



Transportation Policy Body (TPB) Meeting Notice

Tuesday, May 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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vii. FFY2023-FFY2026 TIP Amendment 8 Public Comment Period 05/03/2024 – 05/17/2024	
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i. Intelligent Transportation Systems (ITS) Steering Committee Roster Changes	22
ii. Executive Director 3% Salary Increase, Retroactive to January 1, 2024	
III. Public Comments	
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.	23
IV. Action	
A. <u>Congestion Management Process (CMP)</u> – Mike Malone and Lonnie Burklund, JEO <i>The development of a Congestion Management Process (CMP) is Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO has actively collaborated with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region’s needs. A CMP details a structured framework to systematically identify, analyze, and manage congestion. The TPB is asked to consider the CMP for formal approval.</i>	24

V. Discussion/Updates	
A. <u>Travel Demand Model (TDM) Update</u> – Mike Malone, JEO, and Paul Ricotta, Caliper <i>WAMPO, in collaboration with consulting firms JEO and Caliper, has updated its Travel Demand Model (TDM) for forecasting the region’s traffic and assessing demands on the future transportation network. This effort supports Metropolitan Transportation Plan 2050 (MTP 2050), as the updated model helps inform long-range transportation planning. Among other things, the updated TDM will be used to fulfill requests for modeled future traffic volumes, develop certified traffic counts, and perform Environmental Justice (EJ) analyses.</i>	25
B. <u>MTP 2050 Public Engagement Round 2 Results Report</u> – Markey Jonas, WAMPO <i>The second round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) was conducted from December 2023 through February 2024. WAMPO staff utilized several strategies, including a refined survey, to engage with the public about the upcoming MTP 2050 document and how it will help shape the transportation network. A total of 171 adult survey responses were recorded and analyzed.</i>	26 to 28
C. <u>MTP 2050/FFY2025-FFY2028 TIP: Project Selection Committee (PSC) Meetings/Recommendations</u> – Peter Mohr, WAMPO <i>From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). One hundred and two (102) projects from eleven (11) WAMPO member jurisdictions have been scored and ranked by WAMPO staff and consultants. These projects have been considered by the Project Selection Committee (PSC) at meetings in April-May 2024 for recommendations to the TAC and TPB on which projects to prioritize for funding. As of this writing, the PSC has made recommendations on the use of available FFY2025-FFY2028 WAMPO-suballocated Federal funding in the TIP, which will be presented to the TAC for a recommendation on May 20, 2024, and to the TPB for approval on June 11, 2024.</i>	29 to 35
D. <u>K-96 Improvements Project Update</u> – Nick Squires, KDOT, and Jacob Borschers, WSP <i>The K-96 Improvements Project aims to upgrade the K-96 corridor between I-135 and I-35. The project team will provide an update and present design details.</i>	
VI. Committee & Partnership Updates	
<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) 	
VII. Other Business	
VIII. Adjournment	
IX. WAMPO Reference Material	
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Chad Parasa, TPB Secretary

May 13, 2024



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, April 9, 2024, @ 3:00 PM

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

Meeting Duration: *81 minutes*

Voting Members in Attendance		
Becky Tuttle, <i>TPB Chair</i> Ryan Baty, <i>Sedgwick County</i> Jim Benage, <i>Bel Aire</i> Ronald Colbert, <i>Valley Center</i> David Dennis, <i>Sedgwick County</i> Nick Engle, <i>Derby</i> Dalton Glasscock, <i>Wichita</i> Mike Hoheisel, <i>Wichita</i>	Jim Howell, <i>Sedgwick County</i> J.V. Johnston, <i>Wichita</i> Russ Kessler, <i>Haysville</i> George Liebe, <i>Goddard</i> Pete Meitzner, <i>Sedgwick County</i> Ben Saucedo, <i>Park City</i> Terry Somers, <i>SCAC</i> Burt Ussery, <i>Clearwater</i>	Mike Warrington, <i>Andover</i> Dan Woydziak, <i>Butler County</i> Alternates Nick Gregory, <i>Maize (voting)</i> J.B. Wilson, <i>KDOT (voting)</i>
Other Attendees		
Raven Alexander, <i>Wichita Transit</i> Lauren Bulcroft, <i>WAMPO</i> Dylan Cossaart, <i>WAMPO</i> Tyler Dehn, <i>Bel Aire</i> Chaitanya Dodda, <i>WAMPO</i> Penny Feist, <i>Wichita Transit</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i>	Michael Gerber, <i>FORVIS</i> Debbie Haslam, <i>Wichita Documenters</i> Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i> Kim Neufeld, <i>WAMPO</i> Lynn Packer, <i>Sedgwick County</i>	Chad Parasa, <i>WAMPO</i> Marcela Quintanilla, <i>WAMPO</i> Kelly Rundell, <i>Hite, Fanning & Honeyman L.L.P.</i> Allison Smith, <i>KDOT</i> Kyle Thomas, <i>WAMPO</i> Bill Troe, <i>SRF</i> James Wagner, <i>Wichita</i>

1. Chair Becky Tuttle called the meeting to order at 3:01 PM.

Attendees introduced themselves and welcomed newly appointed members.

2. Regular Business

A. Approval of the April 9, 2024, Agenda

Discussion: None.

Action: Approve the April 9, 2024, agenda, as presented. (16-0)¹

Motion: Ben Saucedo

Second: David Dennis

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

Discussion: None.

¹ Four (4) voting TPB members did not arrive until after the vote to approve the April 2024 agenda.

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.

Action: Approve the March 12, 2024, meeting minutes, as presented. (13-0)²

Motion: Russ Kessler

Second: Terry Somers

C. Director's Report

i. Quarterly UPWP Task Chart

Chad Parasa, WAMPO, explained that 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. The statuses of planned work tasks are updated and presented to the Transportation Policy Body (TPB) quarterly. The 2024 first-quarter (January 1 – March 30, 2024) UPWP activity report that will be submitted to KDOT was presented, highlighting the 2024 priority tasks, the quarters in which they are to be completed, and their current statuses.

January - March 2024 UPWP Report – <https://bit.ly/Q1-2024-UPWP-Report>

ii. MTP 2050/FFY2025-FFY2028 TIP: Project Selection Committee (PSC) Meetings

Peter Mohr, WAMPO, shared that from September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). One hundred and two (102) projects from eleven (11) WAMPO member jurisdictions have been scored and ranked by WAMPO staff and consultants. These projects are being considered by the Project Selection Committee (PSC) at meetings in April 2024 for recommendations to the TAC and TPB on which projects to prioritize for funding. Information on the proposed projects can be viewed at <https://www.wampo.org/mtp2050>.

Discussion:

Chair Tuttle emphasized the importance of the work that goes into the plan and project-selection process, commending WAMPO staff for their efforts. Mr. Parasa gave a brief overview of the short-range Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP).

iii. Safe Streets and Roads for All (SS4A) Grant Updates

Kim Neufeld, WAMPO, explained that in December 2023, WAMPO was awarded a Federal Safe Streets and Roads for All (SS4A) demonstration grant in the amount of \$940,000, and WAMPO staff are working with the FHWA to start the process of using those funds.

Having completed the prerequisite adoption of a Comprehensive Safety Action Plan (CSAP), WAMPO intends to apply for an SS4A implementation grant. SS4A implementation grants focus on the execution of strategies in the CSAP, which may involve major safety-

² Two (2) voting TPB members did not arrive until after the vote to approve the March 2024 minutes, and five (5) voting TPB members abstained but were present.

related infrastructure improvements. WAMPO staff will prepare an application for the 2024 round of implementation-grant funding, the deadline for which is May 16, 2024. For the 2025 round of SS4A implementation-grant funding, WAMPO will issue a Request for Proposals (RFP) for a consultant to assist with preparing an application.

Comprehensive Safety Action Plan (CSAP) - <https://bit.ly/WAMPO-CSAP>
Safe Streets and Roads for All (SS4A) website - <https://www.transportation.gov/grants/SS4A>

iv. Upcoming Requests for Proposals (RFPs)

Mr. Mohr announced that WAMPO is preparing to issue several Requests for Proposals (RFPs) for consultants to assist with the region's Intelligent Transportation Systems (ITS) architecture, Travel Demand Model (TDM) update (phase 2), Safe Routes to School (SRTS) planning assistance, and a Safe Streets and Roads for All (SS4A) implementation-grant application (in 2025). Responses to earlier RFPs for financial & single audit services and for the procurement of automated bicycle/pedestrian counters are under evaluation. Requests for Proposals will be posted online at <https://www.wampo.org/wampo-is-hiring> and RFP submissions can be emailed to wampo@wampo.org.

v. Active Transportation Infrastructure Investment Program (ATIIP) Grant Opportunity

Ms. Neufeld shared that on March 19, 2024, the Federal Highway Administration (FHWA) released a Notice of Funding Opportunity (NOFO) for the new Active Transportation Infrastructure Investment Program (ATIIP), which makes up to \$44.5 million available for projects that will strengthen safety and improve bicycling, walking, and access to public transit in communities across the country. WAMPO staff attended a webinar about the program on April 9, 2024, and will keep member jurisdictions informed as information becomes available.

ATIIP website – https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/

vi. K-96 Improvements Project Open House 04/11/2024, 5:00 – 7:00 PM

Mr. Parasa shared that the K-96 Improvements Project is holding an open house on Thursday, April 11, 2024, from 5:00 – 7:00 PM, at the WSU Metropolitan Complex (5015 E. 29th Street N., Room 180, Wichita KS 67220). The project team will share how the project will enhance safety, improve capacity, provide travel time reliability, and relieve congestion. Improvements include upgrading K-96 between the I-135 and I-35 interchanges, expanding it from four lanes to six lanes, and improving seven interchanges (with Hillside Street, Oliver Street, Woodlawn Boulevard, Rock Road, Webb Road, Greenwich Road, and 21st Street).

K-96 Improvements Project website – <https://k96improvements.ksdot.gov/>

vii. FFY2023-FFY2026 TIP Amendment 8 Call for Changes Open 04/08/2024 – 04/19/2024

Mr. Mohr discussed the amendment schedule for the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2023-2026 (October

1, 2022, through September 30, 2026). The Call for Changes period for regularly scheduled TIP Amendment 8 is April 8, 2024, through April 19, 2024. The timeline for TIP Amendment 8 includes a Public Comment Period (05/03/24 – 5/17/24), TAC Recommendation (05/20/24), TPB Approval, (06/11/24), and KDOT STIP Amendment (07/05/24). The FFY2023-FFY2026 TIP and amendment schedule can be viewed at <https://www.wampo.org/transportation-improvement-program>.

viii. **Population-Projections Update**

Mr. Mohr gave an update on the population projections that WAMPO is developing, out to the year 2050. A new methodology for the projections is being developed in collaboration with the Center for Economic Development and Business Research (CEDBR), which will be presented to the TAC on April 22, 2024, and to the TPB on May 14, 2024.

Discussion:

Chair Tuttle expressed appreciation for staff going back to reevaluate the development process for the population projections.

Mike Warrington asked if the methodology would be shared with the jurisdictions for review. Mr. Mohr and Mr. Parasa confirmed that CEDBR will first present the methodology and gather feedback before they come back with the population projections.

D. Consent Agenda

i. Contract for Legal Services with Hinkle Law Firm

Markey Jonas, WAMPO, presented a contract for legal services between the Wichita Area Metropolitan Planning Organization (WAMPO) and Hinkle Law Firm LLC. The agreement allows WAMPO to contract with the law firm to provide legal assistance in revisiting and updating, as necessary, WAMPO's 457(b) plan and its Employee Welfare Benefit Plan. The agreement's effective date is December 1, 2023, and has a duration of three (3) years, until November 30, 2026. The amount invoiced or paid under the agreement is not exceed \$4,999.00.

Legal Services Contract with Hinkle Law Firm – <https://bit.ly/Hinkle-Legal-Contract>

Discussion: None.

Action: Approve entering the Contract for Legal Services with Hinkle Law Firm LLC., as presented. (19-0)³

Motion: Ben Saucedo

Second: Nick Gregory

3. Public Comments

There were no public comments.

³ One (1) voting TPB member left before the votes to approve the consent agenda and action items.

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4. Action

A. Year 2023 Audit Reports

Michael Gerber, FORVIS, presented the results of WAMPO's Year 2023 Independent Auditor's Report & Financial Statements. Highlights mentioned include a clean opinion in the independent auditor's report and the management discussion and analysis, which provides a high-level overview of changes year over year. Page 11 details WAMPO's activity for the year, showing an increase in revenue of approximately \$700,000 due to increased federal funding. Expenses also increased, primarily due to funding projects, but remained within budget. Page 19 details the federal funds received during the year, with no findings in the compliance audit, which ensures funds were used appropriately. The management letter indicates that no significant deficiencies or material weaknesses were found in the accounting processes and overall presents a positive report of the organization's financial activities.

