



Transportation Policy Body (TPB) Meeting Notice

Tuesday, February 13, 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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II. Regular Business	
A. Approval of TPB Agenda: February 13, 2024	
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ii. Safe Routes to School Planning Assistance	14 to 15
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iv. Automatic Bike/Ped Counters: Upcoming RFP	
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vi. MTP 2050/FFY2025-FFY2028 TIP Call for Projects: Projects Submitted & Next Steps	16
D. Consent Agenda	
i. WAMPO Welfare Benefit Plan Amendment	17
ii. Revised Transportation Policy Body (TPB) and Technical Advisory Committee (TAC) Bylaws	18 to 29
iii. Agreement with KDOT on Use of TA Funds for WAMPO Safe Routes to School (SRTS) Planning Assistance	30 to 50
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.	51
IV. Action	
A. <u>Chair, Vice-Chair, and TAC Chair Elections</u> – Becky Tuttle, TPB Chair <i>The TPB needs to elect a TPB Chair, a TPB Vice-Chair, and a TAC chair.</i>	52
B. <u>FFY2023-FFY2026 Transportation Improvement Program Amendment #6</u> – Peter Mohr and Nick Flanders, WAMPO <i>The TPB is asked to take action on proposed Amendment #6 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #6 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #6 opened on January 6, 2024, and ran through January 21, 2024. No public comments were received. The TAC recommended approving TIP Amendment #6 at their January 22, 2024, meeting.</i>	53 to 54

<p>C. Urban Area Boundary – Peter Mohr and Nick Flanders, WAMPO</p> <p><i>Every ten years, MPOs need to adopt an Urban Area Boundary (UAB) that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. On November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024. At the suggestion of TPB members, the approved UAB included an extension of the southeastern quadrant to include the city of Rose Hill. Since then, discussions between WAMPO, KDOT, and FHWA staff have led to the conclusion that the extension of the UAB to include Rose Hill is not reasonable at this time. The TPB is now asked to vote on whether to approve an updated UAB that does not include the extension out to Rose Hill.</i></p>	<p>55 to 62</p>
<p>V. Discussion/Updates</p>	
<p>A. Projects Obligated in FFY2023 – Peter Mohr and Dylan Cossaart, WAMPO</p> <p><i>Before a transportation project can use Federal funds, the funds need to be "obligated." Each year, MPOs are required to submit an Annual Listing of Obligated Projects for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the Federal government. In FFY2023, twenty-three (23) transportation projects in the WAMPO region had Federal funding obligations or deobligations, totaling a little more than \$42 million.</i></p>	<p>63 to 64</p>
<p>B. MTP 2050 Population Projections– Peter Mohr and Dylan Cossaart, WAMPO</p> <p><i>Population projections are an integral part of long-range transportation planning. WAMPO has developed population projections to the year 2050, in collaboration with consultants and with input from member jurisdictions. Following a TAC recommendation and TPB approval (tentatively in February and March 2024, respectively) the population projections will be incorporated into WAMPO's Metropolitan Transportation Plan 2050 (MTP 2050).</i></p>	<p>65 to 66</p>
<p>C. Safe System Approach: Safer Speeds – Haley Dougherty, KDOT</p> <p><i>U.S. DOT adopts a Safe System Approach as the guiding paradigm to address roadway safety. This presentation focuses on the Safer Speeds objective of the approach.</i></p>	
<p>D. Coordinated Transit District #9 – Jennifer Wolff, CTD #9, and Rene Hart, KDOT</p> <p><i>Coordinated Transit District (CTD) #9 is the South Central Kansas Regional Transit District, serving Bulter, Cowley, Harper, Harvey, Kingman, Sedgwick, and Sumner Counties.</i></p>	<p>67 to 68</p>
<p>VI. Committee & Partnership Updates</p> <p>A. Executive Committee</p> <p>B. Kansas Department of Transportation (KDOT)</p> <p>C. Wichita Metro Division, KDOT</p> <p>D. Federal Highway Administration (FHWA)</p>	
<p>VII. Other Business</p>	
<p>VIII. Adjournment</p>	
<p>IX. WAMPO Reference Material</p> <p>A. WAMPO Region Population Table and Map</p> <p>B. WAMPO Area Public Transit Ridership Table</p> <p>C. MTP 2050 Development Progress</p> <p>D. WAMPO Acronym Glossary</p> <p>E. Transportation Policy Body Roster</p> <p>F. 2024 WAMPO Meeting Schedule</p>	<p>69 to 70</p> <p>71</p> <p>72 to 73</p> <p>74</p> <p>75</p> <p>76</p>

Chad Parasa, TPB Secretary

Rev. February 8, 2024



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

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

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

Meeting Duration: *62 minutes*

Voting Members in Attendance		
Becky Tuttle, <i>TPB Chair</i> Jim Benage, <i>Bel Aire</i> Ronald Colbert, <i>Valley Center</i> Nick Engle, <i>Derby</i> Michael Hoheisel, <i>Wichita</i> Jim Howell, <i>Sedgwick County</i> Russ Kessler, <i>Haysville</i>	Pete Meitzner, <i>Sedgwick County</i> Mike Moriarty, <i>KDOT</i> Terry Somers, <i>SCAC</i> Pat Stivers, <i>Maize</i> Burt Ussery, <i>Clearwater</i> Mike Warrington, <i>Andover</i>	Alternates Nick Gregory, <i>Maize (non-voting)</i> Warren Porter, <i>Rose Hill (voting)</i> Ben Saucedo, <i>Park City (voting)</i>
Other Attendees		
Raven Alexander, <i>Wichita Transit</i> Marcy Aycock, <i>REAP</i> Rick Backlund, <i>FHWA</i> Dylan Cossaart, <i>WAMPO</i> Penny Feist, <i>Wichita</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i>	Paul Gunzelman, <i>Wichita</i> Gary Janzen, <i>Wichita</i> Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Dani Lasher, <i>WAMPO</i> Peter Mohr, <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 LLP</i> Paul Schiffelbein, <i>MAPD</i> Allison Smith, <i>KDOT</i>

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

2. Regular Business

A. Approval of the January 9, 2024, Agenda

Discussion: None.

Action: Approve the January 9, 2024, agenda, as proposed. (13-0)¹

Motion: Chair Tuttle

Second: Russ Kessler

B. Approval of the December 12, 2023, Meeting Minutes

Discussion: None.

Action: Approve the December 12, 2023, meeting minutes, as proposed. (13-0)

¹ Two (2) voting TPB members did not arrive until after the votes to approve the January 2024 agenda and December 2023 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](#). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

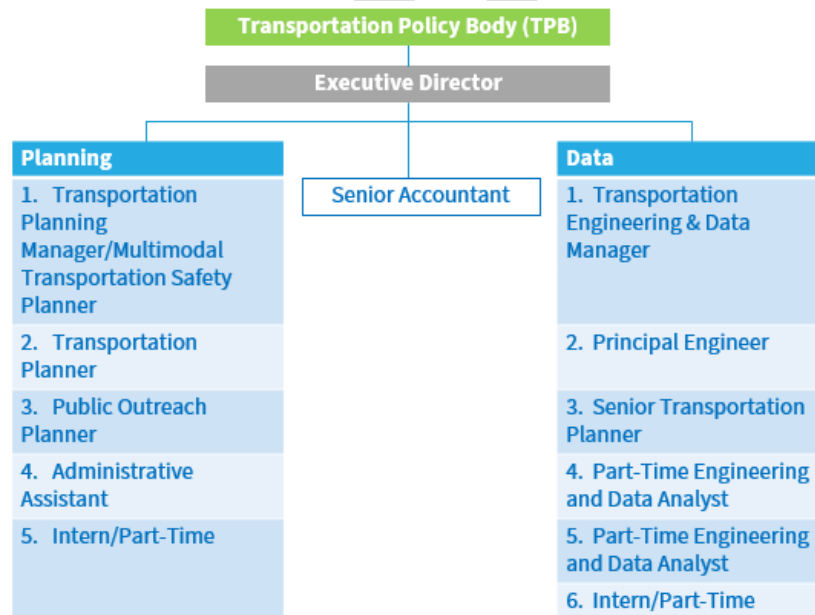
Motion: Chair Tuttle

Second: Russ Kessler

C. Director's Report

0. Onboarding for New TPB Members

Chad Parasa, WAMPO, shared an overview of the Wichita Area Metropolitan Planning Organization as a summarized version of onboarding for new Transportation Policy Body (TPB) members. Details about WAMPO's primary planning documents, operations, and the organization of WAMPO staff positions were shared.



i. 2023 UPWP Report and Quarterly Task Chart Update

Mr. Parasa 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 2023 fourth quarter (October 1 – December 31, 2023) UPWP activity report that will be submitted to KDOT was presented, highlighting the 2023 priority projects, the quarters in which they were to be completed, and their current statuses.

October - December 2023 UPWP Report - <https://bit.ly/2023UPWPQ4>

ii. 2024 UPWP Planned Projects

Mr. Parasa shifted to the 2024 Unified Planning Work Program (UPWP) and gave an overview of the planned work tasks, sharing the priority projects in the 2024 UPWP and

the quarters in which they will be completed. The table will be updated to reflect the status of each project and presented to the TPB quarterly. The next update will be given on April 9, 2024.

Project	Quarters
MTP 2050 Development	1, 2, 3, 4, 2025
FFY2025-FFY2028 TIP Development	1, 2, 3
FFY2023-FFY2026 TIP Administration	1, 2
Population Forecasts	1
Travel Demand Model Update	1, 2, 3, 4
Congestion Management Process	1
Regional Transit Feasibility Study	1, 2, 3, 4
Comprehensive Safety Action Plan Implementation	1, 2, 3, 4, 2025
Economic Development Report	1, 2, 3, 4, 2025
Regional Active Transportation Plan	1, 2, 3, 4
Greater Wichita Bike Map Update	1, 2, 3, 4
Intelligent Transportation Systems Architecture Update	1, 2
Electric Vehicle Network Plan	1, 2
Safe Routes to School Planning	1, 2, 3, 4, 2025
2023 Single Audit	1

2024 Unified Planning Work Program (UPWP) - <https://bit.ly/2024UPWP>

iii. Bimonthly TIP Project Statuses Report

Peter Mohr, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) includes a Reasonable Progress Policy, under which 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 to have progress reports every two months. The TIP Project Statuses Report for January 2024 was shared.

January 2024 TIP Project Statuses - <https://bit.ly/January2024-TIP-Project-Statuses>

iv. MTP/TIP Call for Projects Deadline Extension to February 2, 2024.

Mr. Mohr announced that the deadline has been extended for the combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). The Call for Projects opened on September

15, 2023, and will now continue through February 2, 2024. The application form, cost-estimation model, and recording of the November 8, 2023, Call for Projects Workshop can be found at either www.wampo.org/transportation-improvement-program or www.wampo.org/mtp2050.

v. TIP Amendment 6 Public Comment Period

Mr. Mohr discussed the Public Comment period for Amendment 6 to the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2023-2026 (October 1, 2022, through September 30, 2026). The 16-day Public Comment period opened on January 6, 2024, and will close on January 21, 2024. TIP Amendment 6 will be brought to the Technical Advisory Committee (TAC) for a recommendation on January 22, 2024, and to the Transportation Policy Body (TPB) for approval on February 13, 2024. The FFY2023-FFY2026 TIP, amendment schedule, and proposed Amendment 6 can be viewed at <https://www.wampo.org/transportation-improvement-program>. Public comments can be emailed to wampo@wampo.org.

vi. Public Engagement for Regional Transit Implementation Plan

Mr. Parasa shared that the Regional Transit Implementation Plan, which is set for completion in August 2024, is in its public engagement period and WAMPO staff have been conducting a dot activity at tabling events. Public input will help shape the development of options for transit in the region.

vii. Safe Routes to School (SRTS) Update

Mr. Parasa gave an overview of progress on Safe Routes to School (SRTS) planning, sharing that Consolidated Planning Grant (CPG) funds have been allocated for SRTS planning, with \$300,000 available in 2024 and an additional \$200,000 in 2025.

