



Technical Advisory Committee (TAC) Meeting Notice

Monday, January 27, 2025, @ 10:00 AM

In-Person

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

Virtual

Click the link below for
online meeting access.

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| Tentative Meeting Agenda | Page # |
|---|---------------------------------|
| I. Welcome | |
| II. Regular Business | |
| A. Approval of TAC Agenda: January 27, 2025 | |
| B. Approval of TAC Meeting Minutes: November 25, 2024 | 3 to 7 |
| C. Director’s Report <ul style="list-style-type: none"> i. Bimonthly TIP Project Statuses ii. ITS Steering Committee and Stakeholder Meetings iii. Projects Obligated in FFY2024 iv. Safe Routes to School (SRTS) Planning Update v. Grant Opportunities: <ul style="list-style-type: none"> o Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program, apply by 01/30/2025, https://bit.ly/RAISE-Grant o Technology Transfer (T2) Program, apply by 02/06/2025, https://bit.ly/FTA-T2-Program o Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, apply by 02/24/2025, https://bit.ly/PROTECT-Grant | 8 to 10 11 12 to 15 16 |
| III. Public Comment Opportunity Open forum for the public to provide comments about specific items on this month’s agenda and 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 before the meeting. | 17 |
| IV. Action | |
| A. FFY2025-FFY2028 Transportation Improvement Program Amendment #3 – Peter Mohr, WAMPO <i>The TAC is asked to make a recommendation to the TPB on proposed Amendment #3 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #3 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The Public Comment period for Amendment #3 opened on January 3, 2025, and ran through January 17, 2025. No public comments were received.</i> | 18 to 21 |
| B. Supporting KDOT Federal Performance Measure Targets – Peter Mohr, WAMPO <i>The FHWA and FTA jointly issued a Planning Rule that establishes various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. For these performance measures, MPOs are required to either set their own targets or support the targets set by their respective state DOTs. In 2024, WAMPO chose to support KDOT in achieving its federal performance-measure targets. The TAC is now asked to make a recommendation to the TPB on whether to continue to support KDOT’s 2025 federal performance-measure targets.</i> | 22 to 24 |

| | |
|---|----------|
| V. Discussion/Updates | |
| <p>A. <u>Draft Metropolitan Transportation Plan 2050 (MTP 2050) – To Be Released for Public Comment Period</u> – Nick Flanders and Markey Jonas, WAMPO</p> <p><i>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 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.</i></p> | 25 to 29 |
| <p>B. <u>Complete Streets</u> – Dora Gallo, WAMPO</p> <p><i>Complete Streets is a policy and design approach ensuring streets are safe and accessible for all users, fostering active transportation, safety, and sustainability. Nationwide, initiatives have improved infrastructure with features like bike lanes and transit-friendly corridors. In the Wichita metropolitan area, efforts focus on retrofitting roadways and integrating Complete Streets into planning. WAMPO is exploring the development of a toolbox to guide local stakeholders in adopting these principles, supporting safer and more inclusive transportation networks.</i></p> | 30 |
| <p>C. <u>Transit Update: Haysville Hustle</u> – Kristen McDaniel, Haysville Hustle</p> <p><i>Haysville Hustle will provide a transit update.</i></p> | |
| VI. Other Business | |
| <p>A. KDOT Transportation Safety Conference: March 4-5, 2025, in Wichita, KS</p> | |
| VII. Adjournment | |
| VIII. WAMPO Reference Material | |
| <p>A. WAMPO Region Population Table and Map</p> | 31 to 32 |
| <p>B. WAMPO Area Public Transit Ridership Table</p> | 33 |
| <p>C. MTP 2050 Development Progress</p> | 34 to 35 |
| <p>D. WAMPO Acronym Glossary</p> | 36 |
| <p>E. Technical Advisory Committee Roster</p> | 37 |
| <p>F. 2025 WAMPO Meeting Schedule</p> | 38 |

Chad Parasa, TAC Secretary

January 21, 2025



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, November 25, 2024 @ 10:00 AM

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

Meeting Duration: *57 minutes*

| Voting Members in Attendance | | |
|---|--|---|
| Russ Kessler, <i>TAC Chair</i> Marcy Aycock, <i>REAP</i> Craig Crossette, <i>Regional Pathways</i> Duane Flug, <i>KDOT</i> Danielle Gabor, <i>SCAC</i> Paul Gunzelman, <i>Wichita</i> | Gary Janzen, <i>Wichita</i> Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lynn Packer, <i>Sedgwick County</i> Allison Smith, <i>KDOT</i> | Alternates Emily Jensen, <i>CTD #9 (voting)</i> James Wagner, <i>Wichita (non-voting)</i> |
| Other Attendees | | |
| Kaylee Bates, <i>WAMPO</i> Jane Byrnes Mitch Coffman, <i>Toole Design</i> Craig Compton, <i>WSU CEDBR</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i> Markey Jonas, <i>WAMPO</i> | Alan Kailer, <i>Bike Walk Wichita</i> Brett Letkowski, <i>TranSystems</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Kim Negrete, <i>WAMPO</i> Chad Parasa, <i>WAMPO</i> Marcela Quintanilla | Kaylee Sands, <i>FTA</i> Will Sharp, <i>FHWA</i> Kyle Thomas, <i>WAMPO</i> Bill Troe, <i>SRF</i> Tyler Voth, <i>WSP</i> |

1. Chair Russ Kessler called the meeting to order at 10:02 AM.

2. Regular Business

A. Approval of November 25, 2024, Agenda¹

Discussion: None.

Action: Approve the November 25, 2024, agenda, as proposed. (12-0)

Motion: Paul Gunzelman

Second: Danielle Gabor

B. Approval of October 28, 2024, Meeting Minutes

Discussion: None.

Action: Approve the October 28, 2024, meeting minutes, as proposed. (12-0)

Motion: Lynn Packer

Second: Shawn Mellies

¹ A quorum was not present when the meeting was called to order, so the votes to approve the November agenda and October minutes were held following the Director’s Report, once the quorum was met.

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.

C. Director's Report

i. Metropolitan Transportation Plan 2050 (MTP 2050) Update

Nick Flanders, WAMPO, shared that WAMPO is developing long-range Metropolitan Transportation Plan 2050 (MTP 2050) and provided an update on plan-development progress. On November 12, 2024, the TPB approved the Project Selection Committee's recommendations for MTP 2050 priority transportation projects for the period 2025-2050. Draft sections of MTP 2050 have been, and continue to be, posted incrementally, with individual chapters and appendices available on 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.

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

ii. FTA Section 5310 Program

Dora Gallo, WAMPO, 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 on November 15, 2024, and submissions are due January 17, 2025. Please visit www.wampo.org/wampo-5310 for more information.

iii. Draft 2025 WAMPO Meeting Schedule

Markey Jonas, WAMPO, presented the draft 2025 WAMPO meeting schedule. All meetings currently on the 2025 calendar follow established meeting frequency patterns (e.g., TAC meetings are on the fourth Monday of each month), with the exception of the May 2025 TAC meeting, which has been scheduled a week early due to Memorial Day, and the November 2025 TPB meeting, which has been scheduled a week late due to Veterans Day. Please visit www.wampo.org/events for WAMPO's full schedule and updates.

WAMPO board and committee members should have received a calendar invitation serving as a placeholder for 2025 meetings; meeting-specific information and Zoom links will be sent as each meeting date approaches. The meeting schedule will be considered for formal approval by the TPB on December 10, 2024.

iv. 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.

Kim Negrete, WAMPO, explained that the Transportation Safety Champions program will recruit organizations and individuals who are 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 our roadways.