Final Year 2023 Audit Report – <https://bit.ly/Year-2023-Audit-Report-Final>

Discussion:

Chair Tuttle and David Dennis congratulated WAMPO staff, the TPB, and especially Executive Committee members on a clean audit, noting that it is a testament to hard work.

Action: Receive and File - Independent Auditor's Report & Financial Statements. (19-0)

Motion: Ben Saucedo

Second: Jim Benage

B. FFY2023-FFY2026 Transportation Improvement Program Amendment #7

Mr. Mohr asked the TPB to take action on proposed Amendment 7 to the WAMPO FFY2023 – FFY2026 Transportation Improvement Program (TIP). Amendment 7 is a regularly scheduled amendment for which the Public Comment period was held from March 8, 2024, through March 22, 2024; no comments were received. TIP Amendment 7 adds five (5) new projects and modifies four (4) projects. There is also an administrative adjustment to one (1) additional project, which does not require approval.

Mr. Mohr listed the projects modified/added, discussed the changes in local, state, and federal funding, and explained the Federal requirements met by TIP Amendment 7: it is consistent with the current Metropolitan Transportation Plan, *REIMAGINED MOVE 2040*, and is fiscally constrained. The financial impact is an additional cost of \$70.9 million, with no changes in WAMPO-suballocated funds. Following approval by the TPB, the 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 is expected in May 2024.

FFY2023-FFY2026 TIP Amendment #7 Summary – <https://bit.ly/TIP-Amendment-7-Summary>

Discussion: None.

Action: Approve FFY2023-FFY2026 Transportation Improvement Program Amendment #7, as presented. (19-0)

Motion: Nick Engle

Second: Russ Kessler / Ronald Colbert

5. Discussion/Updates

A. WAMPO Electric Vehicle Network Plan

Dora Gallo, WAMPO, shared that WAMPO's recently completed Electric Vehicle (EV) Network Plan addresses the region's growing demand for electric vehicles by providing a comprehensive strategy for EV charging infrastructure. Emphasizing immediate actions and longer-term planning, the plan aims to position the WAMPO region as an EV destination, corridor, and gateway. It aligns with existing plans for economic development and improved air quality. The plan categorizes charging infrastructure into Level 1, Level 2, and Direct Current Fast Charging (DCFC), which have different charging speeds and appropriate applications. Community input was gathered through a survey, showcasing WAMPO's commitment to inclusivity. The plan recommends strategically placing EV charging stations in key locations to support EV owners, promote sustainability, and stimulate market growth. Overall, the plan aims to create a robust and interconnected EV charging network to meet the evolving needs of the growing electric-vehicle market.

Ms. Gallo gave background details about the plan development process; explained the different types of EVs and EV chargers, barriers to adoption, and industry trends; and shared an overview of the development process and plan contents. The WAMPO EV Network Plan is open for public comment through April 11, 2024, and comments can be posted online at <https://www.wampo.org/electric-vehicles> or emailed to wampo@wampo.org.

WAMPO Electric Vehicle (EV) Network Plan – <https://bit.ly/3TxjoGw>

Discussion:

Jim Benage asked if the EV Network Plan determines where to locate charging stations or how else it will be used. Ms. Gallo said that right now the plan is just a starting point but will be updated as EV adoption expands, as more infrastructure is added, and as regulations begin being put into place. Mr. Benage expressed concerns about the lack of equipment to put out EV fires, which Chair Tuttle echoed. Ms. Gallo agreed with the concerns but said that technology to put out EV fires is advancing and will be an ongoing consideration for plan updates.

David Dennis expressed reservations about EV adoption in the region but acknowledged and shared appreciation for the work that WAMPO staff have put into the plan development.

Chair Tuttle asked about the survey data and which organization is responsible for monitoring EV infrastructure and adoption trends. Ms. Gallo shared that the survey results are in the plan and

can be viewed on the WAMPO website (<https://www.wampo.org/electric-vehicles>), as well as that the goal was reached for how many survey responses are collected. Allison Smith shared that EV charger locations and other data are available on the Alternative Fuels Data Center (AFDC) website (<https://afdc.energy.gov/>), and announced that KDOT will be releasing a round-two call for proposals for National Electric Vehicle Infrastructure (NEVI) funding within the next week or two, with one priority location being in the Augusta-Andover area.

Nick Gregory asked how it is determined whether a public charger is free or metered and who is responsible for the cost. Ms. Gallo said that it depends on who is installing the EV infrastructure, but there is typically an agreement between them and the electric company for metered charging.

B. Regional Transit Implementation Plan

Bill Troe, SRF, gave a progress report for the Regional Transit Implementation Plan, sharing its status, development details, and tentative scheduling of the next public meeting. The plan's deliverables include, among other things, a History Technical Report, a Regional Transit Feasibility Report, a Future Conditions and Scenarios Report, Steps to Establishing a Regional Transit Authority, and an Implementation Plan. The plan is currently in the phase of evaluating options and identifying alternatives that address the region's transit needs and gaps. Various service options were discussed, including possible providers and funding sources (federal, state, local, or self-funded programs like vanpooling). The analysis of current service and demand, which helps estimate the need for transit service in different areas, was highlighted along with the importance of development density, travel flows, and proximity in determining transit service viability. Potential themes for transit service development as well as detailed alternatives within each theme were discussed, including key assumptions, cost estimates, ridership potential, and implementation timelines. The importance of public involvement in identifying service priorities for different communities and jurisdictions was emphasized, and a plan for distributing information and gathering valuable feedback from stakeholders and the public was outlined.

The next series of public meetings will be held on June 5, 2024. Transportation Policy Body members were asked to help spread the word about the meetings to increase public awareness and participation. More information about the meeting locations and times, as well as distribution materials and a press release, will be shared as the date approaches.

Regional Transit Implementation Plan Presentation Slides – <https://bit.ly/April-TPB-RTIP-Slides>

Discussion:

Chair Tuttle thanked Mr. Troe and WAMPO staff and reiterated the need for a more formalized plan for transit in the region.

George Liebe noted his appreciation for having more notice before the next public meeting, saying it provides more of an opportunity to reach out to the community and generate activity and interest.

6. Committee & Partnership Updates

Chair Tuttle announced that the next meeting of the Executive Committee will be at 3:00 PM on May 2, in the MAPD Director's Conference room in the Ronald Reagan Building (271 W 3rd St. N, Room 237, Wichita, KS 67202). It will be an open meeting; anyone is welcome to attend.

J.B. Wilson, KDOT Wichita Metro Division, shared the four upcoming I-135/US 54 bridge closure phases. Southbound I-135 to westbound US 54 will be closed from April to mid-May; northbound I-135 to westbound US 54 will be closed from May to late June; eastbound US 54 to northbound I-135 will be closed from late June to early September; and westbound US 54 to southbound I-135 will be closed from early September to November.

7. Other Business

None.

8. The meeting was adjourned at 4:22 PM.

The next regular meeting will be held on Tuesday, May 14, 2024, at 3:00 PM.



Agenda Item 2Ci: Director's Report **Bimonthly TIP Project Statuses Report**

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 May 2024.

Background

Page 23 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix I of the FFY2023-FFY2026 TIP - <https://bit.ly/Appendix1-TIP-Program-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 at least every two months. The attached project statuses have been reported for the May 2024 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

- » Project sponsors will be requested to provide information for the next bimonthly update by May 31, 2024, for presentation to the TAC on June 24, 2024, and the TPB on July 9, 2024.

Attachments

- » **TIP Project Statuses Report, May 2024**
- » **Map of WAMPO-suballocated projects in the TIP Project Statuses Report**
- » **Details on FFY2024 Projects Awarded WAMPO-Suballocated Federal Funding**

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 FFY2024 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
40-538	Haysville	Seneca & 63rd Street Bike Ped Pathway	2024	\$756,652.00	TA	N/A	\$756,652.00	\$0.00	January 2024	February 2024	N/A	Summer 2024
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	\$200,000.00	TA		\$200,000.00	\$0.00	March 2024	TBD	N/A	TBD
40-545	KDOT	WICHway Video Wall	2024	\$400,000.00	CMAQ		\$0.00	\$400,000.00	April 2024	October 2024	N/A	October 2024
40-541	Derby	Nelson Drive Realignment	2024	\$6,799,131.00	STBG, CMAQ, TA	\$6,799,131.00	\$0.00	\$6,799,131.00	Summer 2024	June 2024	N/A	December 2025
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	2024	\$2,433,853.00	STBG, TA		\$0.00	\$2,433,853.00	June 2024	July 2024	N/A	Spring 2025
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2024	\$292,242.00	CRP		\$0.00	\$292,242.00	TBD	TBD	N/A	TBD
T-23-02	Wichita	Multimodal Facility (MMF)	2024	\$1,000,000.00	CRP		\$0.00	\$1,000,000.00	February 2024	April 2024	N/A	July 2025
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$2,776,712.00	STBG, CMAQ, TA, TA-STBG		\$0.00	\$2,776,712.00	September 2024	October 2024	N/A	Fall 2025
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	No funds spent yet.	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 to start 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	\$1,086,962.64 of obligated funds have been spent. Construction began September 11, 2023.	July 2024
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
R-19-05	Andover	159th St. East, from US-54/400 to Central Ave.	2022	\$4,485,000.00	STBG	N/A	\$4,485,000.00	\$0.00	N/A	N/A	Construction started 1/9/2023.	February 2024
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.	September 2024
T-19-05	Wichita Transit	Wichita Transit Replacement Paratransit Vehicles	2021, 2022	\$1,493,472.00	STBG	N/A	\$1,493,472.00	\$0.00	N/A	N/A	October 2023.	December 2024
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.	December 1, 2024
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	Contract approved and project officially launched.	June 2024
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	\$2,420,919 of obligated funds spent so far. Complete except for landscape acceptance.	October 2023
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.	Summer 2023

FFY2024 Non-Suballocated Federal Funds in the WAMPO TIP (after Amendment 7)

WAMPO I.D.	Lead Agency	Project Title	Fund Type	Total
T-17-02	Wichita Transit	Wichita Transit Other Capital	FTA 5307	\$3,600,000.00
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	\$685,053.00
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	FTA 5339	\$640,000.00
S-17-01	KDOT	Railroad Safety Crossing Improvements	HSIP	\$1,500,000.00
B-23-01	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region 2023	NHPP	\$4,800,000.00
R-23-01	KDOT	KDOT 1R Resurfacing Preservation Projects in the WAMPO region 2023	NHPP	\$8,000,000.00
B-24-03	Butler County	SW Prairie Creek Rd Bridge over Eightmile Creek	KDOT-STBG	\$460,000.00
BP-23-01	Garden Plain	Harry and Main Street Sidewalks	KDOT-TA	\$307,200.00
P-23-04	Wichita	Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS	RCP	\$1,000,000.00



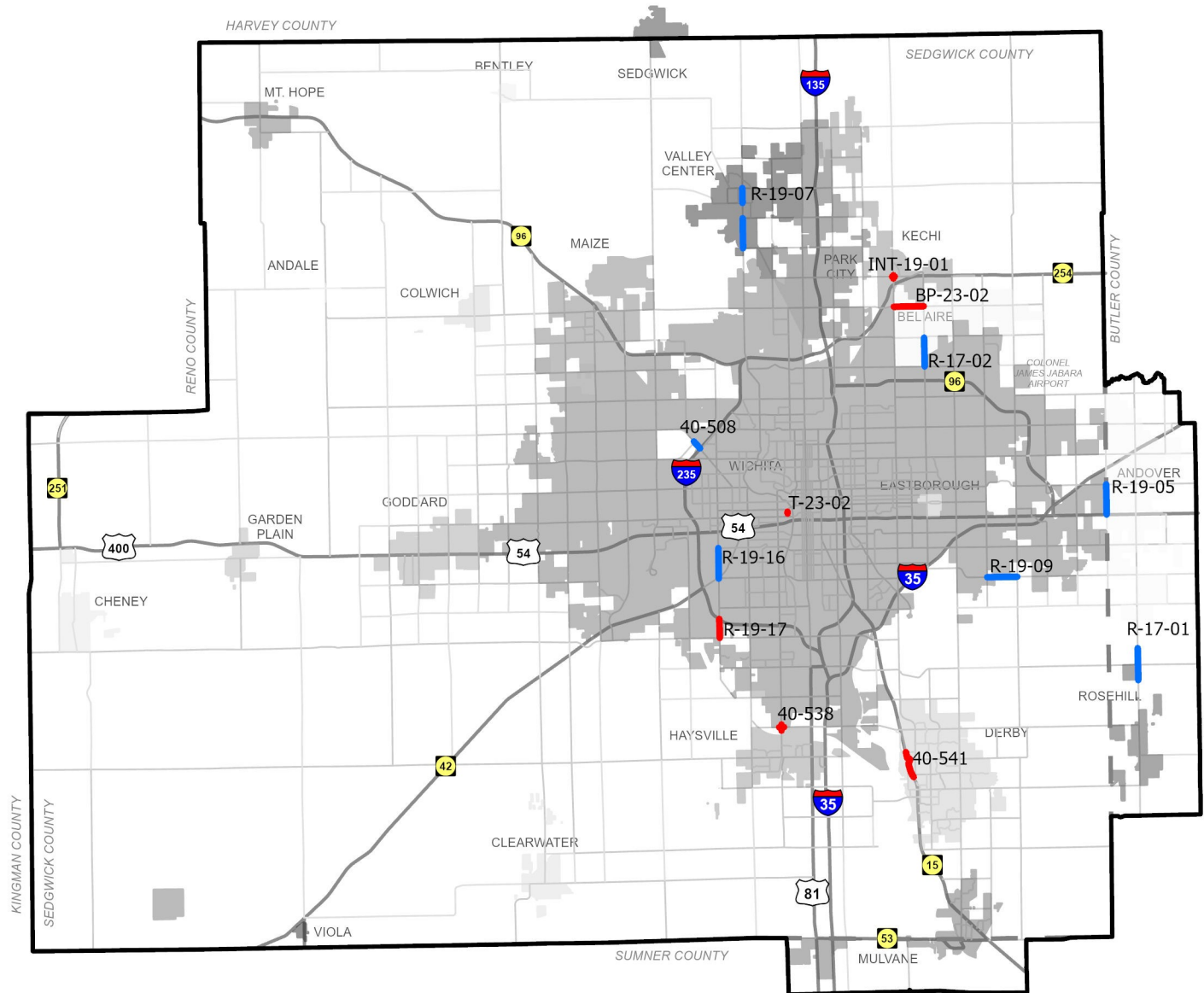
2023-2026 Transportation Improvement Program