Dani Lasher, WAMPO, shared that staff are currently preparing a Request for Proposals (RFP) to hire a consultant to work with schools and school districts in the WAMPO region to develop Safe Routes to School (SRTS) plans. Once developed, these SRTS plans will show the specific needs of the 14 school districts and 176 schools in the region, thereby increasing the likelihood of securing grants. WAMPO staff are working to make the 20% local match as attainable as possible for all jurisdictions.

D. Consent Agenda

Mr. Parasa explained the consent agenda item: Approval of the updated Technical Advisory Committee (TAC) roster. Section 3.0 of the TAC bylaws lists the twenty-two (22) voting positions of the TAC and specifies how members are to be appointed. Represented agencies select the member(s) to represent their agency according to their practices and the listing outlined in the

bylaws. Members are to be approved by the TPB and WAMPO staff are to provide recommendations on membership. One of the previously vacant positions on the TAC was the Regional Economic Area Partnership (REAP) representative. Having received documentation indicating the representative selected by the agency, WAMPO staff recommended the appointment of Dr. Marcy Aycock, REAP Executive Director, to fill the previously vacant position, with Keith Lawing remaining the designated alternate. The TPB was asked to approve the updated TAC roster reflecting this appointment.

Technical Advisory Committee Bylaws - <https://bit.ly/TAC-Bylaws>

Updated Technical Advisory Committee Roster - <https://bit.ly/January2024-Updated-TAC-Roster>

Discussion: None.

Action: Approve the updated TAC roster, as presented. (15-0)

Motion: Chair Tuttle

Second: Ronald Colbert

3. Public Comments

Alan Kailer, Bike Walk Wichita, shared his appreciation for the effort WAMPO is putting into Safe Routes to School planning and for expanding it to include all the school districts in the WAMPO region. Mr. Kailer emphasized active transportation and said that having Safe Routes to School plans will be a huge step toward improving the safety of transportation for everyone in the region.

5. Discussion/Updates

A. Commuter Flows Report

Mr. Mohr gave background information about commuter flows, which couple information about workers' residence locations and workplace locations to describe how commuters flow between the 22 municipalities in the WAMPO region. This report is compiled annually and has been updated with the most recent employment data from the U.S. Census Bureau's OnTheMap tool.

Dylan Cossaart, WAMPO, explained that the full report contains the commuter flows of each city, as well as for the WAMPO region as a whole, and presented the inflow (workers who commute into a city for work), internal (workers who live and work in the same city), and outflow (workers who commute out of a city for work) data for the example cities of Wichita, Derby, and Haysville. The full report contains information for each of the 22 cities, including inflow/outflow total counts & historical trends, the percent of the population in the labor force, mean travel times to work, and workplace & residence heat maps.

2023 Commuter Flows Report - <https://www.wampo.org/commuter-flows>

Discussion:

Nick Gregory asked if the data were available for other cities besides Wichita, Derby, and Haysville. Mr. Cossaart replied that data for all WAMPO cities are available on the WAMPO website.

Pete Meitzner shared concerns that the campuses for some of the largest employers in the region (such as Spirit and Textron) are in unincorporated areas outside of city limits and thus may not be included in the city-level commuter flows, and asked if employee-residence-ZIP-code data shared by Spirit and Textron could be added to the commuter flows report. Peter Mohr said he was not sure how the data could be integrated but that he would investigate options for compiling the data and creating commuter flows to those destinations. Mr. Meitzner noted that the commuting data for the major employers is important for public-transit analysis and could help inform the development of the Regional Transit Implementation Plan and the delivery of transit services outside of city limits.

B. Demographics & Socioeconomics of the WAMPO Region

Mr. Mohr said that through collaboration between WAMPO staff and the Center for Economic Development and Business Research (CEDBR), an in-depth analysis of the region's demographics and socioeconomics was conducted, and forecasts were created. CEDBR also measured several critical economic indicators, detailed labor mobility within the region, and analyzed the region's housing supply. Since population and economics drive demand for transportation infrastructure, these analyses are critical for informed planning of future transportation projects. The demographics and socioeconomics of the WAMPO region were presented, as well as comparisons between the entire WAMPO region and the cities of Eastborough and Wichita. Mr. Mohr gave further information on the extent of the demographic classifications, which are organized by ESRI Tapestry Segmentations and Life Modes, which describe specific characteristics of demographic groups.

WAMPO Demographics & Socioeconomics reports - <https://www.wampo.org/individual-community-report>

Discussion:

Mr. Gregory asked if these data were also on the website for individual cities. Mr. Mohr shared that they are and can be found by accessing the WAMPO website and going to "What We Do" → "Data & Reports" → "Demographics & Socioeconomics".

Chair Tuttle asked how this information will be used to impact the work WAMPO does. Mr. Mohr said that, when analyzed, the data can be very helpful for informing grant applications and that, in general, it is a great resource to be able to share with the region. Chair Tuttle suggested

sharing the information with other organizations, such as the Wichita Regional Chamber of Commerce and the Greater Wichita Partnership, as well as with other municipalities. Mr. Parasa added that the information plays into WAMPO's plan development and performance measures and contributes to the data-driven planning that goes into the long-range Metropolitan Transportation Plan.

C. Urban Area Boundary Update

Mr. Mohr explained details about the guidelines for and implications of an Urban Area Boundary (UAB). Every ten years, MPOs need to adopt a UAB that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. The funding implications of the UAB include that Surface Transportation Block Grant (STBG) funds can be used on urban minor collectors (within the UAB) but not on rural minor collectors (outside the UAB) and that non-suballocated Transportation Alternatives (TA) funds from KDOT can be used only in areas outside the UAB, whereas WAMPO suballocated TA funds can be used in any part of the WAMPO region. On November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024. At the suggestion of TPB members, the approved UAB included an extension of the southeastern quadrant to include the city of Rose Hill. Since then, discussions between WAMPO, KDOT, and FHWA staff have led to the conclusion that the extension of the UAB to include Rose Hill is not reasonable at this time. The updated UAB will be presented to the TAC for a recommendation on January 22, 2024, and to the TPB for approval on February 13, 2024. Mr. Mohr expressed his appreciation for the collaboration between WAMPO, KDOT, and FHWA staff.

2024 WAMPO Proposed Urban Area Boundary Map - https://bit.ly/Proposed_UAB_Jan2024

Discussion: None.

6. Committee & Partnership Updates

Chair Tuttle announced that the next Executive Committee meeting will be at 11:00 AM on February 1, 2024, in the MAPD conference room of the Ronald Reagan Building (271 W 3rd St. N, Wichita, KS 67202). It is an open meeting; anyone is welcome to join.

Mike Moriarty, Kansas Department of Transportation (KDOT), passed along a save-the-date for the Drive to Zero Coalition, sharing that they are sponsoring the first-ever Drive to Zero Day at the Kansas State Capital in Topeka on February 29, 2024, from 9:00 AM to 12:00 PM. The Drive to Zero Coalition is an executive-level body representing a range of state and federal agencies, advocacy organizations, members of the private sector, and university partners. The group is charged with finding ways to reduce traffic deaths on Kansas roadways. Chair Tuttle commented that March 6 is Transportation Day.

Rick Backlund, Federal Highway Administration (FHWA), shared that Matt McDonald, who was the team leader of program development, has been promoted to the FHWA Finance Office in Washington, but will continue to provide support in Topeka. This position and the Community Planner position will be advertised for filling. Mr. Backlund highlighted the topic of “August Redistribution” which is an opportunity to assign federal money to projects if there is additional obligation authority. The Surface Transportation Block Grant (STBG) program is typically a good opportunity for this. The funding is money that needs to either be obligated or be lost and is a sizeable amount; last year, KDOT was able to obligate \$70 million. Mr. Backlund recommended that WAMPO work with KDOT and begin discussing opportunities to obligate the funds this summer.

7. Other Business

Russ Kessler thanked Mr. Parasa, Mr. Mohr, and Ms. Lasher for coming to the Haysville City Council meeting the previous evening, noting how beneficial it was to have WAMPO present about what it is, what it does, and how it relates to the community and the city.

8. The meeting was adjourned at 4:03 PM.

The next regular meeting will be held on Tuesday, February 13, 2024, at 3:00 PM.



Agenda Item 2Ci: Director's Report

MTP 2050 Development Progress

Dani Lasher, Public Outreach Planner

Chad Parasa, Executive Director

Executive Summary

The Wichita Area Metropolitan Planning Organization (WAMPO) is in the planning process for the next long-range Metropolitan Transportation Plan (MTP), WAMPO MTP 2050, which will be adopted in 2025. WAMPO staff have already completed several steps in the planning process and will continue to work through the remaining steps toward completing MTP 2050.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) is in the planning process for the next long-range Metropolitan Transportation Plan (MTP), WAMPO MTP 2050. The goal is to look at priorities for transportation improvements including safety, ease of travel time, creating a more equitable system, and improving connectivity for all modes of travel. The purpose of MTP 2050 is to –

- » Identify transportation policies, strategies, and projects for the future.
- » Determine project demand for transportation services.
- » Focus on the systems level, including roadways, transit, non-motorized transportation, and intermodal connections.
- » Estimate costs and identify reasonably available financial sources for operation, maintenance, and capital investments.
- » Determine ways to preserve existing roads and facilities and make efficient use of the existing system.

Development Progress

An MTP covers a planning horizon of at least 20 years, with updates every 5 years. MTP 2050 will be adopted in 2025. WAMPO staff have already completed several steps in the planning process. The following major steps in the planning process have been completed:

- » Existing Conditions Report, development of the Plan Advisory Committee (PAC), and Plan Outline
- » Public Engagement Round 1
- » Issue Call for Projects
- » Gather expected revenues and expenditures information for the Fiscal Constraint Analysis

Currently, WAMPO staff are conducting the second round of public engagement, from December 1, 2023, to February 29, 2024. A survey is available online at www.wampo.org/mtp2050. To gather public responses, staff have attended multiple events in the community including pop-up markets, the Lord's Diner, Wichita Thunder hockey games, women's soccer games, and a public event at the Haysville library, as well as advertised the survey on WAMPO's social media accounts.