Ms. Gallo shared that WAMPO will connect with jurisdictions for help identifying safety champions and creating clubs/groups. In addition to partnering with existing organizations, stand-alone groups and individual champions will be welcomed.

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.

3. Public Comments

None.

4. Action

None.

5. Discussion/Updates

A. Project Cost-Benefit Analysis

Craig Compton, WSU CEDBR, shared that WAMPO has partnered with the Wichita State University (WSU) Center for Economic Development and Business Research (CEDBR) and JEO Consulting Group to create a model for conducting cost-benefit analyses of transportation projects. As a component of this analysis, CEDBR has employed advanced modeling software to detail how specific infrastructure investments benefit the local economy. Mr. Compton explained the concept of direct, indirect, and induced economic impacts and introduced IMPLAN, a software tool used to calculate these impacts. IMPLAN analyzes the economic impact of investments by considering the flow of money through various sectors of the economy. The software provides detailed outputs, such as employment, wages, value added, and tax revenue. The presentation concluded by demonstrating an example of the tool's capabilities.

Peter Mohr, WAMPO, provided background details about the value of an economic analysis approach for projects and discussed using IMPLAN to estimate the economic impact of future WAMPO projects, providing valuable insights for decision-making and project prioritization.

Project Cost-Benefit Analysis Presentation Slides: <https://bit.ly/CEDBR-Project-Impact-Slides>

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Discussion:

Gary Janzen asked if this analysis process is being applied to all projects in the Transportation Improvement Program (TIP) and whether the data would be made available. Mr. Mohr said that the plan is to eventually use the software to generate economic data for all projects.

Chair Kessler asked about the timing of the analysis, and whether it would be applied before or after project completion. Mr. Mohr explained that the analysis could be conducted before project initiation, given basic scope information, and that the accuracy of the model would improve with more detailed information.

Lynn Packer inquired about the applicability of the analysis to all types of transportation projects. Mr. Compton said that the analysis is primarily focused on the construction phase of projects. Mr. Parasa shared that there are various approaches to analyzing different types of projects and noted that further analysis would still be needed to quantify the broader economic benefit of a transportation project.

B. 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.

Mitch Coffman, Toole Design, 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 involve identifying priority bikeways, exploring opportunities for opportunistic implementation, and considering different facility types to accommodate various bicycle-rider needs.

The draft plan was presented to the Bicycle and Pedestrian Advisory Board (BPAB) on November 18, 2024, and will be presented to the Wichita City Council in December. For more information and to view the draft plan, please visit www.wichitabicycleplan.com/.

Discussion:

Chair Kessler asked if the plan is only for Wichita or for surrounding areas as well. Mr. Gunzelman said that it is just for Wichita but that the project team is interested in opportunities to connect the plan to those of surrounding communities.

Mr. Janzen asked if projects completed since 2013 were evaluated to help inform the development of the draft plan. Mr. Gunzelman and Mr. Coffman said that existing projects were considered and that there is forthcoming guidance from the American Association of State Highway and Transportation Officials (AASHTO) for the development of bikeways, including design guidance.

C. Regional Active Transportation Plan

Ms. Gallo announced 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.

Mr. Parasa provided more details about aspects WAMPO may like the final plan to include, such as the identification of “catalyst projects” that foster connectivity and improve quality of life as well as cost estimates for the development of bicycle and pedestrian facilities.

Discussion:

Craig Crossette asked if there would be a call for projects for the plan. Mr. Parasa shared that the plan-development process will involve general discussions rather than a call for projects.

D. Regional Transit Implementation Plan

Bill Troe, SRF, provided an update on the development of the Regional Transit Implementation Plan, sharing that key parts of the draft plan have been compiled after considering various factors, including jurisdictional perspectives, funding capabilities, and service needs. A matrix outlining potential transit alternatives and the applicability of these alternatives to different jurisdictions was highlighted. The plan focuses on collaboration across the region, as well as with major employers, to implement transit solutions and aims to identify easily implementable alternatives, such as vanpooling, to improve access to employment opportunities. The draft partial Regional Transit Implementation Plan is available for review at <https://bit.ly/Draft-Partial-Report-Regional-Transit-Implementation-Plan>.

6. Committee & Partnership Updates

None.

7. Other Business

None.

8. Meeting adjourned at 10:59 AM

The next regular meeting will be held on Monday, January 27, 2024, at 10:00 AM.



Agenda Item 2Ci: 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 TAC 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 TAC.

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

- » Project sponsors are requested to provide information for the next bimonthly update by February 7, 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 |



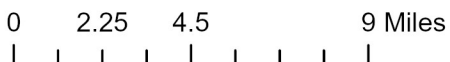
Transportation Improvement Program

Current Suballocated Projects

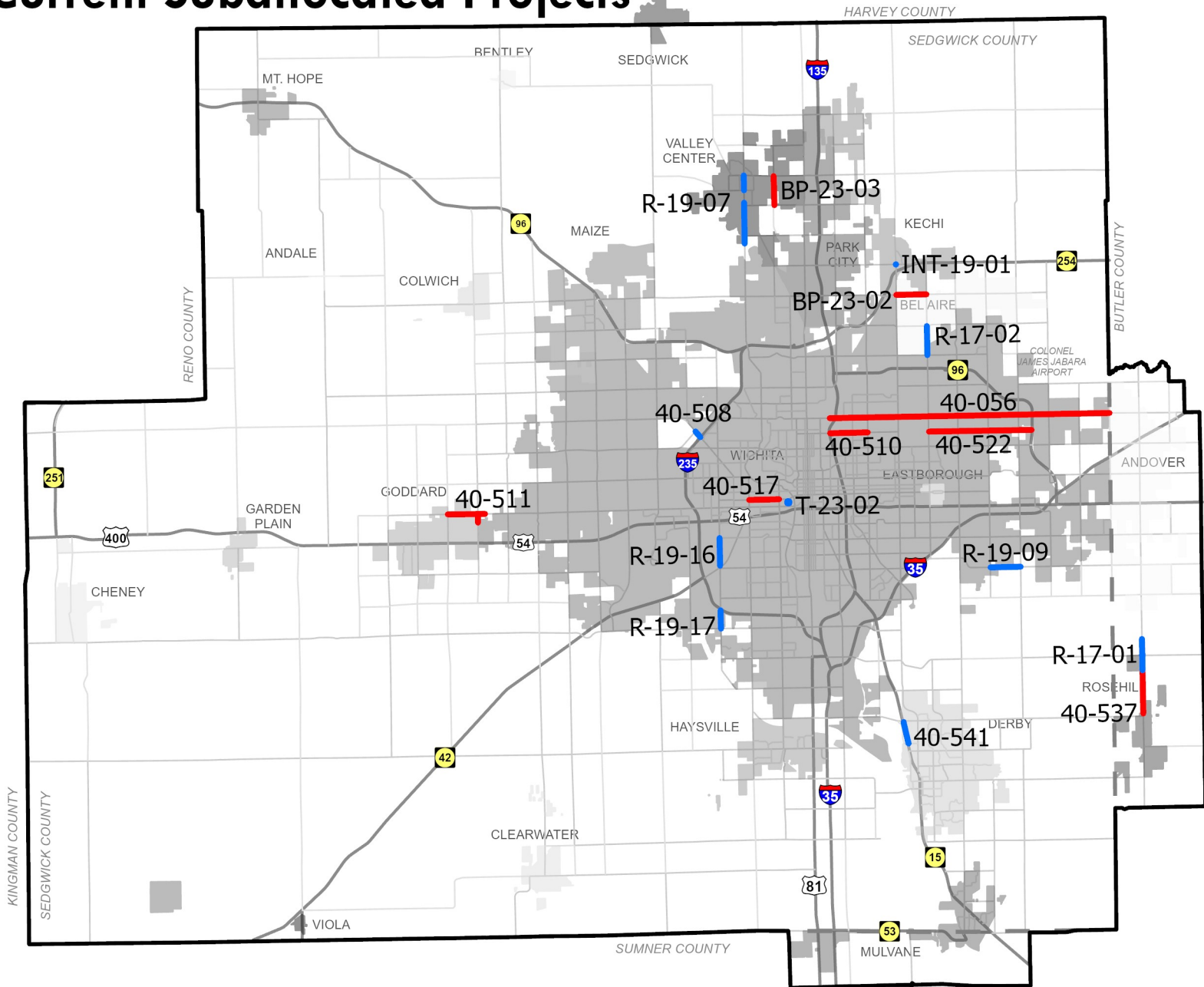
Legend

- 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

WAMPO is 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 committee 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 meeting 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. 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 meeting 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 2050 (MTP 2050) 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 to the regional 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

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.



