



Transportation Policy Body (TPB) Meeting Notice

Tuesday, January 14, 2024, @ 3:00 pm

In-Person

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

Virtual

Click the link below for
online meeting access.

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I. Welcome	
II. Regular Business	
A. Approval of TPB Agenda: January 14, 2025	
B. Approval of TPB Meeting Minutes: December 10, 2024	3 to 8
C. Director's Report <ul style="list-style-type: none"> i. 2024 UPWP Report and Quarterly Task Chart Update ii. 2025 UPWP Planned Projects iii. Bimonthly TIP Project Statuses iv. TIP Amendment 3 Public Comment Period: 01/03/2025-01/17/2025 v. Metropolitan Transportation Plan 2050 (MTP 2050) Update vi. ITS Steering Committee and Stakeholder Meetings vii. FTA Section 5310 Program: Applications due 01/24/2025 viii. Safe Routes to School (SRTS) Update 	9 to 10 11 12 to 14 15 to 21 22 23 to 24 25
III. Public Comment Opportunity Open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.	26
IV. Action	
None.	
V. Discussion/Updates	
A. Projects Obligated in FFY2024 – Dylan Cossaart, WAMPO <i>Before a transportation project can use federal funds, the funds need to be “obligated.” Each year, MPOs are required to submit an Annual Listing of Obligated Projects for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the federal government. In FFY2024, thirty-three (33) transportation projects in the WAMPO region had federal funding obligations or deobligations, totaling a little more than \$30 million.</i>	27 to 29

<p>B. Employment Sectors: Healthcare – Peter Mohr, WAMPO <i>The WAMPO region is home to a diverse and vibrant economy. As a part of WAMPO's mission to serve and inform its stakeholders, staff are developing a series of presentations on seven major sectors of the local economy. This presentation focuses on the healthcare sector in the WAMPO region.</i></p>	30
<p>C. Regional Transit Implementation Plan Update – Peter Mohr, WAMPO <i>At the December 10, 2024, TPB meeting, a proposed amendment to the Regional Transit Implementation Plan consultant contract was not approved as presented. The amendment included \$24,902.87 for additional services and a six-month extension. Instead, the TPB approved a two-month extension with no changes to cost or scope. It was noted that the full six-month extension and additional costs could be revisited at a future meeting. In the meantime, WAMPO staff have communicated with the consultant, reviewed deliverables, and now plan to complete the project within the two-month extension without additional services.</i></p>	31
<p>VI. Committee & Partnership Updates</p> <ul style="list-style-type: none"> A. Executive Committee B. Kansas Department of Transportation (KDOT) C. Wichita Metro Division, KDOT D. Federal Highway Administration (FHWA) 	
<p>VII. Other Business</p>	
<p>VIII. Adjournment</p>	
<p>IX. WAMPO Reference Material</p> <ul style="list-style-type: none"> A. WAMPO Region Population Table and Map B. WAMPO Area Public Transit Ridership Table C. MTP 2050 Development Progress D. WAMPO Acronym Glossary E. Transportation Policy Body Roster F. 2025 WAMPO Meeting Schedule 	<p>32 to 33</p> <p>34</p> <p>35 to 36</p> <p>37</p> <p>38</p> <p>39</p>

Chad Parasa, TPB Secretary

Rev. January 13, 2025



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, December 10, 2024, @ 3:00 PM

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

Meeting Duration: *84 minutes*

Voting Members in Attendance		
Russ Kessler, <i>Vice Chair</i> Ryan Baty, <i>Sedgwick County</i> Jim Benage, <i>Bel Aire</i> David Dennis, <i>Sedgwick County</i> Nick Engle, <i>Derby</i> Jim Howell, <i>Sedgwick County</i> George Liebe, <i>Goddard</i>	Pete Meitzner, <i>Sedgwick County</i> Terry Somers, <i>SCAC</i> Nick Squires, <i>KDOT</i> Jet Truman, <i>Valley Center</i> Burt Ussery, <i>Clearwater</i> Mike Warrington, <i>Andover</i>	Alternates Nick Gregory, <i>Maize (voting)</i> J.B. Wilson, <i>KDOT (non-voting)</i>
Other Attendees		
Raven Alexander, <i>Wichita Transit</i> Jane Byrnes Dylan Cossaart, <i>WAMPO</i> Steve Degenhardt, <i>Wichita</i> Penny Feist, <i>Wichita Transit</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i> Michele Gifford, <i>Textron</i> Paul Gunzelman, <i>Wichita</i> Evan Hathaway, <i>Hite, Fanning & Honeyman L.L.P.</i>	Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Sruthi Kesa, <i>WAMPO</i> Brett Letkowski, <i>TranSystems</i> Mike Malone, <i>JEO</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i> Kim Negrete, <i>WAMPO</i> Lynn Packer, <i>Sedgwick County</i> Chad Parasa, <i>WAMPO</i> Deepu Poreddy, <i>WAMPO</i>	Pimnara Rodkul, <i>Wichita Transit</i> Kelly Rundell, <i>Hite, Fanning & Honeyman L.L.P.</i> Kaylee Sands, <i>FTA</i> Riley Schmitz, <i>JEO</i> Will Sharp, <i>FHWA</i> Brad Shores, <i>JEO</i> Allison Smith, <i>KDOT</i> Kyle Thomas, <i>WAMPO</i> Tyler Voth, <i>WSP</i> Jim Weber, <i>JEO</i>

1. Vice Chair Russ Kessler called the meeting to order at 3:04 PM.

2. Regular Business

A. Approval of the December 10, 2024, Agenda

Discussion: None.

Action: Approve the December 10, 2024, agenda, as presented. (13-0)¹

Motion: Jim Benage

Second: George Liebe

B. Approval of the November 12, 2024, Meeting Minutes

Discussion: None.

Action: Approve the November 12, 2024, meeting minutes, as presented. (13-0)

¹ One (1) voting TPB member did not arrive until after the votes to approve the December 2024 agenda and November 2024 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

Motion: George Liebe

Second: Nick Gregory

C. Director's Report

i. Transportation Safety Champions

Chad Parasa, WAMPO, shared that WAMPO is launching a new program that will engage local organizations and individuals in promoting transportation safety. The Transportation Safety Champions program will recruit organizations and individuals passionate about improving safety for all road users. The purpose of this initiative is to further reach WAMPO residents with transportation safety messages and activities that will help create more awareness and improve driving behaviors with the ultimate goal of reducing and eliminating serious injuries and fatalities on roadways. WAMPO anticipates that the Transportation Safety Champions program will be resident-led and will grow and evolve organically, with WAMPO staff serving in a support role for meeting facilitation. Those involved may be provided with conversation topics, after which they can elect to host a small gathering to discuss the topic and provide feedback, share their related stories, or share safety messaging on social media and within their circles of influence. This community-based initiative aims to improve traffic safety by recognizing and involving every individual.

ii. FTA Section 5310 Program

Mr. Parasa explained that the Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities Program, also known as the Section 5310 Program, provides funding to support the transportation needs of older adults and individuals with disabilities. The program aims to reduce transportation barriers and enhance mobility for these populations through funding allocated to states, local transit organizations, and nonprofits. WAMPO is accepting applications for this competitive grant program, inviting eligible organizations to apply for funding to improve transit accessibility, safety, and inclusion for seniors and individuals with disabilities in the region. The application period opened November 15, 2024, and submissions are due by January 17, 2025. Please visit www.wampo.org/wampo-5310 for more information.

iii. Regional Active Transportation Plan

Mr. Parasa shared that WAMPO is in the early stages of developing a Request for Proposals (RFP) for a Regional Active Transportation Plan, with the aim of creating a more connected, safe, and accessible network for nonmotorized transportation across the region. The RFP will prioritize infrastructure, policy, and program improvements and will incorporate public input to identify barriers to and opportunities for active transportation. A recent meeting of the WAMPO Active Transportation Committee highlighted the importance of enhancing wheelchair accessibility, addressing regulatory gaps for motorized bicycles and scooters, and identifying obstacles to smooth travel. The committee also emphasized the need for bike lanes to reach popular destinations, thorough public engagement, and clear policy recommendations.

iv. KDOT Passenger Rail Public Meeting – 12/11/2024 @ 1:00 PM via Zoom

Markey Jonas, WAMPO, shared that the Kansas Department of Transportation is holding a live virtual meeting on December 11, 2024, at 1:00 PM to discuss the expansion of passenger rail in south-central Kansas. The proposed project would extend the Amtrak Heartland Flyer passenger rail service from Oklahoma City, OK, through Wichita, KS, to Newton, KS, where it would connect with the Southwest Chief, a national route on Amtrak’s passenger rail network. Following the live meeting, a virtual open house will be available until January 1, 2025. For more information, please visit www.ksdot.gov/passrail/.

D. Consent Agenda

Peter Mohr, WAMPO, presented the consent agenda items.

i. 2025 TPB and TAC Meeting Dates

The TPB was asked to take action on the proposed 2025 Transportation Policy Body (TPB) and Technical Advisory Committee (TAC) meeting schedules. In 2025, the TPB is proposed to continue to meet on the second Tuesday of each month at 3:00 PM, and the TAC is proposed to continue to meet on the fourth Monday of each month at 10:00 AM, with no December meeting. All but two proposed meeting dates adhere to the established frequency pattern; the TAC meeting on May 19, 2025, is one week early, to not conflict with Memorial Day, and the TPB meeting on November 18, 2025, is one week late, to not conflict with Veterans Day.

ii. Regional Transit Implementation Plan Contract Extension

The TPB was asked to take action on a proposed contract extension with SRF Consulting Group, Inc., to continue to provide regional transit planning services through June 30, 2025. The extension includes an additional \$24,902.87 in services, bringing the new contract total to an amount not to exceed \$174,826.98, up from the current contract limit of \$149,922.11. The recommended extension will allow the consultant group and subcontractors to further engage large employers and local governments in the development of the Regional Transit Implementation Plan.

Discussion:

Jim Benage asked why the contract was being extended and expressed disappointment in the work presented to the TPB about the plan so far. Mr. Mohr and Mr. Parasa explained that stakeholders and the steering committee have expressed interest in more employer engagement and exploring public-private partnerships.

Action: Remove the Regional Transit Implementation Plan Contract Extension from the consent agenda. (14-0)

Motion: Jim Benage

Second: George Liebe

Action: Approve the modified consent agenda, including the 2025 TPB and TAC Meeting Dates, but not the Regional Transit Implementation Plan. (14-0)

Motion: Jim Benage

Second: Nick Engle

Action: Rejected motion to not approve the Regional Transit Implementation Plan Contract Extension. (3-6)²

Motion: Jim Benage

Second: George Liebe

Discussion:

Nick Gregory questioned the implications of not approving the extension, noting that the plan might remain incomplete, and Mr. Parasa explained that the extension is proposed to finalize additional elements recommended by the steering committee. Without a contract extension, the plan's progress and seamless continuity of work may be jeopardized. Mike Warrington suggested requesting a more detailed presentation from the consultant to address past deficiencies in project progression that were discussed, potentially deferring the decision.

David Dennis asked about the feasibility of delaying approval by one month. Mr. Parasa noted that a time limit existed due to pending invoices and ongoing work commitments. Burt Ussery inquired if there were existing contract provisions for missed deadlines and about the reasons behind the contract-extension request. Mr. Parasa clarified that new elements had been added to the scope of work, which necessitated the extension.

Allison Smith highlighted concerns regarding additional costs and compliance with Disadvantaged Business Enterprise (DBE) participation goals, noting a decline in the percentage allocated to DBEs, despite the contract's general proposed cost increase. Mr. Parasa and Mr. Mohr shared that WAMPO would review DBE allocations further.