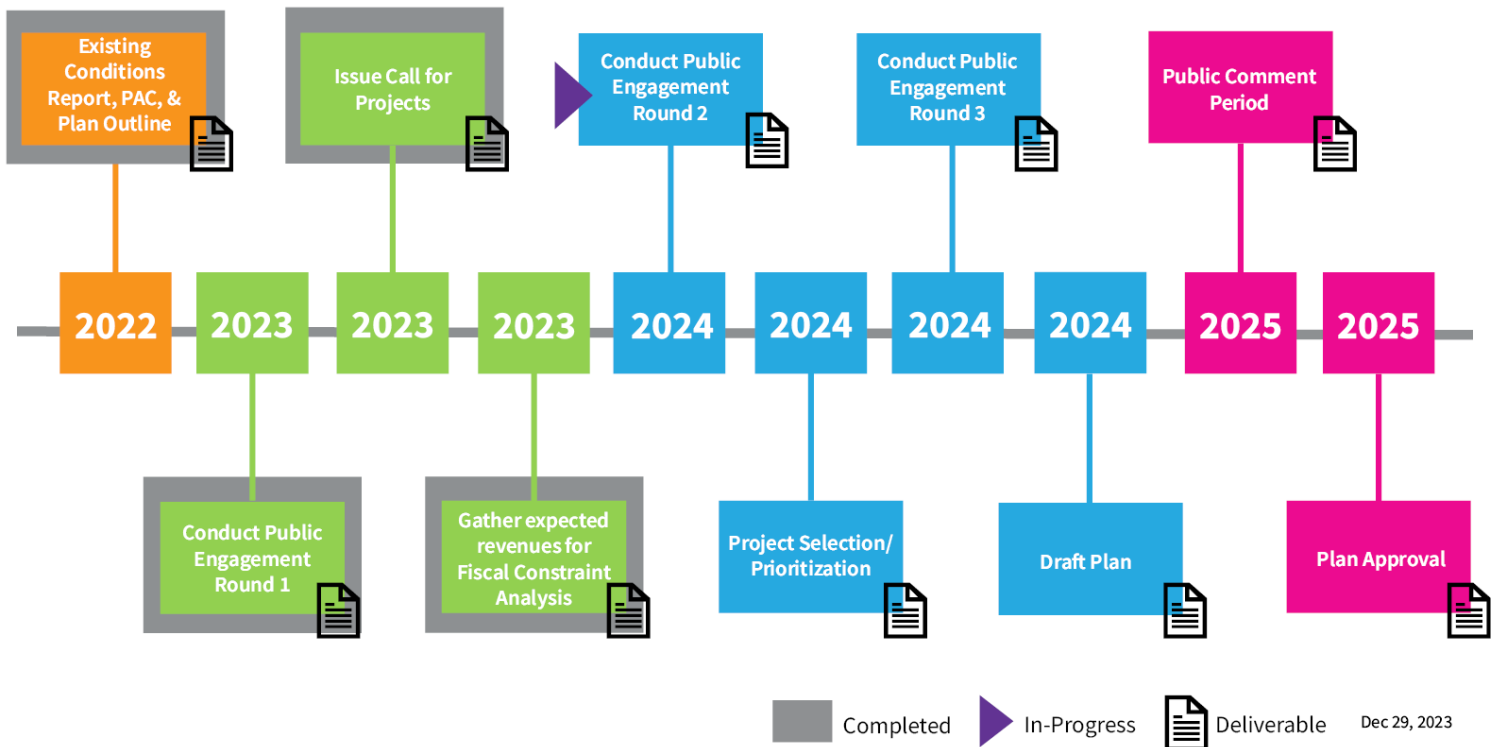
Next Steps

The following steps are to be completed in 2024 and 2025:

- » Project Selection/Prioritization
- » Public Engagement Round 3
- » Fiscal Constraint Analysis
- » Draft the Plan
- » State, Federal, and Plan Advisory Committee review of the plan
- » Public Comment Period
- » Plan Approval

Metropolitan Transportation Plan 2050

Progress





Executive Summary

Across the WAMPO region, many schools/districts do not have existing Safe Routes to School plans. WAMPO intends to hire a consultant to work with city/county governments and schools/districts to establish as many Safe Routes to School plans in the WAMPO region as possible. Funding for this activity is available this year (2024) and next year (2025).

Background

Within the WAMPO region, there are 174 public schools, divided amongst 14 school districts, with a combined enrollment of 93,728 students, as of the 2021-2022 school year, according to the National Center for Education Statistics. Most of these schools/school districts do not currently have Safe Routes to School plans that meet the Federal requirements for the implementation of such plans to qualify for Transportation Alternatives (TA) funding. WAMPO intends to hire a consultant to work with city/county governments and schools/school districts to establish Safe Routes to School plans covering the entire WAMPO region.

School District Enrollment and Number of Schools

In the tables below, school districts in red signify districts that have already expressed interest in Safe Routes to School plans. WAMPO is still seeking collaboration with the remaining school districts.

School District	Cities	Total Enrollment
Wichita Public Schools	Wichita, Bel Aire	46,657
Andover Public Schools	Andover, Wichita	8,720
Maize Unified School District	Maize, Wichita	7,980
Derby Public Schools	Derby, Wichita	7,262
Goddard Public Schools	Goddard	6,297
Haysville Schools	Haysville, Wichita	5,777
Valley Center Public Schools	Valley Center	3,092
Renwick Schools	Andale, Colwich, Garden Plain	1,967
Mulvane School District	Mulvane	1,816
Rose Hill Schools	Rose Hill	1,667
Clearwater Unified School District	Clearwater	1,133
Cheney Schools	Cheney	827
Circle Public Schools*	Wichita*	308*
Halstead-Bentley Unified School District*	Bentley*	225*

*These school districts only have one elementary school in the WAMPO region. The data shows the cities and enrollment of only the school in the WAMPO region, not the district overall.



Agenda Item 2Cii: Director's Report
Safe Routes to School Planning Assistance
 Dani Lasher, Public Outreach Planner

School District	Number of Elementary Schools	Number of K-8 Schools	Number of Intermediate Schools	Number of Middle Schools	Number of High Schools	Number of Other Schools	Total Schools
Wichita Public Schools	54	3		16	11	3	87
Maize Unified School District	5		2	2	2	2	13
Derby Public Schools	9			2	1		12
Goddard Public Schools	5		2	2	2	1	12
Andover Public Schools	6			2	2	1	11
Haysville Schools	6			2	2	1	11
Valley Center Public Schools	3		1	1	1	1	7
Renwick Schools		4			2		6
Mulvane School District	1		1	1	1		4
Rose Hill Schools	1			1	1		3
Clearwater Unified School District	1			1	1		3
Cheney Schools	1			1	1		3
Circle Public Schools*	1						1
Halstead-Bentley Unified School District*	1						1

*These school districts only have one elementary school in the WAMPO region. The data shows the cities and enrollment of only the school in the WAMPO region, not the district overall.

Next Steps

WAMPO staff are preparing an RFP to hire a consultant for the development of Safe Routes to School plans for the WAMPO region. \$300,000 in CPG/TA funds are available this year (2024), as well as \$200,000 next year (2025). We are working on options to make the local match as attainable for all as possible. Jurisdictions and schools that have already expressed interest in obtaining Safe Routes to School plans will work with the selected consultant for further planning, in addition to the consultant reaching out to the remaining schools, districts, and local governments.



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). Eleven (11) WAMPO member jurisdictions submitted one hundred and eight (108) total projects. These projects will be scored and ranked by WAMPO consultants, then submitted to the Project Selection Committee (PSC) for recommendations to the TAC and TPB on which projects to prioritize for funding.

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 which the member jurisdictions want carried over to the successor planning documents with funding priority.

Submissions Received from Member Jurisdictions

Andover	3	Haysville	12	Sedgwick County	38
Bel Aire	11	Maize	3	Valley Center	5
Butler County	2	Mulvane	1	Wichita	28
Derby	2	Park City	3	Total	108

Next Steps

- » WAMPO staff and the consultant team of JEO and Caliper reflect 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.
- » WAMPO staff provide information on the submitted projects to consultants at PEC for scoring and ranking, in accordance with the evaluation criteria adopted by the TPB on October 12, 2021.
- » By February 29, 2024: PEC completes scoring and ranking of projects, within each of the nine (9) categories of the adopted evaluation criteria.
- » March 2024: WAMPO staff provide information on the submitted projects, including their calculated scores and ranks, to the members of the Project Selection Committee (PSC) for consideration.
- » March-April 2024: The PSC meets to consider which submitted projects to recommend to the TAC and TPB for funding priority in MTP 2050 and the FFY2025-FFY2028 TIP, while maintaining fiscal constraint in both documents.
- » TAC recommendation on project funding priorities.
- » TPB approval of project funding priorities.



**Agenda Item 2Di: Consent Agenda
WAMPO Welfare Benefit Plan Amendment**

Chad Parasa, WAMPO
Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

The Transportation Policy Body is asked to approve the WAMPO Welfare Benefit Plan Amendment.

Background

In 2024, the Wichita Area Metropolitan Planning Organization (WAMPO) Welfare Benefit Plan document underwent revisions compared to the 2023 document. The most significant change involved transitioning from the vision insurance provider Surrency to United Healthcare. Updates are summarized below:

- The vision coverage is now with United Healthcare.
- A new policy number for the Medical Plan.
- Expansion of the permitted cafeteria plan change-in-status rules for health coverage, including the ability to revoke an election of family coverage under a group health plan to allow one or more family members to enroll in coverage under the exchange.
- Updates to the core document language to reflect regulatory legal developments, including court cases and government rulings.

Amendments to the Plan will be implemented through replacement pages, with the amended pages 1.1, 11.1, A-1, Articles II and V dated 01/24 being substituted for the corresponding pages currently within the document.

Staff Recommendation

- » Approve the amendment to the WAMPO Welfare Benefit Plan, as presented.

Attachments

- » Amendment to the WAMPO Welfare Benefit Plan - <https://bit.ly/Benefit-Plan-Amendment-Feb2024>
- » WAMPO Welfare Benefit Plan Complete Document with Amendment - <https://bit.ly/WAMPO-Benefit-Plan-Comp>



**Agenda Item 2Dii: Consent Agenda
Revised Transportation Policy Body (TPB) and
Technical Advisory Committee (TAC) Bylaws**

Chad Parasa, WAMPO

Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

The Transportation Policy Body is asked to approve the proposed revisions to the Transportation Policy Body and Technical Advisory Committee bylaws.

Background

Recent revisions have been made to the Transportation Policy Body (TPB) and Technical Advisory Committee (TAC) bylaws. The proposed revisions will allow the TPB Vice-Chair to also serve as the TAC Chair but do not require the TPB Vice-Chair to serve as both. The revisions also reflect this change in the membership of the Executive Committee. The following attachments illustrate the revisions to the original TPB and TAC bylaws in red.

Staff Recommendation

- » Approve the proposed revisions to the Transportation Policy Body and Technical Advisory Committee bylaws, as presented.

Attachments

- » **Revisions Made to TPB Bylaws** - <https://bit.ly/TPBBylawRevisions>
- » **Proposed Updated TPB Bylaws** - <https://bit.ly/UpdatesTPBBylaws>
- » **Revisions Made to TAC Bylaws** - <https://bit.ly/TACBylawRevisions>
- » **Proposed Updated TAC Bylaws** - <https://bit.ly/UpdatedTACBylaws>



Wichita Area Metropolitan Planning Organization Transportation Policy Body Bylaws

Article 1 - TRANSPORTATION POLICY BODY (TPB) MEMBERSHIP

1.1 Voting Representatives. The TPB consists of voting representatives from the MPO Member Jurisdictions participating in the financial support of the MPO. The membership is as follows:

- a) Four (4) City of Wichita elected officials or their designated alternate(s), as appointed by the Wichita City Council;
- b) Four (4) Sedgwick County elected officials or their designated alternate(s), as appointed by the Sedgwick County Board of County Commissioners;
- c) Two (2) KDOT representatives appointed by the Secretary of Transportation;
- d) One (1) Sedgwick County Association of Cities (SCAC) elected official or designated alternate representing jurisdictions in "Good Standing" under 2,000 population; and
- e) One (1) elected official or designated alternate each for all other jurisdictions in "Good Standing" over 2,000 population.