FFY2024 Obligation Activity by Funding Program

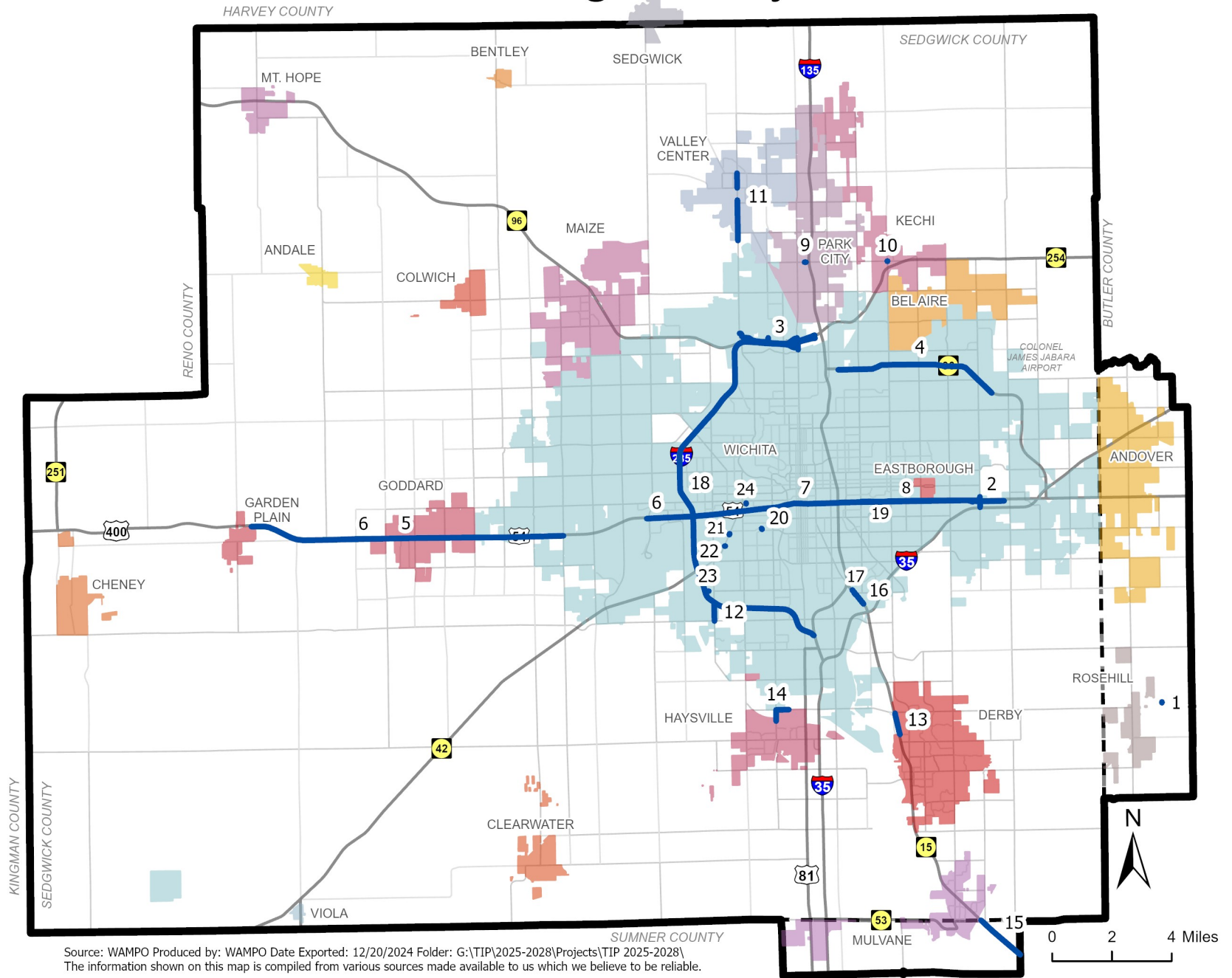
| Suballocated Funding Programs | |
|--|------------------------|
| Surface Transportation Block Grant (STBG) Program | \$10,591,232.72 |
| Congestion Mitigation and Air Quality (CMAQ) Program | \$1,766,990.41 |
| Transportation Alternatives (TA) Program: For TA Purposes | \$1,586,504.00 |
| Transportation Alternatives (TA) Program: For STBG Purposes | \$573,910.00 |
| Suballocated Total | \$14,518,637.13 |
| Non-Suballocated Funding Programs | |
| Surface Transportation Block Grant (STBG) Program | -\$188,717.00 |
| National Highway Performance Program (NHPP) | \$1,101,801.21 |
| Highway Safety Improvement Program (HSIP) | \$360,804.01 |
| Railway-Highway Crossings Hazard Elimination (RHCHE) Program | \$2,505,117.01 |
| FTA 5307 Program: Urbanized Area Formula Grants | \$6,769,467.00 |
| FTA 5310 Program: Enhanced Mobility of Seniors & Individuals with Disabilities | \$640,199.00 |
| FTA 5339 Program: Grants for Buses & Bus Facilities Program | \$4,488,784.00 |
| Non-Suballocated Total | \$15,677,455.23 |
| All Funding Programs Total | \$30,196,092.36 |

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.



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 WAMPO Transportation Policy Body (TPB) approved a contract with SRF Consulting Group, Inc., for Safe Routes to School planning assistance across the region during November 2024-December 2026, for an amount not to exceed \$500,000.

Background

Safe Routes to School (SRTS) 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 by the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The primary goals of SRTS 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. In November 2024, the WAMPO Transportation Policy Body (TPB) approved a contract with SRF Consulting Group, Inc., for Safe Routes to School planning assistance across the region during November 2024-December 2026, for an amount not to exceed \$500,000. WAMPO staff and consultants 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 USD 385, Derby USD 260, Goddard USD 265, Haysville USD 261, Maize USD 266, Renwick USD 267, Rose Hill Public Schools USD 394, Valley Center Public Schools USD 262, and Wichita USD 259. WAMPO staff will continue outreach to the remaining school districts and private schools in the region.

WAMPO staff and consultants are currently developing outreach materials and data-collection strategies, forming an SRTS Stakeholder 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 at least sixty (60) school-specific SRTS plans and aiding WAMPO member jurisdictions, school districts, and individual schools in identifying champions and funding opportunities to support ongoing safety efforts.

Attachment

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



Agenda Item 3
Public Comment Opportunity
Haysville Mayor Russ Kessler, TAC Chair

Background

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

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



FFY2025-FFY2028 Transportation Improvement Program Amendment #3

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

The TAC is asked to make a recommendation to the TPB on proposed Amendment #3 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #3 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The Public Comment period for Amendment #3 opened on January 3, 2025, and ran through January 17, 2025. No public comments were received.