Ms. Smith suggested a no-cost time extension to allow further discussion. Kelly Rundell affirmed this approach, noting that the contract could be amended after its December 31, 2024, expiration, or could be amended now and then again once an agreement on how best to proceed is reached.

Mr. Mohr commented on the importance of approving aspects of the extension to maintain invoice compliance and ensure progress. Mr. Dennis proposed extending the contract duration while approving subconsultant adjustments to facilitate reimbursement processes. The discussion concluded with a general consensus on extending the contract timeframe for two months with the possibility of revisiting additional work and budget amendments at a later date.

Action: Approve extending the Regional Transit Implementation Plan contract to February 28, 2025, with the only other proposed contract change adopted at this time being to include the revised labor-hours allocations between primary consultant SRF and subconsultant Nelson

² Five (5) voting TPB members abstained from the vote on the motion to not approve the Regional Transit Implementation Plan Contract Extension.

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Nygaard, without Nelson Nygaard receiving any additional funds for this adjustment, and not approving at this time the other proposed contract changes that would have expanded the scope and increased the cost. (13-0)³

Motion: David Dennis

Second: Nick Gregory

3. Public Comment Opportunity

Jane Byrnes spoke on the importance of prioritizing the safety and health of pedestrians and bicycle riders in transportation planning. The comment highlighted concerns about the increasing size of vehicles and their impact on pedestrian safety, noting recent local incidents involving pedestrians struck by cars in Wichita, stressed the limitations of addressing these issues solely as police matters, given officer shortages, and advocated for improved road design, with features such as marked crosswalks and reduced vehicle speeds. Ms. Byrnes referenced WAMPO's annual bicycle and pedestrian count as evidence of the community's interest in active transportation and called for the incorporation of safer infrastructure to support individuals walking, biking, and otherwise commuting outside of vehicles and concluded by urging the adoption of science-based approaches to transportation planning that prioritize safety and public health.

4. Action

None.

5. Discussion/Updates

A. Wichita Bicycle Plan

Paul Gunzelman, Wichita, explained that the draft Wichita Bicycle Plan is available for public review and comment. It expands upon the 2013 Wichita Bicycle Master Plan to improve bicycle safety, comfort, and accessibility. The plan features updated goals, a long-term bikeway network, and prioritized routes, addressing current barriers and guiding city decisions on bicycle policies and infrastructure. The presentation provided details about the contents of the plan, emphasizing safety, comfort, and convenience as key priorities. The plan aims to create a low-stress network of bikeways by separating bike lanes from motor vehicle traffic and utilizing quiet residential streets. It includes a variety of strategies, such as infrastructure improvements, policy changes, and educational initiatives. Key elements of the plan include identifying priority bikeways, exploring opportunities for opportunistic implementation, and considering different facility types to accommodate various bicycle-rider needs. The draft plan will be presented to the Wichita City Council in January 2025. For more information and to view the draft plan, please visit www.wichitabicycleplan.com/.

Discussion:

Mr. Warrington raised several questions regarding the costs associated with different types of bicycle facilities and asked if cost-per-mile estimates had been developed for the different scenarios. Mr. Warrington also expressed concerns about road widening, lane reductions, and the overall financial implications for taxpayers.

³ One (1) voting TPB member left before the vote to approve the modified extension of the Regional Transit Implementation Plan contract. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

Mr. Gunzelman said that the cost estimates are complex and vary between projects, providing examples of recent and ongoing bicycle-facility projects. The City of Wichita is issuing a Request for Proposals (RFP) for designing improvements on 127th Street, between Douglas and 13th Street, which will involve evaluating options like separated cycle tracks or buffered bike lanes to create safer conditions. While these measures add costs, they also enhance safety and usability.

Mr. Warrington brought up the legal aspects of bicycle usage on roads, drawing parallels to motor vehicle regulations that require licenses and inspections. Mr. Gunzelman indicated that he would need to review the current ordinances to provide a definitive answer and mentioned that educational initiatives would be part of the implementation strategy.

Mr. Warrington emphasized the importance of involving law enforcement to ensure safety as bicycle usage increases. Vice Chair Kessler noted that bicycle ordinances vary by city. Mr. Parasa concluded the discussion by reiterating that WAMPO's Regional Active Transportation Plan will aim to connect all cities and jurisdictions within the area.

B. Metropolitan Transportation Plan 2050 (MTP 2050) Update

Ms. Jonas shared that WAMPO is developing long-range Metropolitan Transportation Plan 2050 (MTP 2050) and provided an update on plan-development progress as well as an overview of the plan contents. Draft chapters and appendices of MTP 2050 have been, and continue to be, posted incrementally to the WAMPO website for public review. Following review by the Plan Advisory Committee (PAC), the Kansas Department of Transportation (KDOT), and federal planning partners, a 30-day public-comment period is planned during March and April 2025.

Nick Flanders, Dora Gallo, Mr. Mohr, and Dylan Cossaart, WAMPO, provided additional details about each of MTP 2050's appendices.

MTP 2050 webpage, with draft sections uploaded as available – www.wampo.org/mtp2050

6. Committee & Partnership Updates

Vice Chair Kessler announced that the next Executive Committee meeting will be at 11:00 AM on February 6, 2025, in the MAPD Conference Room in the Ronald Reagan Building (271 W 3rd St. N, Room 237, Wichita, KS 67202) and via Zoom. It will be an open meeting; anyone is welcome to attend.

J.B. Wilson, KDOT Wichita Metro, provided construction updates in the WAMPO region.

7. Other Business

Vice Chair Kessler recognized the leadership and contributions of Sedgwick County Commissioner and TPB Ex Officio Chair David Dennis.

Mr. Parasa and Kim Negrete, WAMPO, invited attendees to stay after the meeting for a year-end TPB networking event celebrating WAMPO regional collaboration.

8. The meeting was adjourned at 4:28 PM.

The next regular meeting will be held on Tuesday, January 14, 2025, at 3:00 PM.

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**Agenda Item 2Ci: Director's Report
2024 UPWP Report and Quarterly Task Chart Update**

Chad Parasa, Executive Director
Markey Jonas, Community Planner

Executive Summary

The Unified Planning Work Program (UPWP) is the primary budgeting document for the planning activities WAMPO intends to undertake during the calendar year and outlines priorities and tasks. This staff report provides updates on the statuses of planned work tasks, which are updated quarterly. This update is for the fourth quarter of 2024. Also provided is the 2024 UPWP activity report that will be submitted to KDOT, showing activity for all of 2024.

Background

The 2024 Unified Planning Work Program (UPWP) was approved at the November 14, 2023, Transportation Policy Body (TPB) meeting and amended at the March 12, 2024, meeting. The UPWP is the primary budgeting document for planning activities WAMPO will undertake during the calendar year. The table below shows priority projects in the 2024 UPWP, the quarters in which they were to be completed, and their current statuses. This table is updated and presented to the TPB quarterly.

Fiscal Considerations

Funding for the UPWP comes from various sources, including federal Consolidated Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% local funding). The 2024 UPWP total budgeted CPG and local-match expenditures are \$2,494,850.

2024 Priority Projects

Project	Quarter(s)*	Status
MTP 2050 Development	1, 2, 3, 4, 2025	In progress. Draft sections have been shared with the MTP 2050 Plan Advisory Committee (PAC) and state/federal partners for review. The final document is anticipated to be presented to the TPB for approval in Q2 2025.
FFY2025-FFY2028 TIP Development	1, 2, 3	Approved by the TPB on August 13, 2024.
FFY2023-FFY2026 and FFY2025-FFY2028 TIP Administration	1, 2, 3, 4, 2025	The FFY2025-FFY2028 TIP was approved and amended by the TPB on August 13, 2024. Amendment 2 was approved by the TPB on October 8, 2024.
Population Forecasts	1, 2, 3	Approved by the TPB on August 13, 2024.
Travel Demand Model Update	1, 2, 3, 4, 2025	The updated travel demand model supported Environmental Justice and congestion analyses for MTP 2050. Ongoing model support in 2025 will assist stakeholders and aid in the analysis of local transportation projects. Improvements to the model and its inputs are ongoing.
Congestion Management Process	1	Completed. Will be included in MTP 2050.
Regional Transit Feasibility Study	1, 2, 3, 4, 2025	In progress. A draft of the plan has been delivered.



**Agenda Item 2Ci: Director's Report
2024 UPWP Report and Quarterly Task Chart Update**

Chad Parasa, Executive Director
Markey Jonas, Community Planner

Comprehensive Safety Action Plan Implementation	1, 2, 3, 4, 2025	In progress.
Economic Development Report	1, 2, 3, 4, 2025	A comprehensive set of Economic Development Reports have been developed and form Appendix D: Economic Development Analysis in MTP 2050. In 2025, staff are exploring methodologies for measuring the economic impacts of transportation projects in the TIP.
Regional Active Transportation Plan	1, 2, 3, 4, 2025	Staff have begun drafting the scope for a Request for Proposals (RFP) for a consultant to assist with the development of the Regional Active Transportation Plan. Will build off the Wichita Bicycle Plan (anticipated to be approved in 2025)
Greater Wichita Bike Map Update	1, 2, 3, 4	In progress.
Intelligent Transportation Systems Architecture Update	1, 2, 3, 4, 2025	In progress. An updated regional ITS Architecture is under development with 2024 deliverables including Appendix G of MTP 2050: Regional ITS Architecture. Work to complete the federally required Regional Architecture update will continue into 2025.
Electric Vehicle Network Plan	1, 2	Completed and will be included in MTP 2050.
Safe Routes to School Planning	1, 2, 3, 4, 2025	In progress. The consultant contract was approved by the TPB on November 12, 2024.
2023 Single Audit	1	Completed.
*Quarter 1: January - March, Quarter 2: April - June, Quarter 3: July - September, Quarter 4: October - December		

UPWP Report

WAMPO staff have completed a UPWP activity report for the fourth quarter of 2024 (October 1-December 31) to submit as part of WAMPO’s quarterly reimbursement package to KDOT, showing activity for all of 2024.

Attachment

» **October - December 2024 UPWP Report** – <https://bit.ly/Q4-2024-UPWP-Report>



Executive Summary

The 2025 Unified Planning Work Program (UPWP) budgets for the planning activities WAMPO plans to undertake in 2025 and outlines priorities. This staff report provides an overview of the planned work tasks. It will be updated quarterly.

Background

The Unified Planning Work Program (UPWP) describes what planning activities WAMPO staff and consultants will undertake, and how federal planning funds allocated to WAMPO will be used during the year (January 1-December 31). A UPWP serves several purposes, including defining the planning scope, budgeting and funding, scheduling, coordination, public involvement, and compliance. The 2025 Unified Planning Work Program (UPWP) was approved at the November 12, 2024, Transportation Policy Body (TPB) meeting. An Administrative Adjustment was performed on November 19, 2024.

The table below shows priority projects in the 2025 UPWP and the quarters in which each project is to be completed. This table will be updated to reflect the status of each project and presented to the TPB quarterly.

Fiscal Considerations

Funding for the UPWP comes from various sources, including federal Consolidated Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% local funding). The 2025 UPWP total budgeted CPG and local-match expenditures are \$2,786,495.