Member Jurisdictions must remain in Good Standing as defined in the WAMPO Redesignation Agreement for Cooperative Transportation Planning, 2013 (Redesignation Agreement) to retain voting privileges.

1.2 Designation of Alternates. Participating Member Jurisdictions may designate an official alternate or alternates as the official representative to the TPB as prescribed in the Redesignation Agreement. The intent of this provision is to have Member Jurisdictions designate alternates who can attend TPB meetings on a consistent basis, providing continuity in Jurisdictions' participation. The designation must be made in writing and submitted to the WAMPO prior to the alternate's or alternates' participation at a TPB meeting.

1.3 Attendance. Because regular attendance at TPB meetings is important, WAMPO will alert a member jurisdiction whenever its representative misses three or more consecutive meetings.

1.4 Non-Voting Members. Non-voting members represent WAMPO Member Jurisdictions that do not participate in the financial support of WAMPO, Member Jurisdictions represented by the Sedgwick County Association of Counties, and representatives from the Federal Highway Administration and the Federal Transit Administration.

Article 2 - VOTING

2.1 Voting. Each voting representative or designated alternate will be allowed one (1) vote on matters of business before the TPB. Non-voting members will have no voting privileges, but may participate in meetings.

The affirmative vote of a majority of quorum shall be sufficient for the passage of all motions, except for amendment to these Bylaws or for any other action where a different vote is specifically required by the Redesignation Agreement or these Bylaws.

Any voting member remaining silent on a vote shall be considered to have voted in the affirmative. Representatives shall abstain from voting on any matter in which he or she has a substantial interest, as defined in Article 9.

2.2 Weighted Voting. Weighted voting will be allowed as provided for under procedures established in Section 4.1 of the Fiscal Agreement for the Operation of the Wichita Area Metropolitan Planning Organization.

2.3 Proxy Votes. The use of proxy voting is not allowed. Voting members must be present to vote, except as provided in Article 6.

Article 3 - OFFICERS

3.1 Chair and Vice-Chair. The TPB shall annually elect a Chair and Vice-Chair from among the voting representatives. The election shall be by an affirmative vote of the quorum present at the regular February meeting of the TPB. The newly elected Chair and Vice-Chair shall assume office immediately following the election. **The Vice-Chair of the TPB may also, but is not required to, serve as the Chair of Technical Advisory Committee (TAC).** In the event the TPB does not meet in February, elections will be at the next scheduled meeting. The Chair and Vice-Chair are eligible to succeed themselves but shall not represent the same Jurisdiction. The Chair and the Vice -Chair shall serve a term of one (1) year. No person elected as Chair shall serve more than two consecutive terms as Chair and no person elected as Vice-Chair shall serve more than two consecutive terms as Vice-Chair.

The Chair shall preside at TPB meetings and at all public hearings conducted by the TPB; appoint subcommittees as needed; sign all letters, agreements and documents, as authorized by the TPB; and perform such other duties as appropriate. The Vice-Chair shall serve as Chair in the absence of the Chair.

3.2 Secretary. The WAMPO Director, or designee, shall serve as Secretary. The Secretary will not have TPB voting privileges. The Secretary shall conduct all business on behalf of the TPB. The Secretary will perform other actions and responsibilities as may be delegated to that position by the Chair.

3.3 Removal of Officers. The Chair and Vice-Chair may be removed from their respective office for good and sufficient cause. The cause of the removal will be documented in the meeting minutes

and shall require an affirmative vote of seventy-five percent (75%) of the voting representatives present in a meeting where a quorum is present.

3.4 Vacancies. In the event of a vacancy in the office of Chair or Vice-Chair, a voting representative shall be elected to serve the remainder of the term of office. Notice of such election shall be placed as an agenda item and the election shall be conducted in the manner consistent with the election of a Chair or Vice-Chair.

Article 4 - EXECUTIVE COMMITTEE

4.1 Executive Committee Membership. The TPB may, at its discretion, create an Executive Committee to which it may refer matters regarding the budget and finances, personnel and law. The Executive Committee shall be composed of:

- Chair
- Vice-Chair
- Chair of TAC, **if the Chair of TAC is not also the Vice-Chair of TPB.**
- Metro area representative from the Kansas Department of Transportation
- Metro area representative from the Kansas Department of Transportation
- Two (2) at large members of the Executive Committee are voting representatives of the TPB and appointed by the Chair of the TPB

No more than one representative from any one Jurisdiction may participate on the Executive Committee. If a member of the Executive Committee cannot attend a meeting of the Executive Committee, the jurisdiction's designated alternate may attend.

The Executive Committee shall include, in some capacity, one member from the City of Wichita and one member from Sedgwick County. Representatives of the City of Wichita and Sedgwick County may be Chair, Vice-Chair, Chairperson of TAC, or members at large.

The Executive Committee will serve until the next election of officers, at which time the Executive Committee will be re-selected. No member of the Executive Committee can serve more than two consecutive terms in a particular position, but may serve two consecutive terms in as Chair, Vice Chair, member at large and TAC Chair.

The Executive Committee will also include as non-voting, ex officio members:

- Immediate past Chair of the TPB. In the event the immediate past chair of WAMPO is no longer representing a jurisdiction, this position shall not be filled.

The Secretary shall attend these meetings to provide staff support, unless an item pertains to a personnel issue related to the Secretary.

4.2 Meetings. Executive Committee meetings shall be called at the discretion of the Chair or Vice-Chair.

4.3 Duties and Powers. The Executive Committee shall:

- a) exercise the duties and powers assigned to it by the TPB;
- b) have the authority to take action on behalf of the TPB (between regular meetings of the TPB or when a necessary quorum is lacking at a regular meeting of the TPB); and
- c) supervise the affairs of the TPB between regular meetings.

All actions taken by the Executive Committee are subject to prior direction and subsequent ratification by the TPB.

Article 5 - MEETINGS

5.1 Regular Meetings. The TPB shall determine the time, date and place of its regular meetings, which will be held in accordance with a schedule of meeting dates approved in the fourth quarter of the preceding calendar year.

5.2 Notice of Meetings. Written notice stating the time, date and place of all regular meetings and an agenda enumerating items of business to be considered shall be distributed to each voting representative and non-voting member. Notice to the general public of regular meetings will follow procedures prescribed in the most current Public Participation Plan.

5.3 Special Meetings. The Chair, Secretary, or a majority of the voting members may call special meetings. In calling a special meeting, the requirements of the most current Public Participation Plan must be considered. Items of business to be considered at special meetings shall be limited to the items listed in the meeting agenda. The Secretary shall give public notice and notice to all members of special meetings not less than 24 hours prior to the meeting.

5.4 Executive Sessions. The Chair may recess a regular meeting into executive session as permitted by Kansas laws.

5.5 Meeting Cancellations. The Secretary may cancel a regularly scheduled meeting as deemed necessary, with the consent of the Chair.

5.6 Quorum. The presence of a majority of the total voting membership of the TPB shall constitute quorum. No action shall be taken without a quorum of the TPB in attendance at that meeting. Quorum is not lost when one or more members abstain from voting.

If quorum is present at the scheduled meeting time and the Chair and Vice-Chair are absent, the Secretary or other WAMPO staff representative may call for election of a temporary Chair. Upon the arrival of the Chair or Vice-chair, the temporary Chair shall relinquish the position upon conclusion of the business item immediately before the TPB.

If a quorum is not reached within fifteen minutes of the scheduled meeting time, those members present may, by unanimous agreement, elect to continue the meeting as a public information meeting or workshop to discuss items on the agenda that do not require approval or action by the TPB. In this event, the names of the members present at such public information meeting or workshop and brief minutes of items discussed shall be recorded.

Quorum for the Executive Committee shall be the presence of three members.

5.7 Public Comment Opportunity. Opportunities for public comment shall be provided at each meeting. Locations for all meetings shall be accessible by persons with disabilities. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed.

5.8 Record of Proceedings. The Secretary or designee will record a roll of members, minutes of proceedings and votes and will maintain those records. The minutes recorded are subject to review and approval by the TPB and the Secretary shall make them available for public review.

Article 6 - VIDEO AND TELECONFERENCE ATTENDANCE

Members of the Transportation Policy Body may participate in a meeting by means of conference telephone, video conference device, or similar communications equipment by means of which all persons participating in the meeting can hear each other. Participation in a meeting pursuant to this subsection shall constitute presence in person at such meeting.

If communication is lost and cannot be restored in a timely fashion, the person participating through electronic devices will be considered to have left the meeting. In that event, the Chair will ascertain whether quorum continues. The lack of quorum present will be addressed through procedures identified in Section 5.6.0

Article 7 - CONDUCT OF BUSINESS

Meetings will be held in accordance with the Kansas Open Meetings Act (KOMA). Roberts Rules of Order (current edition) shall govern the conduct of meetings where not otherwise specifically provided by these Bylaws. The presiding officer shall have authority to limit discussion or presentation by members and non-members of the TPB or to take other appropriate actions necessary to conduct all business in an orderly manner.

Article 8 - COMMITTEES

8.1 Technical Advisory Committee. The Technical Advisory Committee (TAC) will serve as an advisory board and technical support for the TPB. The Vice-Chair of the TPB shall serve as the Chair of the Technical Advisory Committee shall serve no more than two 1-year terms.

No other TPB voting representative or designated alternate shall serve simultaneously on both the TPB and the TAC.

8.2 Other Committees. The TPB may designate other committees or subcommittees as necessary to investigate and report on specific subject areas of interest to it. Such committee members may, or may not, be members of the TPB.

Article 9 - CONFLICT OF INTEREST

No member of the TPB shall participate in, discuss, or vote on a matter in which he or she has a substantial interest as defined by K.S.A.46-229, et seq (Attachment 1). Should any member

have such a substantial interest on a matter coming before the Body or its committees, he or she shall declare the substantial interest.

Article 10 - AMENDMENTS TO BY-LAWS

These Bylaws may be amended by a two-thirds vote of quorum at any regular meeting, provided that the members have been notified in writing of the proposed change at least five (5) calendar days in advance, and the proposed amendment has been placed on the agenda. All amendments to these Bylaws shall be recorded by date and incorporated into these Bylaws. Revised Bylaws shall be delivered to members (both voting and non-voting) at the next regular meeting following the Bylaws amendments.

Article 11 - SUPERSESION OF PREVIOUS BYLAWS

Adoption of these Bylaws hereby supersedes and renders null and void all previous Bylaws of the WAMPO Transportation Policy Body, but does not affect any other existing official actions by WAMPO special purpose agreements or contracts between WAMPO and other general or special purpose units of governments, boards, agencies, commissions, or authorities.

Becky Tuttle
WAMPO TPB Chairperson

Date

ATTEST:

Secretary of WAMPO

Date



Wichita Area Metropolitan Planning Organization Technical Advisory Committee

SECTION 1.0 NAME

The name of the Committee will be the Technical Advisory Committee (TAC).

SECTION 2.0 ORGANIZATION

2.1 Authority

The Wichita Area Metropolitan Organization (WAMPO) Transportation Policy Body (TPB) is the authorizing body for the TAC.

