Center	1,802	1,912	2,190	2,472	2,750	3,031	3,311
Mulvane	1,707	1,739	1,813	1,890	1,982	2,069	2,157
Maize	2,509	2,618	2,892	3,169	3,444	3,721	3,997
Goddard	3,535	3,636	3,898	4,169	4,432	4,700	4,968
Rose Hill	1,244	1,276	1,359	1,447	1,535	1,620	1,706
Clearwater	701	712	741	771	801	831	861
Kechi	613	643	721	801	879	958	1,038
Cheney	879	890	920	952	983	1,014	1,046
Colwich	603	609	626	645	663	681	700
Garden Plain	208	210	215	220	225	230	235
Andale	470	477	496	516	535	554	574
Mount Hope	151	153	159	165	171	177	183
Eastborough	53	53	55	56	58	59	61
Bentley	126	128	133	138	142	147	152
Sedgwick**	43	43	44	45	46	47	48
Viola	5	5	5	5	5	5	5
Sedgwick County*	24,037	23,350	21,752	20,256	18,676	17,132	15,588
Butler County*	1,156	1,125	1,053	982	908	834	760
Sumner County*	714	719	696	656	658	648	647
<b>WAMPO</b>	<b>269,310</b>	<b>272,730</b>	<b>282,038</b>	<b>292,030</b>	<b>301,520</b>	<b>311,296</b>	<b>321,098</b>

Unemployment



### Travel

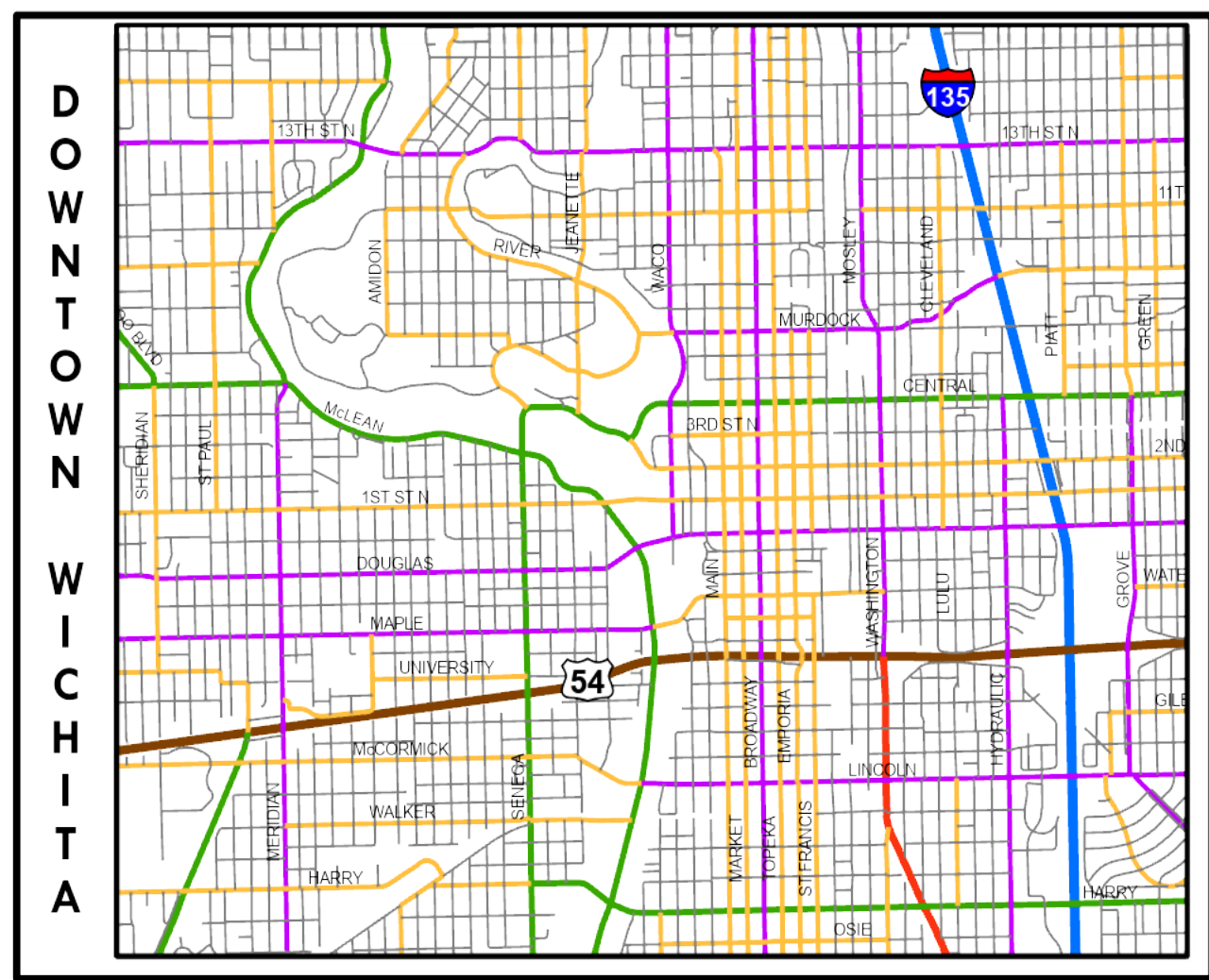
Worker Commute Modes and Household Vehicle Availability in the WAMPO Region and Kansas, 2022

Commute Modes and Times and Household Vehicles	WAMPO Region	State of Kansas
<b>Means of Transportation to Work</b>		
Car, Truck, or Van - Drive Alone	80.2%	77.8%
Car, Truck, or Van - Carpooled	9.5%	8.7%
Public Transportation (excluding taxicab)	0.6%	0.4%
Walk	1.4%	2.3%
Bicycle	0.4%	0.3%
Taxicab, Motorcycle, or Other Means	1.6%	1.1%
Work from Home	6.3%	9.5%
<b>Average Travel Time to Work</b>	<b>19.8 minutes</b>	<b>19.7 minutes</b>
<b>Vehicles Available per Household</b>		
No Vehicle Available	3.2%	2.1%
One (1) Vehicle Available	20.5%	17.3%
Two (2) Vehicles Available	39.1%	40.8%
Three (3) or More Vehicles Available	37.2%	39.8%

Source: 2018-2022 US Census Bureau American Community Survey (ACS)