2025 Priority Projects

Project	Quarter(s)*	Status
MTP 2050 Development & Implementation	1, 2, 3, 4, 2026	
Safety Initiatives and Activities (Including SS4A Grant Tasks)	1, 2, 3, 4, 2026	
Annual Single Audit	1	
Regional Active Transportation Plan Development	1, 2, 3, 4, 2026	
Regional Transit Implementation Plan	1, 2	
Safe Routes to School (Plan Development)	1, 2, 3, 4, 2026	
Title VI Program and Limited English Proficiency (LEP) Plan Updates	1, 2, 3	
FFY2025-FFY2028 TIP Administration	1, 2, 3, 4, 2026	
Travel Demand Model Update	1, 2, 3, 4, 2026	
Regional ITS Architecture Update	1, 2, 3, 4	
Household Travel Survey	4, 2026, 2027	

*Quarter 1: January - March, Quarter 2: April - June, Quarter 3: July - September, Quarter 4: October - December

Attachment

» **2025 Unified Planning Work Program (UPWP) - <https://bit.ly/2025-UPWP-AA1>**



Agenda Item 2Ciii: Director's Report

Bimonthly TIP Project Statuses

Peter Mohr, Manager of Transportation Engineering & Data

Nick Flanders, Senior Transportation Planner

Executive Summary

The WAMPO TIP Policy includes a Reasonable Progress Policy, under which projects receiving WAMPO-suballocated funding in the current FFY or that received it in a past FFY but are not completed are to have bimonthly progress reports to the TAC/TPB. This is the progress report to the TPB for January 2025.

Background

Page 16 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix I of the FFY2025-FFY2028 TIP - <https://bit.ly/Appendix-i-TIP-Policy>) establishes a Reasonable Progress Policy. This policy states that projects programmed to receive WAMPO-suballocated funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are supposed to have progress reports to the TAC and TPB at least every two months. The attached project statuses have been reported for the January 2025 bimonthly report to the TPB.

The Reasonable Progress Policy was revised by the Transportation Policy Body on April 11, 2023, but these bimonthly progress reports were kept as part of it.

Next Steps

- » An update will be delivered to the TAC on January 27, 2025.
- » Project sponsors will be requested to provide information for the next bimonthly update by January 31, 2025, for presentation to the TAC on February 24, 2025, and the TPB on March 11, 2025.

Attachments

- » **TIP Project Statuses Report, January 2025**
- » **Map of WAMPO-suballocated projects in the TIP Project Statuses Report**

WAMPO I.D.	Lead Agency	Project Title	FFY(s) in Which Programmed in TIP to Receive WAMPO-Suballocated Funds	WAMPO-Suballocated Funds Programmed in TIP in FFY2025 or Earlier	WAMPO-Suballocated Funding Program(s)	Pending Obligations	Funds Obligated	WAMPO-suballocated Funds in TIP Not Obligated	From Project Sponsors			
									Anticipated Obligation Date	Anticipated Let Date	Progress Towards Using all Obligated Funds	Anticipated Project Completion Date
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2025	\$292,242.00	CRP	\$292,242.00	\$0.00	\$292,242.00	April 2025	May 2025	N/A	Spring 2026
40-517	Wichita	Douglas, Seneca to Meridian	2025	\$3,912,000.00	STBG, TA	\$3,912,000.00	\$0.00	\$3,912,000.00	July 2025	August 2025	N/A	TBD
40-510	Wichita	17th St N, I-135 to Hillside	2025	\$2,400,000.00	STBG,TA	\$2,400,000.00	\$0.00	\$2,400,000.00	May 2025	June 2025	N/A	TBD
BP-23-03	Valley Center	Seneca St Multiuse Path	2025	\$417,310.00	CRP	\$417,310.00	\$0.00	\$417,310.00	August 2025	September 2025	N/A	TBD
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025	\$3,777,919.00	STBG,TA	\$3,777,919.00	\$0.00	\$3,777,919.00	August 2025	September 2025	N/A	TBD
40-056	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025	\$2,236,897.00	STBG, CMAQ	\$2,236,897.00	\$0.00	\$2,236,897.00	Late Summer 2025	Early Fall 2025	N/A	TBD
40-511	Sedgwick County	Maple Street Pathway	2025	\$565,578.00	TA	\$565,578.00	\$0.00	\$565,578.00	TBD	TBD	N/A	TBD
40-522	Wichita	Redbud Path from Woodlawn to K-96	2025	\$3,738,387.00	CRP	\$3,738,387.00	\$0.00	\$3,738,387.00	August 2025	September 2025	N/A	TBD
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	\$200,000.00	TA	N/A	\$200,000.00	\$0.00	N/A	N/A	Developing contract.	December 2025
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita	2024	\$400,000.00	CMAQ	N/A	\$400,000.00	\$0.00	N/A	N/A	Obligated September 2024.	May 2025
40-541	Derby	Nelson Drive Realignment	2024	\$6,799,131.00	STBG, CMAQ, TA	N/A	\$6,799,131.00	\$0.00	N/A	N/A	Let September 2024.	December 2025
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	2024	\$2,433,853.00	STBG, TA	N/A	\$2,433,853.00	\$0.00	N/A	N/A	Let July 2024.	Spring 2025
T-23-02	Wichita	Multimodal Facility (MMF)	2024	\$1,000,000.00	CRP	N/A	\$1,000,000.00	\$0.00	N/A	N/A	Let September 2024.	December 31, 2025
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$4,782,270.00	STBG, CMAQ, TA, TA-STBG	N/A	\$4,782,270.00	\$0.00	N/A	N/A	December 13, 2024.	Summer 2026
R-19-16	Wichita	West St., Harry to Pawnee	2023	\$8,518,589.00	STBG, TA, TA-STBG	N/A	\$8,518,589.00	\$0.00	N/A	N/A	\$3,698,592.42 of obligated funds have been spent.	End of 2025
R-19-07	Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	\$7,373,315.00	STBG, TA	N/A	\$7,373,315.00	\$0.00	N/A	N/A	Construction started in January 2024	Summer 2025
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	\$2,195,582.00	HIP, STBG	N/A	\$2,195,582.00	\$0.00	N/A	N/A	\$1,920,252.12 of obligated funds have been spent.	Reopened to Traffic on 5/24/2024. Project pending final close out.
40-509	Wichita Transit	Wichita Transit Network Redesign Plan	2023	\$262,135.00	STBG	N/A	\$262,135.00	\$0.00	N/A	N/A	August 2023.	April 2025
40-525	Wichita Transit	Wichita Bicycle Master Plan Update	2022	\$366,988.00	TA	N/A	\$366,988.00	\$0.00	N/A	N/A	March 2023.	Early 2025
R-17-02	Bel Aire	Woodlawn: 45th St to 37th St. N	2021	\$5,579,150.00	HIP, STBG	N/A	\$5,579,150.00	\$0.00	N/A	N/A	100% paid out.	TBD
40-544	Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	2021	\$178,252.00	CMAQ	N/A	\$178,252.00	\$0.00	N/A	N/A	Study completed & working w/ FTA to extend allocation for Technology component.	Spring 2025
R-19-09	Wichita	Pawnee, Webb to Greenwich	2021	\$3,593,000.00	STBG	N/A	\$2,509,033.64	\$1,083,966.36	N/A	N/A	\$3,188,033.30 of obligated funds spent. Complete.	Construction complete and reopened to traffic. Project pending final close out.
R-17-01	Butler County	SW Butler Rd/SW 150th St Intersection	2020	\$5,600,000.00	HIP, STBG	N/A	\$4,169,813.61	\$1,430,186.39	N/A	N/A	Close to project finalization.	Construction complete and reopened to traffic. Project pending final close out.

FFY2025 Non-Suballocated Federal Funds in the WAMPO TIP (After Amendment 2)

WAMPO I.D.	Lead Agency	Project Title	Fund Type	Total
T-17-02	Wichita Transit	Wichita Transit Other Capital	FTA 5307	\$5,200,000.00
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	\$4,000,000.00
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	\$705,605.00
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	FTA 5339	\$640,000.00
B-24-04	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	NHPP	\$4,800,000.00
EV-25-01	KDOT	EV Charging Station at Exploration Place	KDOT-CRP	\$204,760.00
EV-25-02	KDOT	EV charger installations at Jabara Airport	CFI grant	\$893,100.00
R-23-02	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region	NHPP	\$8,000,000.00
S-17-01	KDOT	Railroad Safety Crossing Improvements	HSIP	\$1,500,000.00
BP-23-01	Garden Plain	Harry and Main Street Sidewalks	KDOT-TA	\$409,821.00



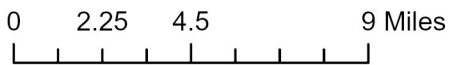
Transportation Improvement Program

Current Suballocated Projects

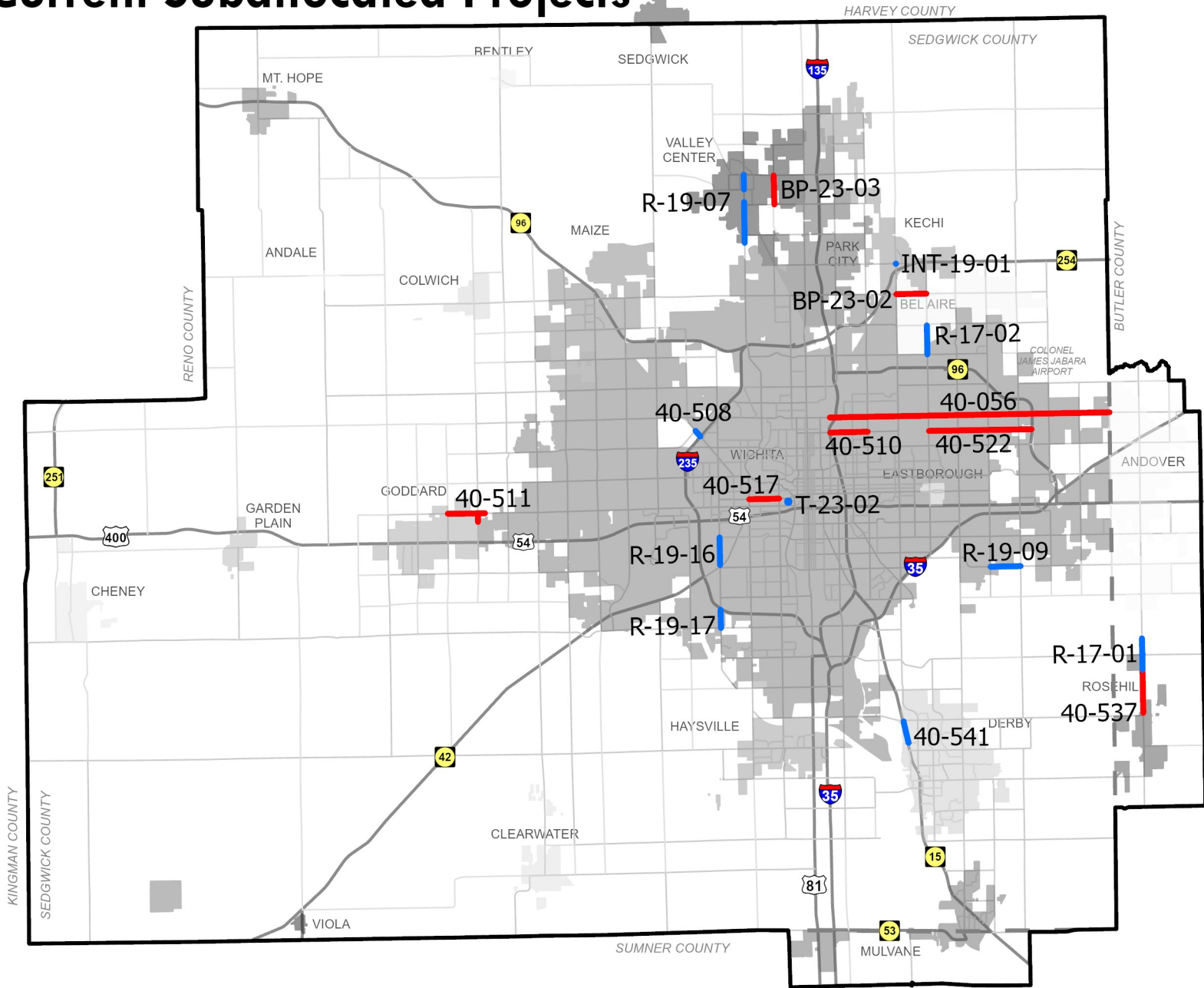
Legend

- Federal Fiscal Year 2025
- Federal Fiscal Year 2020-2024
- WAMPO Boundary
- County Boundaries

*P-23-03, ITS-23-02, 40-509, 40-525, and 40-544 are not mappable



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 1/2/2025
 Folder: G:\TIP\2023-2026\Projects\Projects for Progress Reports\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.