Current Suballocated Projects

Legend

- Federal Fiscal Year 2024
- Federal Fiscal Year 2020-2023
- WAMPO Boundary
- County Boundaries

*P-23-03, 40-545, 40-509, 40-525, T-19-05, and 40-544 are not mappable



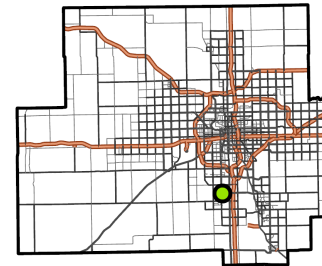
Source: WAMPO
 Produced by: WAMPO
 Date Exported: 11/29/2023
 Folder: G:\TIP\2023-2026\Projects\Projects for Progress Reports\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Bimonthly Update: 2024 Projects Awarded WAMPO Suballocated Federal Funding

Seneca & 63rd Street Bike Ped Pathway



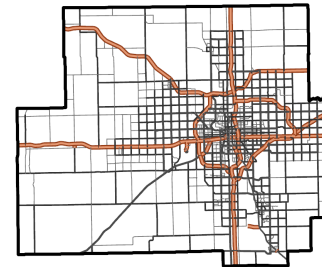
2024 Programmed Funds:	\$756,652.00	
Anticipated Obligation Date	Anticipated Let Date	Anticipated Completion Date
January 2024	February 2024	Summer 2024



Safe Routes to School Planning Assistance



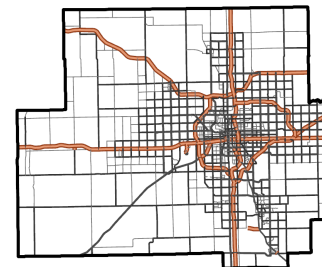
2024 Programmed Funds:	\$200,000.00	
Anticipated Obligation Date	Anticipated Let Date	Anticipated Completion Date
March 2024	TBD	TBD



WICHway Video Wall



2024 Programmed Funds:	\$400,000.00	
Anticipated Obligation Date	Anticipated Let Date	Anticipated Completion Date
April 2024	October 2024	October 2024

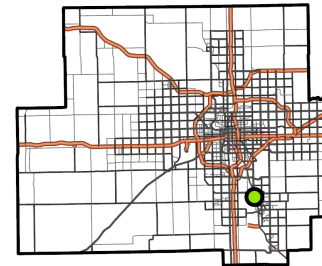


Bimonthly Update: 2024 Projects Awarded WAMPO Suballocated Federal Funding

Nelson Drive Realignment



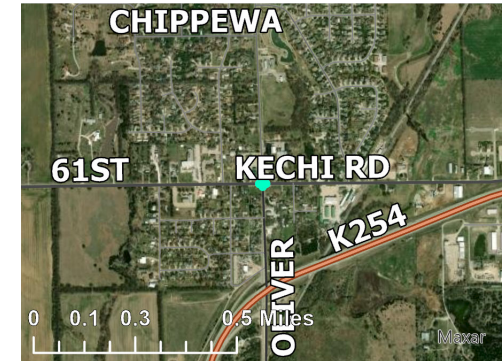
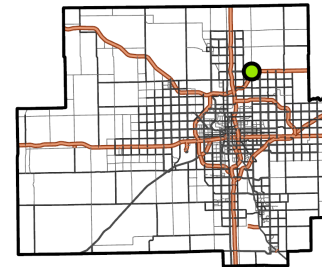
2024 Programmed Funds:	\$6,799,131.00	
Anticipated Obligation Date	Anticipated Let Date	Anticipated Completion Date
Summer 2024	June 2024	December 2025



Oliver and Kechi Rd. Intersection



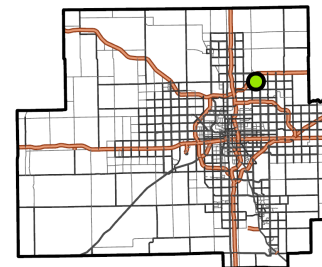
2024 Programmed Funds:	\$2,433,853.00	
Anticipated Obligation Date	Anticipated Let Date	Anticipated Completion Date
June 2024	July 2024	Spring 2025



53rd Street, Oliver to Woodlawn Multi-Use Path



2024 Programmed Funds:	\$292,242.00	
Anticipated Obligation Date	Anticipated Let Date	Anticipated Completion Date
TBD	TBD	TBD

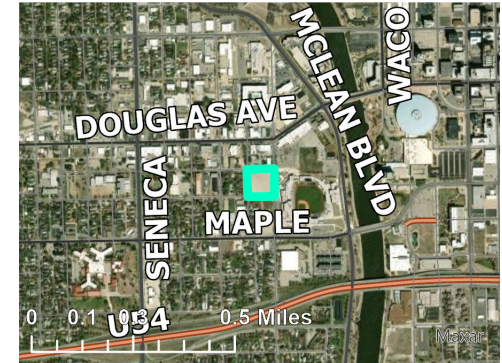
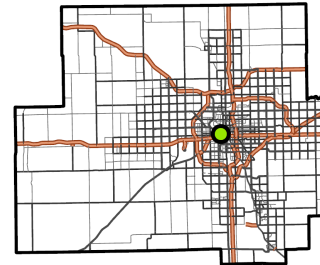


Bimonthly Update: 2024 Projects Awarded WAMPO Suballocated Federal Funding

Multimodal Facility (MMF)



2024 Programmed Funds:	\$1,000,000.00	
Anticipated Obligation Date	Anticipated Let Date	Anticipated Completion Date
February 2024	April 2024	July 2025



Regional Transit Implementation Plan

PUBLIC MEETING
WEDNESDAY | JUNE 5

CHOOSE ANY MEETING

MEETING 1

10 - 11:30 am

Pathway Church

18800 W. Kellogg Drive | Goddard, KS

MEETING 2

2 - 3:00 pm

VIRTUAL

<https://tinyurl.com/WAMPO>



MEETING 3

5:30 - 7 pm




Bel Aire City Hall

7651 E. Central Park Avenue | Bel Aire, KS



WE NEED YOUR INPUT

The Wichita Area Metropolitan Planning Organization (WAMPO) is studying the need for more service and what opportunities are appropriate to:

-  Better connect suburban and outlying communities with Wichita, particularly for work trips.
-  Provide more service within and between communities outside Wichita.
-  Provide service to growing employment areas outside Wichita.

Come look at the information prepared and share your ideas on how to foster a connected, thriving community.

Find more information
about the project:
wampo.org/regional-transit



Sign up for
updates:
tinyurl.com/WAMPOSTAYINTOUCH





Agenda Item 2Cv: Director's Report **Upcoming Requests for Proposals (RFPs)**

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

WAMPO is preparing to issue several Requests for Proposals (RFPs) for consultants to help with the following projects: Developing an Intelligent Transportation Systems (ITS) architecture for the region; Phase-2 updating of the Travel Demand Model (TDM); Safe Routes to School (SRTS) planning assistance; and preparing an application for a Safe Streets and Roads for All (SS4A) implementation grant in 2025.

Background

A Request for Proposals (RFP) is a document issued by an organization to solicit proposals from potential providers of goods or professional services. WAMPO is preparing to issue several RFPs for assistance on the following projects:

Intelligent Transportation Systems (ITS) Architecture

The purpose of developing a regional Intelligent Transportation Systems (ITS) architecture is to illustrate and document the integration of ITS across the regional transportation network, so that the planning and deployment thereof can take place in an organized and coordinated fashion. A consultant will be hired to assist in the development of an updated ITS regional architecture and to complete a comprehensive assessment and inventory of the current architecture. The RFP was issued on May 2, 2024, and the proposal deadline is May 24, 2024.

Travel Demand Model (TDM) Update Phase 2

Because of the complexity of WAMPO's Travel Demand Model, which simulates current and future transportation scenarios, ongoing technical assistance is crucial for maintaining it and ensuring its effectiveness and accuracy. This project will secure expert technical support from a consultant to keep the model up-to-date, train WAMPO staff on its use, provide on-call technical support, generate model outputs as needed, and recommend improvements. A draft RFP is currently under review by WAMPO's partners at the Kansas Department of Transportation (KDOT).

Safe Routes to School (SRTS) Planning Assistance

The Safe Routes to School (SRTS) program is a national initiative designed to enhance the safety and accessibility of walking and biking for students traveling to and from K-12 schools. WAMPO is seeking a consultant to assist in the development of SRTS plans for all schools/school districts in the region. A draft RFP is currently under review by WAMPO's partners at KDOT.

Safe Streets and Roads for All (SS4A) Implementation Grant Application

Safe Streets and Roads for All (SS4A) implementation grants are highly competitive federal grants for major safety-related infrastructure improvements. According to the FHWA, award amounts may vary between \$1 million and \$25 million dollars, depending on the project. Because the grants are so competitive, WAMPO will issue an RFP for a consultant to help develop a grant application for the 2025 round of funding.

Active Requests for Proposals can be viewed at <https://www.wampo.org/wampo-is-hiring> and RFP submissions can be emailed to wampo@wampo.org.



Executive Summary

WAMPO, in collaboration with Wichita State University's Center for Economic Development and Business Research (CEDBR), recently developed population projections to the year 2050, incorporating projections calculated by/for WAMPO's individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants are working together to develop a new methodology for creating projections, on which TAC and TPB feedback will be sought prior to formal approval.

Background

Population projections are an integral part of long-range transportation planning. Understanding the trajectory of a region's population is critical in forecasting future demands on the transportation system. Accordingly, WAMPO, in collaboration with their consultant, Wichita State University's Center for Economic Development and Business Research (CEDBR), recently developed population projections to the year 2050, incorporating projections calculated by/for WAMPO's individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants are developing a new methodology to both capture the growth trends of individual jurisdictions and maintain a reasonable level of overall population growth in the WAMPO region.

After applying the new methodology for developing population projections, WAMPO staff intend to incorporate the projections into long-range Metropolitan Transportation Plan 2050 (MTP 2050), pending a recommendation and approval by the TAC and TPB, respectively.

Next Steps

- » Apply new methodology to project WAMPO-region population growth and present draft projections to the TAC and TPB for feedback.
- » Submit final draft projections, with feedback taken into consideration, for a TAC recommendation and TPB approval.
- » Incorporate the final projections into WAMPO's long-range Metropolitan Transportation Plan 2050 (MTP 2050).



Agenda Item 2Di: Consent Agenda

Intelligent Transportation Systems (ITS) Steering Committee Roster Changes

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

WAMPO is in the initial stages of updating its Intelligent Transportation Systems (ITS) regional architecture. To this end, on October 10, 2023, the TPB approved a roster for an ITS steering committee. Since then, careful evaluation has indicated that the ITS-architecture update would benefit from the involvement of a consultant; plans are underway to hire such a consultant in early summer 2024. Meanwhile, in light of staff changes and project-scope adjustments, WAMPO staff recommend the following changes to the membership of the ITS steering committee: Replace Tom Hein, KDOT, with J. B. Wilson, KDOT; add Chad Parasa, WAMPO; remove Slade Engstrom, TranSystems.