## Federal Roadway Functional Classification

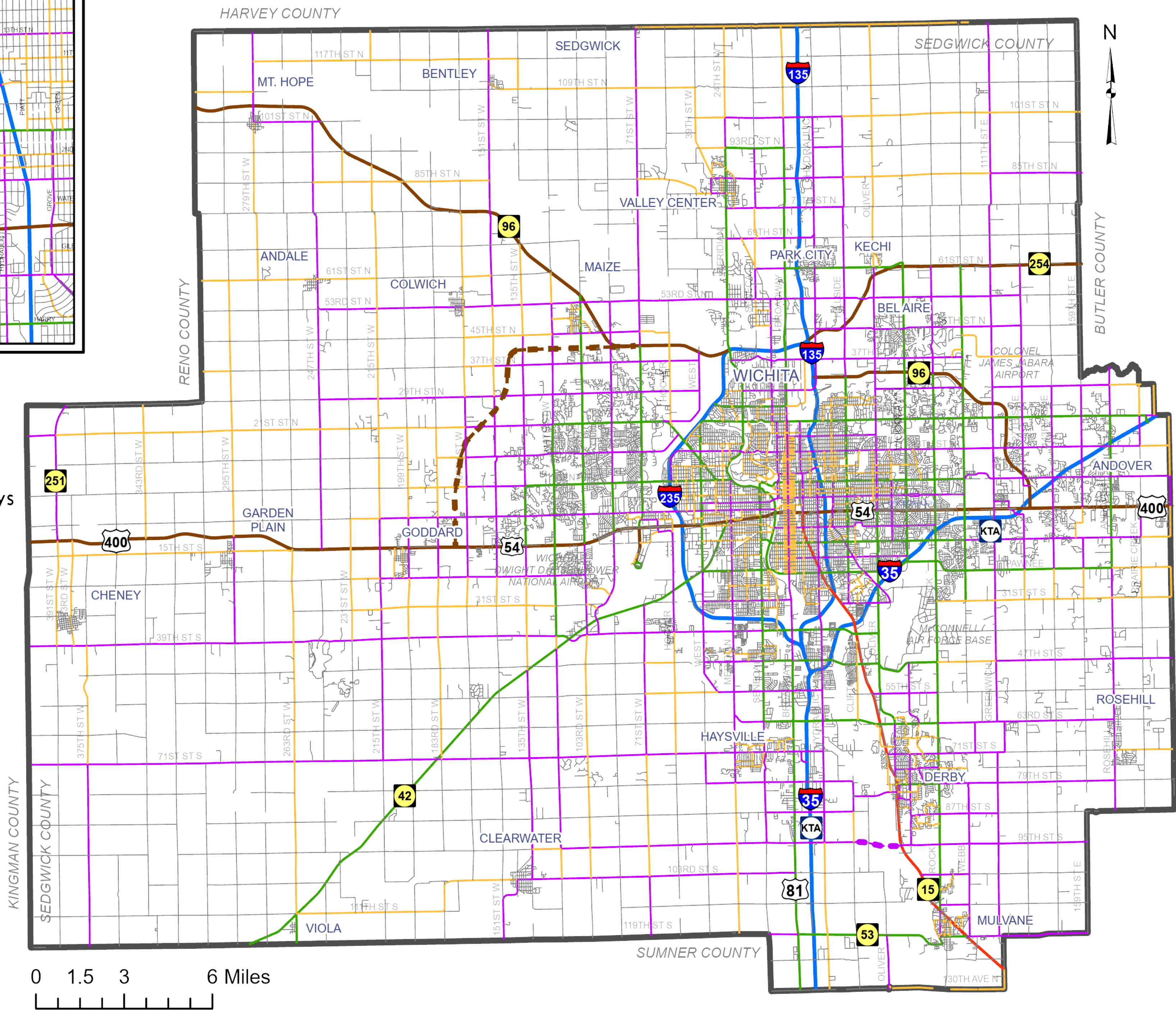


### Functional Classification

- Interstates
- Other Urban Freeways/Expressways
- Other Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors
- Future roads (example)

### Plan Boundaries

- WAMPO Planning Area
- County Boundaries
- Cities Boundaries



Approved by WAMPO TPB on May 10, 2022  
Approved by KDOT on May 23, 2022  
Approved by FHWA on June 7, 2022  
Technical Correction by WAMPO TPB on September 13, 2022

Produced by: WAMPO  
Date Exported: 7/9/2024  
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The majority of roadways within the WAMPO region are classified as local roads, just under 3,100 miles.

Roadway issues and opportunities play a pivotal role in shaping the infrastructure and connectivity of the WAMPO region. One of the primary challenges facing the area is the safety of existing road networks to accommodate the growing population and economic activities. Poor road conditions, inadequate signage, and limited access to transportation hubs hinder not only daily commuting but also the movement of goods and services, impacting local businesses and industries.

### Bridge Structures Maintained by Local Governments

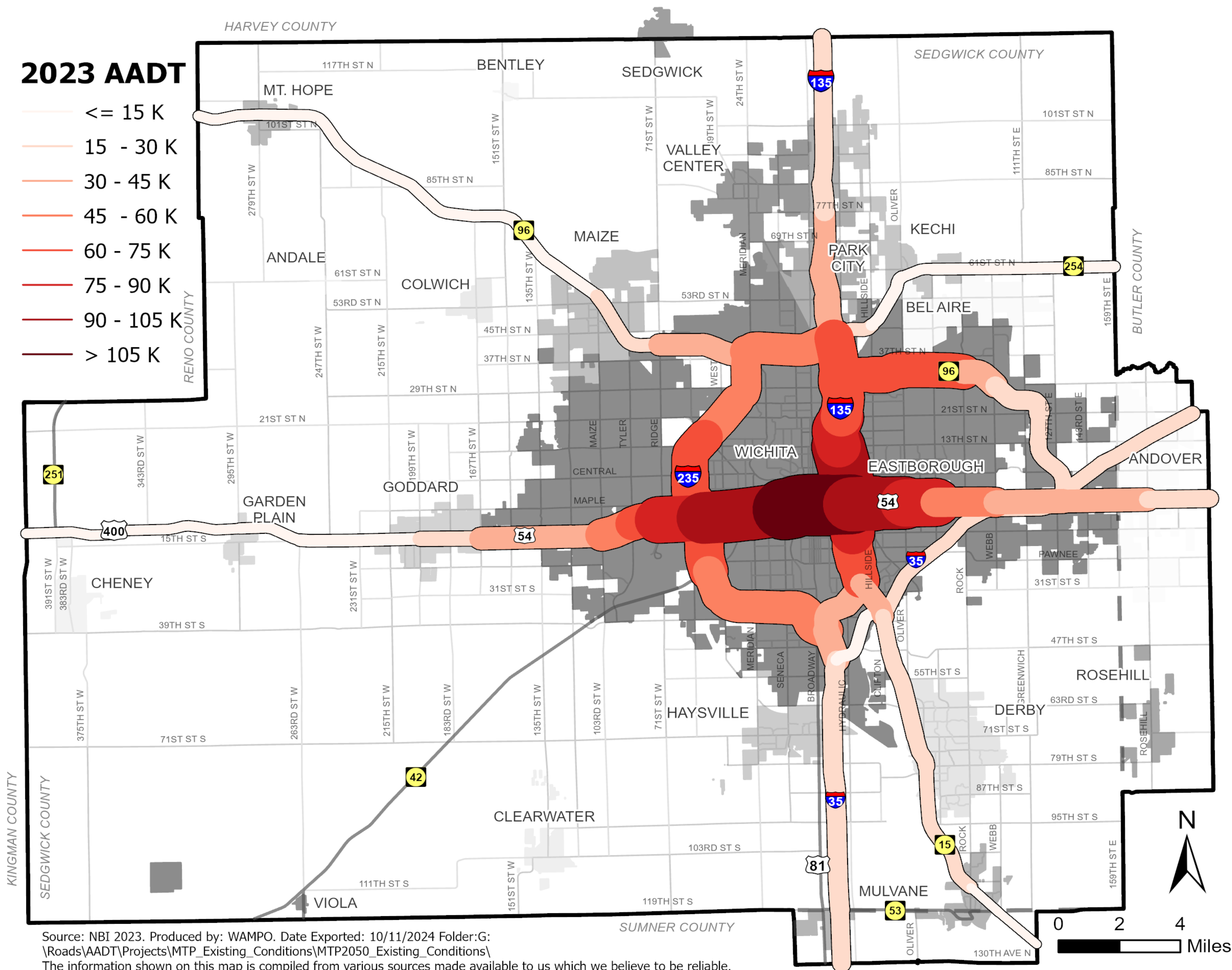
Owner/Maintainer	# of Structures
City of Andover	16
City of Bel Aire	4
Butler County	18
City of Derby	12
City of Maize	4
City of Park City	7
Sedgwick County	595
Sumner County	10
City of Valley Center	14
City of Wichita	282
Grand Total	962

### Bridge Structures Maintained by Non-Local Authorities

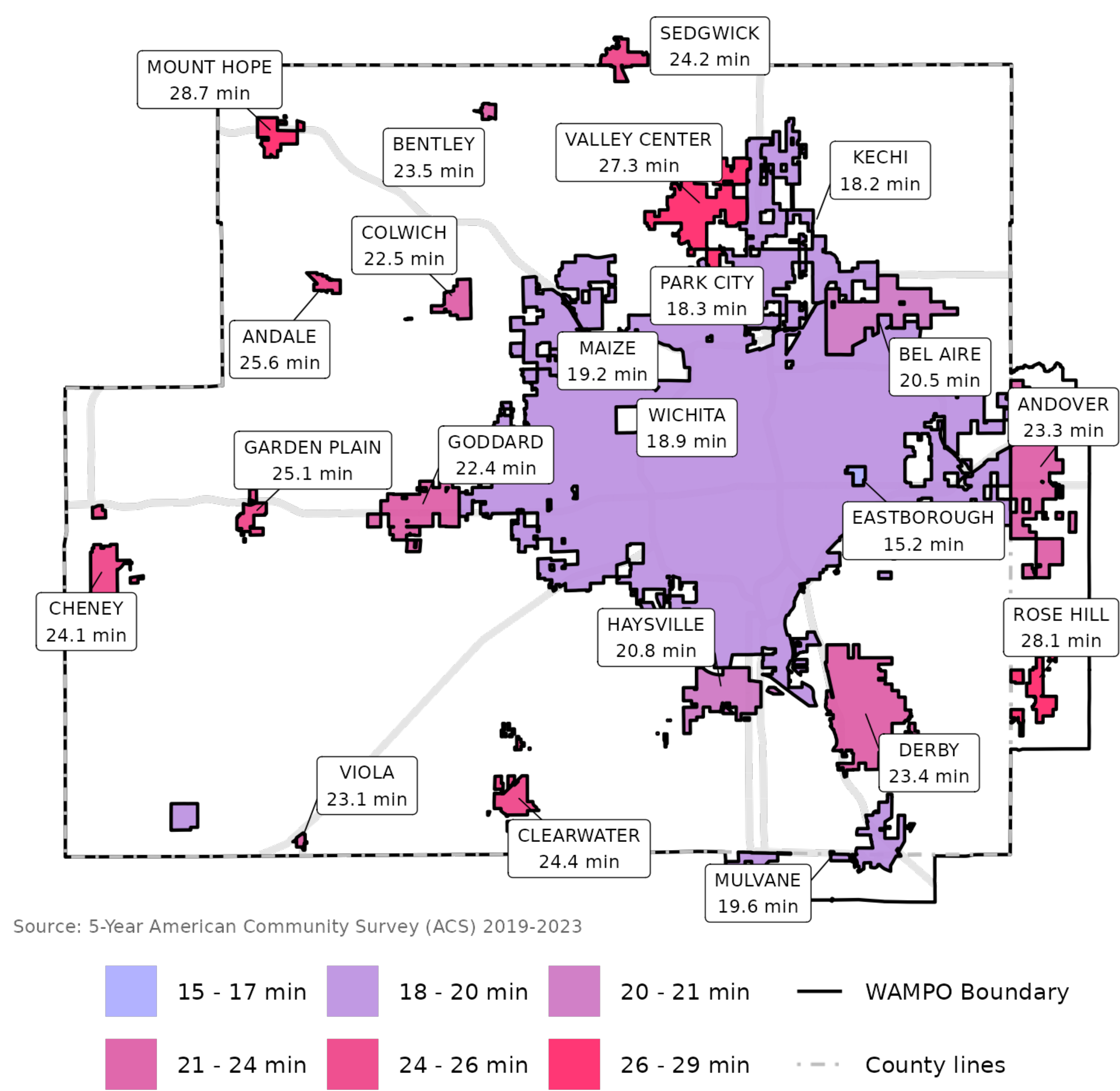
Owner/Maintainer	# of Structures
KTA	65
Railroad	3
State Highway Agency	376
Grand Total	444