2.2 Purpose

The purpose of the TAC is to provide technical support to the WAMPO TPB. Activities include but are not limited to:

- 2.2.1 Provide technical support to the WAMPO TPB, and other agencies, on transportation related studies and issues.
- 2.2.2 Advise the WAMPO TPB on technical and policy matters with accompanying recommendations and support information.
- 2.2.3 Provide technical support in the preparation of the Metropolitan Transportation Plan (MTP) and recommend its adoption to the WAMPO TPB.
- 2.2.4 Review the Transportation Improvement Program (TIP) including reviewing projects and recommending adoption to the WAMPO TPB.
- 2.2.5 Assist the WAMPO TPB and staff in preparation of the Unified Planning Work Program (UPWP), and recommend its adoption by the WAMPO TPB.
- 2.2.6 Coordinate in the development of regional transportation planning activities. Review and provide technical critique on the products and processes associated with regional transportation planning for the WAMPO area.

SECTION 3.0 MEMBERS

3.1 Committee Composition:

The membership of the TAC will consist of twenty-three (23) voting members and two (2) Ex-Officio non-voting members.

3.1.1 Voting Members:

- One (1) WAMPO TPB Member (Chair, elected by the TPB)

- Three (3) City of Wichita Representatives
- One (1) City of Wichita Transit Representative
- One (1) Coordinated Transit District Representative
- One (1) Sedgwick County Representative
- Two (2) Kansas Department of Transportation Representatives
- One (1) Butler County/Sumner County Representative
- Three (3) Sedgwick County Association of Cities (SCAC) Representatives
- One (1) Regional Economic Area Partnership (REAP) Representative
- One (1) Regional Pathways Representative from the WAMPO Regional Pathways System Plan (RPSP) Project Advisory Committee
- One (1) Air Quality Representative for the Metropolitan Statistical Area
- One (1) Kansas Turnpike Authority Representative
- One (1) At Large Representative Freight Movement Orientation (Named by the TPB)
- One (1) Railroad Freight Representative (Named by the TPB)
- One (1) Economist (Named by the TPB)
- One (1) Technologist (Named by the TPB)
- One (1) Urban land use planning and development trend expert (Named by the TPB)
- One (1) Public Health Representative (Named by the TPB)

3.1.2 *Ex-Officio Non-Voting Members

- One (1) Federal Highway Administration Representative*
- One (1) Federal Transit Administration Representative*

3.2 Alternate Members

Alternates will be allowed to replace the designated member maintaining all rights and voting privileges as the designated member.

3.2.1 Alternates will advise the Chairperson for the record, at the beginning of each meeting, that they will be replacing the designated member.

3.3 Member Selection and Termination

Members will be approved by the WAMPO TPB. Staff will provide recommendations on membership.

3.3.1 The represented agencies shall select the member to represent that agency according to their represented agency's own practices and the proposed listing outlined in the Bylaws. These selections will be submitted to WAMPO staff through an email or letter for documentation purposes.

3.3.2 A person's membership on the TAC shall be terminated upon the member leaving his or her position named for membership on the TAC, or by the group represented by the person choosing a replacement representative.

3.3.3 If a member or the member's alternate misses three (3) meetings within a calendar year, TAC may vote to remove the member and request a new appointee.

SECTION 4.0 OFFICERS AND COMMITTEES

4.1 Chairperson

4.1.1 The TPB shall elect one of its members to serve as the Chairperson of the TAC. The Vice-Chair of TPB may, but is not required, to be the TAC Chair.

4.1.2 Elections shall take place during the regular February monthly meeting of the TPB. In the event the TPB does not meet in February, elections will be at the next scheduled meeting.

4.1.3 The term of the office shall be 1 year, or until such time the new officers are elected. The Chairperson of TAC may serve two consecutive 1 year terms.

4.1.4 In the event of a vacancy in the office of Chairperson, a TPB member shall be elected by the TPB to serve the remainder of the term of office.

4.2 Duties of the Chairperson

The Chairperson shall preside at TAC meetings assuring a comprehensive, cooperative, and continuing planning process.

4.3 Duties of the Secretary

It is the duty of the Secretary to conduct meetings in the absence of the Chairperson. The Secretary is responsible for the preparation of agendas, the handling of administrative matters and the maintenance of records, minutes, and the official roster of members. The Director of the WAMPO will act as Secretary of the TAC.

SECTION 5.0 QUORUM

In order for business to be transacted, there must be a recognized quorum of voting members. A quorum shall consist of a majority of the TAC voting members appointed at any given time.

A quorum is not lost when a member or members abstain from voting. If a quorum is not reached within fifteen minutes of the scheduled meeting time, those members present may, by unanimous agreement, select to continue the meeting as an informational meeting to discuss items on the agenda that do not require approval or action by the TAC voting membership.

SECTION 6.0 MEETINGS

6.1 Meetings

The TAC shall typically hold meetings, two weeks ahead of the WAMPO TPB meeting whenever possible. The WAMPO TPB approves the schedule of meeting dates each year. When the date of a meeting falls on a legal holiday, the TAC meeting will be held the following calendar day or as scheduled by the Secretary.

6.1.1 The Secretary may cancel a regularly scheduled meeting or call an additional meeting as deemed necessary, with the consent of the Chairperson.

6.1.2 Changes to meeting time, place, or date and any cancellations of regular meetings shall be made at least twenty-four (24) hours prior to when such meeting was to have taken place or as soon as practicable.

6.1.3 Publication of the meetings and information will be posted on the WAMPO website. Public involvement activities will follow the currently adopted Public Participation Plan (PPP).

6.1.4 Opportunities for public comment shall be provided at each meeting. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed.

6.2 Special Meetings

The Chair, Secretary, or a majority of the voting members may call special meetings. In calling a special meeting, the requirements of the most current Public Participation Plan must be considered. Items of business to be considered at special meetings shall be limited to the items listed in the meeting agenda. The Secretary shall give public notice and notice to all members of special meetings not less than 24 hours prior to the meeting.

6.3 Conduct of Meetings

6.2.1 The meetings of the TAC will be held in accordance with Robert's Rules of Order and the Kansas Open Meetings Act (KOMA).

6.2.2 Meetings of TAC may be held in person, virtually or in a combination of both in-person and virtual.

6.2.3 Locations for all TAC meetings shall be accessible by persons with disabilities.

6.4 Agendas

6.3.1 There shall be an official agenda for every regular meeting of the TAC, which shall determine the order of business conducted at the meeting.

6.3.2 The Secretary in consultation with the Chairperson shall draft a meeting agenda.

6.3.3 Meeting agendas sent to Members shall include appropriate materials (e.g., staff reports, draft documents, etc.).

6.3.4 Regular meeting agendas shall be distributed to Members at least five (5) calendar days in advance of the meetings.

6.5 Record of Proceedings

6.4.1 At all meetings of the TAC, the Secretary shall record a roll of members, minutes of proceedings, and votes.

6.4.2 The Secretary shall record the minutes of each meeting as a matter of public record and shall present such minutes to the TAC for approval. Approved minutes of the TAC meetings shall be available for public inspection at the office of the Secretary and posted on the WAMPO web site.

6.6 Voting

Any member remaining silent on a vote shall be considered to have voted in the affirmative, unless the Chairperson has granted permission to a member to refrain from voting, in which event the member shall be recorded as abstaining.

6.7 Conflict of Interest

No member of the TAC shall participate in, discuss, or vote on a matter in which he or she has a substantial interest as defined by K.S.A.75-4301 et seq.

Should any member have such a substantial interest on a matter coming before the TAC or its committees, the Chairperson shall declare an abstention for each affected TAC member for that item on the agenda.

SECTION 7.0 AMENDMENTS TO BYLAWS

These Bylaws may be amended by a majority vote of the WAMPO TPB voting membership at any regular meeting, provided that the members have been notified in writing of the proposed change at least five (5) calendar days in advance and the proposed amendment has been placed on the agenda.

All amendments to these Bylaws shall be recorded by date and incorporated into these Bylaws. An official copy will be maintained by the Secretary.

SECTION 8.0 EFFECTIVE DATE

The above and foregoing bylaws are hereby adopted as the bylaws of the TAC.

- Adopted this 19th day of January 2006**
- Amended this 14th day of October 2008**
- Amended this 9th day of August 2011**
- Amended this 8th day of August 2017**
- Amended this 9th day of March 2021**
- Amended this 8th day of November 2022**
- Amended this 13th day of February 2024**

WAMPO TPB Chairperson
Becky Tuttle

Date

ATTEST:

WAMPO Secretary

Date



Agenda Item 2Diii: Consent Agenda
Agreement with KDOT on Use of TA Funds for WAMPO Safe Routes to School
(SRTS) Planning Assistance

Chad Parasa, Executive Director

Executive Summary

The WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP) funds the WAMPO-sponsored project “Safe Routes to School Planning Assistance” with up to \$200,000 of FFY2024 Transportation Alternatives funds. The TPB is asked to either authorize or not authorize the WAMPO Executive Director to sign an agreement with the Kansas Department of Transportation (KDOT) allowing the use of those funds.

Background

In August 2022, the TPB adopted the FFY2023-FFY2026 Transportation Improvement Program (TIP). Among other things, the FFY2023-FFY2026 TIP funds the WAMPO-sponsored project “Safe Routes to School Planning Assistance” with FFY2024 Transportation Alternatives (TA) funds. Per the project’s scope, WAMPO will use those funds to hire consultants to work with schools and school districts in the WAMPO region, as well as their corresponding city and/or county governments, to develop Safe Routes to School (SRTS) plans for them. Those plans will identify safety needs related to students walking, rolling, or bicycling to and from school and measures to address those needs. Safety improvements and programs identified in an adopted SRTS plan may qualify for future TA funding.

The use of TA funds requires a signed agreement between WAMPO and the Kansas Department of Transportation (KDOT). KDOT has drafted a proposed agreement, and the TPB is now asked to either authorize or not authorize the WAMPO Executive Director to sign that agreement.

Fiscal Considerations

The agreement allows the project to be funded 80% with TA funds, up to \$200,000. The federally required 20% local match (up to \$50,000), as well as any costs in excess of \$250,000, would be WAMPO’s responsibility to pay. It would also be WAMPO’s responsibility to pay any costs deemed “non-participating” by the Kansas Secretary of Transportation; this project is not expected to have any non-participating costs. WAMPO would also be responsible for submitting to KDOT progress reports and invoices for reimbursement of qualifying expenses that serve the project’s Scope.

WAMPO staff are currently working with KDOT staff to develop an amendment to the 2024 Unified Planning Work Program (UPWP), which, in the near future, will be distributed for public comment and then submitted to the TAC and TPB for approval. Among other things, this amendment would budget \$100,000 of Consolidated Planning Grant (CPG) funds for Safe Routes to School planning assistance. Then, when the 2025 UPWP is prepared, the intent is to include another \$200,000 of CPG funds for the same purpose. The intent is that the TA funds (and their local match) will be used to develop SRTS plans for some of the schools in the WAMPO region and the CPG funds will be used to develop SRTS plans for the rest of the schools in the region. Since TA and CPG funds are not allowed to be used on the same project, the TIP entry for the TA-funded



Agenda Item 2Diii: Consent Agenda
Agreement with KDOT on Use of TA Funds for WAMPO Safe Routes to School (SRTS) Planning Assistance

Chad Parasa, Executive Director

project “Safe Routes to School Planning Assistance,” covering some of the schools in the region, will not be amended. Meanwhile, the CPG funding for SRTS planning assistance that will be proposed to be reflected in the UPWP, covering the rest of the schools in the region, will not need to appear in the TIP.