Background

WAMPO is in the initial stages of updating its Intelligent Transportation Systems (ITS) regional architecture. To this end, in Fall 2023, WAMPO staff developed a roster for an ITS steering committee, which the TPB approved on October 10, 2023. Since then, careful evaluation has indicated that the ITS-architecture update would benefit from the involvement of a consultant; plans are underway to hire such a consultant in early summer 2024. Meanwhile, in light of staff changes and project-scope adjustments, WAMPO staff recommend the following changes to the membership of the ITS steering committee:

- » Replace Tom Hein, who has retired from his position as Public Affairs Manager at the KDOT Wichita Metro office, with J. B. Wilson, KDOT.
- » Add Chad Parasa, WAMPO Executive Director, since WAMPO will be responsible for updating and maintaining the regional ITS architecture.
- » Remove Slade Engstrom, TranSystems, as he works for a consulting firm that may respond to the Request for Proposals (RFP) for a consultant to assist with the regional ITS architecture update.

Staff Recommendation

Approve the changes to the ITS steering committee, as presented.

Action Options

- » **Approve** the changes to the ITS steering committee, **as presented**.
- » **Not approve** the changes to the ITS steering committee members.
- » **Approve** the changes to the ITS committee members, **with specific changes**.

Attachment

- » **ITS Steering Committee member roster with proposed changes**

Proposed ITS Steering Committee Roster Changes			Changes
Name	Agency	Title	
Tom Hein	KDOT	Public Affairs Manager	Remove (retired)
Shari Hilliard	KDOT	State ITS Engineer	
Mike Armour	Wichita	Traffic Engineer	
Lee Carmicheal	Wichita	Assistant Traffic Engineer	
Rick Lanzrath	Andover	Public Works Director	
Dan Squires	Derby	Assistant City Manager for Development	
Glenn Scott	KTA	Engineering Program Manager	
David F. LaRoche	USDOT/FHWA	Safety/ITS/Traffic Ops Engineer	
Tony Martinez	Haysville	Director of Public Works	
Sean Fox	Park City	City Administrator	
Tia Raamot	Sedgwick County	Traffic Engineer	
Daniel Nguyen	FTA	Community Planning	
Slade Engstrom	TransSystems (WICHway)	Senior Vice President Transsystems	Remove
J. B. Wilson	KDOT	Public Affairs Manager	Add
Chad Parasa	WAMPO	Executive Director	Add

Updated: 5/03/2024



Agenda Item 2Dii: Consent Agenda
Executive Director 3% Salary Increase, Retroactive to January 1, 2024
Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

The WAMPO Executive Committee met on Thursday, May 2, 2024. During this meeting, committee members entered an executive session before reconvening the public meeting. During the public meeting, the committee unanimously voted to approve a 3% salary increase for the WAMPO Executive Director, retroactive to January 1, 2024.

Background

The WAMPO Executive Committee met on Thursday, May 2, 2024. During this meeting, committee members entered an executive session before reconvening the public meeting. During the public meeting, the committee unanimously voted to approve a 3% salary increase for the WAMPO Executive Director, retroactive to January 1, 2024.

The Transportation Policy Body is asked to approve this increase in salary.

Executive Committee Recommendation

Approve a 3% Executive Director salary increase, retroactive to January 1, 2024, as presented.

Action Options

- » **Approve** a 3% Executive Director salary increase, retroactive to January 1, 2024, **as presented.**
- » **Not approve** a 3% Executive Director salary increase, retroactive to January 1, 2024.
- » **Approve** a 3% Executive Director salary increase, retroactive to January 1, 2024, **with specific changes.**



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.



Agenda Item 4A: Action **Congestion Management Process (CMP)**

Mike Malone, JEO
Lonnie Burkland, JEO

Executive Summary

The development of a Congestion Management Process (CMP) is Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO has actively collaborated with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. A CMP details a structured framework to systematically identify, analyze, and manage congestion. The TPB is asked to consider the CMP for formal approval.

Background

The development of a Congestion Management Process (CMP) is Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO has actively collaborated with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. If approved by the TPB, the CMP will be incorporated into Metropolitan Transportation Plan 2050 (MTP 2050), reflecting an ongoing commitment to improving transportation in the WAMPO region.

A CMP represents an invaluable planning asset, as it describes a structured framework to systematically identify, analyze, and manage congestion. As the region continues to experience growth in population, economic activity, and transportation demand, ensuring efficient and reliable transportation networks is vital. Congestion on the transportation network not only hampers economic development but also diminishes the overall quality of life for residents. Addressing congestion challenges requires a strategic and comprehensive approach, including the utilization of a CMP.

Following the recommendation of the TAC on April 22, 2024, the attached CMP is presented to the TPB for formal approval.

TAC Recommendation

Approve the Congestion Management Process, as presented.

Action Options

- » **Approve** the Congestion Management Process, **as presented**.
- » **Not approve** the Congestion Management Process.
- » **Approve** the Congestion Management Process, **with specific changes**.

Attachment

- » **Congestion Management Process** – <https://bit.ly/CongestionManagementProcess>



Agenda Item 5A: Discussion/Updates **Travel Demand Model (TDM) Update**

Mike Malone, JEO
Paul Ricotta, Caliper

Executive Summary

WAMPO, in collaboration with consulting firms JEO and Caliper, has updated its Travel Demand Model (TDM) for forecasting the region's traffic and assessing demands on the future transportation network. This effort supports Metropolitan Transportation Plan 2050 (MTP 2050), as the updated model helps inform long-range transportation planning. Among other things, the updated TDM will be used to fulfill requests for modeled future traffic volumes, develop certified traffic counts, and perform Environmental Justice (EJ) analyses.

Background

WAMPO, in collaboration with consulting firms JEO and Caliper, has updated its Travel Demand Model (TDM) for forecasting the region's traffic and assessing demands on the future transportation network. This effort supports Metropolitan Transportation Plan 2050 (MTP 2050), as the updated model helps inform long-range transportation planning. Moreover, the TDM plays an important role in ensuring adherence to regulations set by the Federal Highway Administration (FHWA). It also serves as a resource for local governments and the Kansas Department of Transportation (KDOT), as the TDM may be used to evaluate travel patterns and impacts on the regional transportation system (e.g., highways, other major roads, transit services).

Additionally, WAMPO staff can fulfill requests from member jurisdictions and/or KDOT for projected future traffic volumes on the region's transportation network and use model projections to develop certified traffic counts that are consistent with locally known traffic volumes and patterns.

WAMPO staff can also utilize the model to perform Environmental Justice (EJ) analyses, identifying how proposed transportation projects might affect various communities, particularly those that are historically underserved or vulnerable.

Additional information may be found online at <https://www.wampo.org/tdm>.



Executive Summary

The second round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) was conducted from December 2023 through February 2024. WAMPO staff utilized several strategies, including a refined survey, to engage with the public about the upcoming MTP 2050 document and how it will help shape the transportation network. A total of 171 adult survey responses were recorded and analyzed.

Background

Following the success of the first round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050), the Wichita Area Metropolitan Planning Organization (WAMPO) conducted a second round of public engagement from December 2023 through February 2024. During this round, a refined version of the Round 1 survey was introduced. Staff curated the survey based on feedback and insights gathered during Round 1, adding clarity to ensure specific and clear input on transportation issues, and expanding the survey to include questions pertaining to local performance measures. Additionally, staff developed a survey suited for engaging with children in the WAMPO region that contained questions about the children's feeling of safety and their ideas for transportation infrastructure improvements, utilizing graphics and pictures to communicate transportation issues in an understandable way.

During this round of public engagement, WAMPO staff utilized several strategies to engage with the public about the upcoming MTP 2050 document and how it will help shape the transportation network. The second MTP 2050 survey was made available to the public in English, Spanish, and Vietnamese, posted on the WAMPO website, and advertised through social media posts on a wide range of platforms, including Facebook, X (formerly Twitter), Instagram, and LinkedIn, to encourage participants to take the survey online. WAMPO staff attended numerous events throughout the region to engage with members of the community. At these events, staff informed members of the public about WAMPO and the long-range transportation planning process. The survey was an engagement tool for collecting feedback from the public; it was not intended to express a scientific, statistically valid representation of all the region's residents. A total of 171 adult survey responses were recorded, the results of which have been analyzed and are summarized below.

MTP 2050 Public Engagement Round 2 Summary

The Metropolitan Transportation Plan 2050 (MTP 2050) Public Engagement Round 2 survey consisted of ten (10) questions about transportation statistics and attitudes toward the current transportation network, plus five (5) demographic questions. Staff also facilitated an activity at pop-up/tabling events in which attendees could mark on a map of the WAMPO region locations where they had transportation safety or congestion concerns.

Of the ten (10) transportation-focused questions, an analysis of the responses to three of them, in particular, provides a condensed snapshot of the overall results of the survey: *What transportation improvements are most important to you?*; *What types of transportation do you use?*; and an open-ended question inquiring about the transportation challenges/issues experienced by people in the WAMPO region (see the attached MTP 2050 Public Engagement Round 2 Summary, below, for the results of the other survey questions). These questions reveal themes of how the current transportation system is used and of a regional desire to shift towards increased usage of alternative modes of transportation over the next 25 years.



Agenda Item 5B: Discussion/Updates

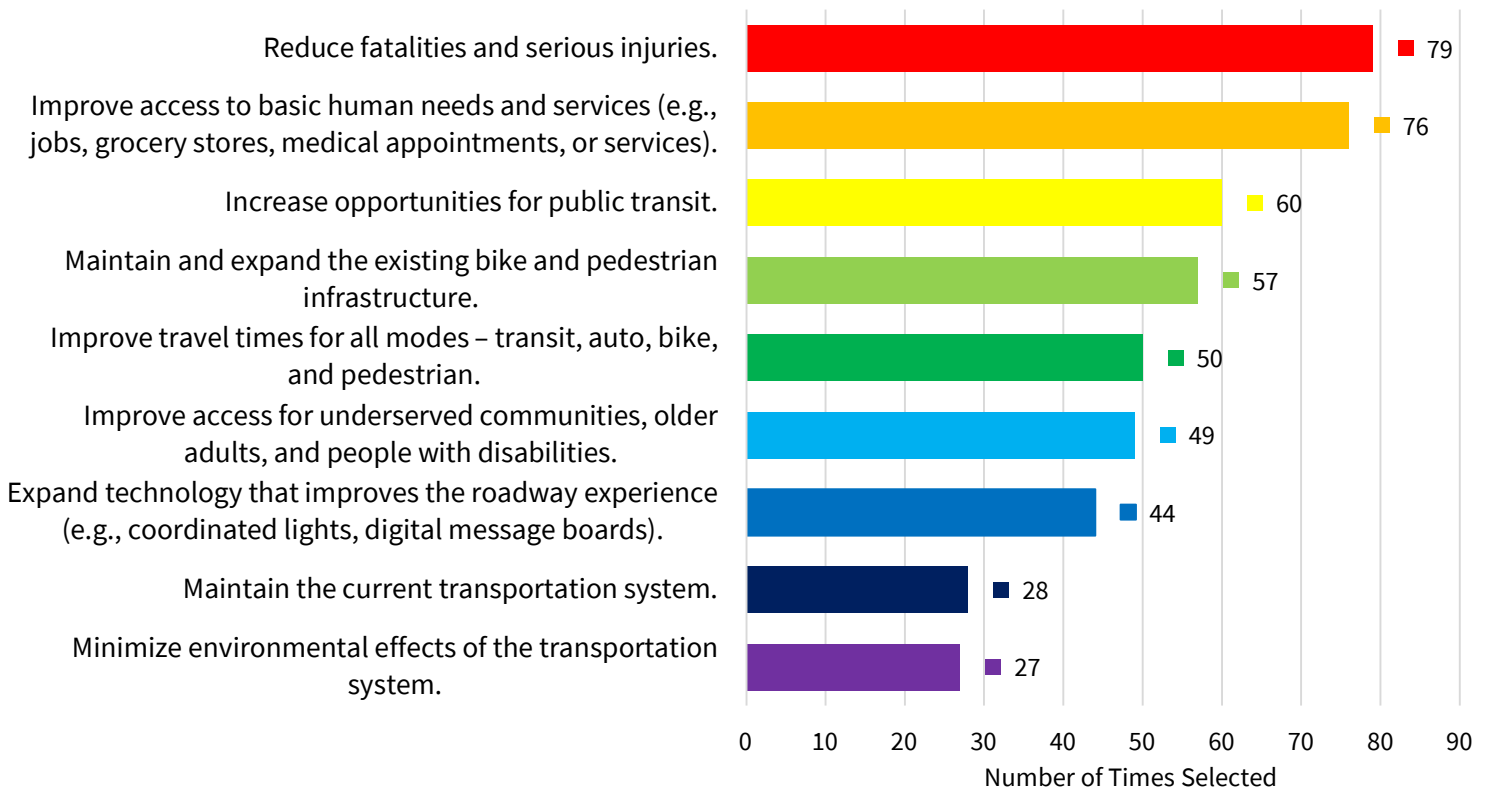
MTP 2050 Public Engagement Round 2 Results Report

Markey Jonas, Administrative & Public Outreach Coordinator

What transportation improvements are most important to you?