## Annual Average Daily Traffic (AADT) on Major Highways in the WAMPO Region



Average Travel Time to Work by Municipality





## Public Transit

Transit service within the WAMPO region is currently offered by 25 providers. Of these 25 providers, 8 are categorized as public transit agencies:

- Wichita Transit
- Butler County Transit
- Derby Dash
- Haysville Hustle
- Cowley County Council on Aging
- Mulvane Senior Center
- Park City Senior Center
- Sedgwick County Transportation

Wichita Transit is the only provider with a fixed-route transit service, while the rest provide demand-response service.


### Fixed-Route

Operates on a set schedule with designated stops and predetermined routes

Passengers board at specific locations and times

Typically used in urban areas with higher ridership

More cost-effective for large numbers of riders



### Demand-Response

Also known as paratransit

Operates based on passenger requests, meaning vehicles do not follow a fixed route or schedule

Riders must book trips in advanced, and vehicles pick them up and drop them off at requested locations

Commonly used for seniors, or for individuals with disabilities

Annual Ridership for Wichita Transit, Derby Dash, Hayville Hustle, Sedgwick County Transportation, Butler County Transit

Transit Provider	Annual Ridership					
	2019	2020	2021	2022	2023	2024
Wichita Transit	1,373,944	759,330	768,717	1,011,541	1,269,050	1,130,690
Derby Dash	10,394	7,098	9,289	8,142	7,799	7,868
Haysville Hustle	-	31	2,192	3,316	2,993	3,361
Sedgwick County Transportation	11,016	9,692	10,666	9,352	9,564	5,828
Butler County Transit	19,307	17,107	18,681	16,677	18,710	15,274

## Transit Issues & Opportunities

- **Travel Time:** One regional goal is to decrease the large gap in overall trip travel time between transit and car.
- **Coordination:** There are inefficiencies in coordinating trips among transportation service providers, and a need to institute centralized mobility management to streamline coordination efforts among transportation service providers.
- **Accessibility:** There are accessibility barriers for many system users, and a need to remove barriers that make accessing and using public transportation prohibitive for older adults, people with disabilities, and low-income households.

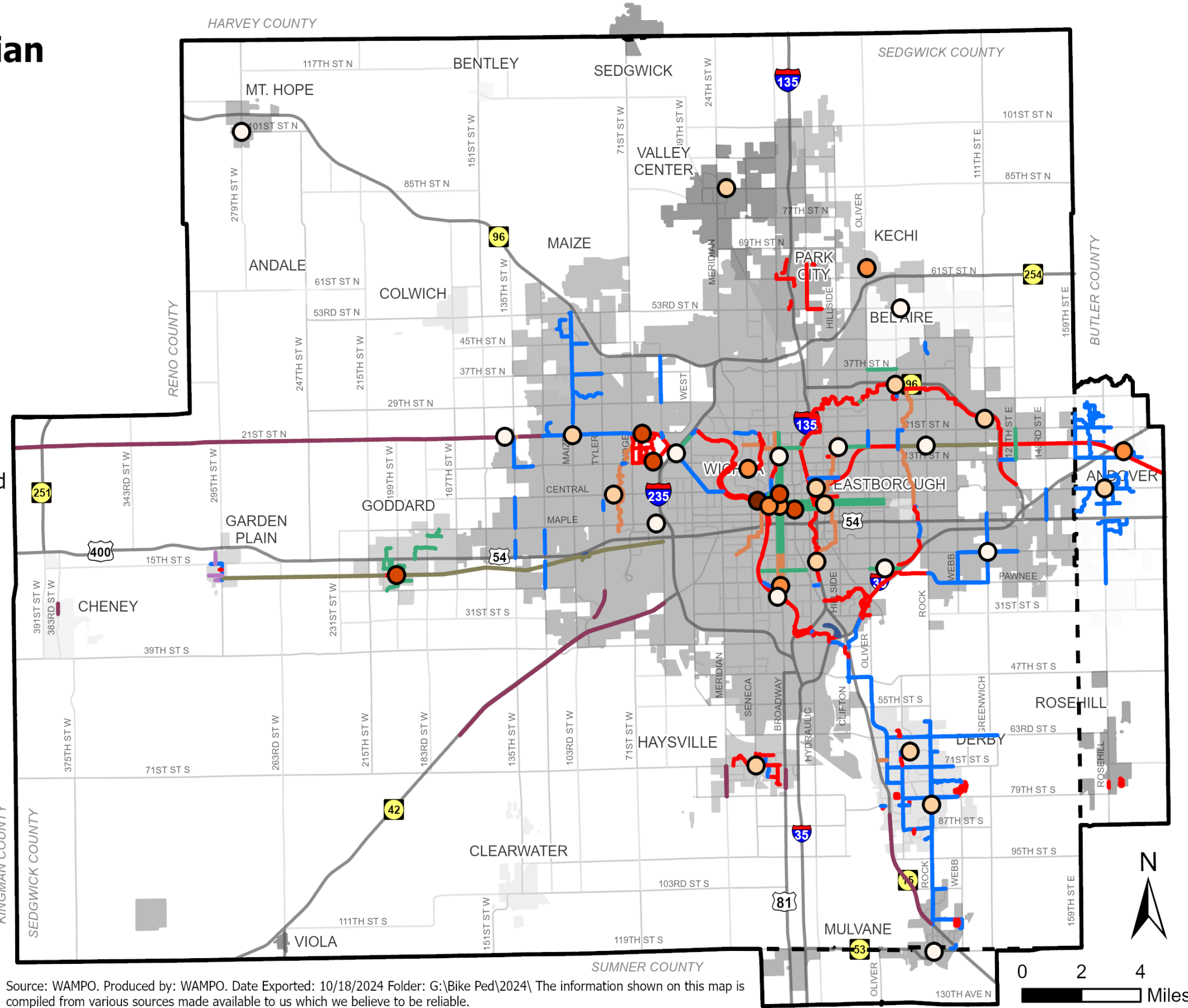
## Bicycle & Pedestrian Travel

### Bicycle Pedestrian AADT 2024

- 100 - 380
- 381 - 791
- 792 - 1423
- 1424 - 2539
- 2540 - 7301

### Facility Type

- Shared Use Path
- Sidepath
- Bicycle Lane
- Marked/Signed Shared Lane
- Bicycle Boulevard
- Paved Shoulder
- Unpaved Trail
- Mountain Bicycle