Executive Summary

Under federal law, WAMPO's new long-range planning document, Metropolitan Transportation Plan 2050 (MTP 2050) needs to be adopted by June 2025. WAMPO staff and consultants have conducted three rounds of public engagement for this effort and conducted a Call for Projects (September 15, 2023-February 2, 2024). On October 3, 2024, the WAMPO Project Selection Committee (PSC) made recommendations of which submitted, scored projects to include in the fiscally constrained project list in MTP 2050, which the TPB approved on November 12, 2024. WAMPO staff have posted all draft sections of MTP 2050 online (seven chapters and fourteen appendices). The full document is under review by the Plan Advisory Committee (PAC) and by state and federal staff. After any comments resulting from that review are addressed, there will be a 30-day public comment period in March-April 2025, followed by a Technical Advisory Committee (TAC) recommendation and a TPB vote on approval.

Background

Under federal law, each Metropolitan Planning Organization (MPO) must adopt a fiscally constrained, long-range Metropolitan Transportation Plan (MTP) at least once every five (5) years, with a planning horizon at least twenty (20) years in the future. The current WAMPO MTP, *REIMAGINED MOVE 2040*, was adopted on June 9, 2020, meaning a new MTP will need to be adopted by June 2025. The new MTP, called Metropolitan Transportation Plan 2050 (MTP 2050), is under development, with a planning horizon of 2050. The MTP development effort is being led by WAMPO staff, with support from the consulting firm PEC and their subconsultants, and with guidance from a Plan Advisory Committee (PAC).

Public Engagement

Three rounds of public engagement have been conducted, which included stakeholder listening sessions; presentations at community meetings; pop-up events at public gatherings; social media posts; articles and interviews distributed by television, radio, and print media outlets; and surveys made available in English, Spanish, and Vietnamese, both online and on paper. Survey respondents were asked about how they currently use and experience the transportation system in the WAMPO region and what their priorities are for how it is planned going forward. The surveys were primarily engagement tools for collecting feedback from the public and the survey results are not intended to provide a scientific, statistically valid representation of all the region's residents.

- » Round 1: May 13, 2023-July 31, 2023; 832 survey responses and 11 listening sessions.
- » Round 2: December 1, 2023-February 29, 2024; 221 survey responses.
- » Round 3: May 20, 2024-June 30, 2024; 474 survey responses.

Project List

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for MTP 2050 and the FFY2025-FFY2028 Transportation Improvement Program (TIP). During the Call for Projects, WAMPO member jurisdictions were invited to submit applications for near-term projects (for the TIP) and long-term projects (for the MTP) to potentially be prioritized for funding. Submissions included new projects (to the MTP, TIP, or both), as well as projects that were already listed in the current MTP, *REIMAGINED MOVE 2040*, and/or the FFY2023-FFY2026 TIP and which the member jurisdictions wanted carried over to the successor planning documents with funding priority.



Agenda Item 2Cv: Director's Report

Metropolitan Transportation Plan 2050 (MTP 2050) Update

Nick Flanders, Senior Transportation Planner
Markey Jonas, Community Planner

WAMPO staff and the consultant team of JEO and Caliper reflected the submitted projects in the updated Travel Demand Model (TDM) for the region, so that their potential effects on future traffic conditions may be modeled. Using the outputs of the updated TDM, among other data sources, WAMPO staff and the consulting firm PEC scored and ranked the submitted projects, in accordance with the evaluation criteria adopted by the TPB on October 12, 2021, within each of nine (9) project categories. The locations and scopes of the scored projects may be found at <https://www.wampo.org/mtp2050>.

Over the course of three meetings in April and May 2024, the WAMPO Project Selection Committee (PSC) made recommendations of projects to receive WAMPO-suballocated federal funding in the FFY2025-FFY2028 TIP. Those recommendations were approved by the TPB on June 11, 2024, and reflected in the final draft of the FFY2025-FFY2028 TIP, as approved on August 13, 2024.

On October 3, 2024, the PSC convened again, this time to recommend MTP 2050 priority transportation projects for the period 2025-2050. These recommendations considered projected transportation revenues and operations & maintenance (O&M) costs, in order to ensure that MTP 2050 is fiscally constrained, as required by federal regulations. On October 28, 2024, the TAC concurred with the PSC's recommendations. On November 12, 2024, the TPB approved the PSC's recommendations.

Documents on the WAMPO Website

All draft MTP 2050 chapters and appendices are available on the WAMPO website, at www.wampo.org/mtp2050. By breaking down the plan into sections for public review, WAMPO aims to encourage active participation and thorough evaluation, ensuring that the final plan is comprehensive and reflective of the community's needs and priorities.

MTP 2050 Appendices

MTP 2050 is divided into seven (7) chapters: Plan Purpose & Development; Regional Trends; Existing Conditions; System Management; System Performance Report (discussing federal/regional performance measures (PMs)); Financial Plan (demonstrating how MTP 2050 is fiscally constrained); and Project Selection & List (containing the MTP 2050 fiscally constrained project list). In addition, there are fourteen (14) appendices, which are briefly introduced below:

Appx A. Plan Development

- Provides a detailed overview of the processes and methodologies used in creating the plan. Documents the steps taken in data collection, public engagement (briefly), and coordination with stakeholders.
- Outlines how goals and priorities were established, ensuring transparency in decision-making and compliance with regulatory requirements. Serves as a comprehensive guide to the planning process, helping to demonstrate how MTP 2050 was shaped to meet future transportation needs.

Appx B. MTP Public Involvement & Engagement Summary

- Documents public and stakeholder engagement associated with the development of MTP 2050. The long-range plan represents a collective vision for the region, based on input received.
- Public engagement for MTP 2050 is divided into five rounds: the first three rounds focused on building an understanding of public desires, needs, and priorities; the fourth round will collect feedback on the draft plan; and the fifth round will present the final plan after it is approved.



Appx C. Project Scoring Model

- For MTP 2050, WAMPO put out a Call for Projects to its member jurisdictions/partners from September 15, 2023, through February 2, 2024.
- To aid the Project Selection Committee in its deliberations, the projects submitted during the Call for Projects were all scored according to evaluation criteria adopted by the Transportation Policy Body (TPB) on October 12, 2021.
- There are different scoring criteria for different kinds of projects: Bridge Rehabilitation/Replacement; Traffic Management Technologies; Roadway Reconstruction/Modernization; Roadway Expansion; New Roadways; Multiuse Trails/Bicycle Facilities; Pedestrian Facilities; Safe Routes To School; and Public Transit.
- WAMPO staff and consultants developed a model to automate the scoring of projects and make scoring more consistent across projects.

Appx D. Economic Development Analysis

- In 2022, WAMPO hired the Center for Economic Development and Business Research (CEDBR) to assist in a comprehensive economic analysis of the region. Given that economic development generates demand on the transportation system, an analysis of the region's economy and its future trajectory was performed to inform the long-range transportation planning process.
- WAMPO and CEDBR investigated seven major sectors of the local economy, as identified by the Greater Wichita Partnership (GWP): Advanced Manufacturing, Aerospace, Agriculture, Energy, Healthcare, IT Systems & Support, and Transportation & Logistics.
- A comprehensive review of the socioeconomic and demographic characteristics of the region was completed, culminating in reports on each of the twenty-two (22) municipalities in the region and one report describing the region as a whole.

Appx E. Regional Transit Implementation

- In 2023, WAMPO hired SRF Consulting to develop a Regional Transit Implementation Plan to outline strategies for improving and expanding public transit services across the region.
- Identifies short- and long-term goals, including connectivity, service frequency, and accessibility.
- Focuses on addressing current transit needs, planning for future growth, and coordinating with local and regional agencies. Provides a roadmap for implementing key transit improvements, prioritizing investments, and ensuring the region's transit system is efficient, sustainable, and responsive to community needs.

Appx F. Active Transportation Analysis

- WAMPO has started planning for a strategic guide for promoting and enhancing walking, biking, and other nonmotorized transportation options in the region. It will aim to improve safety, accessibility, and connectivity for pedestrians, cyclists, and users of other active modes of transport.
- The plan will identify infrastructure needs, such as bike lanes, sidewalks, and trails, and set forth policies to encourage active transportation as a healthy, sustainable alternative to driving.
- The plan will also promote equity by ensuring all communities can access safe and convenient active transportation options.

Appx G. Regional ITS Architecture

- The Regional Intelligent Transportation Systems (ITS) Architecture is a structured framework that coordinates the planning and deployment of intelligent transportation technologies across the region. It



Agenda Item 2Cv: Director's Report

Metropolitan Transportation Plan 2050 (MTP 2050) Update

Nick Flanders, Senior Transportation Planner
Markey Jonas, Community Planner

ensures efficient, safe, and compatible use of ITS infrastructure, devices, and data-sharing practices among ITS operators.

- WAMPO began the process of updating the Regional ITS Architecture in 2024, the first full update since 2006; federal guidelines call for updates every five years. The updated Architecture will include plans for future ITS projects and a thorough needs and gaps analysis that will identify regional priorities and ensure that the technology deployed supports the region's chosen transportation goals.

Appx H. Comprehensive Safety Action Plan (CSAP) - Crash Data Analysis

- In 2023, WAMPO and community partners developed a Comprehensive Safety Action Plan (CSAP) to better understand crash data and coordinate safety strategies for the region. The plan includes an exhaustive analysis of crash data, including heat maps of high-crash locations and contributing factors.
- The CSAP includes an implementation plan with 18 strategies to reduce/eliminate crash-related serious injuries and fatalities in the WAMPO region.

Appx I. Travel Demand Model (TDM) Forecasts

- WAMPO hired the consulting firm JEO, with subconsultant Caliper, to update the Travel Demand Model (TDM) for the region.
- The TDM divides the region into 1,667 Traffic Analysis Zones (TAZs) and uses population and employment projections for those TAZs to forecast future trips on the transportation network and the traffic volumes and levels of congestion resulting from those trips, with a horizon year of 2050.
- This appendix presents the results of those forecasts, which WAMPO, its member jurisdictions, and its partners use to plan future changes to the transportation network.

Appx J. Congestion Management Process

- Required planning document for metropolitan areas with populations over 200,000.
- Systematic approach to managing congestion based on regional transportation-system performance.
- Guides the development and selection of appropriate strategies to reduce congestion.
- Intended to provide for safe and effective integrated management and operation of the multimodal transportation system.

Appx K. Cost Estimation Model

- For MTP 2050, WAMPO put out a Call for Projects to its member jurisdictions/partners from September 15, 2023, through February 2, 2024.
- All submitted projects came with a cost estimate, so that the selection of projects to be listed in MTP 2050 could be done in a manner that maintains the fiscal constraint of the plan (i.e., the combined, estimated costs of the selected projects do not exceed the revenues projected to be available for them, after subtracting routine operations and maintenance costs).
- WAMPO had the consulting firm PEC prepare spreadsheet-based project-cost-estimation models that project submitters could optionally use to generate the requested planning-level cost estimates.
- Cost-estimation models were provided for bridge rehabilitation, bridge replacement, traffic signals, road diets, turn lanes, intersections, sidewalks/multiuse paths, bike lanes, roadway expansion, roadway reconstruction, and new roadways.
- The cost-estimation models were meant to serve two purposes: Make cost estimates more consistent across project sponsors and make it easier for smaller jurisdictions to generate cost estimates and submit projects.