Participants were instructed to select up to three (3) responses from nine (9) listed options. The most frequently selected option was “Reduce fatalities and serious injuries”, which was checked by 46% of respondents, highlighting the value placed on safety in the WAMPO region. The next most common responses were “Improve access to basic human needs and services” (44%) and “Increase opportunities for public transit” (35%), followed by “Maintain and expand the existing bike and pedestrian infrastructure” (33%).

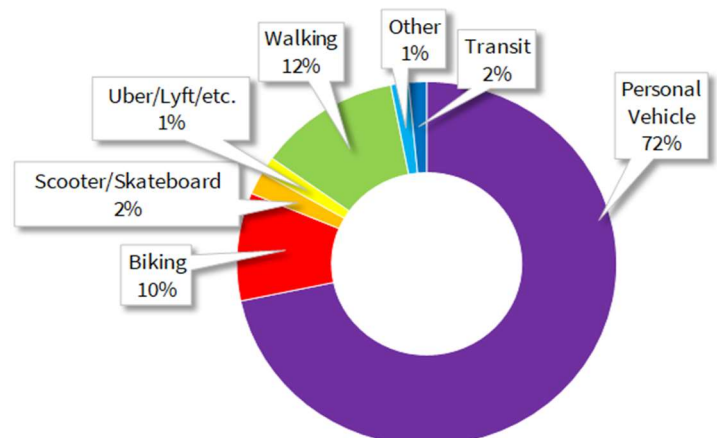
What transportation improvements are most important to you?



What types of transportation do you use?

Whereas responses to the previous question underlined public transit and bicycle/pedestrian infrastructure as regional priorities, responses to this question about current transportation-mode usage tell a different story: 72% selected “Personal Vehicle” as their primary form of transportation.

Form of Transportation - Primary



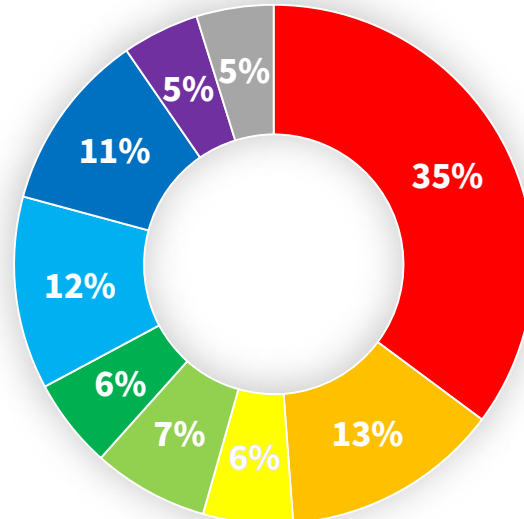


Open-ended responses about transportation challenges/issues

The most common, reoccurring themes are presented below:

Transportation Challenges

- Public Transit
- Bicycle/Pedestrian
- Merge/Exit Lanes Too Short Or Sharp
- Construction/Construction Signage
- Trains/Railroad Crossings
- Congestion
- Unsafe Driving
- Law Enforcement
- Poor Road Conditions



The full MTP 2050 Public Engagement Round 2 Summary (attached below) includes a description of WAMPO staff’s efforts, details about pop-up/tabling events that were held, and charts/figures summarizing the results of each survey question. This report, as well as the MTP 2050 Public Engagement Round 1 Summary, are available at <https://www.wampo.org/mtp2050> and will be incorporated into MTP 2050 in an appendix.

Next Steps

- » MTP 2050 Public Engagement Round 3: May 20, 2024 - June 30, 2024.
- » All MTP 2050 public-engagement efforts and results will be documented in an appendix of Metropolitan Transportation Plan 2050.

Attachment

- » **MTP 2050 Public Engagement Round 2 Summary** – <https://bit.ly/MTP2050-Round2-Engagement-Summary>



Agenda Item 5C: Discussion/Updates

MTP 2050/FFY2025-FFY2028 TIP:

Project Selection Committee (PSC) Meetings/Recommendations

Peter Mohr, Manager of Transportation Engineering and Data

Executive Summary

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). One hundred and two (102) projects from eleven (11) WAMPO member jurisdictions have been scored and ranked by WAMPO staff and consultants. These projects have been considered by the Project Selection Committee (PSC) at meetings in April-May 2024 for recommendations to the TAC and TPB on which projects to prioritize for funding. As of this writing, the PSC has made recommendations on the use of available FFY2025-FFY2028 WAMPO-suballocated Federal funding in the TIP, which will be presented to the TAC for a recommendation on May 20, 2024, and to the TPB for approval on June 11, 2024.

Background

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (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 WAMPO-suballocated Federal funding. Submissions included new projects (to the MTP, TIP, or both), as well as projects that are already listed in the current MTP, *REIMAGINED MOVE 2040*, and/or the current FFY2023-FFY2026 TIP and which the member jurisdictions want carried over to the successor planning documents with funding priority.

WAMPO staff and the consultant team of JEO and Caliper have 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 have 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. Kansas Department of Transportation (KDOT) staff have reviewed the near-term projects for eligibility for WAMPO-suballocated funding.

WAMPO staff have provided information on the submitted projects, including their calculated scores and ranks and the results of the review by KDOT, to the members of the Project Selection Committee (PSC) for consideration. The PSC has held meetings on which of these projects to recommend for funding priority on April 4, April 26, and May 3, 2024.



Project Selection Committee (PSC) Meetings/Recommendations

Peter Mohr, Manager of Transportation Engineering and Data

Available Short-Term FFY2025-FFY2028 TIP WAMPO-Suballocated Funding

TIP Year	TA	CMAQ	CRP	STBG	TOTAL
TIP 2025	\$0	\$163,212	\$1,464,541	\$1,454,645	\$3,082,398
TIP 2026	\$0	\$0	\$1,367,689	\$339,643	\$1,707,332
TIP 2027	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050
TIP 2028	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050

*Since this table was last presented to the TPB, there was a deobligation of \$238,274.88 of STBG funds that is now reflected above.

Projected Long-Term MTP 2050 WAMPO-Suballocated Funding

MTP TimeBand	TA	CMAQ	CRP	STBG	TOTAL
MTP 2029 - 2032	\$6,284,274	\$8,198,458	\$5,896,600	\$41,884,100	\$62,263,432
MTP 2033 - 2040	\$13,344,409	\$17,409,103	\$12,521,199	\$88,939,241	\$132,213,952
MTP 2041 - 2050	\$18,246,126	\$23,803,880	\$17,120,533	\$121,608,731	\$180,779,270

Projects to Be Considered for WAMPO-Suballocated Funding, by Member Jurisdiction

Andover	3	Haysville	12	Sedgwick County	37*
Bel Aire	11	Maize	3	Valley Center	5
Butler County	2*	Mulvane	1	Wichita	24**
Derby	2	Park City	3	Total	102

*Butler County and Sedgwick County provided separate applications for their respective sections of a project that crosses the county line. In this table, that cross-county project is included in the numbers of projects for each of those two counties, but is only counted once in the Total field; for that reason, the number in the Total field is one less than the sum of the other quantities in the table.

**The table of submitted projects presented to the TAC on February 26, 2024, showed twenty-eight (28) City of Wichita projects. However, three (3) of those submissions were for categories of projects requested to be prioritized for funding in MTP 2050, as opposed to individual projects. Also, one (1) submission was for a project for which WAMPO-suballocated funding is not sought, because it has other Federal funding, but still needs to be reflected in the TIP and be consistent with the MTP.

PSC Recommendations on FFY2025-FFY2028 WAMPO-Suballocated Funding

The PSC has made recommendations on which projects to award anticipated FFY2025-FFY2028 WAMPO-suballocated Federal funding, based on the assumption that the FFY2024 Obligation Limitations will hold steady through FFY2028 (see the table “Available Short-Term FFY2025-FFY2028 TIP WAMPO-Suballocated Funding,” above).

The projects the PSC has recommended for WAMPO-suballocated funding include several new FFY2027-FFY2028 projects, as well as funding increases for several projects that already have some WAMPO-suballocated funding in the FFY2023-FFY2026 TIP, but are currently at less than the maximum of 80% Federal funding. These funding recommendations would use up all of the remaining anticipated available FFY2025-FFY2028 WAMPO-suballocated Federal funding. They would also bring all but one of the FFY2025-FFY2026 projects currently programmed to receive WAMPO-suballocated funding in the TIP up to the maximum of 80% Federal funding (see table below); the exception is the Wichita project “Redbud Path, Woodlawn to K-96”.



Agenda Item 5C: Discussion/Updates

MTP 2050/FFY2025-FFY2028 TIP:

Project Selection Committee (PSC) Meetings/Recommendations

Peter Mohr, Manager of Transportation Engineering and Data

Project Selection Committee (PSC) Recommended New/Increased Funding: FFY2025-FFY2028 Projects

WAMPO I.D.	Lead Agency	Project Title	FFY(s)	Funding Program(s)	Amt. Added	New % Fed. Funding
R-19-17*	Wichita	West St., I-235-MacArthur	2024, 2025	TA, CMAQ, STBG	\$80,001	80.00%
40-510*	Wichita	17th St N, I-135 to Hillside	2025	TA, STBG	\$72,413	80.00%
40-537*	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	TA, STBG	\$282,019	80.00%
40-056*	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025, 2026	CMAQ, STBG	\$126,723	80.00%
40-540*	Derby	Rock Road Corridor Improvements	2026	TA, STBG	\$1,121,082	80.00%
40-522*	Wichita	Redbud Path, Woodlawn to K-96	2025, 2026, 2027, 2028	TA, CMAQ, CRP, STBG	\$4,867,966	61.04%
MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	2027	TA	\$778,400	80.00%
MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	2027	TA	\$673,941	80.00%
TM-25-001	Wichita	ITS - 21st St and Maize to Downtown	2027, 2028	CMAQ	\$2,832,000	80.00%
MB-25-006	Butler County & Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path	2028	TA, CRP	\$2,573,600	80.00%
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	2028	CMAQ	\$1,062,672	78.72%
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	2027	STBG	\$1,238,997	68.72%
RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)	2027	STBG	\$4,589,020	68.72%
RM-25-022	Park City	85th Street and Broadway Roundabout	2027	STBG	\$581,183	68.72%
40-015	Bel Aire	45th Oliver to Woodlawn	2027, 2028	STBG	\$7,527,266	68.72%
RM-25-038	Wichita	127th St E, 13th to Douglas	2028	STBG	\$5,960,547	68.72%
Total					\$34,367,830	

*Project already has some WAMPO-suballocated funding (less than 80% Federal maximum)

MTP 2050 Funding Priorities

As of this writing, the PSC is still discussing which projects to recommend for funding priority in MTP 2050.

Next Steps

- » May 20, 2024:
 - TAC Action Item 1: Recommendation on awards of expected FFY2025-FFY2028 WAMPO-suballocated funds that are not yet programmed in the FFY2023-FFY2026 TIP.
 - TAC Action Item 2: Recommendation on FFY2023-FFY2026 TIP Amendment 8, including programming into the TIP FFY2025-FFY2026 WAMPO-suballocated funding awards referenced in the first action item. The scheduled Public Comment period for this TIP amendment began when the PSC had decided on some but not all of its FFY2025-FFY2028 recommendations, so not all of those recommendations are reflected in Amendment 8; the rest of the PSC's FFY2025-FFY2028 WAMPO-suballocated funding recommendations, if approved by the TPB, will be reflected in the FFY2025-FFY2028 TIP when it is adopted (see below).
- » June 11, 2024:
 - TPB Action Item 1: Vote on awards of expected FFY2025-FFY2028 WAMPO-suballocated funds that are not yet programmed in the FFY2023-FFY2026 TIP.
 - TPB Action Item 2: Vote on FFY2023-FFY2026 TIP Amendment 8, including programming into the TIP FFY2025-FFY2026 WAMPO-suballocated funding awards referenced in the first action item.
- » May-June 2024: State/Federal review of draft FFY2025-FFY2028 TIP.
- » June-July 2024: 30-day Public Comment period for FFY2025-FFY2028 TIP.
- » July 22, 2024: TAC recommendation on FFY2025-FFY2028 TIP.
- » August 13, 2024: TPB vote on FFY2025-FFY2028 TIP.
- » TBD: PSC meeting(s) on MTP 2050 project funding priorities.
- » TBD: TAC recommendation on MTP 2050 project funding priorities.
- » TBD: TPB approval of MTP 2050 project funding priorities.