Staff Recommendation

- » Authorize the WAMPO Executive Director to sign the agreement with KDOT on the use of TA funds for the WAMPO Safe Routes to School Planning Assistance project, as presented.

Attachments

- » **Letter from KDOT transmitting proposed agreement to WAMPO for signature**
- » **Agreement with KDOT on use of TA funds for WAMPO Safe Routes to School Planning Assistance project**

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

Julie L. Lorenz, Secretary
Michael J. Moriarty, Chief



Phone: 785-296-3841
Fax: 785-296-8168
kdot#publicinfo@ks.gov
<http://www.ksdot.org>
Laura Kelly, Governor

January 25, 2024

Mr. Chad Parasa
Wichita Area Metropolitan Planning Organization
271 W. 3rd Street, Ste. 208
Wichita, Kansas 67202

Agreement No. 18-24
Safe Routes to School Planning
Assistance
Project No: 106 N-0787-01

RE: Agreement No. 18-24 for Project No. 106 N-0787-01 Safe Routes to School Planning Assistance

Dear Mr. Parasa:

I am sending you the proposed agreement original covering the responsibilities of WAMPO and the Kansas Department of Transportation in connection with the above-referenced project. If the proposed agreement is satisfactory, please sign the attached copy and handle with your governing body for their review and action at their next scheduled meeting. This copy should be executed on the part of WAMPO and then be returned to this office for further handling with the Secretary of Transportation. **Please email a copy of this agreement as executed by WAMPO directly to KDOT#OCC.Contracts@ks.gov in KDOT's Office of Chief Counsel with a copy to me.**

WAMPO will be sent a fully executed copy of the agreement upon full execution by the Secretary of Transportation.

Your attention is called to Special Attachment No. 1, the Contractual Provisions Attachment, the Federal Anti-Lobbying Certification, the Policy Regarding Sexual Harassment, the Certification of Company Not Currently Engaged in a Boycott of Goods and Services from Israel, and the KDOT Info Sheet attached to the agreement. Please be sure to review and complete these documents.

If you have any questions regarding this agreement, please feel free to contact me via email at Allison.smith@ks.gov. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Allison L. Smith". The signature is written in a cursive style.

Allison L. Smith
Environmental Coordinator/Senior MPO Liaison

Attachments
cc: File

PROJECT NO. N-0787-01
TA-N078(701)
SAFE ROUTES TO SCHOOL PLANNING ASSISTANCE
WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

A G R E E M E N T

This Agreement is between the **Secretary of Transportation**, Kansas Department of Transportation (KDOT) (“Secretary”) and the Wichita Area Metropolitan Planning Organization (“Sponsor”), collectively, the “Parties.”

RECITALS

- A. The Wichita Area Metropolitan Planning Organization (WAMPO) has been designated by the state of Kansas as the Metropolitan Planning Organization (MPO) for the Wichita metropolitan region.
- B. The Sponsor has submitted a Project to WAMPO and WAMPO has approved the Sponsor’s Project for receipt of Transportation Alternative (TA) Program funds.
- C. The Secretary and the Sponsor are empowered by the laws of Kansas to enter into agreements for the development of such projects, and the Secretary is authorized to administer funds for such projects.

NOW THEREFORE, the Parties agree to the following terms and provisions:

ARTICLE I

DEFINITIONS. These defined terms as used in this Agreement have the following designated meanings:

1. **“Agreement”** means this written document, including all attachments and exhibits, including those incorporated by reference, evidencing the legally binding terms and conditions of the agreement between the Parties.
2. **“Effective Date”** means the date this Agreement is signed by the Secretary or the Secretary’s designee.
3. **“KDOT”** means the Kansas Department of Transportation, an agency of the State of Kansas, with its principal place of business located at 700 SW Harrison Street, Topeka, KS, 66603-3745.

4. **“Non-Participating Costs”** means the costs of any items or services which the Secretary, acting on the Secretary’s own behalf and on behalf of the Federal Highway Administration (FHWA), reasonably determines are not eligible expenses for reimbursement.
5. **“Participating Costs”** means expenditures for items or services which are an integral part of the Project, as reasonably determined by the Secretary.
6. **“Project”** means Safe Routes to School Planning Assistance, as more specifically set forth in the Sponsor’s Scope of Work, attached as **Appendix A**, and is the subject of this Agreement.
7. **“Project Application”** means the Sponsor’s Scope of Work submitted to WAMPO for federal TA funding assistance for the Project.
8. **“Secretary”** means the Secretary of Transportation of the State of Kansas, and his or her successors and assigns.
9. **“Sponsor”** means WAMPO, with its place of business at 271 W. 3rd Street, Ste. 208, Wichita, Kansas 67202
10. **“TA”** means the Transportation Alternative Program funds of the Federal Government.
11. **“Urbanized Area”** means an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an “urbanized area” by the U.S. Secretary of Commerce.
12. **“WAMPO”** means the Wichita Area Metropolitan Planning Organization, with its place of business at 271 W. 3rd Street, Ste. 208, Wichita, Kansas 67202.

ARTICLE II

FUNDING:

1. **Funding.** The table below reflects the funding commitments of each Party. The Parties agree the costs and contributions reflected below are estimates to be used for encumbrance purposes and are subject to change.

Party	Responsibility
Secretary	80% of Participating Project Costs, not to exceed \$200,000.
Sponsor	20% of Participating Project Costs until Secretary’s funding limit is reached. 100% of Project Costs of after Secretary’s funding limit is reached. 100% Non-Participating Costs.

ARTICLE III

SECRETARY RESPONSIBILITIES:

1. **Secretary Authorization.** The Secretary is authorized by the Federal Government to administer TA funds.
2. **Fiscal Year Allocation.** The Secretary has allocated TA funds from federal fiscal year (FFY) 2024 for the Project.
3. **Reimbursement Payments.** The Secretary agrees to reimburse the Sponsor as set forth in Article II. The Secretary's reimbursement is subject to any federal reduction in TA funds. The Secretary agrees to make partial payments, for amounts not less than one thousand dollars (\$1,000.00) and no more frequently than monthly, to the Sponsor upon receipt of proper billings and submission of quarterly progress reports.
4. **Final Payment.** Any final amount due for the authorized work performed under this Project will be based upon the Sponsor's most recent Single Audit Report available and a desk review of the claim by the Contract Audit Section of the Secretary's Bureau of Fiscal Services.

ARTICLE IV

SPONSOR RESPONSIBILITIES:

1. **Legal Authority.** By signature on this Agreement, the signatory certifies he or she has legal and actual authority as representative and agent for the Sponsor to enter into this Agreement on its behalf. The Sponsor agrees to take any administrative and/or legal steps as may be required to give full effect to the terms of this Agreement.
2. **Incorporation of Project Application.** The Sponsor shall undertake and complete the Project as described in the Sponsor's Project Application, which is attached hereto and incorporated into this Agreement as **Appendix A**, and in accordance with the terms and conditions of this Agreement.
3. **Procurement.** The Sponsor shall undertake the purchase of materials related to the Project in accordance with the procedures established by the current K.S.A. § 75-3739, *et seq.* and 48 C.F.R. § 1201.101, *et seq.*, as applicable. The Secretary shall not be responsible for any obligations that the Sponsor has assumed with using the State of Kansas' procurement procedures. Furthermore, the Sponsor acknowledges and agrees its request to the Secretary to use the State of Kansas' procurement procedures shall not bind the Secretary to render or provide assistance in any manner associated with this Agreement.
4. **Project Reporting Requirements.** In conjunction with the Project, the Sponsor will attend WAMPO' Transportation Policy Body meetings as scheduled to report on Project progress status and to participate in any discussions regarding the Project unless the Sponsor, the Secretary and WAMPO mutually agree otherwise. The Sponsor further agrees, during the life of the Project, to

attend any meetings requested by representatives of the Secretary or WAMPO, if the Secretary deems such meetings to be necessary.

5. **Inspections.** Representatives of the Secretary, if the Secretary deems necessary, may make periodic inspections of the Project and the records of the Sponsor as may be deemed necessary or desirable. The Sponsor will accomplish or direct or cause its subcontractors to accomplish any corrective action or work required by the Secretary's representatives as needed for federal participation. The Secretary does not undertake, for the benefit of the Sponsor, its subcontractors, or any third party, the duty to perform the day-to-day detailed monitoring of the Project, or to catch any errors, omissions, or deviations from the Project's scope of work by the Sponsor or its subcontractors.
6. **Reports.** The Sponsor shall advise the Secretary regarding the progress of the Project at such times and in such a manner as the Secretary may require, including, but not limited to, meetings, interim progress reports, summary of expenditures, and a detailed final report.
7. **Indemnification.** To the extent permitted by law and subject to the maximum liability provisions of the Kansas Tort Claims Act (K.S.A. § 75-6101, *et seq.*) as applicable, the Sponsor shall defend, indemnify, hold harmless, and save the Secretary and the Secretary's authorized representatives from any and all costs, liabilities, expenses, suits, judgments, damages to persons or property or claims of any nature whatsoever arising out of or in connection with the provisions or performance of this Agreement by the Sponsor, the Sponsor's agents, employees, or subcontractors. The Sponsor shall not be required to defend, indemnify, hold harmless, and save the Secretary for negligent acts or omissions of the Secretary or the Secretary's authorized representatives or employees.
8. **Project Costs Prior to FHWA Approval.** The Sponsor agrees to be responsible for one hundred percent (100%) of any Project costs incurred by the Sponsor for the Project prior to the funding for the Project being authorized, obligated, and approved by the FHWA.
9. **Restricted Funding Source.** The Sponsor acknowledges and understands Secretary's share of the Project's total, actual, and eligible costs will be funded through the federal aid TA Funds allocated to the Wichita Urbanized Area. The Secretary does not assume any liability in connection with the Project. The Sponsor shall reimburse the Secretary for any funds approved for this Project and expended by the Secretary for which the Secretary is not reimbursed by the Federal Government (Federal Aid TA Funds).
10. **Billings and Reporting.** The Sponsor agrees to submit proper billings to the Secretary for amounts not less than one thousand dollars (\$1,000.00) and no more frequently than monthly. The Sponsor will submit progress reports on the Project, in a form acceptable to the Secretary, together with the billings. Further, if a final report is required for the Project, the Sponsor must submit such final report to the Secretary prior to the Sponsor's receipt of final payment.
11. **Payment of Final Billing.** If any payment is due to the Secretary, such payment shall be made within thirty (30) days after receipt of a complete and final billing from the Secretary's Chief of Fiscal Services.