Background

Amendment #3 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the third amendment for this TIP, **adding seven (7) new projects** and **modifying four (4) projects**. The below-linked Amendment #3 summary also provides notice of **administrative adjustments to seven (7) projects**, which do not require approval by the TAC or TPB. The Public Comment period for Amendment #3 opened on January 3, 2025, and ran through January 17, 2025. No public comments were received. The FFY2025-FFY2028 TIP was adopted by the WAMPO Transportation Policy Body (TPB) on August 13, 2024, and may be found at www.wampo.org/transportation-improvement-program. The TAC is now asked to provide a recommendation on the proposed project additions/modifications.

Fiscal Considerations

Federal regulations require that the TIP be “fiscally constrained,” meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes (see following table), the TIP is fiscally constrained for the period FFY2025-FFY2028.

| WAMPO ID | Lead Agency | Project Title | Change in Local Funding | Change in State Funding | Change in Federal Funding | Change in Overall Funding |
|------------|--------------------------------|---|-------------------------|-------------------------|---------------------------|---------------------------|
| 40-510 | City of Wichita | 17th St N, I-135 to Hillside | \$900,000 | \$0 | \$0 | \$900,000 |
| TM-25-001 | City of Wichita | ITS – 21st and 119th St W to Downtown | \$0 | \$0 | \$0 | \$0 |
| BR-25-026 | KDOT | US-54: Bridge #292 carrying US-54/US-400 eastbound lanes over I-135 and Canal located at the US-54 and I-135 junction [New Project] | \$0 | \$1,258,600 | \$5,034,700 | \$6,293,300 |
| BR-25-027 | KDOT | US-54: Bridge #293 carrying US-54/US-400 westbound lanes over I-135 and Canal located at the US-54 and I-135 junction [New Project] | \$0 | \$1,315,300 | \$5,261,100 | \$6,576,400 |
| INT-24-01 | KDOT | K-15: Intersections at 71st, 47th and MacArthur (City of Derby) | \$0 | \$1,152,700 | \$0 | \$1,152,700 |
| R-23-03 | KDOT | US-54 (E. Kellogg Ave) in Sedgwick/Butler counties | \$0 | \$3,240,000 | \$12,960,000 | \$16,200,000 |
| RN-25-001 | KDOT | City of Goddard Galleria Commercial Road: North Seasons Street and E. 2nd St. Street from the south line of W. Kellogg Drive to the westerly pavement line of 183rd Street West, and E. 6th St. from the west line of Goddard Galleria Addition to the west line of North Seasons Street [New Project] | \$671,600 | \$2,014,700 | \$0 | \$2,686,300 |
| RN-25-002 | KDOT | Andover: Founders Parkway from Andover Road to Sunflower Road [New Project] | \$1,062,700 | \$2,000,000 | \$0 | \$3,062,700 |
| RR-25-001 | KDOT | City of Wichita: Burlington Northern Santa Fe corridor: Overheight Vehicle Warning System Pilot Project [New Project] | \$75,000 | \$0 | \$125,000 | \$200,000 |
| TR-25-001 | Sedgwick County Transportation | FY 25 5311 Grant [New Project] | \$63,009 | \$37,698 | \$220,808 | \$321,515 |
| T-15-005 | Wichita Transit | Transit: Bus Purchase [New Project] | \$888,598 | \$0 | \$4,319,089 | \$5,207,687 |
| BP-23-02* | City of Bel Aire | 53rd Street, Oliver to Woodlawn Multi-Use Path | \$0 | \$0 | \$0 | \$0 |
| 40-517* | City of Wichita | Douglas, Seneca to Meridian | \$0 | \$0 | \$0 | \$0 |
| 40-522* | City of Wichita | Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 | \$0 | \$0 | \$0 | \$0 |
| 40-537* | County of Butler | SW Butler Rd Improvements from SW 170th St to SW 155th St | \$0 | \$0 | \$0 | \$0 |
| 40-511* | Sedgwick County | Maple Street Pathway | \$0 | \$0 | \$0 | \$0 |
| B-23-02* | KDOT | Repair Bridges #143 & #317 on US-54 in Sedgwick County | \$0 | \$0 | \$500 | \$500 |
| ITS-23-01* | KDOT | Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita | \$0 | \$43,700 | \$0 | \$43,700 |
| | | Total | \$3,660,907 | \$11,062,698 | \$27,921,197 | \$42,644,802 |

* Administrative Adjustment



Agenda Item 4A: Action
FFY2025-FFY2028 Transportation Improvement Program Amendment #3

Peter Mohr, Manager of Transportation Engineering & Data

Among other changes, Amendment #3 restores the Wichita Transit project “Transit: Bus Purchase” that had previously been marked “complete” and removed from the TIP upon the transition from the FFY2019-FFY2022 TIP to the FFY2021-FFY2024 TIP; it includes WAMPO-suballocated Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funding that was obligated in FFY2018. The City of Wichita project “Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96” (previously titled “Redbud Path from Woodlawn to K-96”) and the Sedgwick County project “Maple Street Pathway” have administrative adjustments that change \$1,320,000 of the Wichita project’s WAMPO-suballocated federal funding from the Carbon Reduction Program (CRP) to the Transportation Alternatives (TA) program and perform the opposite operation on the Sedgwick County project, such that neither project’s overall WAMPO-suballocated federal funding is changed and the overall amounts of CRP and TA funds programs to projects are also unchanged; this is done to accommodate “Maple Street Pathway” being moved back from FFY2025 to FFY2027, at the request of Sedgwick County staff. Meanwhile, two (2) other projects with changes requiring a formal amendment and three (3) administratively adjusted projects with WAMPO-suballocated federal funding have changes that do not affect the amount of funding they receive from any given WAMPO-suballocated federal program.

Changes in WAMPO-Suballocated Federal Funding

| Sponsor | Project Title | STBG | CMAQ | TA | TA-STBG | CRP | TOTAL |
|------------------|---|------------------|------------------|--------------|------------|--------------|--------------------|
| City of Wichita | 17th St N, I-135 to Hillside | -- | -- | -- | -- | -- | \$0 |
| City of Wichita | ITS - 21st and 119th St W to Downtown | -- | -- | -- | -- | -- | \$0 |
| Wichita Transit | Transit: Bus Purchase [New Project] | \$410,000 | \$949,089 | -- | -- | -- | \$1,359,089 |
| City of Bel Aire | 53rd Street, Oliver to Woodlawn Multi-Use Path* | -- | -- | -- | -- | -- | \$0 |
| City of Wichita | Douglas, Seneca to Meridian* | -- | -- | -- | -- | -- | \$0 |
| City of Wichita | Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96* | -- | -- | \$1,320,000 | -- | -\$1,320,000 | \$0 |
| County of Butler | SW Butler Rd Improvements from SW 170th St to SW 155th St* | -- | -- | -- | -- | -- | \$0 |
| Sedgwick County | Maple Street Pathway* | -- | -- | -\$1,320,000 | -- | \$1,320,000 | \$0 |
| Total | | \$410,000 | \$949,089 | \$0 | \$0 | \$0 | \$1,359,089 |

* Administrative Adjustment

Staff Recommendation

Recommend the TPB approve FFY2025-FFY2028 TIP Amendment #3, as presented.

Action Options

- » Recommend the TPB **approve** FFY2025-FFY2028 TIP Amendment #3, **as presented**.
- » Recommend the TPB **not approve** FFY2025-FFY2028 TIP Amendment #3.
- » Recommend the TPB **approve** FFY2025-FFY2028 TIP Amendment #3, **with specific changes**.