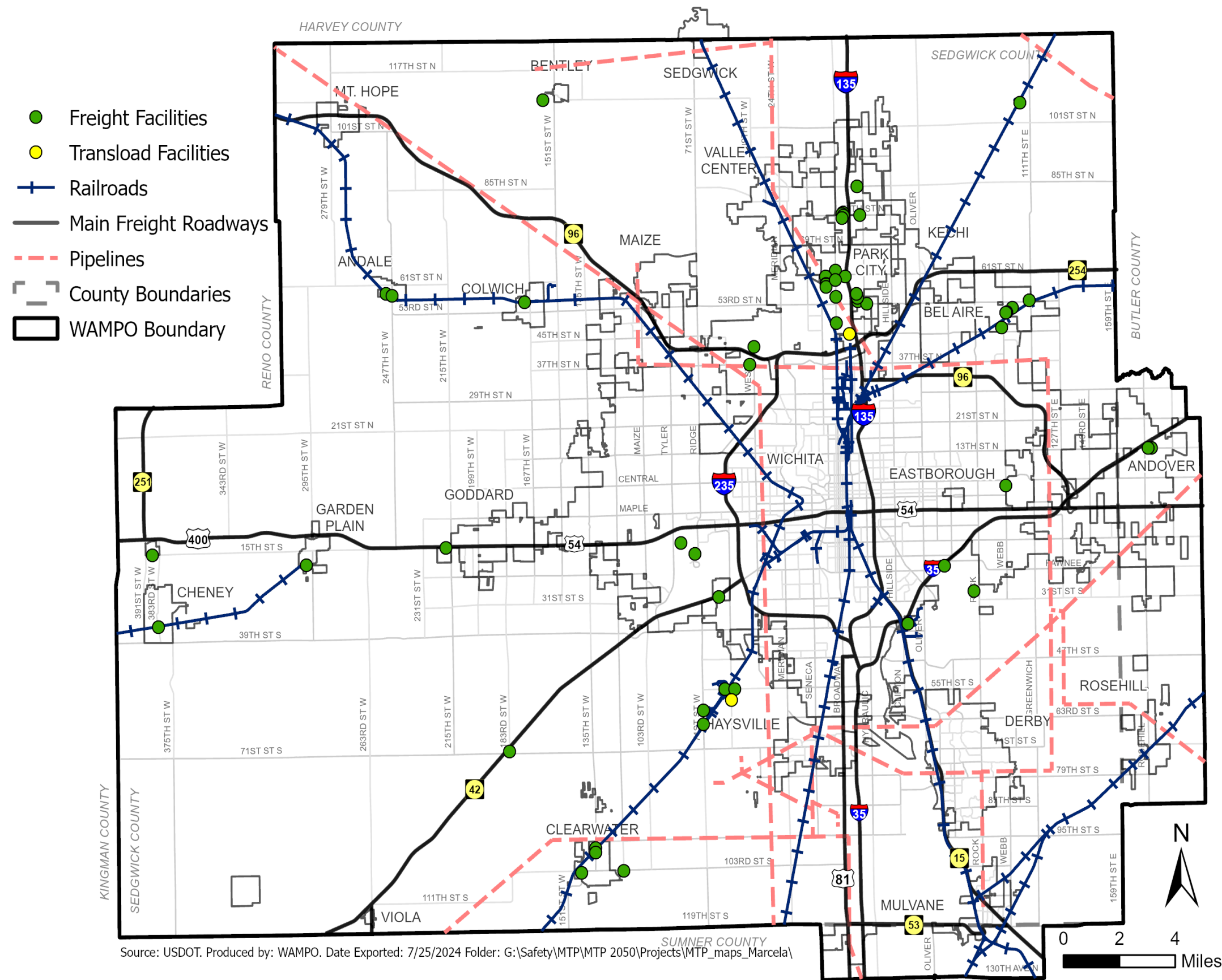
## Bicycle/Pedestrian Issues & Opportunities

- **Safety:** WAMPO will be focusing on safety concerns, particularly the rise in fatalities and serious injuries among bicyclists and pedestrians, in the Regional Active Transportation Plan.
- **Network Expansion & Connection:** The need and preference for an expanded and connected bicycle and pedestrian network within and between communities has been a frequently-expressed theme during WAMPO public engagement.
- **Place-Making Considerations:** Effective place-making at both the local and regional levels is critical for creating a quality living environment to support, attract, and retain people and jobs. Focusing on place-making will inform future land use and transportation planning.
- **Data:** A major challenge in bicycle and pedestrian planning is the lack of consistent usage and demand data, making it hard to measure investment benefits compared to automobiles. While annual point-in-time counts provide valuable insights, supplementing them with ongoing data sources would improve future planning.
- **Regional Active Transportation Plan:** WAMPO is updating the Regional Pathways Plan into a new ‘Regional Active Transportation Plan.’ The last update was in 2011, and this effort will involve revising associated strategies with input from partners and community-based stakeholders. A key part of this work will include identifying missing linkages on regional pathways.