12. **Audit.** All local governmental units, state agencies or instrumentalities, non-profit Organizations, institutions of higher education and Indian Tribal governments shall comply with Federal-Aid Transportation Act and the requirements of 2 C.F.R. Part 200, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards” (commonly known as the “Supercircular”) Further, the Sponsor agrees to the following provisions:
- a. **Audit.** It is the policy of the Secretary to make any final payments to the Sponsor for services related to the Project in a timely manner. The Audit Standards set forth in 2 C.F.R. Part 200, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” and specifically the requirements in Subpart F, 2 C.F.R. § 200.500, *et seq.* require either a single or program specific audit be performed by an independent certified public accountant in accordance with these standards. All information audited and audit standards and procedures shall comply with 2 C.F.R. § 200.500, *et seq.*
 - b. **Audit Report.** The Secretary may pay any final amount due for the authorized work performed based upon the Sponsor’s most recent Single or Program Specific Audit Report “(Audit Report”) available and a desk review of the claim by the Contract Audit Section of KDOT’s Bureau of Fiscal Services. The Sponsor, by acceptance of this Agreement, acknowledges the final payment is subject to all single or program specific audits which cover the time period of the expenses being claimed for reimbursement. The Parties agree as the Audit Report becomes available for the reimbursement period (normally should occur within a period of 1-2 years), the Secretary will review the Audit Report for items which are declared as not eligible for reimbursement. The Sponsor agrees to refund payment made by the Secretary to the Sponsor for items subsequently found to be not eligible for reimbursement by audit.
 - c. **Agency Audit.** If the Sponsor is not subject to the Audit Standards set forth in 2 C.F.R. Part 200, the Secretary and/or the FHWA may request, in their sole discretion, to conduct an audit of the Project. Upon the request of the Secretary and/or the FHWA for an audit, the Sponsor will participate and cooperate in the audit and shall make its records and books available to representatives of the requesting agency for a period of five (5) years after date of final payment under this Agreement. If any such audit reveals payments have been made with federal funds by the Sponsor for items considered Non-Participating Costs, the Sponsor shall promptly reimburse the Secretary for such items upon notification by the Secretary.
13. **Accounting.** Upon request by the Secretary and in order to enable the Secretary to report all costs of the Project to the legislature, the Sponsor shall provide the Secretary an accounting of all actual Non-Participating Costs which are paid directly by the Sponsor to any party outside of the Secretary and all costs incurred by the Sponsor not to be reimbursed by the Secretary for any phase or any other major expense associated with the Project.
14. **Cancellation by Sponsor.** If the Sponsor cancels the Project, it will reimburse the Secretary for any costs incurred by the Secretary prior to the cancellation of the Project. The Sponsor agrees

to reimburse the Secretary within thirty (30) days after receipt by the Sponsor of the Secretary's statement of the cost incurred by the Secretary prior to the cancellation of the Project.

ARTICLE V

GENERAL FEDERAL REQUIREMENTS:

1. **FHWA Approval.** This Agreement is subject to the approval of the Federal Highway Administration (FHWA).
2. **System for Award Management.** The Sponsor has registered with the System for Award Management (<http://www.sam.gov/>), which provides a Unique Entity Identifier (SAM). The Sponsor shall maintain such registration at all times during which it has active federal awards.
3. **Anti-Lobbying.** If the total value of this agreement exceeds one hundred thousand dollars (\$100,000.00), a Certification for Federal Aid Contracts and Accompanying Disclosure of Lobbying Activities will be included as "**Special Attachment No. 3**" to this Agreement and be attached and made a part of this Agreement. Such certification must state the recipient or subrecipient of a federal grant will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. § 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. 2 C.F.R. § Pt. 200, App. II.
4. **Debarment & Suspension.** If the value of this Agreement exceeds twenty-five thousand dollars (\$25,000.00), it is a covered transaction for purposes of 2 C.F.R. Parts 180 and/or 1200. By signature on this Agreement, the Sponsor verifies that neither it, nor its agents or employees, are presently debarred, suspended, proposed for debarment, declared ineligible, disqualified, or voluntarily excluded from participation in this transaction by any federal department or agency as reflected in the System for Award Management (SAM). Exec.Orders No. 12549 and 12689; 2 C.F.R. § 200.213.
5. **Buy America Compliance.** The Parties agree to comply with the Buy America requirements of 23 C.F.R. § 635.410, or other applicable Buy America regulations, when purchasing items using Federal funds under this Agreement. Buy America requires the Parties to purchase only steel and iron produced in the United States, unless a waiver has been granted by FHWA or the product is subject to a general waiver. Costs for applicable materials which are not certified either compliant or under waiver will not be reimbursed. Buy America requirements apply to all contractors/subcontractors and should be incorporated through appropriate contract provisions as needed.
6. **Prohibition on Certain Technologies.** All Parties agree that they will comply with 2 C.F.R. §§ 200.216 and 200.471 regulations. Such regulations provide that recipients and sub-recipients of federal funds are prohibited from obligating or expending loan or grant funds to 1) procure or obtain; 2) extend or renew a contract to procure or obtain, or; 3) or enter into a contract to procure

or obtain telecommunication or video surveillance equipment, services, or systems produced by: Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities); and Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities). Any expenditures for such telecommunication or video surveillance equipment, services or systems are unallowable costs and will not be reimbursed.

ARTICLE VI

GENERAL PROVISIONS:

1. **Amendments.** Any change in this Agreement, whether by modification and/or supplementation must be accomplished by a formal contract amendment or supplement signed and approved by the duly authorized representatives of the Sponsor and the Secretary.
2. **Civil Rights Act.** The “Special Attachment No. 1, Rev. 01.24.23” pertaining to the implementation of the Civil Rights Act of 1964, is attached and made a part of this Agreement.
3. **Contractual Provisions.** The provisions found in “Special Attachment No. 2, Contractual Provisions Attachment (Form DA-146a)”, which is attached hereto, are hereby incorporated in this contract and made a part hereof.
4. **Headings.** All headings in this Agreement have been included for convenience of reference only and are not to be deemed to control or affect the meaning or construction or the provisions herein.
5. **Binding Agreement.** This Agreement and all contracts entered into under the provisions of this Agreement shall be binding upon the Secretary and the Sponsor and their successors in office.
6. **No Third-Party Beneficiaries.** No third-party beneficiaries are intended to be created by this Agreement and nothing in this Agreement authorizes third parties to maintain a suit for damages pursuant to the terms or provisions of this Agreement.
7. **No Assignment.** The Sponsor shall not assign this Agreement, in whole or in part, or any right accruing under this Agreement, without the prior written approval of the Secretary.
8. **Counterparts.** This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same agreement.
9. **Severability.** If any provision of this Agreement is held invalid, the invalidity does not affect other provisions which can be given effect without the invalid provision, and to this end the provisions of this Agreement are severable.

IN WITNESS WHEREOF the Parties have caused this Agreement to be signed by their duly authorized officers as of the Effective Date.

SPONSOR:

ATTEST:

WAMPO

(date)

Executive Director (Date)

Kansas Department of Transportation
Secretary of Transportation

By: _____ (Date)
Greg Schieber, P.E.
Deputy Secretary and
State Transportation Engineer

Approved as to form:

INDEX OF ATTACHMENTS

1. Appendix A: Sponsor's Project Application
2. Special Attachment No. 1: Civil Rights Act
3. Special Attachment No. 2: Contractual Provisions Attachment, Form DA-146a (Rev. 07/2019)
4. Special Attachment No. 3: Federal Anti-Lobbying Certification
5. Special Attachment No. 4: Policy Regarding Sexual Harassment
6. Special Attachment No. 5: Certification Regarding No Boycott of Israel

WAMPO Safe Routes to School Planning Assistance

Scope of Work: This project will hire a consulting firm to help WAMPO member jurisdictions (in conjunction with their school districts) develop Safe Routes to School (SRTS) plans, incorporating the 6 E's – Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. The plans will also identify SRTS routes and improvements necessary on those routes. \$200,000 of Federal Transportation Alternatives (TA) funding (total) will be made available to selected jurisdictions/districts that express interest in developing SRTS plans for some or all of their primary and secondary schools and their environs.

TA Funds (80%): \$200,000

Local Match (20%): \$50,000

Total Project Cost: \$250,000

KANSAS DEPARTMENT OF TRANSPORTATION CIVIL RIGHTS ACT ATTACHMENT

PREAMBLE

The Secretary of Transportation for the State of Kansas, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. § 2000d to 2000d-4) and other nondiscrimination requirements and the Regulations, hereby notifies all contracting parties that it will affirmatively ensure that this contract will be implemented without discrimination on the grounds of race, color, national origin, sex, age, disability, income-level or Limited English Proficiency (“LEP”).

CLARIFICATION

Where the term “contractor” appears in the following “Nondiscrimination Clauses”, the term “contractor” is understood to include all parties to contracts or agreements with the Secretary of Transportation, Kansas Department of Transportation. This Attachment shall govern should this Attachment conflict with provisions of the Document to which it is attached.

ASSURANCE APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the “contractor”), agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in its Federally-assisted programs of the U.S. Department of Transportation, the Federal Highway Administration (FHWA), the Federal Transit Administration (“FTA”) or the Federal Aviation Administration (“FAA”) as they may be amended from time to time which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontractors, Including Procurements of Material and Equipment:** In all solicitations, either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA, Federal Transit Administration (“FTA”), or Federal Aviation Administration (“FAA”) to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or, the FHWA, FTA, or FAA as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the contractor’s noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA, FTA, or FAA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of the paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any

subcontract or procurement as the Recipient or the FHWA, FTA, or FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

ASSURANCE APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- The Federal Aid Highway Act of 1973 (23 U.S.C. § 324 et. seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et. seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et. seq.), prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (PL No. 100-259), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with LEP, and resulting agency guidance, national origin discrimination includes discrimination because of LEP. To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681)

State of Kansas
 Department of Administration DA-146a
 (Rev. 07-19)

CONTRACTUAL PROVISIONS ATTACHMENT

Important: This form contains mandatory contract provisions and must be attached to or incorporated in all copies of any contractual agreement. If it is attached to the vendor/contractor's standard contract form, then that form must be altered to contain the following provision:

The Provisions found in Contractual Provisions Attachment (Form DA-146a, Rev. 07-19), which is attached hereto, are hereby incorporated in this contract and made a part thereof.

The parties agree that the following provisions are hereby incorporated into the contract to which it is attached and made a part thereof, said contract being the _____ day of _____, 20_____.