Agenda Item 2Cv: Director's Report

Metropolitan Transportation Plan 2050 (MTP 2050) Update

Nick Flanders, Senior Transportation Planner
Markey Jonas, Community Planner

Appx L. Commuter Flows

- Uses U.S. Census Bureau data to summarize numbers of workers, by industry class, who work and/or live in each of the WAMPO region's 22 cities. For each WAMPO-region city, data are provided on workers who live there and commute to someplace else for work, on workers who live someplace else and commute into the city in question for work, and on workers who both live and work in the same city.

Appx M. Electric Vehicle Network Plan

- In 2024, WAMPO completed the Electric Vehicle Network Plan.
- Outlines a strategy for developing a regional network of electric-vehicle (EV) charging stations to support the growing use of EVs. The plan identifies optimal locations for charging infrastructure, promotes equitable access, and ensures compatibility with state and federal EV goals.
- The EV Network Plan aims to reduce emissions, improve air quality, and support regional sustainability initiatives.

Appx N. MTP Amendment Procedures

- Federal regulations require MPOs to update their Metropolitan Transportation Plans every five years. Before the next scheduled update, unforeseen circumstances may arise.
- WAMPO's MTP amendment procedures ensure that there is a clear means to perform ongoing updates, as needed. Written amendment requests may be made to the WAMPO Executive Director. WAMPO staff may issue a "Call for Changes," proactively asking member jurisdictions and planning partners to request specific changes to the plan.
- Amendments must be consistent with applicable federal regulations, go through a public-comment period, and be voted on by the TAC and TPB.

Next Steps

- » PAC, state, and federal reviews of the draft of MTP 2050.
- » WAMPO staff address comments from PAC, state, and federal reviews.
- » February 11, 2025: TPB vote to open the MTP 2050 public-comment period.
- » March 8, 2025-April 7, 2025: 30-day public-comment period (Public Engagement Round 4).
- » April 28, 2025: TAC recommendation.
- » May 13, 2025: TPB vote on approval.
- » Public Engagement Round 5: Introducing the approved plan to the public.

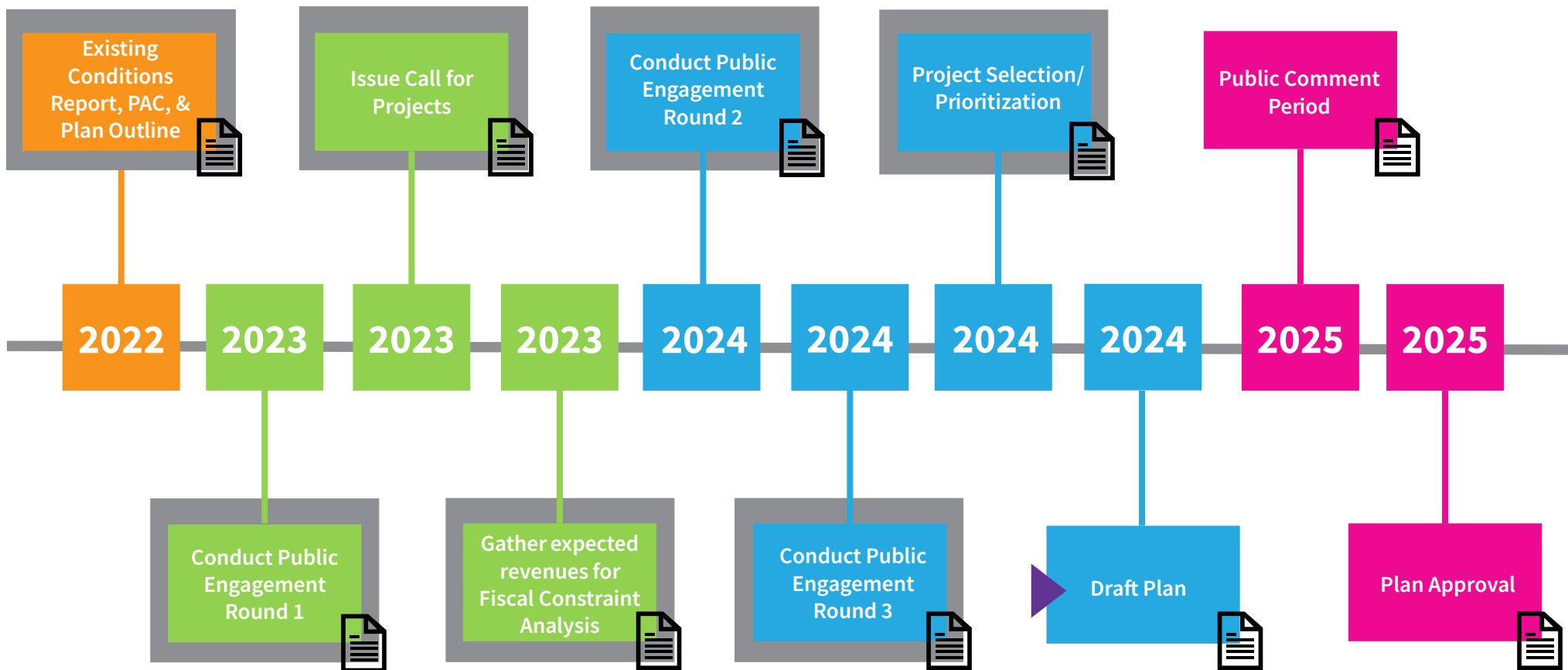
Attachments

- » **MTP 2050 Development Progress**
- » **MTP 2050 Webpage, with Draft Sections Uploaded** – www.wampo.org/mtp2050

Metropolitan Transportation Plan

2050

Progress



Detailed Progress

Phase 1: Existing conditions

- Develop public participation strategy document and style guide
- Develop the Plan Advisory Committee (PAC)
- Develop an existing conditions report
- Create MTP 2050 outline, format, and move existing MTP 2040 appendices into the new outline

Phase 2: Where do we want to go?

- Conduct Public Engagement Round 1
- Review the needs based on the existing conditions report
- Call for projects from jurisdictions (MTP and TIP projects) - 09/15/23 - 02/02/24
- Develop alternate scenarios (TDM and population)
- Gather the expected revenues and expenditures information for the fiscal constraint analysis

Phase 3: Did we get it right?

- Public Engagement Round 1 results report
- Conduct Public Engagement Round 2

Phase 4: Here's what you said.

- Public Engagement Round 2 - results report
- Candidate project list review
- Conduct Public Engagement Round 3
- Project Selection Committee meetings/project prioritization
- Fiscal constraint analysis
- Update existing conditions to 2024 data
- Finalize performance measures (System Performance Report)
- Draft the plan



- Plan Advisory Committee and state/federal review of draft plan
- Adjust the plan based on PAC and state/federal review
- 30-day Public Comment Period - Public Engagement Round 4 (03/08/25 - 04/07/25)

Phase 5: MTP 2050 adoption

- Review public comments for plan incorporation
- TAC recommendation for approval - April 28, 2025
- TPB approval consideration - public hearing - May 13, 2025
- Public Engagement Round 5 - roadshow for approved MTP 2050





Executive Summary

WAMPO is actively updating the regional Intelligent Transportation Systems (ITS) architecture, as required by federal guidelines to occur every five years. The last comprehensive update was completed in 2006. Progress has been made through a series of steering meetings held in Fall 2024, and draft reports including an ITS strategic deployment plan are underway. A regional stakeholder meeting is scheduled for February 18, 2025, and the next steering committee will be held on February 24, 2025.

Background

WAMPO has begun the process of updating the regional Intelligent Transportation Systems (ITS) architecture. Per federal guidelines, the regional ITS architecture should be updated every 5 years. The last full update for the WAMPO region was completed in 2006. Therefore, the consulting firm JEO, with subcontractor TranSystems, has been hired to assist WAMPO with updating the regional ITS architecture, as well as with other valuable ITS-related planning and data-sharing initiatives. A regional stakeholder meeting is scheduled for February 18, 2025, and the next steering committee will be held on February 24, 2025.

The purpose of developing a regional ITS architecture is to document ITS infrastructure, devices, personnel, and maintainers, so that planning, deployment, and communication can take place in an organized and coordinated fashion. Without such a unified framework, opportunities for improving efficiency, safety, and data-sharing may be lost; at the extreme, a region could risk deploying incompatible or redundant technologies. The ITS architecture ensures that all stakeholders are aligned on ITS gaps and priorities.

Progress

The kick-off meeting for the regional ITS architecture update was held on September 23, 2024. This meeting highlighted the overlap between ITS and Traffic Systems Management and Operations (TSMO) and used the 2019 WAMPO TSMO Plan as a foundation for discussions. Steering committee members identified priorities, existing system deficiencies, and areas for improvement.

The second meeting, held on October 17, 2024, focused on reviewing identified needs and gaps in the current ITS architecture. The committee proposed solutions, potential ITS projects, and deployment strategies, while refining the list of stakeholders for the planned regional stakeholder meeting. During the third meeting on October 28, 2024, the discussion shifted to aggregating and developing an ITS data repository for the benefit of transportation planners and stakeholders. Additionally, feedback was gathered on potential activities for a larger regional stakeholder meeting in early 2025.

In November and December 2024, progress continued with the development of Metropolitan Transportation Plan (MTP) Appendix G: Regional ITS Architecture. During this time, significant progress was made on deliverables, including the ITS Strategic Deployment Plan and the federally compliant regional ITS architecture itself. Draft plan materials are intended to be ready for review prior the larger stakeholder meeting on February 18, 2025, and the steering committee meeting on February 24, 2025.

Next Steps

- » February 18, 2025: Regional ITS Stakeholder Meeting
- » February 24, 2025: ITS Steering Committee Meeting



Executive Summary

The Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities Program, also known as the Section 5310 Program, provides funding to support the transportation needs of older adults and individuals with disabilities. The program aims to reduce transportation barriers and enhance mobility for these populations through funding allocated to states, local transit organizations, and nonprofits. The Wichita Area Metropolitan Planning Organization (WAMPO) is now accepting applications for this competitive grant program, inviting eligible organizations to apply for funding to improve transit accessibility, safety, and inclusion for seniors and individuals with disabilities in the region.

Background

The Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310 Program), established under the Federal Transit Act, aims to address the mobility needs of the aging population and individuals with disabilities by enhancing transportation options, supporting service expansion, and ensuring accessibility. The program provides funding to transit agencies, nonprofit organizations, and other eligible entities to create innovative solutions and projects that improve the quality and availability of accessible transportation services. Projects may include vehicle purchases, operating costs, and technology upgrades, all designed to promote independence and reduce isolation among older adults and people with disabilities.

In the Wichita metropolitan area, WAMPO plays a vital role in administering this competitive funding program by overseeing the application and selection process, managing allocated funds, and providing guidance and resources for applicants. The program's goals align with WAMPO's mission to enhance the transportation network and promote a safer, more accessible, and equitable transit system for all users.