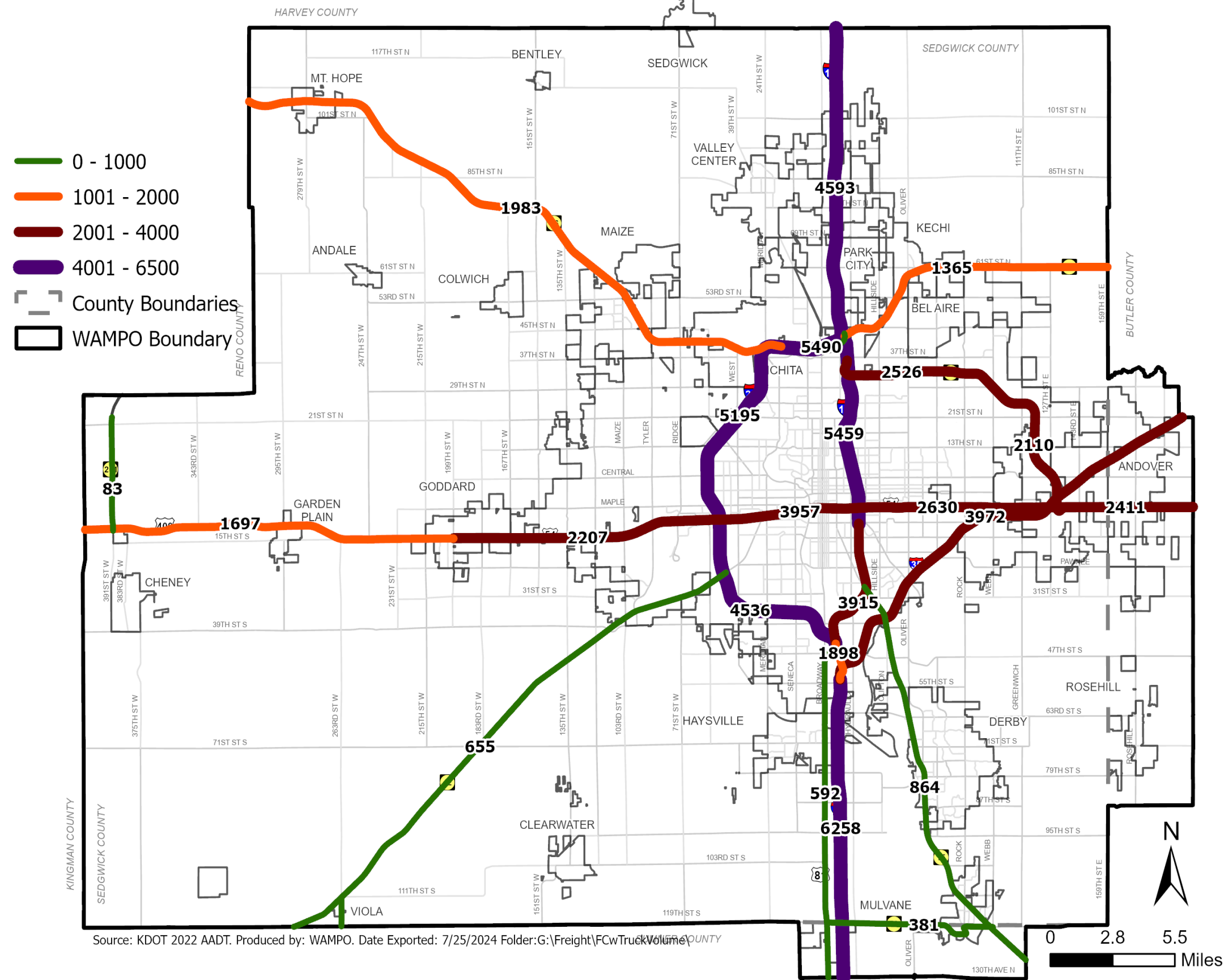


## Freight

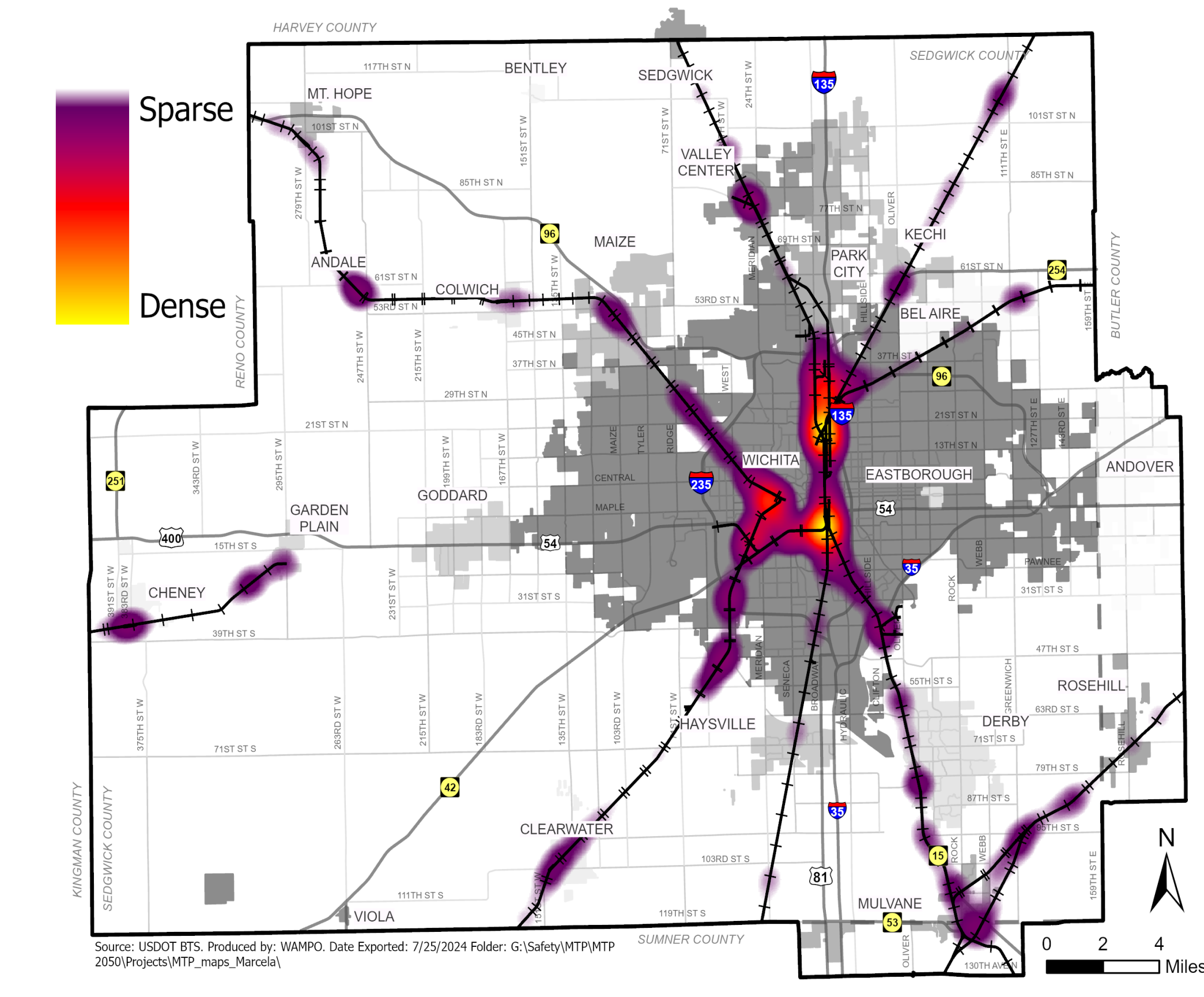
Freight Facilities and Infrastructure in the WAMPO Region



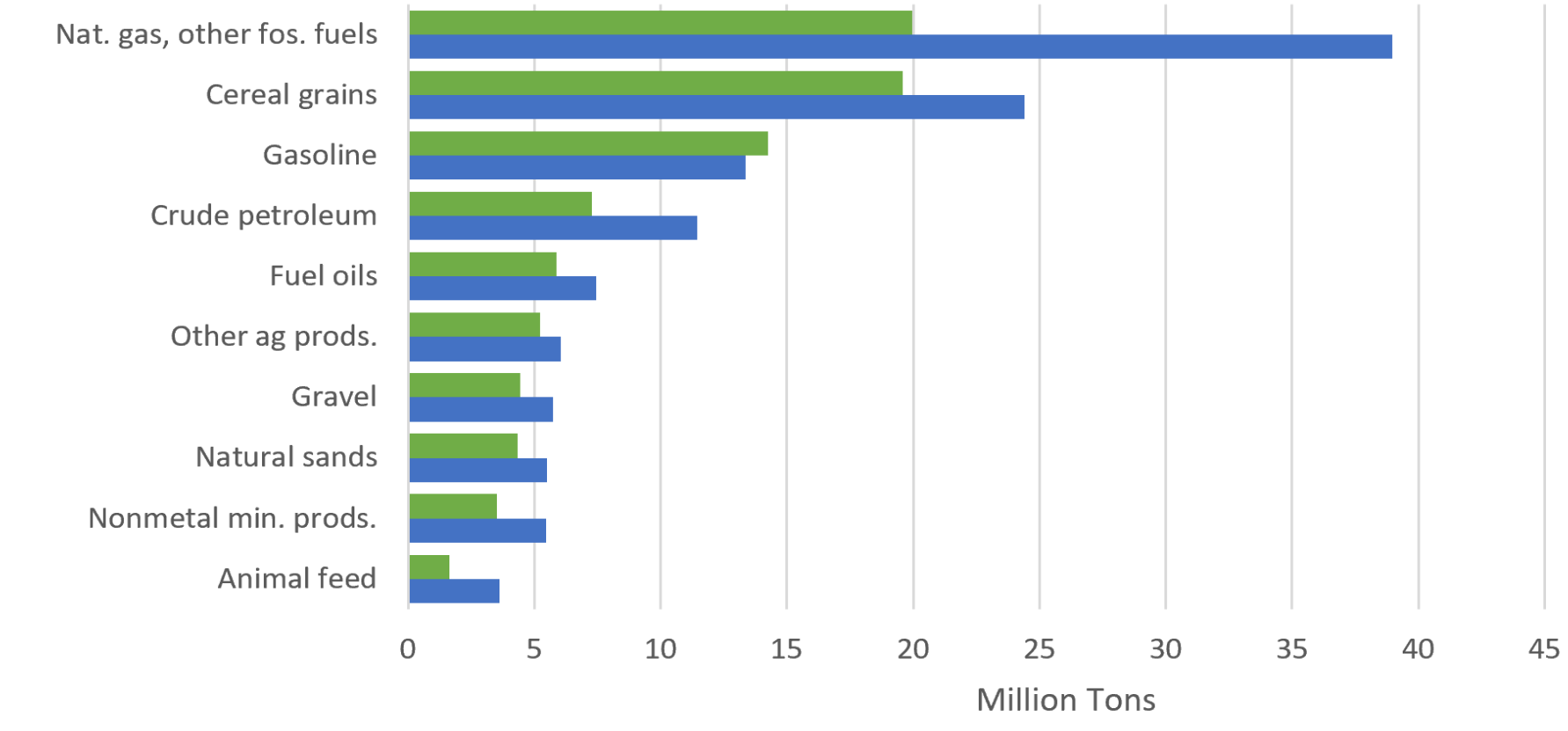
Annual Average Daily Heavy Commercial Truck Traffic



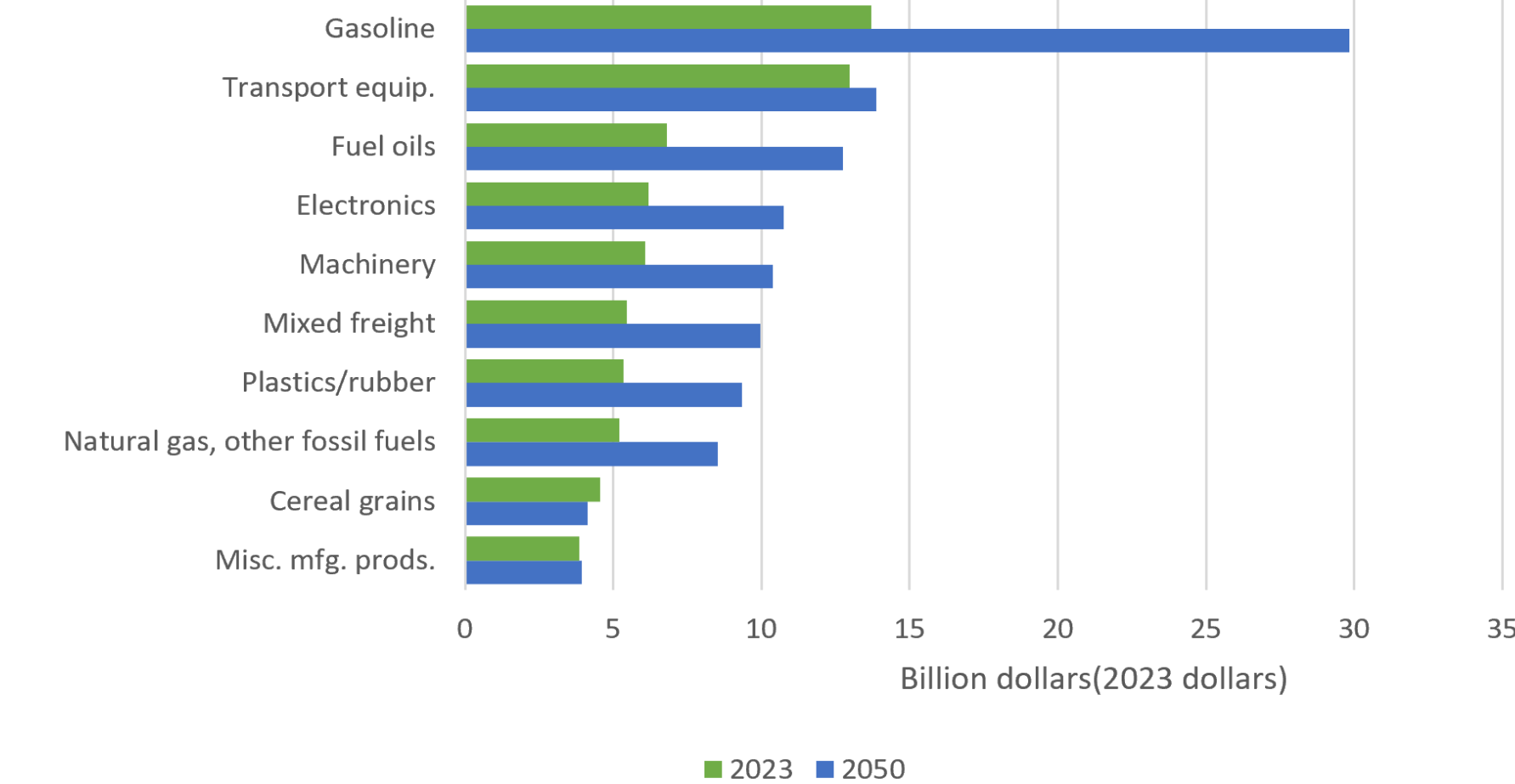
Density of At-Grade Railroad/Roadway Crossings