Attachment

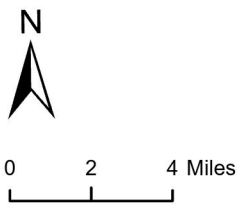
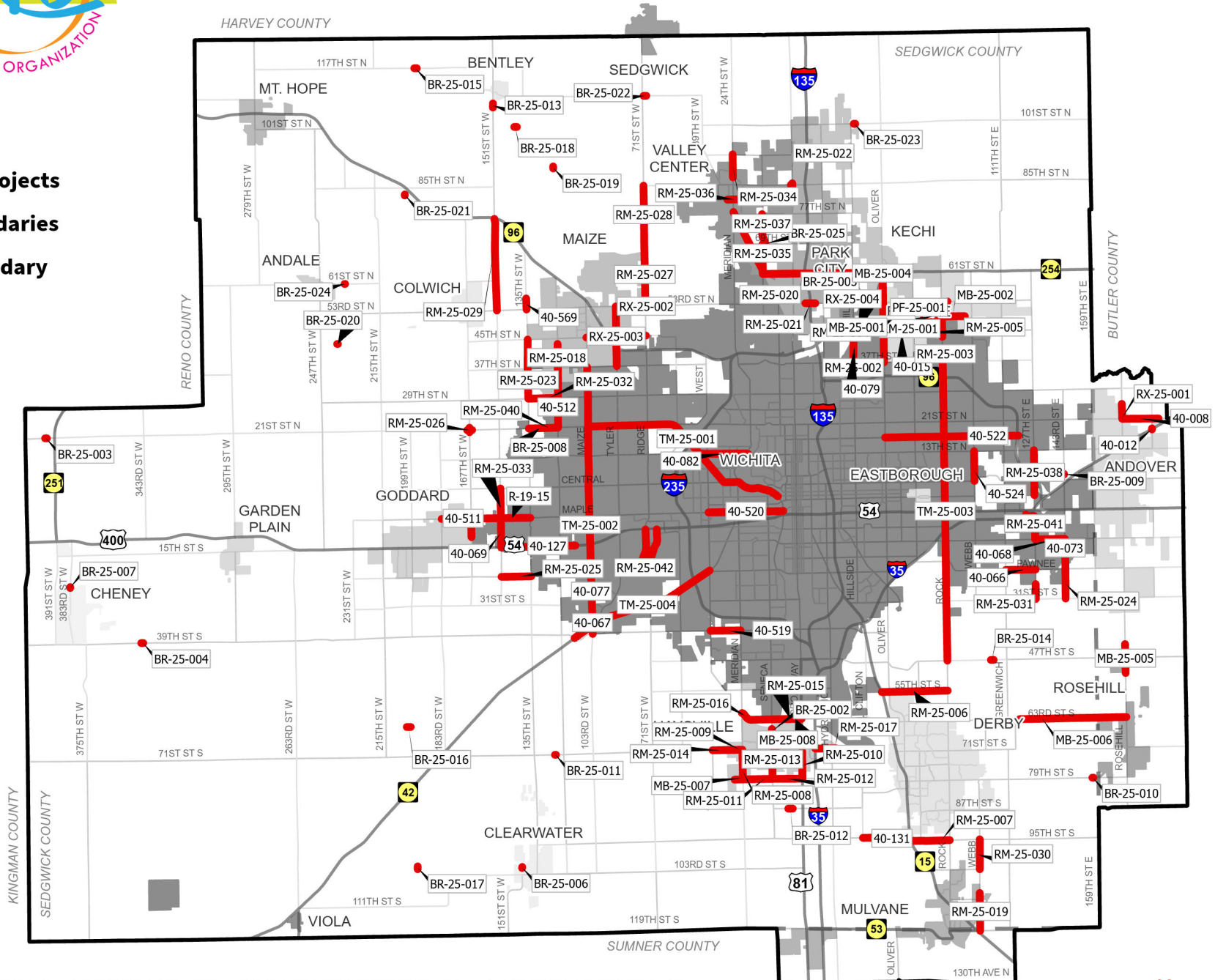
- » **Candidate Projects for FFY2025-FFY2028 TIP/MTP 2050**



Submitted MTP 2050 & FFY2025 to FFY2028 TIP Projects

- Submitted Projects
- County Boundaries
- WAMPO Boundary

Note: Not all project labels visible related to many projects in close proximity to one another.



Source: WAMPO. Produced by: WAMPO. Date Exported: 3/28/2024 Folder: G:\Plans & Projects\MTP 2050-TIP 2025-2026 call for projects\MTP 2050- TIP 2025-2026 call for projects\z_ProjectsToScore\

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
40-522	Wichita	Redbud Path, Woodlawn to K-96	TA	CMAQ	CRP	STBG	2025-2028	\$11,599,461	\$15,105,516	\$22,448,234
RM-25-020	Park City	61st and I-135 Southbound Ramps Roundabout		CMAQ	CRP	STBG	2025-2028	\$2,837,145	\$3,694,701	\$5,490,677
RM-25-022	Park City	85th Street and Broadway Roundabout		CMAQ	CRP	STBG	2025-2028	\$806,475	\$1,050,240	\$1,560,757
RM-25-018	Maize	119th Street Improvements from 29th Street to Wilkinson Street				STBG	2025-2028	\$12,262,102	\$15,968,446	\$23,730,631
RM-25-021	Park City	53rd Street & I-135 Divergent Diamond Intersection (DDI)				STBG	2025-2028	\$5,332,324	\$6,944,073	\$10,319,554
MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	TA	CMAQ	CRP	STBG	2025-2028	\$928,257	\$1,208,832	\$1,796,440
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	TA	CMAQ	CRP	STBG	2025-2028	\$1,287,920	\$1,677,206	\$2,492,489
40-012	Andover	Prairie Creek Rd. Bridge Over I-35/KTA				STBG	2025-2028	\$4,419,782	\$5,755,707	\$8,553,528
40-015	Bel Aire	45th Oliver to Woodlawn				STBG	2025-2028	\$13,012,762	\$16,946,002	\$25,183,371
RX-25-002	Maize	45th Street and Tyler Road Improvements (Near Term)				STBG	2025-2028	\$26,363,666	\$34,332,351	\$51,021,139
MB-25-002	Bel Aire	Bel Aire Bike Ped Trail Phase 2	TA	CMAQ	CRP	STBG	2025-2028	\$743,009	\$967,591	\$1,437,933
MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	TA	CMAQ	CRP	STBG	2025-2028	\$769,079	\$1,001,541	\$1,488,385
TM-25-001	Wichita	ITS - 21st St and Maize to Downtown		CMAQ	CRP	STBG	2025-2028	\$3,853,960	\$5,018,859	\$7,458,502
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South				STBG	2025-2028	\$1,825,865	\$2,377,752	\$3,533,566
BR-25-025	Valley Center	69th St Bridge Replacement				STBG	2025-2028	\$1,614,485	\$2,102,479	\$3,124,485
R-19-15	Wichita	Maple, 135th St W to 167th St W				STBG	2025-2028	\$15,045,134	\$19,592,678	\$29,116,584
RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)				STBG	2025-2028	\$7,226,719	\$9,411,068	\$13,985,743
RM-25-019	Mulvane	Webb - Sapphire to 119th Street				STBG	2025-2028	\$7,075,774	\$9,214,498	\$13,693,621
RM-25-023	Sedgwick County	R363: 135th St. West from 29th St North to 45th St. North				STBG	2025-2028	\$3,879,964	\$5,052,723	\$7,508,827
RM-25-035	Valley Center	Seneca from 61st to 69th				STBG	2025-2028	\$2,630,882	\$3,426,093	\$5,091,501
RM-25-038	Wichita	127th St E, 13th to Douglas				STBG	2025-2028	\$7,956,210	\$10,361,055	\$15,397,513
MB-25-003	Bel Aire	Bel Aire Bike Ped Trail Phase 3	TA	CMAQ	CRP	STBG	2025-2028	\$726,902	\$946,616	\$1,406,761
40-066	Wichita	Pawnee, Greenwich to 127th St E				STBG	2025-2028	\$6,822,972	\$8,885,284	\$13,204,378
40-077	Wichita	Maize Road, Pawnee to 31st Street South				STBG	2025-2028	\$7,163,684	\$9,328,980	\$13,863,751
RM-25-009	Haysville	Grand - Meridian to 1/2 Mile West				STBG	2025-2028	\$4,295,376	\$5,593,697	\$8,312,766
RM-25-024	Sedgwick County	R339: 143rd St. East from Pawnee to 31st Street South				STBG	2025-2028	\$2,184,050	\$2,844,201	\$4,226,753
MB-25-006	Butler & Sedgwick Counties	BUTLER: W Rosewood/E 63rd St. S. Multi-use Path; SEDGWICK: 63rd Street Pathway	TA	CMAQ	CRP	STBG	BUTLER: 2028 SEDGWICK: 2029-2032	\$2,810,435	\$3,659,918	\$5,438,986
RM-25-027	Sedgwick County	R353: Ridge Rd. Shoulders from 53rd St. to 69th St. North				STBG	2025-2028	\$1,458,531	\$1,899,387	\$2,822,670
RM-25-029	Sedgwick County	R356: 151st St. West from 53rd St. North to K-96				STBG	2025-2028	\$4,167,232	\$5,426,820	\$8,064,771
40-569	Sedgwick County	R348: Pave 135th St. W. North of 53rd St. N.				STBG	2025-2028	\$1,196,334	\$1,557,938	\$2,315,245
BR-25-006	Sedgwick County	B516: Bridge on Tracy St. between 103rd St. South and Diagonal St.				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559
BR-25-011	Sedgwick County	B511: Bridge on 71st St. South between 119th and 135th St. West				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559
BR-25-012	Sedgwick County	B514: Bridge on 87th St. South between Seneca St. and Broadway St.				STBG	2025-2028	\$1,495,418	\$1,947,423	\$2,894,056
BR-25-013	Sedgwick County	B515: Bridge on 151st St. West between 101st and 109th St. North				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559

*By the estimate of WAMPO staff, all elements of the project could be funded from each of the funding programs marked here, if funds are available.