FTA Section 5310 Program

The Section 5310 Program is structured to enhance the mobility of seniors and individuals with disabilities by funding transportation-related capital and operating projects. Examples of eligible projects include:

- » **Vehicle Purchases and Equipment:** Funding may be used to acquire vehicles equipped with necessary accessibility features, such as wheelchair lifts, to support paratransit services. This aspect is especially beneficial for nonprofit organizations and local transit providers working to expand their fleets or replace aging vehicles.
- » **Operating Costs:** The Section 5310 Program supports operational expenses related to transportation services that meet the needs of the target populations. These costs may cover driver salaries, maintenance, fuel, and other necessary operating expenses that help sustain essential mobility services.
- » **Transit Infrastructure:** Funds can be directed toward the development or improvement of transit facilities and infrastructure, such as ADA-compliant bus stops, shelters, and other physical upgrades to promote accessibility.
- » **Mobility Management:** The program encourages the implementation of management systems that coordinate transportation services across various providers, increasing efficiency and reducing



Agenda Item 2Cvii: Director's Report **FTA Section 5310 Program: Applications due 01/24/2025**

Dora Gallo, Transportation Planner

redundancy. Mobility management promotes more seamless, user-friendly transit options, ensuring people with disabilities and seniors can access transportation without unnecessary delays or complications.

- » **Community-Based Services and Programs:** The Section 5310 Program supports community-oriented initiatives, such as travel training, volunteer-driver programs, and transit-information dissemination to help seniors and individuals with disabilities navigate the transportation system confidently.

In administering the FTA Section 5310 Program, WAMPO coordinates with local agencies to ensure an efficient selection process that addresses regional mobility needs. A selection committee reviews all applications based on factors such as project feasibility, cost-effectiveness, alignment with community needs, and potential to improve accessibility. WAMPO ensures a fair distribution of funds while maintaining compliance with federal guidelines and program requirements.

WAMPO's current call for applications provides an opportunity for local organizations to obtain funding for essential projects that enhance the mobility and independence of seniors and individuals with disabilities in the Wichita area. Eligible applicants are encouraged to submit project proposals for review, emphasizing initiatives that align with WAMPO's strategic transportation goals and the program's mission.

Next Steps

- » Applicant Workshop was on November 21, 2024, at 9:30 AM, via Zoom; the recording can be accessed at www.wampo.org/wampo-5310
- » Applications due: January 24, 2025

Attachment

- » **5310 Program information** - www.wampo.org/wampo-5310



Agenda Item 2Cviii: Director's Report **Safe Routes to School (SRTS) Update**

Kim Negrete, Multimodal Transportation Safety Planner

Executive Summary

WAMPO is embarking on an extensive planning process to develop Safe Routes to School (SRTS) plans across the region. In November 2024, the TPB approved a contract between the Wichita Area Metropolitan Planning Organization (WAMPO) and SRF Consulting Group, Inc., for regional Safe Routes to School Planning assistance during the period of November 2024 through December 2026, for an amount not to exceed \$500,000.

Background

The Safe Routes to School (SRTS) program is a national initiative in the United States that aims to improve the safety and accessibility of walking and bicycle routes for students traveling to and from K-12 schools. The program was established in 2005, under the federal transportation legislation known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The primary goals of the SRTS program are to promote safety, encourage active transportation, reduce traffic congestion, and create a sense of community. SRTS programs are typically implemented at the state and local levels, in cooperation with schools and school districts.

WAMPO is embarking on an extensive planning process to ensure the successful development of Safe Routes to School plans in the region. WAMPO and the consultant team will assist member jurisdictions, their respective school districts, and private schools in the development of SRTS plans. Several city and county governments in the WAMPO region and their respective school districts have already expressed interest in developing SRTS plans. School districts that have already expressed interest include: Andover, Derby, Goddard, Haysville, Maize, Renwick, Rose Hill, Valley Center, and Wichita. WAMPO staff will continue outreach to the remaining school districts and private schools in the region.

WAMPO staff and the consultant team are currently developing outreach materials, data collection methods, an SRTS Steering Committee comprised of jurisdiction staff and school administration, and working to identify interested schools. Deliverables over the two-year project include, among other things, the development of approximately 60 school-specific SRTS plans as well as aiding jurisdictions, school districts, and individual schools in identifying champions and funding opportunities to support ongoing safety efforts.

Attachment

- » **Safe Routes to School Planning Assistance Contract Scope with SRF Consulting Group** – <https://bit.ly/SRTS-Contract-Scope>



Agenda Item 3

Public Comment Opportunity

Wichita Councilmember Becky Tuttle, TPB Chair

Background

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

- » Matters related to personnel and litigation are not appropriate for public comment.
- » Rules of decorum will be observed.
- » Comments are limited to three (3) minutes per individual.
- » Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.



Executive Summary

Before a transportation project can use federal funds, the funds need to be “obligated.” Each year, MPOs are required to submit an Annual Listing of Obligated Projects for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the federal government. In FFY2024, thirty-three (33) transportation projects in the WAMPO region had federal funding obligations or deobligations, totaling a little more than \$30 million.

Background

In between a transportation project being programmed to receive federal funding (whether WAMPO suballocated or non-suballocated) in the WAMPO Transportation Improvement Program (TIP)/Kansas State Transportation Improvement Program (STIP) and federal funds being received for the project, the funds need to be “obligated.” This is an administrative step after which the federal government is officially obligated to provide funding up to a designated amount for qualifying purposes described in the project's scope.

Depending on a project's schedule and estimated costs, the federal funds it is to receive might not be obligated all at once, but divided between multiple occasions, not necessarily all within the same Federal Fiscal Year (FFY), up to a total of no more than the amount programmed in the TIP/STIP. If a project is canceled or is completed at a lower cost than anticipated, some or all of the federal funds that were obligated on the project may be “deobligated.” After deobligation, the agency that awarded the funds to the project (e.g., WAMPO, KDOT, Wichita Transit) may award the deobligated funds to another qualifying project.

Annual Listing of Obligated Projects

In accordance with federal rules, MPOs submit to their respective state DOTs and the federal government an Annual Listing of Obligated Projects (ALOP), consisting of all transportation projects on which any amount of federal funding was obligated or deobligated over the course of the previous Federal Fiscal Year (October 1-September 30). Using information from KDOT and Wichita Transit, WAMPO staff put together this listing between October 1 and December 31 each year and submit it to KDOT, which submits it to the federal government. The 2019-2024 WAMPO ALOPs may be found online at www.wampo.org/transportation-improvement-program.

Projects Obligated in FFY2024

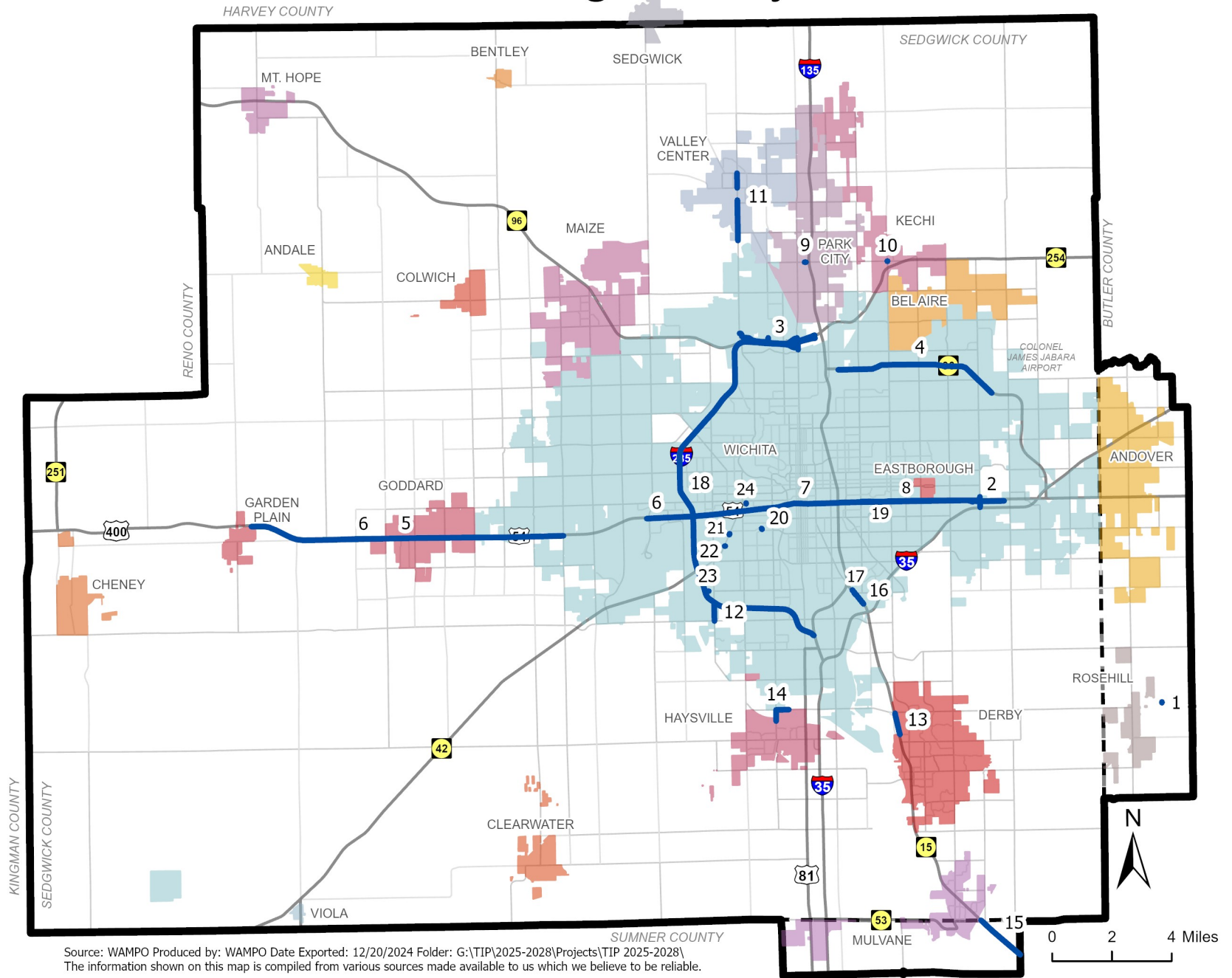
As shown in the attached table and map, thirty-three (33) transportation projects in the WAMPO region had obligations or deobligations of Federal funding during FFY2024, totaling a little more than \$30 million.