Agenda Item 4A: Action **FFY2025-FFY2028 Transportation Improvement Program Amendment #3**

Peter Mohr, Manager of Transportation Engineering & Data

Next Steps

- » February 11, 2025: TPB vote on FFY2025-FFY2028 TIP Amendment #3.
- » The approved amendment will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in March 2025.

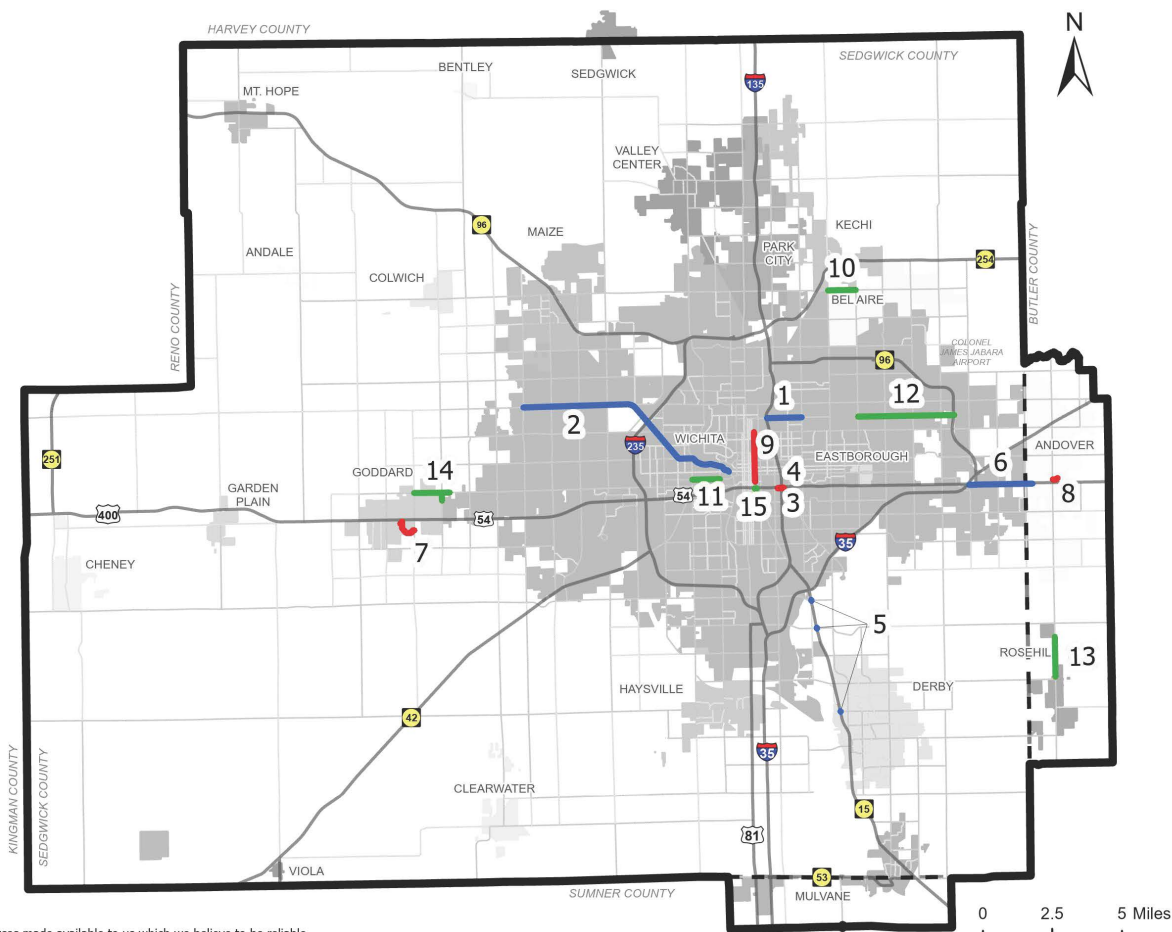
Attachments

- » **Map and Table of FFY2025-FFY2028 TIP Amendment #3 Projects**
- » **FFY2025-FFY2028 TIP Amendment #3 Summary** – <https://bit.ly/2025-2028TIP-Proposed-Amendment-3>



2025-2028 Transportation Improvement Program Amendment 3 Projects

- Amendment 3 New Projects
- Amendment 3 Amended Projects
- Administrative
- Adjustment 2.1 Projects
- WAMPO Planning Boundary
- County Boundaries



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 12/30/2024
 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.

| # | Lead Agency | Project Title | Total Project Cost |
|-----|--------------------------------|--|--------------------|
| 1 | City of Wichita | 17th St N, I-135 to Hillside | \$4,200,000 |
| 2 | City of Wichita | ITS – 21st and 119th St W to Downtown | \$3,890,000 |
| 3 | KDOT | US-54: Bridge #292 carrying US-54/US-400 eastbound lanes over I-135 and Canal located at the US-54 and I-135 junction | \$6,293,300 |
| 4 | KDOT | US-54: Bridge #293 carrying US-54/US-400 westbound lanes over I-135 and Canal located at the US-54 and I-135 junction | \$6,576,400 |
| 5 | KDOT | K-15: Intersections at 71st, 47th and MacArthur (City of Derby) | \$1,899,000 |
| 6 | KDOT | US-54 (E. Kellogg Ave) in Sedgwick/Butler counties | \$425,090,000 |
| 7 | KDOT | City of Goddard Galleria Commercial Road: North Seasons Street and E. 2nd St. Street from the south line of W. Kellogg Drive to the westerly pavement line of 183rd Street West, and E. 6th St. from the west line of Goddard Galleria Addition to the west line of North Seasons Street | \$2,686,300 |
| 8 | KDOT | Andover: Founders Parkway from Andover Road to Sunflower Road | \$3,062,700 |
| 9 | KDOT | City of Wichita: Burlington Northern Santa Fe corridor: Overheight Vehicle Warning System Pilot Project | \$200,000 |
| 10 | City of Bel Aire | 53rd Street, Oliver to Woodlawn Multi-Use Path | \$404,628 |
| 11 | City of Wichita | Douglas, Seneca to Meridian | \$5,775,000 |
| 12 | City of Wichita | Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 | \$14,185,000 |
| 13 | Butler County | SW Butler Rd Improvements from SW 170th St to SW 155th St | \$13,047,000 |
| 14 | Sedgwick County | Maple Street Pathway | \$2,375,000 |
| 15 | KDOT | Repair Bridges #143 & #317 on US-54 in Sedgwick County | \$1,847,100 |
| N/A | KDOT | Intelligent Transportation System Devices in Wichita-US 54 and K96 in Wichita | \$1,163,700 |
| N/A | Sedgwick County Transportation | FY 25 5311 Grant | \$321,515 |
| N/A | Wichita Transit | Transit: Bus Purchase | \$5,207,687 |



Executive Summary

The FHWA and FTA jointly issued a Planning Rule that establishes various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. For these performance measures, MPOs are required to either set their own targets or support the targets set by their respective state DOTs. In 2024, WAMPO chose to support KDOT in achieving its federal performance-measure targets. The TAC is now asked to make a recommendation to the TPB on whether to continue to support KDOT's 2025 federal performance-measure targets.

Performance-Based Planning

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures (PMs) are quantitative criteria used to evaluate progress. Performance-measure targets are the benchmarks against which progress is assessed using available data.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. This rule specifies the requirements for state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to implement a performance-based approach to planning and programming.

Federal Performance Measures (PMs)

Under the Planning Rule framework, the FHWA has three performance-measure rules (PM1, PM2, and PM3) and the FTA has a transit-asset-management rule and a transit-safety rule. These rules establish performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the FHWA and FTA performance-measure rules also specify how MPOs should set targets, report performance, and integrate performance measurement into their Long-Range Transportation Plans (LRTPs), which are also referred to as Metropolitan Transportation Plans (MTPs), and Transportation Improvement Programs (TIPs). MPOs may either set their own targets for each performance measure or support the targets set by their respective state DOTs.