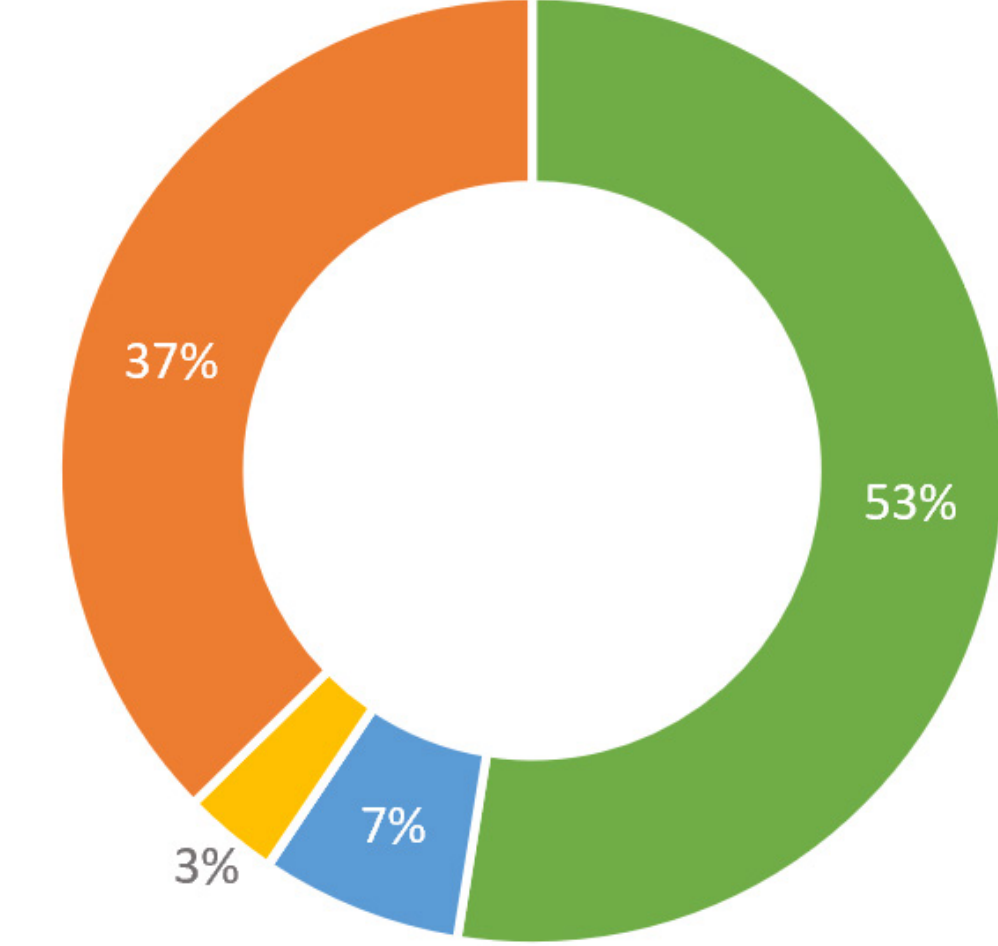
Critical Commodity Flows Through the WAMPO Region by Weight, 2023 and 2050



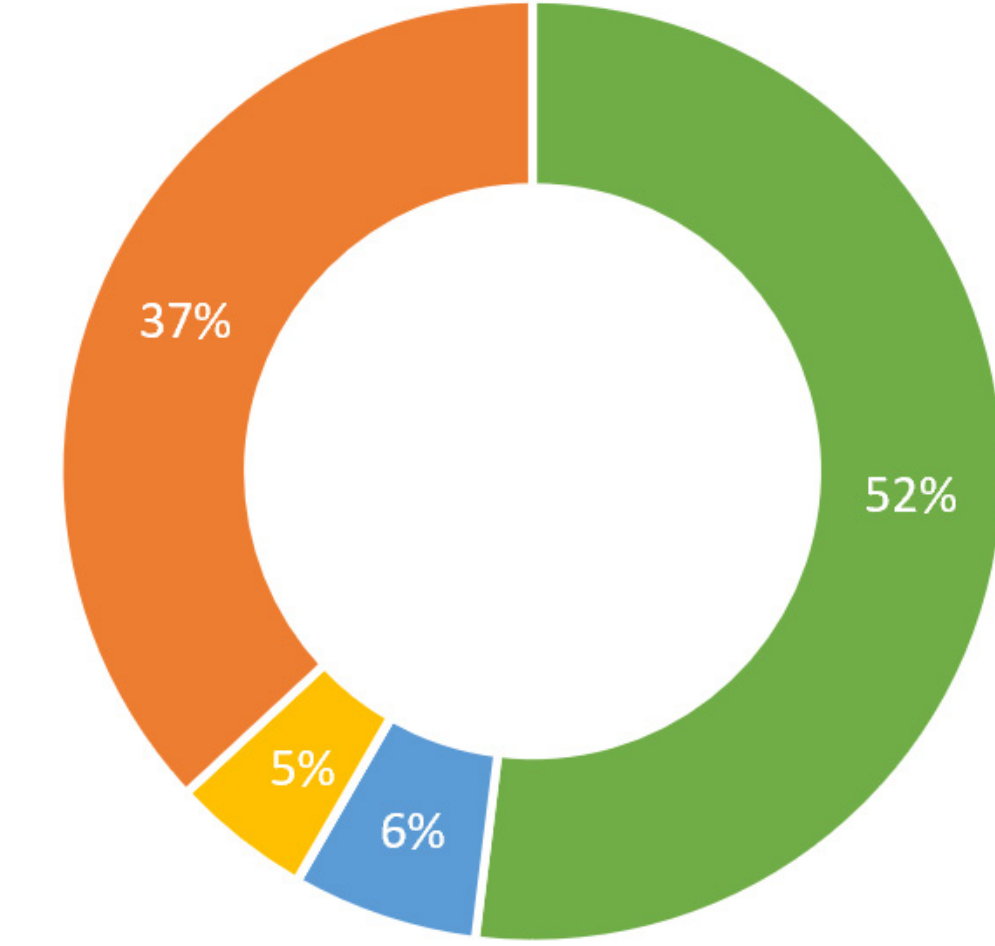
Critical Commodity Flows Through the WAMPO Region by Value, 2023 and 2050