Attachments

- » **Table and Map of Transportation Projects with Obligation Activity in FFY2024**
- » **WAMPO FFY2024 Annual Listing of Obligated Projects** – <https://bit.ly/FFY2024-ALOP>

#	Project Name	WAMPO ID	FFY24 Obligation Activity
1	SW Prairie Creek Rd Bridge over Eightmile Creek	B-24-03	\$368,000.00
2	US-54/400/Kellogg & Webb Interchange (KA-2382-01)	R-11-005	-\$749,868.95
3	I-235/I-135/K-254 Interchange (North Junction) Green Phase (KA-3110-01)	B-13-008	-\$3,437,436.69
4	Overlay in Sedgwick County on K-96	40-577	-\$0.01
5	US-54 in Sedgwick County (1R Project)	40-577	\$131,925.78
6	US-54 in Sedgwick County (1R Project)	40-577	\$118,810.48
7	Approach Slabs US-54 in Sedgwick County (1R Project)	40-578	\$729,171.66
8	Patching on US-54 in Sedgwick county	R-23-01	4,291,442.83
9	Bridge over Chisholm Creek on 61st Street North	B-17-02	-\$238,274.88
10	Oliver and Kechi Rd. Intersection	INT-19-01	\$2,433,853.00
11	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	R-19-07	-\$1,187,477.40
12	West St., I-235-MacArthur	R-19-17	\$4,782,270.00
13	Nelson Drive Realignment	40-541	\$6,799,131.00
14	Seneca & 63rd Street Bike Ped Pathway	40-538	\$756,652.00
15	Guardrail End Terminal Updates on K-15 in Sumner Co	[KDOT STIP]	-\$172,380.43
16	Guardrail End Terminal Updates on K-15 in Sedgwick Co	[KDOT STIP]	-\$13,652.48
17	Guardrail End Terminal Removal on K-15 in Sedgwick Co	[KDOT STIP]	\$17,756.11
18	Pavement Markings on I-235 in Sedgwick County	[KDOT STIP]	\$367,274.99
19	Pavement Markings on US-54 in Sedgwick County	[KDOT STIP]	179,561.93
20	KO Railroad & Harry Street in Wichita	[KDOT STIP]	\$501,000.00
21	KO Railroad & Southwest Boulevard in Wichita	[KDOT STIP]	\$501,000.00
22	KO Railroad & May Street in Wichita	[KDOT STIP]	\$501,000.00
23	KO Railroad & 31st Street in Wichita	[KDOT STIP]	\$501,000.00
24	KO Railroad & St. Clair Street in Wichita	[KDOT STIP]	\$501,000.00
25	WAMPO Regional Fiber Plan	40-500	\$15,766.41
26	Intelligent Transportation Improvements in Wichita	ITS-23-02	\$400,000.00
27	Safe Routes to School Planning Assistance	P-23-03	\$200,000.00
28	5 Locations on K&O Railroad in Sedgwick County	S-17-01	\$117.01
29	Wichita Transit Other Capital	T-17-02	\$4,421,667.00
30	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	T-17-05	\$537,706.00
31	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	T-19-01	\$640,199.00
32	Wichita Transit Operating	T-19-02	\$2,347,800.00
33	FTA 5339 Low No Program: Electric Van Purchase	T-23-03	\$3,951,078.00
*Projects outlined in red are not mappable		Total:	\$30,196,092.36

Annual List of Obligated Projects FFY24



Source: WAMPO Produced by: WAMPO Date Exported: 12/20/2024 Folder: G:\TIP\2025-2028\Projects\TIP 2025-2028\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



Agenda Item 5B: Discussion/Updates

Employment Sectors: Healthcare

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

The WAMPO region is home to a diverse and vibrant economy. As a part of WAMPO's mission to serve and inform its stakeholders, staff are developing a series of presentations on seven major sectors of the local economy. This presentation focuses on the healthcare sector in the WAMPO region.

Background

WAMPO staff, in collaboration with consultants at the Center for Economic Development and Business Research (CEDBR), completed extensive research that identified major employers and employment sectors that are essential to the region's economy. The generated reports include multipage summaries (available at www.wampo.org/employment-sectors) for the economic sectors of:

- » Aerospace
- » Advanced Manufacturing
- » Agriculture
- » Energy
- » Healthcare
- » IT Systems & Support
- » Transportation

As part of its mission to serve and inform its stakeholders, WAMPO is developing a series of reports and presentations based on these summaries. However, given the breadth and level of detail of the information, WAMPO staff have chosen to divide it into a series of presentations that each cover just one or two economic sectors. This presentation will discuss the healthcare sector.

Attachment

- » **WAMPO Healthcare Sector Report** - https://bit.ly/Healthcare_Sector



Agenda Item 5C: Discussion/Updates

Regional Transit Implementation Plan Update

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

At the December 10, 2024, TPB meeting, a proposed amendment to the Regional Transit Implementation Plan consultant contract was not approved as presented. The amendment included \$24,902.87 for additional services and a six-month extension. Instead, the TPB approved a two-month extension with no changes to cost or scope. It was noted that the full six-month extension and additional costs could be revisited at a future meeting. In the meantime, WAMPO staff have communicated with the consultant, reviewed deliverables, and now plan to complete the project within the two-month extension without additional services.

Background

At the December 10, 2024, TPB meeting, a proposed amendment to the Regional Transit Implementation Plan consultant contract was not approved as presented. The amendment included \$24,902.87 for additional services and a six-month extension. Instead, the TPB approved a two-month extension with no changes to cost or scope. It was noted that the full six-month extension and additional costs could be revisited at a future meeting. In the meantime, WAMPO staff have communicated with the consultant, reviewed deliverables, and now plan to complete the project within the two-month extension without additional services.

After reviewing the goals of the contract extension, WAMPO staff recognize that building the necessary relationships to effectively explore potential partnerships for transit initiatives will likely require more than six months. Consequently, extending the contract and expanding its scope may not achieve the desired outcomes. To address this, WAMPO staff and the consultant plan to complete the Regional Transit Implementation Plan within the approved two-month contract extension. In the future, WAMPO staff will internally leverage existing relationships and conduct outreach efforts to further engage public and private partners. The objective is to develop a framework for such public-private partnerships that can be utilized in the future if interest emerges from the region's jurisdictions.



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

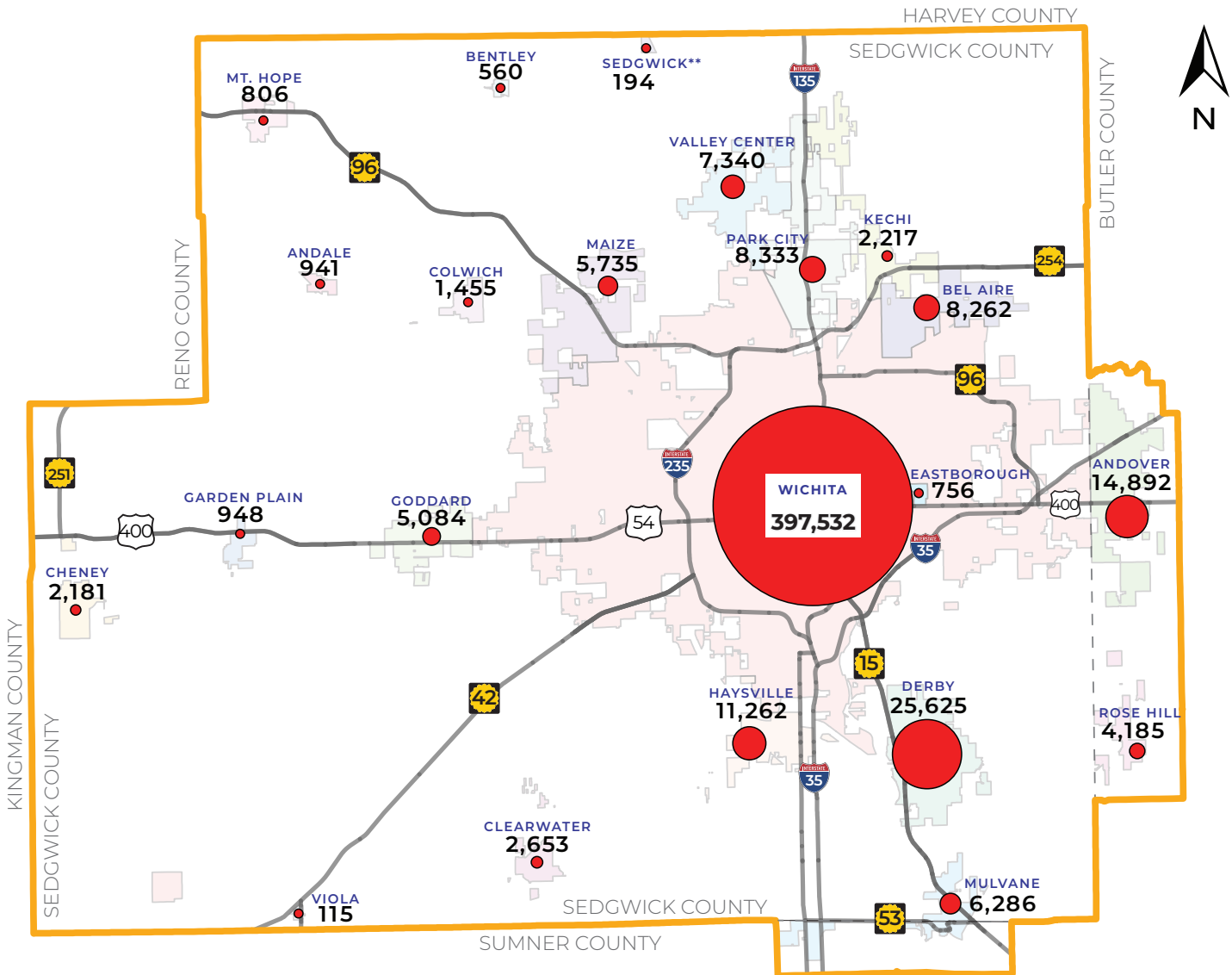
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO AREA PUBLIC TRANSIT RIDERSHIP TABLE

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

Transit Provider	Annual Ridership					
	2018	2019	2020	2021	2022	2023
Wichita Transit	1,181,807	1,373,944	759,330	768,717	1,011,541	1,269,050
Derby Dash	11,013	10,394	7,098	9,289	8,142	7,799
Haysville Hustle	-	-	31	2,192	3,316	2,993
Sedgwick County Transportation	9,789	11,016	9,692	10,666	9,352	9,564
Butler County Transit	18,422	19,307	17,107	18,681	16,677	18,710

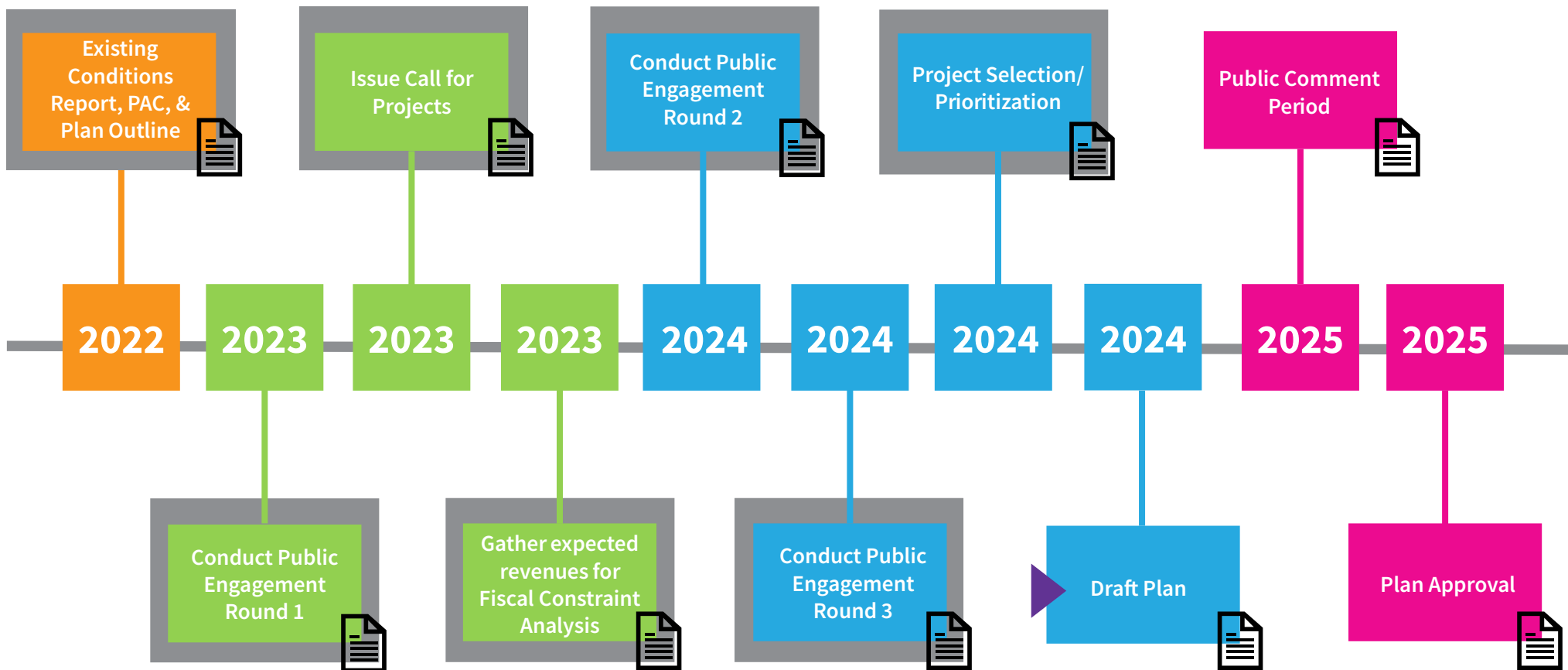
Point of Contact

Transit Provider	Name	Email	Phone
Wichita Transit	Raven Alexander	ralexander@wichita.gov	316.352.4868
Derby Dash	Ashley Cory	ashleycory@derbyweb.com	316.788.7433
Haysville Hustle	Kristen McDaniel	kmcdaniel@haysville-ks.com	316.529.5903
Sedgwick County Transportation	Emily Jensen	emily.jensen@sedgwick.gov	316.660.5158
Butler County Transit	Crystal Noles	cnoles@bucoks.com	316.775.0500

Metropolitan Transportation Plan

➤➤➤➤➤➤➤➤➤➤ 2050

Progress



Completed
 In-Progress
 Deliverable

January 2025

Detailed Progress

Phase 1: Existing conditions

- Develop public participation strategy document and style guide
- Develop the Plan Advisory Committee (PAC)
- Develop an existing conditions report
- Create MTP 2050 outline, format, and move existing MTP 2040 appendices into the new outline

Phase 2: Where do we want to go?