In 2024, WAMPO supported the state PM1, PM2, PM3, and TAM targets developed by the Kansas Department of Transportation (KDOT). Since then, KDOT has established new PM1 safety targets for 2025. For PM2, pavement and bridge condition, KDOT updated their 2025 target for the percentage of Interstate pavements in good condition. For PM3, system performance and freight movement, KDOT revised their 2025 target for the Truck Travel Time Index. To support KDOT in achieving these targets, WAMPO incorporates evaluation criteria for safety, pavement/bridge condition, and traffic congestion into the project-selection process. WAMPO staff recommend continuing to support KDOT in reaching their 2025 targets.



Agenda Item 4B: Action

Supporting KDOT Federal Performance Measure Targets

Peter Mohr, Manager of Transportation Engineering & Data

PM1: Highway Safety

| Federal Performance Measure | 2024 Target | 2025 Target (New) |
|---|-------------|-------------------|
| Number of fatalities | 400 | 390 |
| Fatalities per 100 million vehicle miles traveled (VMT) | 1.29 | 1.25 |
| Number of serious injuries | 1,400 | 1,875 |
| Serious injuries per 100 million VMT | 4.47 | 6.2 |
| Number of Nonmotorized fatalities and serious injuries | 170 | 195 |

PM2: Pavement and Bridge Condition

| Federal Performance Measure | Previous 2025 Target | Updated 2025 Target |
|---|----------------------|---------------------|
| Percent of Interstate pavements in good condition | 61% | 70% |
| Percent of Interstate pavements in poor condition | 0.40% | 0.40% (unchanged) |
| Percent of non-Interstate National Highway System (NHS) pavements in good condition | 61% | 61% (unchanged) |
| Percent of non-Interstate NHS pavements in poor condition | 1.70% | 1.70% (unchanged) |
| Percent of NHS bridges by deck area classified as in good condition | 72% | 72% (unchanged) |
| Percent of NHS bridges by deck area classified as in poor condition | 3% | 3% (unchanged) |

PM3: System Performance

| Federal Performance Measure | Previous 2025 Target | Updated 2025 Target |
|---|----------------------|---------------------|
| Percent of person-miles on the Interstate system that are reliable | 98.0% | 98.0% (unchanged) |
| Percent of person-miles on the non-Interstate NHS that are reliable | 98.0% | 98.0% (unchanged) |
| Truck Travel Time Reliability (TTTR) Index | 1.10 | 1.13 |



Transit Asset Management (TAM)

| Federal Performance Measure | | ULB* | TERM | Replacement Threshold | Annual Target (Established in 2022) |
|---|-------------------|------|------|-----------------------|-------------------------------------|
| Rolling Stock % of revenue vehicles that have met/exceeded their ULB | Over-the-Road Bus | 14 | NA | 14 years / 750K Miles | 25% (unchanged) |
| | Full-Sized Bus | 14 | NA | 12 years / 500K Miles | 25% (unchanged) |
| | Cutaway Bus | 10 | NA | 5 years / 100K Miles | 25% (unchanged) |
| | Van | 8 | NA | 5 years / 100K Miles | 25% (unchanged) |
| | Minivan | 8 | NA | 5 years / 100K Miles | 25% (unchanged) |
| | Automobile | 8 | NA | -- | -- |
| Equipment % of non-revenue vehicles that have met/exceeded their ULB | Van | 8 | NA | 5 years / 100K Miles | 75% (unchanged) |
| | Minivan | 8 | NA | 5 years / 100K Miles | 75% (unchanged) |
| | SUV | 8 | NA | 5 years / 100K Miles | 75% (unchanged) |
| | Automobile | 8 | NA | 5 years / 100K Miles | 75% (unchanged) |
| | Cutaway Bus | 10 | NA | -- | -- |
| Facilities % of facilities (by group) that are rated less than 3.0 on the TERM Scale. | Administrative | NA | 3.0 | -- | 25% (unchanged) |
| | Maintenance | NA | 3.0 | -- | 25% (unchanged) |
| | Parking | NA | 3.0 | -- | 25% (unchanged) |
| | Passenger | NA | 3.0 | -- | 25% (unchanged) |

*Useful Life Benchmark

Staff Recommendation

Recommend the TPB approve supporting KDOT’s 2025 federal performance-measure targets, as presented.

Action Options

- » Recommend the TPB **approve** supporting KDOT’s 2025 federal performance-measure targets, **as presented**.
- » Recommend the TPB **not approve** supporting KDOT’s 2025 federal performance-measure targets.
- » Recommend the TPB **approve** supporting KDOT’s 2025 federal performance-measure targets, **with specific changes**.

Next Steps

- » The TAC’s recommendation will be presented to the TPB for a vote on February 11, 2025.



Draft Metropolitan Transportation Plan 2050 (MTP 2050) – To Be Released for Public Comment Period

Nick Flanders, Senior Transportation Planner
Markey Jonas, Community Planner

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 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 5A: Discussion/Updates

Draft Metropolitan Transportation Plan 2050 (MTP 2050) – To Be Released for Public Comment Period

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 Transportation Policy Body (TPB) on October 12, 2021, within each of nine (9) project categories. The locations and scopes of the scored projects may be found at 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 Technical Advisory Committee (TAC) concurred with the PSC's recommendations. On November 12, 2024, the TPB approved the PSC's recommendations.

Draft Chapters & Appendices 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 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:

- » Plan Development;
- » MTP Public Involvement & Engagement Summary;
- » Project Scoring Model;
- » Economic Development Analysis;
- » Regional Transit Implementation;
- » Active Transportation Analysis;
- » Regional ITS Architecture;
- » Comprehensive Safety Action Plan (CSAP) - Crash Data Analysis;
- » Travel Demand Model (TDM) Forecasts;
- » Congestion Management Process;
- » Cost Estimation Model;
- » Commuter Flows;
- » Electric Vehicle Network Plan; and
- » MTP Amendment Procedures.



Agenda Item 5A: Discussion/Updates
Draft Metropolitan Transportation Plan 2050 (MTP 2050) – To Be Released for
Public Comment Period

Nick Flanders, Senior Transportation Planner
Markey Jonas, Community Planner

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).
- » WAMPO staff address comments received during the public-comment period.
- » April 28, 2025: TAC recommendation.
- » May 13, 2025: TPB vote on approval.
- » Public Engagement Round 5: Introducing the approved plan to the public.