** Max federal award is 80% of inflation-adjusted reported construction/implementation costs

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
RM-25-028	Sedgwick County	R354: Ridge Rd. Shoulders from 69th St. to 85th St. North				STBG	2025-2028	\$1,196,334	\$1,557,938	\$2,315,245
BR-25-003	Sedgwick County	B503: Bridge on 21st St. North between 391st St. and 407th St. West				STBG	2025-2028	\$1,908,029	\$2,484,751	\$3,692,576
BR-25-016	Sedgwick County	B523: Bridge on 63rd St. South between 199th and 215th St. West.				STBG	2025-2028	\$572,408	\$745,425	\$1,107,772
RM-25-031	Sedgwick County	R362: 127th St. East for Half Mile North of 31st St.South				STBG	2025-2028	\$810,912	\$1,056,019	\$1,569,345
BR-25-018	Sedgwick County	B525: Bridge on 101st St. North between 135th and 151st St. West				STBG	2025-2028	\$661,876	\$861,935	\$1,280,917
BR-25-019	Sedgwick County	B527: Bridge over Eagle Ditch on 119th St. West between 85th and 93rd St. North				STBG	2025-2028	\$661,876	\$861,935	\$1,280,917
BR-25-005	Sedgwick County	B537: Bridge on 53rd North between Hillside and Oliver Street				STBG	2025-2028	\$786,258	\$1,023,912	\$1,521,631
BR-25-007	Sedgwick County	B522: Bridge on 383rd St. West between 23rd and 31st St. South				STBG	2025-2028	\$655,215	\$853,260	\$1,268,026
BR-25-009	Sedgwick County	B529: Bridge on 143rd St. East between Central Ave. and 13th St. North				STBG	2025-2028	\$786,258	\$1,023,912	\$1,521,631
BR-25-014	Sedgwick County	B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.				STBG	2025-2028	\$611,534	\$796,376	\$1,183,491
BR-25-017	Sedgwick County	B524: Bridge on 199th St. West between 95th and 103rd St. South				STBG	2025-2028	\$567,853	\$739,492	\$1,098,955
RM-25-025	Sedgwick County	R365: Pawnee St. from 135th St West to 151st St. West				STBG	2025-2028	\$3,057,670	\$3,981,881	\$5,917,455
RM-25-032	Sedgwick County	R364: 29th St.North between 119th and 135th St. West				STBG	2025-2028	\$2,184,050	\$2,844,201	\$4,226,753
TM-25-002	Wichita	ITS - Maize Rd, 37th St N to Pawnee		CMAQ	CRP	STBG	2025-2028	\$3,418,484	\$4,451,756	\$6,615,733
40-068	Wichita	Harry, 127th St E to 143rd St E				STBG	2025-2028	\$7,293,597	\$9,498,160	\$14,115,170
40-079	Wichita	Hillside, 37th St N to 45th St N				STBG	2025-2028	\$6,071,003	\$7,906,026	\$11,749,107
40-524	Wichita	Webb Road, Central to 13th St N				STBG	2025-2028	\$7,540,825	\$9,820,116	\$14,593,627
RM-25-042	Wichita	Kellogg and Eisenhower Parkway Interchange				STBG	2025-2028	\$36,517,316	\$47,555,044	\$70,671,320
RX-25-004	Wichita	45th Street N, Hillside to Oliver				STBG	2025-2028	\$6,041,082	\$7,867,060	\$11,691,200
40-008	Andover	21st Street from KTA Toll Booth to Andover Road				STBG	2029-2032	\$9,600,000	\$12,501,697	\$18,578,711
RX-25-001	Andover	Andover Rd. from 21st St. north 1/2 Mile				STBG	2029-2032	\$3,531,873	\$4,599,418	\$6,835,172
RM-25-001	Bel Aire	Rock Rd, UPRR Railraod to 53rd St				STBG	2029-2032	\$11,079,244	\$14,428,057	\$21,441,466
RM-25-002	Bel Aire	Oliver, 37th to 45th				STBG	2029-2032	\$6,186,356	\$8,056,244	\$11,972,346
RM-25-003	Bel Aire	Woodlawn, 45th to 53rd				STBG	2029-2032	\$10,473,263	\$13,638,913	\$20,268,722
RM-25-006	Derby	55th Street, K-15 to Rock Road				STBG	2029-2032	\$14,356,621	\$18,696,055	\$27,784,117
RM-25-007	Derby	95th Street, Woodlawn to Rock				STBG	2029-2032	\$7,009,017	\$9,127,564	\$13,564,428
RM-25-011	Haysville	79th, Meridian to Seneca				STBG	2029-2032	\$4,987,531	\$6,495,063	\$9,652,281
RX-25-003	Maize	45th Street and Tyler Road Improvements (Longer Term)				STBG	2029-2032	\$38,256,928	\$49,820,472	\$74,037,962
RM-25-026	Sedgwick County	R372: 21st St North and 167th St West Roundabout		CMAQ	CRP	STBG	2029-2032	\$600,000	\$781,356	\$1,161,169
BR-25-004	Sedgwick County	B526: Bridge on MacArthur Rd. between 343rd and 359th St. West				STBG	2029-2032	\$2,400,000	\$3,125,424	\$4,644,677
BR-25-008	Sedgwick County	B528: Bridge over Cowskin Creek on 21s tSt. North between 119t and 135th St. West				STBG	2029-2032	\$2,200,000	\$2,864,972	\$4,257,621
BR-25-010	Sedgwick County	B536: Bridge on 79th St South between 143rd and 159th St East				STBG	2029-2032	\$380,000	\$494,858	\$735,407
BR-25-015	Sedgwick County	B521: Bridge on 117th St. North between 183rd and 199th St. West				STBG	2029-2032	\$640,000	\$833,446	\$1,238,580
BR-25-020	Sedgwick County	B530: Bridge on 45th St. North between 231st and 247th St. West				STBG	2029-2032	\$640,000	\$833,446	\$1,238,580

*By the estimate of WAMPO staff, all elements of the project could be funded from each of the funding programs marked here, if funds are available.

** Max federal award is 80% of inflation-adjusted reported construction/implementation costs

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
BR-25-021	Sedgwick County	B531: Bridge on 199th St. West between 77th and 85th St. North				STBG	2029-2032	\$800,000	\$1,041,808	\$1,548,225
BR-25-022	Sedgwick County	B534: Bridge on 109th St N between Ridge and Hoover Roads				STBG	2029-2032	\$2,400,000	\$3,125,424	\$4,644,677
BR-25-023	Sedgwick County	B535: Bridge on 101st St North between Hillside and Oliver Street				STBG	2029-2032	\$400,000	\$520,904	\$774,112
BR-25-024	Sedgwick County	B538: Bridge on 61st St North between 231st and 247th St West				STBG	2029-2032	\$560,000	\$729,265	\$1,083,758
RM-25-030	Sedgwick County	R371: Webb Rd from 95th St South to 103rd St South				STBG	2029-2032	\$1,200,000	\$1,562,712	\$2,322,338
RM-25-033	Sedgwick County	R373: 151st St. West from Maple St. to Central Ave.				STBG	2029-2032	\$2,000,000	\$2,604,520	\$3,870,564
RM-25-034	Valley Center	Meridian Ave from 7th St to 93rd St				STBG	2029-2032	\$7,935,318	\$10,333,848	\$15,357,082
RM-25-036	Valley Center	Main Street from BNSF Railroad to Colby				STBG	2029-2032	\$4,324,507	\$5,631,633	\$8,369,142
40-067	Wichita	Maize, 31st Street South to MacArthur				STBG	2029-2032	\$5,970,576	\$7,775,244	\$11,554,752
40-069	Wichita	151st St W, Maple to Kellogg				STBG	2029-2032	\$6,321,848	\$8,232,690	\$12,234,561
40-073	Wichita	143rd St E, Harry to Pawnee				STBG	2029-2032	\$5,876,380	\$7,652,575	\$11,372,455
40-082	Wichita	13th St N, McLean to Zoo Boulevard				STBG	2029-2032	\$12,343,132	\$16,073,968	\$23,887,446
40-512	Wichita	119th St W, 21st St N to 29th St N				STBG	2029-2032	\$5,379,504	\$7,005,514	\$10,410,861
40-519	Wichita	MacArthur, Meridian to West				STBG	2029-2032	\$5,233,032	\$6,814,768	\$10,127,394
40-520	Wichita	Maple, McLean to West Street				STBG	2029-2032	\$19,444,980	\$25,322,422	\$37,631,528
RM-25-040	Wichita	21st St N, 119th St W to 135th St W				STBG	2029-2032	\$7,291,272	\$9,495,132	\$14,110,670
RM-25-041	Wichita	127th St E, Kellogg to Harry				STBG	2029-2032	\$3,972,975	\$5,173,847	\$7,688,829
MB-25-004	Bel Aire	Northern Intercity Biking and Walking Route	TA	CMAQ	CRP	STBG	2033-2040	\$15,511,493	\$20,200,000	\$30,019,121
PF-25-001	Bel Aire	53rd St and Lycee Pedestrian Crossing	TA	CMAQ	CRP	STBG	2033-2040	\$417,648	\$543,887	\$808,268
RM-25-004	Bel Aire	Oliver, 45th to 53rd				STBG	2033-2040	\$8,358,964	\$10,885,545	\$16,176,956
RM-25-005	Bel Aire	45th, Woodlawn to Rock				STBG	2033-2040	\$9,327,579	\$12,146,934	\$18,051,500
MB-25-008	Haysville	63rd St S, Mabel to Broadway Multiuse Path	TA	CMAQ	CRP	STBG	2033-2040	\$778,038	\$1,013,208	\$1,505,724
RM-25-010	Haysville	Broadway - Diedrich to 79th St				STBG	2033-2040	\$4,340,850	\$5,652,916	\$8,400,770
RM-25-012	Haysville	79th, Seneca to Broadway				STBG	2033-2040	\$5,224,647	\$6,803,850	\$10,111,169
RM-25-013	Haysville	Seneca, 71st to 79th				STBG	2033-2040	\$2,497,807	\$3,252,795	\$4,833,963
RM-25-014	Haysville	Grand Ave, (west) City Limits to West St				STBG	2033-2040	\$3,213,198	\$4,184,420	\$6,218,447
RM-25-015	Haysville	63rd St S, Seneca to Broadway				STBG	2033-2040	\$6,130,002	\$7,982,857	\$11,863,285
RM-25-016	Haysville	63rd St S, Meridian to Seneca				STBG	2033-2040	\$4,789,484	\$6,237,155	\$9,269,006
RM-25-017	Haysville	71st St, I-35 to Kansas St				STBG	2033-2040	\$1,637,586	\$2,132,563	\$3,169,191
RM-25-037	Valley Center	Seneca from 69th to 77th				STBG	2033-2040	\$2,315,112	\$3,014,878	\$4,480,396
40-127	Wichita	Kellogg, 111th St W to 151 St W				STBG	2033-2040	\$97,676,337	\$127,200,000	\$189,031,301
40-131	Sedgwick County	95th Street (ARC95) - Hillside to Woodlawn				STBG	Flexible	\$54,434,473	\$70,887,843	\$105,346,080
TM-25-003	Wichita	ITS - Rock Rd from 37th St N to 47th St S		CMAQ	CRP	STBG	Flexible	\$5,138,614	\$6,691,812	\$9,944,669
TM-25-004	Wichita	K-42, West to MacArthur		CMAQ	CRP	STBG	Flexible	\$2,231,813	\$2,906,401	\$4,319,189

*By the estimate of WAMPO staff, all elements of the project could be funded from each of the funding programs marked here, if funds are available.