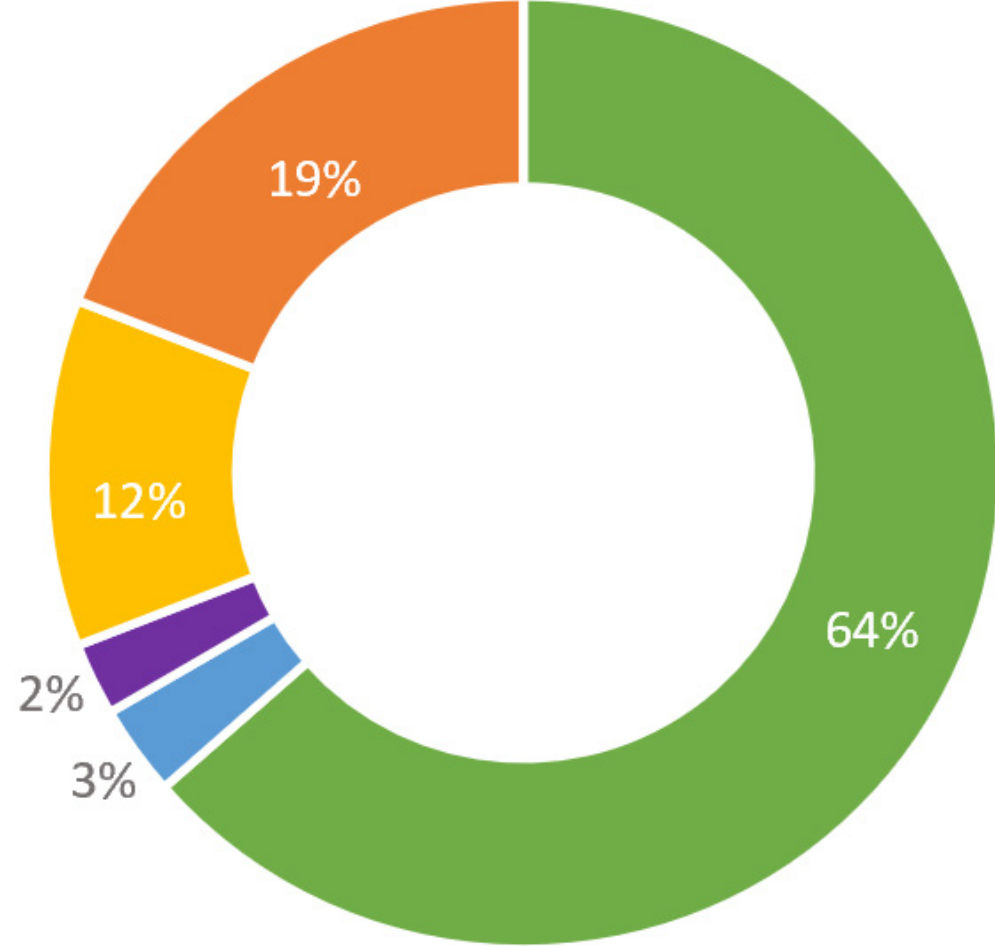
Freight Weight by Mode, 2023 and 2050  
2023 TOTAL TONS: 99 MILLION



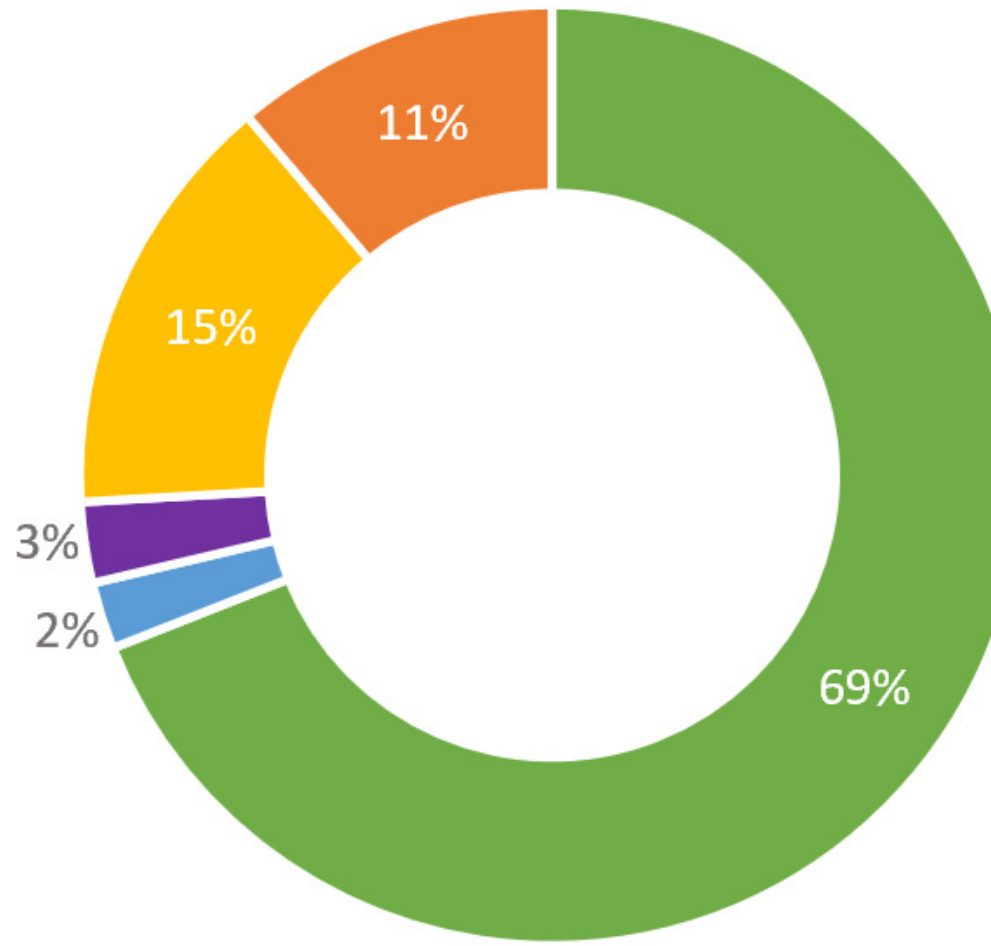
2050 TOTAL TONS: 149 MILLION



Freight Value by Mode, 2023 and 2050  
2023 TOTAL VALUE: \$106 BILLION



2050 TOTAL VALUE: \$183 BILLION



Truck Rail Air Multiple modes & mail Pipeline



## System Management

System management focuses on keeping transportation networks operating smoothly, safely, and efficiently. It encompasses the ongoing maintenance of infrastructure, the integration of advanced technologies, and the implementation of strategies to manage demand, safety, congestion, and resilience. Together, these efforts ensure that transportation systems remain reliable and adaptable to future challenges. Effective system management involves various components, including:

### Existing Maintenance Needs & Programs

Current maintenance needs, available funding sources, and other potential maintenance funding models that may help to ensure the upkeep and sustainability of transportation infrastructure.

Pavement Conditions on the National Highway System in the WAMPO Region

Condition	Lane Miles	Percent
Good	308.7	48.5%
Fair	323.6	50.9%
Poor	3.6	0.6%
Total	636.0	100.0%

### Intelligent Transportation Systems (ITS)

Innovative technologies and systems that enhance the operational performance of transportation networks through data and traffic management.



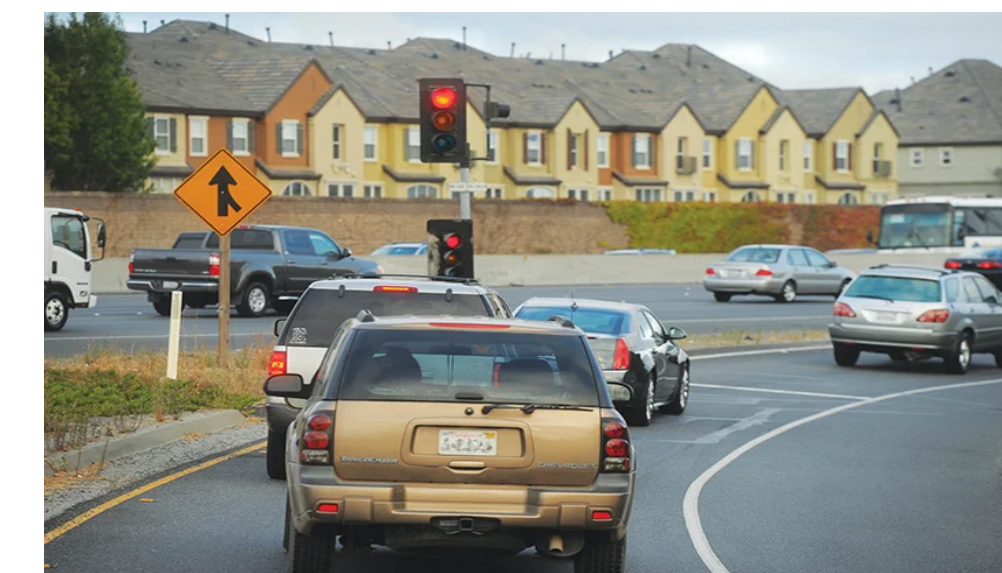
### Transportation Safety

Existing conditions and potential strategies focused on improving the safety of road users, reducing crashes, and addressing potential hazards.



### Transportation Demand Management

Techniques and initiatives designed to optimize the use of available transportation infrastructure by modeling travel demand and considering strategies for managing it.



### Congestion Management

Strategies to reduce traffic congestion, improve mobility, and ensure smoother transportation flows across key corridors.



### Security and System Resilience

Measures to protect transportation networks from potential threats and ensure their ability to withstand and recover from disruptions.





## Transportation Safety

The US Department of Transportation has adopted the Safe System Approach to address roadway safety challenges. This approach has been embraced as an effective way to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people.