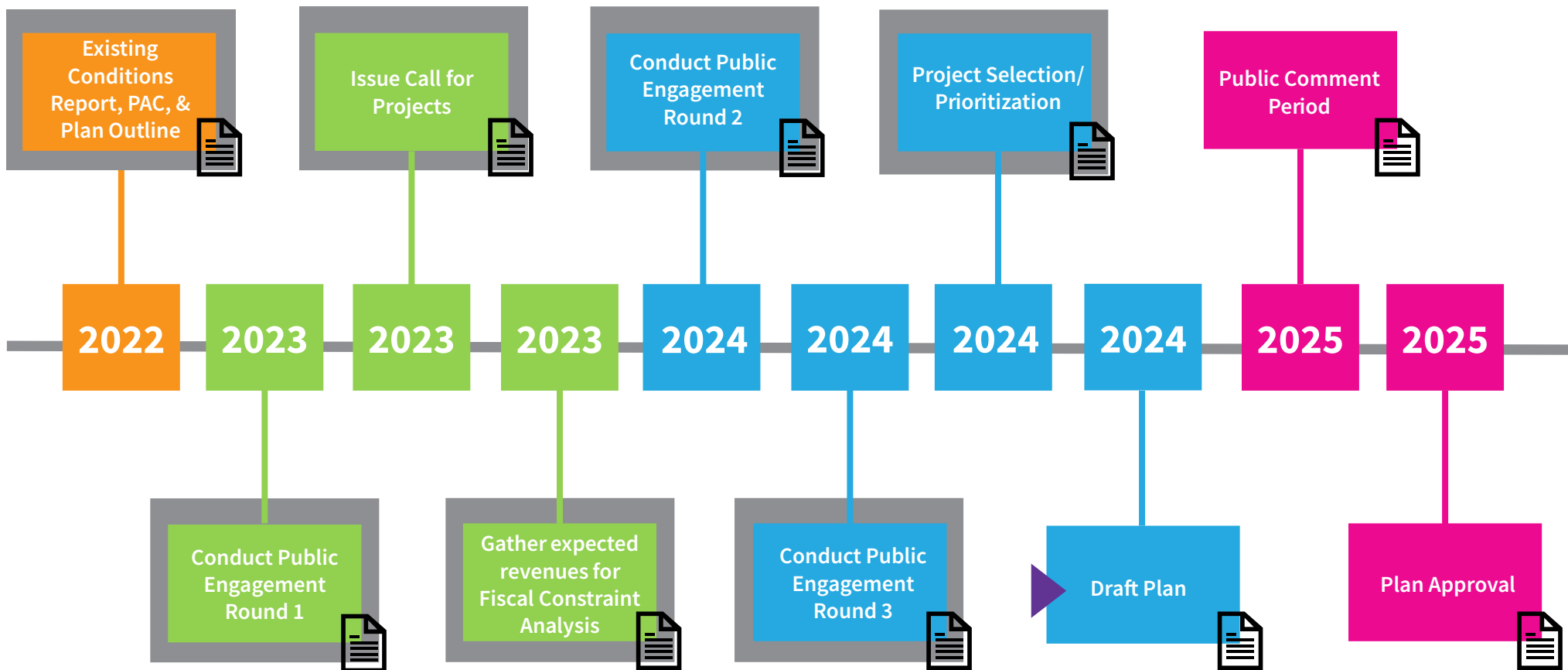
Attachments

- » **MTP 2050 Development Progress**
- » **MTP 2050 Webpage, with All Draft Chapters and Appendices Uploaded –**
www.wampo.org/mtp2050

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





Executive Summary

Complete Streets is a policy and design approach ensuring streets are safe and accessible for all users, fostering active transportation, safety, and sustainability. Nationwide, initiatives have improved infrastructure with features like bike lanes and transit-friendly corridors. In the Wichita metropolitan area, efforts focus on retrofitting roadways and integrating Complete Streets into planning. WAMPO is exploring the development of a toolbox to guide local stakeholders in adopting these principles, supporting safer and more inclusive transportation networks.

Background

Complete Streets is a transportation policy and design approach that ensures streets are planned, designed, operated, and maintained to enable safe access for all users, regardless of their mode of transportation, age, or ability. This includes pedestrians, bicycle riders, automobile users, transit riders, and people with disabilities. Complete Streets aims to create equitable, accessible, and sustainable transportation networks that support healthy communities and vibrant economies.

Complete Streets policies emphasize the integration of multiple modes of transportation into street design, fostering active transportation options, reducing traffic congestion, improving safety, and enhancing the overall quality of life. The implementation of these policies often involves collaboration between regional agencies, local governments, and community stakeholders to achieve tailored solutions that address specific needs and priorities.

Complete Streets Initiatives

Across the country, Complete Streets has successfully transformed how transportation infrastructure is developed. These initiatives have led to the creation of safer crosswalks, expanded sidewalks, protected bike lanes, and transit-friendly corridors. Many regions have adopted Complete Streets policies to prioritize safety, reduce emissions, and promote physical activity among residents.

In the Wichita metropolitan area, there is a growing recognition of the importance of Complete Streets. Efforts include retrofitting existing roadways to accommodate multiple users and incorporating Complete Streets principles into long-range planning documents. These initiatives align with broader regional goals, such as reducing traffic fatalities and fostering more sustainable transportation networks.

WAMPO's Complete Streets Toolbox

As part of its commitment to advancing multimodal transportation, WAMPO is exploring the development of a Complete Streets toolbox. This resource will serve as a guide for local governments, developers, and planners to effectively incorporate Complete Streets principles into their own plans and designs. The toolbox will complement ongoing efforts to develop a Regional Active Transportation Plan, ensuring that active transportation and Complete Streets are vital to the area's future.