** Max federal award is 80% of inflation-adjusted reported construction/implementation costs



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

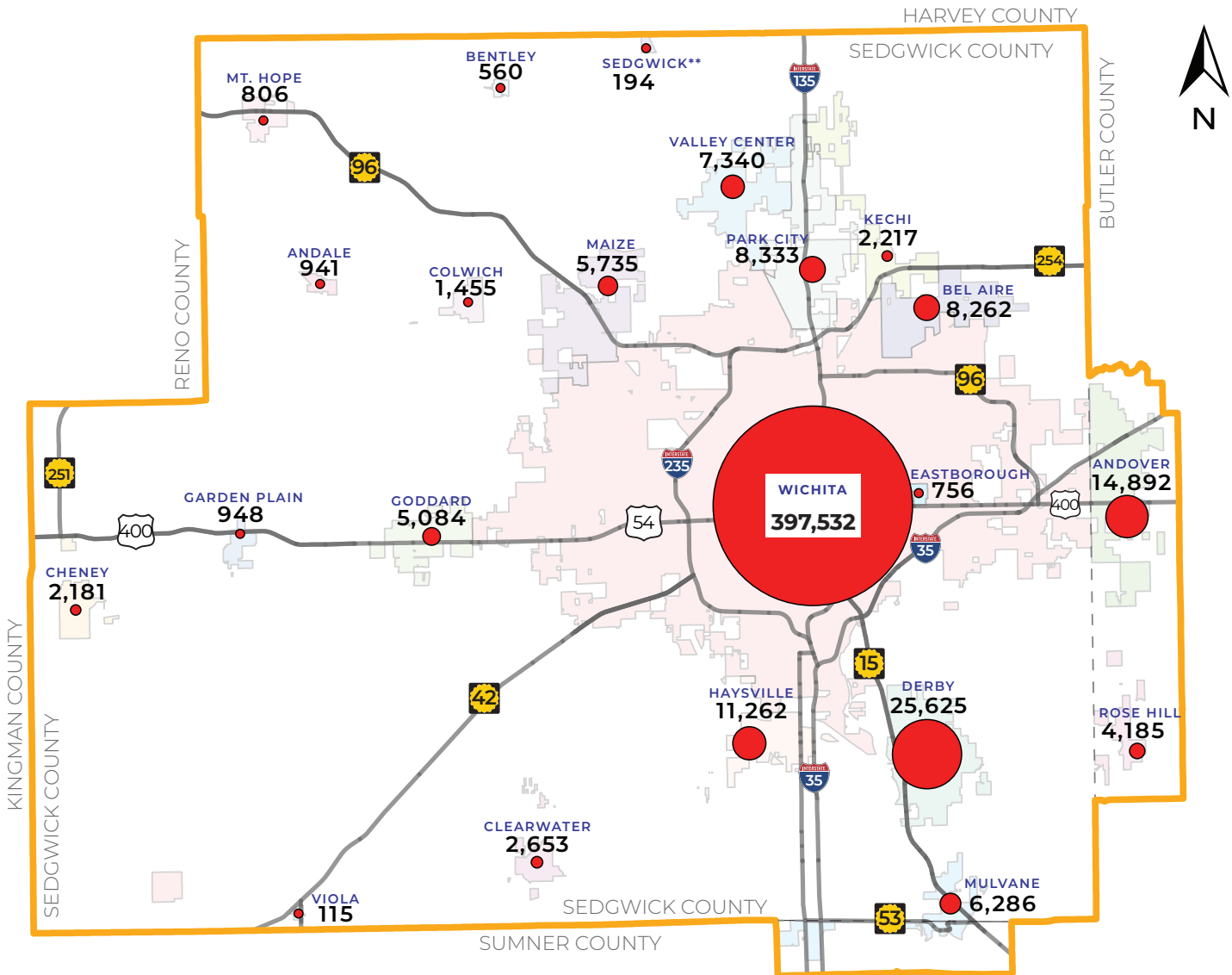
Populations of Entire Counties

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

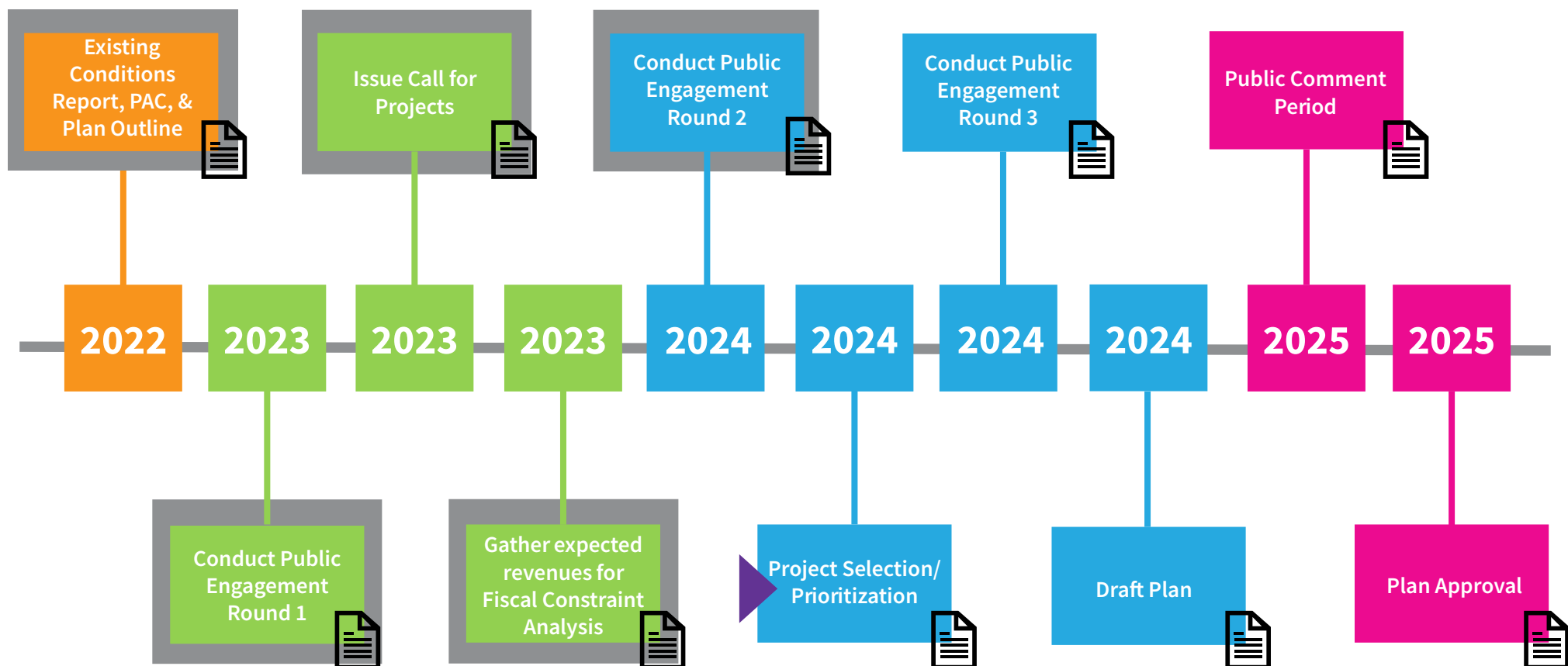
Point of Contact

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



Detailed Progress

Phase 1: Existing conditions

- Develop public participation strategy document & style guide
- Develop the Plan Advisory Committee
- 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?

- Public Engagement Round 1 - determining the vision, goals, objectives
- Review the needs based on the existing conditions report
- Call for projects from jurisdictions (MTP and TIP projects) - 9/15/23 - 1/5/24
- 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
- Public Engagement Round 2

Phase 4: Here's what you said.

- Public Engagement Round 2 - results report
- Candidate project list review

Above Completed

- Project Selection Committee meetings/project prioritization
- Public Engagement Round 3
- 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 plan)
- Adjust 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 about approved plan



May 2024



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

2024 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	David Dennis, Ex Officio	david.dennis@sedgwick.gov		
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	Chris Herrick	chris.herrick@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	Ronald Colbert	frdmeagl@aol.com	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 Saucedo	bsauceda@parkcityks.com		
City of Andover	Mike Warrington	mwarrington@andoverks.com	Jennifer McCausland	jmccausland@andoverks.com
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		
Sedgwick County	David Dennis, Ex Officio	david.dennis@sedgwick.gov		
Non-Voting Members & Alternates				
Federal Tranist Association	Daniel Nguyen	daniel.nguyen@dot.gov		
Federal Highway Administration	Rick Backlund	richard.backlund@dot.gov		
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
WAMPO Engineering & Data Analyst	Chaitanya Dodda	nagachaitanya.dodda@wampo.org		
WAMPO Transportation Planner	Dora Gallo	dora.gallo@wampo.org		
WAMPO Engineering & Data Analyst	Dylan Cossaart	dylan.cossaart@wampo.org		
WAMPO Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Multimodal Transportation Safety Planner	Kim Neufeld	kimberly.neufeld@wampo.org		
WAMPO Senior Accountant	Kyle Thomas	kyle.thomas@wampo.org		
WAMPO Engineering & Data Analyst	Lauren Bulcroft	lauren.bulcroft@wampo.org		
WAMPO Engineering & Data Analyst	Marcela Quintanilla	marcela.quintanilla@wampo.org		
WAMPO Administrative & Public Outreach Coordinator	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		

Quorum is 13 based on voting members

Rev. 05/03/2024

2024 WAMPO MEETING SCHEDULE

Meeting Location: ZOOM or 271 W 3rd St, Room 203, Wichita, KS 67202, unless otherwise stated
Meeting times and dates are subject to change at the committee Chair's discretion.

Transportation Policy Body	Technical Advisory Committee	Executive Committee	Active Transportation Committee	ICT Safe: A Regional Transportation Coalition*	United Community Transit Coalition	Economic Development & Transportation Committee
<i>3:00 PM unless otherwise stated</i>	<i>10:00 AM unless otherwise stated</i>	<i>11:00 AM unless otherwise stated</i>	<i>9:30 AM unless otherwise stated</i>	<i>9:30 AM unless otherwise stated</i>	<i>2:00 PM unless otherwise stated</i>	<i>10:00 AM unless otherwise stated*</i>
JANUARY 9	JANUARY 22					
FEBRUARY 13	FEBRUARY 26	FEBRUARY 1		FEBRUARY 7	FEBRUARY 15	
MARCH 12	MARCH 25					
APRIL 9	APRIL 22					
MAY 14	MAY 20	MAY 2 *3:00 PM		MAY 1	MAY 16	
JUNE 11	JUNE 24		JUNE 12			2024 EDTC Schedule TBD
JULY 9	JULY 22					
AUGUST 13	AUGUST 26	AUGUST 15		AUGUST 7	AUGUST 15	
SEPTEMBER 10	SEPTEMBER 23		SEPTEMBER 4			
OCTOBER 8	OCTOBER 28					
NOVEMBER 12	NOVEMBER 25	NOVEMBER 14		NOVEMBER 6	NOVEMBER 21	
DECEMBER 10			DECEMBER 4			



*ICT Safe was formerly the Safety and Health Committee

*Meeting Location: Online or Wichita State University, Woolsey Hall, Room 302, Wichita, KS 67208

2020 STRATEGIC DIRECTION

WAMPO Vision:

WAMPO aspires to develop an integrated regional transportation network that safely and effectively moves people and goods to their intended destinations and aligns investments in the region's economic and transportation goals.

WAMPO Mission:

WAMPO is the lead independent agency for coordinating priorities for regionally significant transportation investments in roads, highways, transit, rails and bicycle and pedestrian facilities. In engagement with its member communities and state and federal partners, WAMPO supports the region's economic and transportation goals.

Values:

In pursuit of this vision and mission, the Transportation Policy Body and staff are guided by these values:

- **Fairness** – to all member communities and other regional stake holders in establishing priorities and making high return on investment decisions.
- **Transparency** – openly communicating the when, what, how, and why of Board and staff decision making.
- **Public Engagement** – actively inviting, listening, and considering the ideas of those who have a stake in the agency's decisions.
- **Collaboration** – consulting and cooperating with groups to share information and coordinate plans and decisions.

“Strategic Direction” – What is a Strategic Direction?

- The actions planned in order to achieve the goals of WAMPO's organizational strategy.
- A strategic direction includes the plans and actions that are put in place to work towards this vision of the future for WAMPO.

The goals of the strategic direction are tied to WAMPO's Vision, Mission, and Values. The following provides a high-level summary of Strategic Direction.

Achieve the following Goals:

- Well Integrated Transportation System for the Region
- WAMPO internal staff/operations goals
 - Financial strength
 - Meeting MPO and Federal Requirements.
 - Multi-Agency Coordination
 - Personnel Changes
 - Acquiring Needed Additional Resources



How to Achieve the Above Goals:

• Well Integrated Transportation System for the Region:

Coordinate between multiple agencies and governmental entities. Coordinate between Local, Regional, State, and National agencies. Connect various modes of transportation.

TPB & TAC members find participation in the WAMPO process a rewarding experience. A rewarding experience for the TPB & TAC members is when:

- Members feel connected with Regional goals.
- Members learn from each other's ability to solve issues at various levels of governmental entities.
- Members are more united and share resources for the welfare of Regional outcomes.

• WAMPO internal staff/operations goals

Financial strength

- Provide more transparency on financial operations with WAMPO Executive Committee & KDOT.
- Solve local-match-requirements issues.
- Develop a plan to pay off WAMPO's debt.

Meeting MPO and Federal Requirements

- Transportation Performance Management (TPM) development requires sound data management.
- Federal Certification every four (4) years requires the development of transportation planning documents.
- Developing planning documents requires robust data development.
- Robust Data Development requires coordination with multiple jurisdictions, local and state.

Multi-Agency Coordination

- WAMPO staff make visits to meet staff and leaders of member jurisdictions.
- Develop committees, inviting participation from member jurisdictions, chambers of commerce, regional leadership partners, business leaders, economic growth and development teams, and the state DOT.

Personnel Changes

- Equip the right staff and the right staff structure, in order to achieve the strategic goals set for WAMPO.
- Provide the right training for staff, in order to achieve the strategic goals set for WAMPO.

Acquiring Needed Additional Resources

- Develop strategies to obtain increased local matches for future tasks of WAMPO.
- Provide the right training for the Director to be a more effective leader. Explore training opportunities and get approval for setting budget for training, such as Executive Coaching.
- Explore ongoing training opportunities for all staff.

2024 STRATEGIC DIRECTION

WAMPO Vision:

WAMPO aspires to develop an integrated regional transportation network that safely and effectively moves people and goods to their intended destinations and aligns investments in the region's economic and transportation goals.

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Achieve the following Goals:

- Well Integrated Transportation System for the Region
- WAMPO Internal Staff/Operations Goals
 - Maintain Financial Strength.
 - Meet MPO and Federal Requirements.
 - Be a Data Resource for the Region.
 - Hire Competitive Staff.
 - Make WAMPO One of the Best MPOs in the nation.



How to Achieve the Above Goals:

• Well Integrated Transportation System for the Region:

Coordinate between multiple agencies and governmental entities. Coordinate between Local, Regional, State, and National agencies. Connect various modes of transportation.

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- Members feel connected with Regional goals.
- Members learn from each other's ability to solve issues at various levels of governmental entities.
- Members are more united and share resources for the welfare of Regional outcomes.

• WAMPO internal staff/operations goals

Maintain Financial Strength

- Continue to provide more transparency on financial operations with WAMPO Executive Committee & KDOT.
- Continue to monitor local-match-requirements issues.
- Develop local match requirements for future potential projects at WAMPO.

Meet MPO and Federal Requirements

- Transportation Performance Management (TPM) development requires sound data management.
- Federal Certification every four (4) years requires the development of transportation planning documents.
- Developing planning documents requires robust data development.
- Robust data development requires coordination with multiple jurisdictions (local and state).

Be a Data Resource for the Region

- Create a data resource that is valuable to member jurisdictions within the WAMPO region.
- Develop meaningful data and monitor trends of data periodically.
- Develop data analysis summaries that help in the decision-making process.

Hire Competitive Staff

- Hire and train competitive staff, so that the data analysis is robust.
- Provide the right training for staff, in order to achieve the strategic goals set for WAMPO, particularly so that WAMPO becomes one of the best MPOs, adopting the best practices in the nation.

Make WAMPO One of the Best MPOs in the Nation

- Adopt state of the art practices in MPO processes, in the development of plans and studies, and in data driven decisions.
- Motivate staff to be creative in helping WAMPO member jurisdictions.