- Conduct Public Engagement Round 1
- Review the needs based on the existing conditions report
- Call for projects from jurisdictions (MTP and TIP projects) - 09/15/23 - 02/02/24
- Develop alternate scenarios (TDM and population)
- Gather the expected revenues and expenditures information for the fiscal constraint analysis

Phase 3: Did we get it right?

- Public Engagement Round 1 results report
- Conduct Public Engagement Round 2

Phase 4: Here's what you said.

- Public Engagement Round 2 - results report
- Candidate project list review
- Conduct Public Engagement Round 3
- Project Selection Committee meetings/project prioritization
- Fiscal constraint analysis
- Update existing conditions to 2024 data
- Finalize performance measures (System Performance Report)
- Draft the plan



- Plan Advisory Committee and state/federal review of draft plan
- Adjust the plan based on PAC and state/federal review
- 30-day Public Comment Period - Public Engagement Round 4 (03/08/25 - 04/07/25)

Phase 5: MTP 2050 adoption

- Review public comments for plan incorporation
- TAC recommendation for approval - April 28, 2025
- TPB approval consideration - public hearing - May 13, 2025
- Public Engagement Round 5 - roadshow for approved MTP 2050





WAMPO TRANSPORTATION ACRONYM GLOSSARY

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	MPA	Metropolitan Planning Area
AASHTO	American Association of State Highway and Transportation Officials	MPO	Metropolitan Planning Organization
ACS	American Community Survey	MSA	Metropolitan Statistical Area
ADA	Americans with Disabilities Act	MTP	Metropolitan Transportation Plan
ALOP	Annual List of Obligated Projects	NAAQS	National Ambient Air Quality Standards
AMPO	Association of Metropolitan Planning Organizations	NEVI	National Electric Vehicle Infrastructure Funding Program
APA	American Planning Association	NHPP	National Highway Performance Program
ASCE	American Society of Civil Engineers	NHS	National Highway System
ATC	Active Transportation Committee	NHTSA	National Highway Traffic Safety Administration
ATIIP	Active Transportation Infrastructure Improvement Program	NOFO	Notice of Funding opportunity
BIL	Bipartisan Infrastructure Law	PAC	Plan Advisory Committee
CDT	Coordinated Transit District	PE	Preliminary Engineering
CMAQ	Congestion Mitigation and Air Quality	PM	Performance Measure
CMP	Congestion Management Process	PPP	Public Participation Plan
CPG	Consolidated Planning Grant	PSC	Project Selection Committee
CRP	Carbon Reduction Program	REAP	Regional Economic Area Partnership
CSAP	Comprehensive Safety Action Plan	RFP	Request for Proposals
CUFC	Critical Urban Freight Corridor	ROW	Right of Way
DBE	Disadvantaged Business Enterprise	RSA	Road Safety Assessment/Audit
DOT	Department of Transportation	SCAC	Sedgwick County Association of Cities
EIS	Environmental Impact Statement	SRTS	Safe Routes to School
EJ	Environmental Justice	SS4A	Safe Streets and Roads for All Grant Program
EPA	Environmental Protection Agency	SSA	Safe System Approach
EV	Electric Vehicle	STBG	Surface Transportation Block Grant
FC	Functional Classification	STIP	Statewide Transportation Improvement Program
FFY	Federal Fiscal Year (October 01 - September 30)	TA	Transportation Alternatives
FHWA	Federal Highway Administration	TAC	Technical Advisory Committee
FTA	Federal Transit Administration	TAM	Transit Asset Management
GIS	Geographic Information System	TAZ	Traffic Analysis Zone
HIP	Highway Infrastructure Program	TDM	Travel Demand Model
HSIP	Highway Safety Improvement Program	TIP	Transportation Improvement Program
IKE	Kansas Eisenhower Legacy Program	TMA	Transportation Management Area
ITE	Institute of Transportation Engineers	TPB	Transportation Policy Body
ITS	Intelligent Transportation System	UAB	Urban Area Boundary
KDOT	Kansas Department of Transportation	UCTC	United Community Transit Coalition
KHP	Kansas Highway Patrol	UPWP	Unified Planning Work Program
KTA	Kansas Turnpike Authority	VMT	Vehicle Miles Traveled
LEP	Limited English Proficiency	VRU	Vulnerable Road User
L RTP	Long Range Transportation Plan (same as MTP)	WAMPO	Wichita Area Metropolitan Planning Organization
MAPD	Wichita-Sedgwick County Metropolitan Area Planning Department	WT	Wichita Transit

2025 TPB Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	EMAIL
City of Wichita	Becky Tuttle, Chair	btuttle@wichita.gov		
City of Wichita	J.V. Johnston	jvjohnston@wichita.gov	Brandon Johnson	bjohnson@wichita.gov
City of Wichita	Dalton Glasscock	dglasscock@wichita.gov		
City of Wichita	Mike Hoheisel	mhoheisel@wichita.gov	Robert Layton	rlayton@wichita.gov
Sedgwick County				
Sedgwick County	Jim Howell	jim.howell@sedgwick.gov	Tom Stolz	thomas.stolz@sedgwick.gov
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov	Tim Kaufman	tkaufman@sedgwick.gov
Sedgwick County	Ryan Baty	ryan.baty@sedgwick.gov	Tania Cole	tania.cole@sedgwick.gov
Kansas Department of Transportation	Nick Squires	nick.squires@ks.gov	J.B. Wilson	jb.wilson@ks.gov
Kansas Department of Transportation	Mike Moriarty	michael.moriarty@ks.gov		
Sedgwick County Association of Cities (SCAC)	Terry Somers	tssomers1@gmail.com		
City of Kechi	Ashley Velazquez	avelazquez@kechiks.gov		
City of Clearwater	Burt Ussery	bussery@clearwaterks.org	Courtney Zollinger	czollinger@clearwaterks.org
Butler County	Dan Woydziak	dwoydziak@bucoks.com		
City of Rose Hill	Gary Weaver	gweaver@cityofrosehill.com	Warren Porter	wporter@cityofrosehill.com
City of Derby	Nick Engle	nickengleward3@derbyweb.com		
City of Bel Aire	Jim Benage	jbenage@belaireks.gov	Anne Stephens	astephens@belaireks.gov
City of Mulvane			Joel Pile	jpil@mulvane.us
City of Maize	Pat Stivers	pstivers@cityofmaize.org	Nick Gregory	ngregory@maizeks.gov
City of Valley Center	Jet Truman	vcmayor@valleycenterks.org	Rodney Eggleston	reggleston@valleycenterks.org
City of Haysville	Russ Kessler, Vice-Chair & TAC Chair	rkessler@haysville-ks.com	William Black	wblack@haysville-ks.com
City of Park City	Ben Sauceda	bsauceda@parkcityks.com		
City of Andover	Mike Warrington	mwarrington@andoverks.gov	Jennifer McCausland	jmccausland@andoverks.gov
City of Goddard	George Liebe	liebe@goddardks.gov	Keaton Fish	fish@goddardks.gov
Executive Committee				
City of Wichita	Becky Tuttle, Chair	btuttle@wichita.gov		
City of Haysville	Russ Kessler, Vice-Chair & TAC Chair	rkessler@haysville-ks.com		
Wichita Metro Area Kansas Department of Transportation	Nick Squires	nick.squires@ks.gov		
Butler County	Dan Woydziak	dwoydziak@bucoks.com		
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov		
Member at Large				
Non-Voting Members & Alternates				
Federal Transit Administration	Gerri Doyle	gerri.doyle@dot.gov		
Federal Highway Administration	Rick Backlund	richard.backlund@dot.gov		
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
WAMPO Engineering & Data Analyst	Deepu Poreddy	dedeepya.poreddy@wampo.org		
WAMPO Transportation Planner	Dora Gallo	dora.gallo@wampo.org		
WAMPO Travel Demand Forecasting Analyst	Dylan Cossaart	dylan.cossaart@wampo.org		
WAMPO Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Graphics Intern	Kaylee Bates	kaylee.bates@wampo.org		
WAMPO Multimodal Transportation Safety Planner	Kim Negrete	kimberly.negrete@wampo.org		
WAMPO Senior Accountant	Kyle Thomas	kyle.thomas@wampo.org		
WAMPO Community Planner	Markey Jonas	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	Nick Flanders	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	Peter Mohr	peter.mohr@wampo.org		
WAMPO Data Forecasting Analyst	Sruthi Kesa	sruthi.kesa@wampo.org		

Quorum is 12 based on voting members

Rev. 01/03/2025

2025 WAMPO MEETING SCHEDULE

Meeting times and dates are subject to change at the committee chair's discretion. Please visit www.wampo.org/events for schedule updates.

Transportation Policy Body	Technical Advisory Committee	Executive Committee	ICT Safe: A Regional Transportation Coalition*
<i>271 W 3rd St, Rm 203, Wichita, KS 67202 or via Zoom, at 3:00 PM, unless otherwise stated</i>	<i>271 W 3rd St, Rm 203, Wichita, KS 67202 or via Zoom, at 10:00 AM, unless otherwise stated</i>	<i>271 W 3rd St, Rm 237, Wichita, KS 67202 or via Zoom, at 11:00 AM, unless otherwise stated</i>	<i>Online via Zoom, at 9:30 AM, unless otherwise stated</i>
JANUARY 14	JANUARY 27		
FEBRUARY 11	FEBRUARY 24	FEBRUARY 6	FEBRUARY 5
MARCH 11	MARCH 24		
APRIL 8	APRIL 28		
MAY 13	MAY 19	MAY 8	MAY 7
JUNE 10	JUNE 23		
JULY 8	JULY 28		
AUGUST 12	AUGUST 25	AUGUST 7	AUGUST 6
SEPTEMBER 9	SEPTEMBER 22		
OCTOBER 14	OCTOBER 27		
NOVEMBER 18	NOVEMBER 24	NOVEMBER 6	NOVEMBER 5
DECEMBER 9			



*The Active Transportation Committee and Drive Safe Sedgwick meet as committees of the ICT Safe Coalition.