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 |

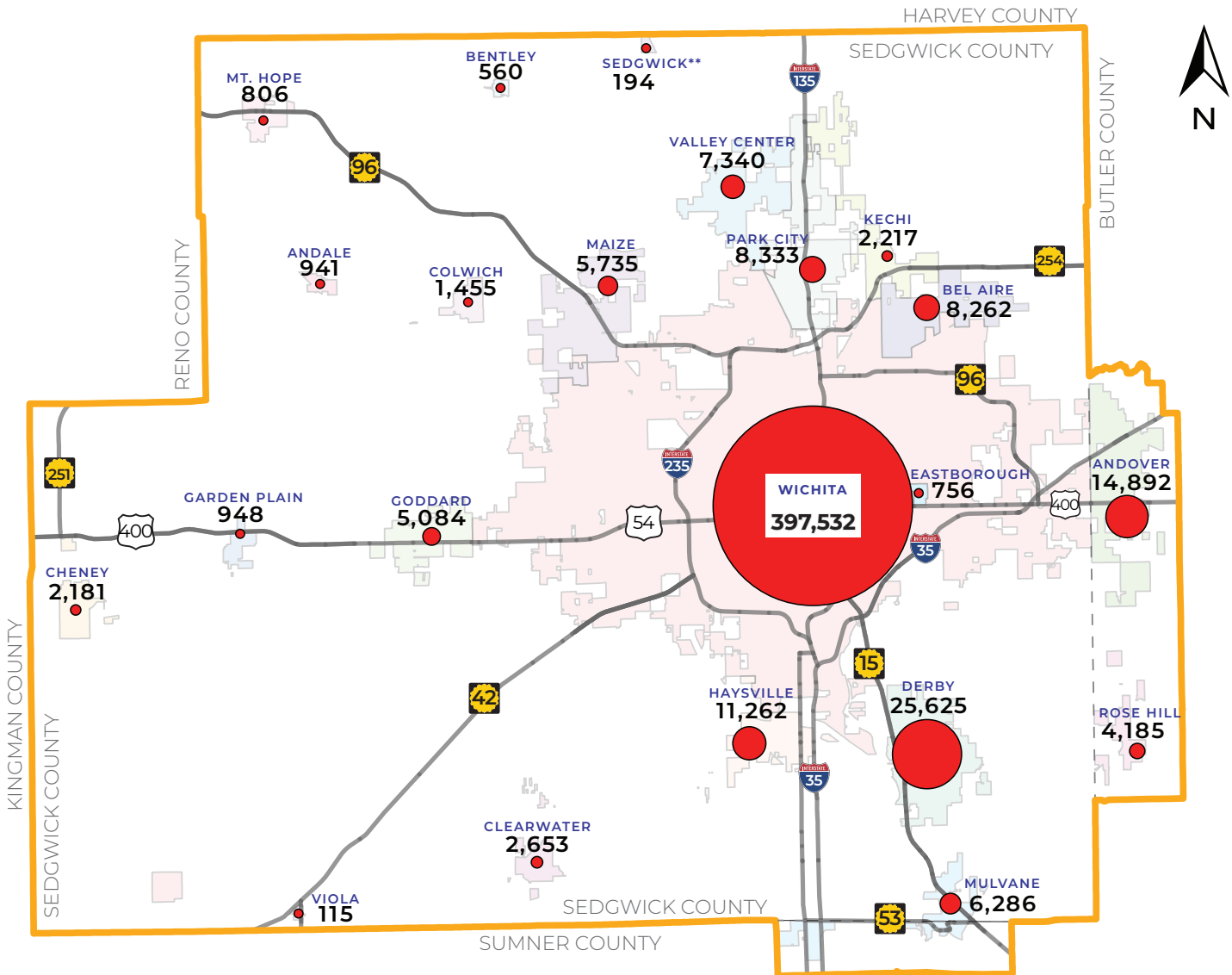
Populations of Entire Counties

| 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 |

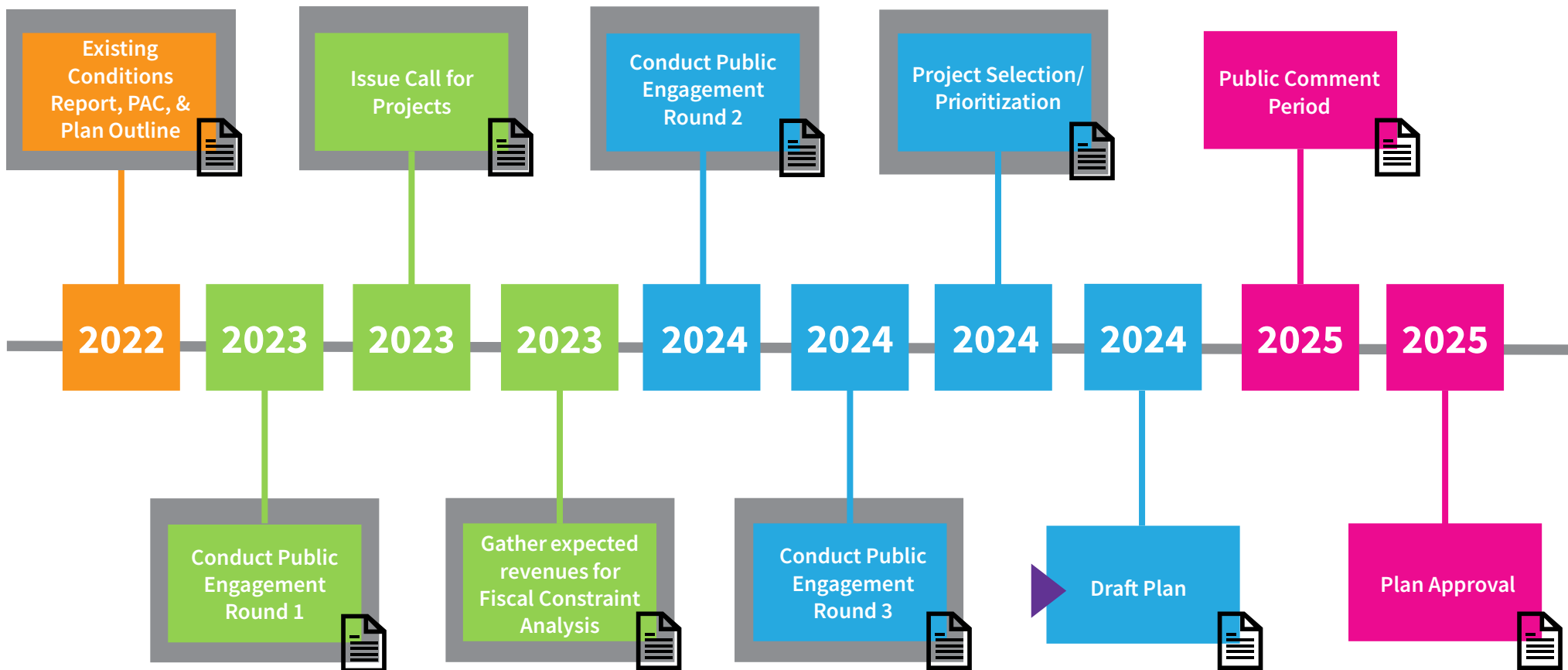
Point of Contact

| 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
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- 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.

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- Update existing conditions to 2024 data
- Finalize performance measures (System Performance Report)
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- Plan Advisory Committee and state/federal review of draft plan
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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 TAC Representatives and Contact Information

| VOTING MEMBERS & ALTERNATES | REPRESENTATIVE | EMAIL | ALTERNATE | ALTERNATE EMAIL |
|--|------------------------|-----------------------------|-------------------------|----------------------------|
| TAC Chair, TPB Representative | Russ Kessler | rkessler@haysville-ks.com | | |
| City of Wichita Representative | Gary Janzen | gjanzen@wichita.gov | Steve Degenhardt | sdegenhardt@wichita.gov |
| City of Wichita Representative | Paul Gunzelman | pgunzelman@wichita.gov | Mike Armour | marmour@wichita.gov |
| City of Wichita Representative | Shawn Mellies | smellies@wichita.gov | James Wagner | jwagner@wichita.gov |
| City of Wichita Transit Representative | Tonja Howard | thoward@wichita.gov | Raven Alexander | ralexander@wichita.gov |
| Coordinated Transit Representative (District #9) | | | Emily Jensen | emily.jensen@sedgwick.gov |
| Sedgwick County Representative | Lynn Packer | lynn.packer@sedgwick.gov | Daniel Schrant | daniel.schran@sedgwick.gov |
| Kansas Department of Transportation (KDOT) | Allison Smith | allison.smith@ks.gov | David Schwartz | david.schwartz@ks.gov |
| Kansas Department of Transportation (KDOT) | Duane Flug | duane.flug@ks.gov | | |
| Butler/Sumner Counties Representative | Les Mangus | lmangus@andoverks.gov | | |
| Sedgwick County Association of Cities (SCAC) | Dan Squires | dansquires@derbyweb.com | | |
| Sedgwick County Association of Cities (SCAC) | Danielle Gabor | dgabor@haysville-ks.com | | |
| Sedgwick County Association of Cities (SCAC) | Justin Shore | jshore@clearwaterks.org | | |
| Regional Economic Area Partnership (REAP) Representative | Marcy Aycock | maycock@workforce-ks.com | Keith Lawing | klawing@workforce-ks.com |
| Regional Pathways Representative | Craig Crossette | ccrossette@goddardks.gov | | |
| Air Quality Representative | Lizeth Ortega | lortega@wichita.gov | | |
| At Large Representative for Freight Movement (Named by TPB) | Brent Clark | bclark@valleycenterks.org | | |
| Railroad Freight Representative (Named by TPB) | | | | |
| Economist (Named by TPB) | Jolene Graham | jgraham@andoverks.gov | | |
| Technologist (Named by TPB) | | | | |
| Urban Land Use Planning & Development Trends Expert (Named by TPB) | | | Moumita Kundu | mkundu@wichita.gov |
| Public Health Representative (Named by TPB) | Jack Brown | jbrown4@kumc.edu | | |
| Ex-Officio Non-Voting Members | | | | |
| Federal Highway Administration Representative | Will Sharp | wiley.sharp@dot.gov | | |
| Federal Transit Administration Representative | Gerri Doyle | gerri.doyle@dot.gov | Jared Austin | jared.austin@dot.gov |
| Kansas Turnpike Authority Representative | Glen Scott | gscott@ksturnpike.com | David Jacobson | djacobson@ksturnpike.com |
| 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 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 | | |

***Current quorum is 11 based on appointed positions**

Rev. 01/21/2025

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.