The Safe System Approach requires a culture that places safety first and foremost in road system investment decisions. It also acknowledges that road users are human beings and that humans will inevitably make mistakes. The Safe System Approach considers five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care—in an integrated and holistic manner. A true systems approach involves optimizing across all the elements to create layers of protection against harm on the roads.

Both WAMPO and KDOT have adopted the Safe System Approach and are utilizing it to guide efforts.

WAMPO’s Comprehensive Safety Action Plan (CSAP), which was adopted by the Transportation Policy Body in December 2023, identifies behavioral and engineering solutions to reduce severe crashes and fatalities. The plan follows the Safe System Approach, acknowledging that severe crash outcomes are preventable, despite the inevitability of human error, and integrates this mindset in the pursuit of zero fatalities and serious injuries on WAMPO-area roads. The plan was developed with input from a team of Transportation Safety Technical Advisors (TSTA), WAMPO staff, and community partners.

The WAMPO region envisions a path towards zero road deaths through innovative infrastructure, comprehensive education, and community-wide collaboration, underpinned by the principles of the Safe System Approach.

### CSAP Goals

- Reduce conflicts at intersections.
- Create safer roads for all road users.
- Employ a variety of tactics to reduce vehicle speeds.

The CSAP includes an implementation plan with time frames and comprehensive strategies and includes a Countermeasures Toolkit for Engineers. WAMPO staff, the TSTA team, and members of the ICT Safe coalition oversee the implementation of the strategies. The full plan can be found at [www.wampo.org/safety](http://www.wampo.org/safety).



Driver Behavior Contributing Circumstances

	Intersection		Non-Intersection		Combined
	Crashes	Percentage	Crashes	Percentage	
Right of Way Violation	1,653	15.91%	2,095	15.54%	15.70%
Inattention - General	1,374	13.22%	1,765	13.09%	13.15%
Followed Too Closely	942	9.07%	1,191	8.83%	8.93%
Unknown	658	6.33%	877	6.50%	6.43%
Too Fast for Conditions	539	5.19%	769	5.70%	5.48%
Improper Lane Change	396	3.81%	489	3.63%	3.71%
*Ran Red Light	339	3.26%	459	3.40%	3.34%
Right of Way Violation / Inattention - General	188	1.81%	243	1.80%	1.81%
Other Distractions In or On Vehicle	146	1.41%	191	1.42%	1.41%
Improper Backing	142	1.37%	162	1.20%	1.27%
Inattention - General / Too Fast for Conditions	134	1.29%	145	1.08%	1.17%
Avoidance or Evasive Action	133	1.28%	185	1.37%	1.33%
Followed Too Closely / Inattention General	127	1.22%	309	2.29%	1.83%
Improper Turn	127	1.22%	145	1.08%	1.14%
Disregarded Signs - Signals - Markings	118	1.14%	183	1.36%	1.26%
Inattention - General / Followed Too Closely	115	1.11%			0.48%
Under the Influence of Alcohol	115	1.11%	161	1.19%	1.16%
Inattention - General / Improper Lane Change	108	1.04%			0.45%
Careless or Reckless Driving	96	0.92%	130	0.96%	0.95%
Ill or Medical Condition	85	0.82%	87	0.65%	0.72%
Distraction Not In or On Vehicle	80	0.77%	89	0.66%	0.71%
Fell Asleep or Fatigued	66	0.64%	107	0.79%	0.72%
Oversteering - Overcorrection	57	0.55%	83	0.62%	0.59%
Mobile Phone			60	0.45%	0.25%
Under the Influence of Alcohol / Careless or Reckless Driving	51	0.49%	56	0.42%	0.45%
Other	44	0.42%	44	0.33%	0.37%

WAMPO Area Crash Types

	All Crashes	Fatal Crashes	Serious Injury Crashes	Fatal/Serious Injury Crash %
Other Motor Vehicle	77,457	246	806	1.36%
Fixed Object	15,338	120	376	3.23%
Parked Motor Vehicle	5,650	10	20	0.53%
Animal	4,044		7	0.17%
Overtaken	2,985	78	241	10.69%
Pedestrian	1,028	81	159	23.35%
Pedal cycle (bike)	1,012	14	88	10.08%
Other Object	816	4	7	1.35%
Other-Non-Collision	734	6	26	4.36%
Unknown	96	1	1	2.08%
Railway Train	42	4	2	14.29%



## Federal Performance Measures (PMs)

A performance-based planning process involves setting goals and tracking relevant data to guide future planning decisions. To support this, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule establishing performance measures for roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. MPOs must either set their own targets or support those of their respective state DOTs. In 2024 and 2025, WAMPO chose to support KDOT’s targets for PM1, PM2, PM3, and TAM. WAMPO reflects its support through project evaluation criteria that help prioritize federal funding for regional transportation projects. WAMPO will next consider supporting updated state targets in 2026 and will do so routinely as new targets become available from KDOT.

### PM1: Safety

The values in the table below are the PM1 regional safety measures that have become available since WAMPO’s last MTP (*REIMAGINED MOVE 2040*) that was adopted in 2020. The table shows the recent trends of the five-year rolling averages of fatal and serious-injury crash statistics available for public roads within the WAMPO region.

Five Year Rolling Average Safety Measures

	2019	2020	2021	2022	2023
WAMPO Region					
Number: Fatalities	60	63	65	68	64
Rate: Fatalities / 100 MVMT	1.32	1.38	1.42	1.47	1.38
Number: Serious Injuries	165	191	221	258	299
Rate: Serious Injuries / 100 MVMT	3.64	4.19	4.81	5.59	6.46
Number: Nonmotorized Fatalities & Serious Injuries	32	33	35	40	47

Sources: WAMPO measured from KDOT as reported by local law enforcement Agencies

\*MVMT: Million Vehicle Miles Traveled

To address the rise in serious injuries and reduce fatal crashes, WAMPO uses safety as a criterion when evaluating transportation projects for approval and funding. This approach enhances regional safety and supports KDOT’s PM1 targets that include reducing annual fatalities and serious injuries.

### PM2: Pavement & Bridge Condition

PM2 focuses on evaluating the condition of pavement and bridges of the National Highway System (NHS). Pavement condition is rated as Good, Fair, or Poor based on metrics such as roughness and rutting, while bridge condition is assessed using the deck area and ratings of structural components. These performance measures examine the total percent of bridge and pavement in poor or good condition. The table below shows the PM2 measures that have become available since WAMPO’s last MTP.

Pavement & Bridge Condition Measures

	2019	2020	2021	2022	2023
WAMPO Region					
Interstate Pavement: Good Condition	58.8%	59.6%	46.1%	46.0%	60.2%
Interstate Pavement: Poor Condition	0.4%	0.8%	0.5%	1.0%	0.5%
Non-Interstate NHS Pavement: Good Condition	48.3%	44.4%	33.7%	41.0%	39.3%
Non-Interstate NHS Pavement: Poor Condition	1.6%	1.8%	1.9%	1.0%	0.5%
NHS Bridge Deck: Good Condition	53.3%	59.8%	59.2%	58.5%	58.3%
NHS Bridge Deck: Poor Condition	0.9%	0.0%	0.0%	0.0%	0.0%

Sources: KDOT HPMS system, National Bridge Inventory

The WAMPO region and the state rely on a well-maintained National Highway System (NHS). To support this, WAMPO includes infrastructure condition as a criterion in project evaluation to help inform federal funding prioritization. This supports KDOT in achieving its 2025 targets. Such state targets include keeping pavement in poor condition at less than 0.4% on the Interstates and less than 1.7% on the non-Interstate NHS, and ensuring NHS bridge deck in poor condition does not exceed 3%.

### PM3: System Performance

System performance measures how reliably people and freight can travel without unexpected delays on the NHS. It includes metrics for passenger travel (% of person-miles that are reliable) and freight travel (Truck Travel Time Reliability Index (TTTR index)). An increasing percentage of reliable person-miles suggest less frequent travel delays, while a decreasing TTTR index indicates the same for freight traffic. The table below shows the PM3 measures that have become available since WAMPO’s last MTP.

System Performance Measures

	2019	2020	2021	2022	2023
WAMPO Region					
% of person-miles on Interstates that are reliable	99.0%	100.0%	98.0%	99.0%	100.0%
% of person-miles on non-Interstate NHS that are reliable	99.0%	100.0%	97.0%	99.7%	99.0%
Truck Travel Time Reliability Index	1.21	1.19	1.18	1.17	1.17

Sources: NPMRDS INRIX (2019-2023)

The region’s travel time reliability has remained high, with some years showing 100% of person-miles on the NHS as reliable. In addition, the past 4 years have shown a decline in the TTTR index, indicating increasing travel time reliability for freight traffic. To support continued reliability, WAMPO includes congestion criteria in its project evaluation process which helps inform federal funding prioritization. This also supports the state’s 2025 targets, aiming for over 99% reliable person-miles on Interstates, over 98% on non-Interstate NHS routes, and a TTTR index below 1.1.