1. **Terms Herein Controlling Provisions:** It is expressly agreed that the terms of each and every provision in this attachment shall prevail and control over the terms of any other conflicting provision in any other document relating to and a part of the contract in which this attachment is incorporated. Any terms that conflict or could be interpreted to conflict with this attachment are nullified.
2. **Kansas Law and Venue:** This contract shall be subject to, governed by, and construed according to the laws of the State of Kansas, and jurisdiction and venue of any suit in connection with this contract shall reside only in courts located in the State of Kansas.
3. **Termination Due To Lack Of Funding Appropriation:** If, in the judgment of the Director of Accounts and Reports, Department of Administration, sufficient funds are not appropriated to continue the function performed in this agreement and for the payment of the charges hereunder, State may terminate this agreement at the end of its current fiscal year. State agrees to give written notice of termination to contractor at least thirty (30) days prior to the end of its current fiscal year and shall give such notice for a greater period prior to the end of such fiscal year as may be provided in this contract, except that such notice shall not be required prior to ninety (90) days before the end of such fiscal year. Contractor shall have the right, at the end of such fiscal year, to take possession of any equipment provided State under the contract. State will pay to the contractor all regular contractual payments incurred through the end of such fiscal year, plus contractual charges incidental to the return of any such equipment. Upon termination of the agreement by State, title to any such equipment shall revert to contractor at the end of the State's current fiscal year. The termination of the contract pursuant to this paragraph shall not cause any penalty to be charged to the agency or the contractor.
4. **Disclaimer Of Liability:** No provision of this contract will be given effect that attempts to require the State of Kansas or its agencies to defend, hold harmless, or indemnify any contractor or third party for any acts or omissions. The liability of the State of Kansas is defined under the Kansas Tort Claims Act (K.S.A. 75-6101, *et seq.*).
5. **Anti-Discrimination Clause:** The contractor agrees: (a) to comply with the Kansas Act Against Discrimination (K.S.A. 44-1001, *et seq.*) and the Kansas Age Discrimination in Employment Act (K.S.A. 44-1111, *et seq.*) and the applicable provisions of the Americans With Disabilities Act (42 U.S.C. 12101, *et seq.*) (ADA), and Kansas Executive Order No. 19-02, and to not discriminate against any person because of race, color, gender, sexual orientation, gender identity or expression, religion, national origin, ancestry, age, military or veteran status, disability status, marital or family status, genetic information, or political affiliation that is unrelated to the person's ability to reasonably perform the duties of a particular job or position; (b) to include in all solicitations or advertisements for employees, the phrase "equal opportunity employer"; (c) to

comply with the reporting requirements set out at K.S.A. 44-1031 and K.S.A. 44-1116; (d) to include those provisions in every subcontract or purchase order so that they are binding upon such subcontractor or vendor; (e) that a failure to comply with the reporting requirements of (c) above or if the contractor is found guilty of any violation of such acts by the Kansas Human Rights Commission, such violation shall constitute a breach of contract and the contract may be cancelled, terminated or suspended, in whole or in part, by the contracting state agency or the Kansas Department of Administration; (f) Contractor agrees to comply with all applicable state and federal anti-discrimination laws and regulations; (g) Contractor agrees all hiring must be on the basis of individual merit and qualifications, and discrimination or harassment of persons for the reasons stated above is prohibited; and (h) if it is determined that the contractor has violated the provisions of any portion of this paragraph, such violation shall constitute a breach of contract and the contract may be canceled, terminated, or suspended, in whole or in part, by the contracting state agency or the Kansas Department of Administration.

6. **Acceptance of Contract:** This contract shall not be considered accepted, approved or otherwise effective until the statutorily required approvals and certifications have been given.
7. **Arbitration, Damages, Warranties:** Notwithstanding any language to the contrary, no interpretation of this contract shall find that the State or its agencies have agreed to binding arbitration, or the payment of damages or penalties. Further, the State of Kansas and its agencies do not agree to pay attorney fees, costs, or late payment charges beyond those available under the Kansas Prompt Payment Act (K.S.A. 75-6403), and no provision will be given effect that attempts to exclude, modify, disclaim or otherwise attempt to limit any damages available to the State of Kansas or its agencies at law, including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.
8. **Representative's Authority to Contract:** By signing this contract, the representative of the contractor thereby represents that such person is duly authorized by the contractor to execute this contract on behalf of the contractor and that the contractor agrees to be bound by the provisions thereof.
9. **Responsibility for Taxes:** The State of Kansas and its agencies shall not be responsible for, nor indemnify a contractor for, any federal, state or local taxes which may be imposed or levied upon the subject matter of this contract.
10. **Insurance:** The State of Kansas and its agencies shall not be required to purchase any insurance against loss or damage to property or any other subject matter relating to this contract, nor shall this contract require them to establish a "self-insurance" fund to protect against any such loss or damage. Subject to the provisions of the Kansas Tort Claims Act (K.S.A. 75-6101, *et seq.*), the contractor shall bear the risk of any loss or damage to any property in which the contractor holds title.
11. **Information:** No provision of this contract shall be construed as limiting the Legislative Division of Post Audit from having access to information pursuant to K.S.A. 46-1101, *et seq.*
12. **The Eleventh Amendment:** "The Eleventh Amendment is an inherent and incumbent protection with the State of Kansas and need not be reserved, but prudence requires the State to reiterate that nothing related to this contract shall be deemed a waiver of the Eleventh Amendment."
13. **Campaign Contributions / Lobbying:** Funds provided through a grant award or contract shall not be given or received in exchange for the making of a campaign contribution. No part of the funds provided through this contract shall be used to influence or attempt to influence an officer or employee of any State of Kansas agency or a member of the Legislature regarding any pending legislation or the awarding, extension, continuation, renewal, amendment or modification of any government contract, grant, loan, or cooperative agreement.

**Federal Funds Lobbying Certification Attachment
Required Contract Provision**

Definitions

1. **Designated Entity:** An officer or employee of any agency, a Member of Congress or any state legislature, an officer or employee of Congress or any state legislature, or an employee of a Member of Congress or any state legislature
2. **Federal Grant:** An award of financial assistance by the Federal government (Federal Aid Highway Program is considered a grant program)
3. **Influencing (or attempt):** Making, with the intent to influence, any communication to or appearance before any designated entity in connection with the making of any Federal grant
4. **Person:** An individual, corporation, company, association, authority, firm, partnership, society, state or local government
5. **Recipient:** All contractors, subcontractors or subgrantees, at any tier, of the recipient of fund received in connection with a Federal grant.

Explanation

As of December 23, 1989, Title 31 U.S.C. (new) Section 1352 limits the use of appropriated Federal funds to influence Federal contracting. Under this new section no appropriated funds may be used by the recipient of a Federal grant to pay any person to influence or attempt to influence a designated entity in connection with the naming of a Federal grant or the extension, renewal, amendment or modification of any grant. These restrictions apply to grants in excess of \$100,000.00. Submission of this Certification is required for participation in this Project by Federal Law. For each failure to file, a civil penalty of not less than \$10,000.00 and not more than \$100,000.00 may be imposed.

Note: If funds other than appropriated Federal funds have or will be paid to influence or attempt to influence a designated entity it must be reported. If required, the reporting shall be made on KDOT Form No. 401, "Disclosure of Lobbying Activities", in accordance with its instructions. KDOT Form No. 401 is available through the Bureau of Design.

THE ABOVE DEFINITIONS, EXPLANATION AND NOTE ARE ADOPTED AND INCORPORATED BY REFERENCE IN THIS CERTIFICATION FOR ALL PURPOSES THE SAME AS IF SET OUT IN FULL IN IT.

The maker of this Certification states that it has been signed on the maker's behalf or, if on behalf of some other person, that the maker is vested with legal right and authority to bind and obligate the other person in the making of this Certification submitted in regard to this Agreement.

The maker certifies that: No Federal appropriated funds have been paid or will be paid by or on behalf of the maker, to any person, for influencing or attempting to influence any designated person in connection with the awarding of any Federal grant or the extension, continuation, renewal, amendment or modification of any Federal grant.

In the event that the maker subcontracts work in this Agreement, the maker will provide to and require the signing of this Certification by the subcontractor, and shall keep and maintain the original signed form as part of the contract with the subcontractor.

The maker understands that this Certification is a material representation of fact upon which reliance was placed as part of this transaction.

(Date)

By: _____

Policy Regarding Sexual Harassment

WHEREAS, sexual harassment and retaliation for sexual harassment claims are unacceptable forms of discrimination that must not be tolerated in the workplace; and

WHEREAS, state and federal employment discrimination laws prohibit sexual harassment and retaliation in the workplace; and

WHEREAS, officers and employees of the State of Kansas are entitled to working conditions that are free from sexual harassment, discrimination, and retaliation; and

WHEREAS, the Governor and all officers and employees of the State of Kansas should seek to foster a culture that does not tolerate sexual harassment, retaliation, and unlawful discrimination.

NOW THEREFORE, pursuant to the authority vested in me as Governor of the State of Kansas, I hereby order as follows:

1. All Executive Branch department and agency heads shall have available, and shall regularly review and update at least every three years or more frequently as necessary, their sexual harassment, discrimination, and retaliation policies. Such policies shall include components for confidentiality and anonymous reporting, applicability to intern positions, and training policies.
2. All Executive Branch department and agency heads shall ensure that their employees, interns, and contractors have been notified of the state’s policy against sexual harassment, discrimination, or retaliation, and shall further ensure that such persons are aware of the procedures for submitting a complaint of sexual harassment, discrimination, or retaliation, including an anonymous complaint.
3. Executive Branch departments and agencies shall annually require training seminars regarding the policy against sexual harassment, discrimination, or retaliation. All employees shall complete their initial training session pursuant to this order by the end of the current fiscal year.
4. Within ninety (90) days of this order, all Executive Branch employees, interns, and contractors under the jurisdiction of the Office of the Governor shall be provided a written copy of the policy against sexual harassment, discrimination, and retaliation, and they shall execute a document agreeing and acknowledging that they are aware of and will comply with the policy against sexual harassment, discrimination, and retaliation.
5. Matters involving any elected official, department or agency head, or any appointee of the Governor may be investigated by independent legal counsel.
6. The Office of the Governor will require annual mandatory training seminars for all staff, employees, and interns in the office regarding the policy against sexual harassment, discrimination, and retaliation, and shall maintain a record of attendance.
7. Allegations of sexual harassment, discrimination, or retaliation within the Office of the Governor will be investigated promptly, and violations of law or policy shall constitute grounds for disciplinary action, including dismissal.
8. This Order is intended to supplement existing laws and regulations concerning sexual harassment and discrimination, and shall not be interpreted to in any way diminish such laws and regulations. The Order provides conduct requirements for covered persons, and is not intended to create any new right or benefit enforceable against the State of Kansas.
9. Persons seeking to report violations of this Order, or guidance regarding the application or interpretation of this Order, may contact the Office of the Governor regarding such matters.

Agreement to Comply with the Policy Against Sexual Harassment, Discrimination, and Retaliation.

I hereby acknowledge that I have read the above State of Kansas Policy Against Sexual Harassment, Discrimination, and Retaliation established by Executive Order 18-04 and agree to comply with the provisions of this policy.

Contractor Name (Type or Print)

By: _____
Signature

Printed Name

Title

Date

**CERTIFICATION OF COMPANY
NOT CURRENTLY ENGAGED IN A BOYCOTT OF GOODS or SERVICES FROM ISRAEL**

In accordance with K.S.A. 75-3740f, the State of Kansas shall not enter into a contract with a Company to acquire or dispose of goods or services with an aggregate price of more than \$100,000, unless such Company submits a written certification that such Company is not currently engaged in a boycott of goods or services from Israel that constitutes an integral part of business conducted or sought to be conducted with the State.

As a Contractor entering into a contract with the State of Kansas, it is hereby certified that the Company listed below is not currently engaged in a boycott of Israel as set forth in K.S.A. 75-3740e and 75-3740f.

Signature, Title of Contractor

Date

Printed

Name of Company

KDOT Info Sheet

Date _____

CMS Number _____
(KDOT will fill in)

Project Number _____
(KDOT will fill in)

Agency's Name

Agency's Federal Tax Id Number (FEIN) _____

Agency's Dun & Bradstreet # (DUNS) _____

SAM Expiration Date _____
(System for Awards Management)

All payments will be direct deposit. Is your agency currently set-up and have account information on file? Yes _____ No _____

If your agency is not, please contact Ami Fulghum at 785-296-0401 or Ami.Fulghum@ks.gov to get all necessary documentation submitted.

Payment mailing address:

Phone Number _____

Fax Number _____



Agenda Item 3
Public Comment Opportunity
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 **Chair, Vice-Chair, and TAC Chair Elections**

Becky Tuttle, TPB Chair

Executive Summary

The TPB needs to elect a TPB Chair, a TPB Vice-Chair, and a TAC chair.

Background

Every year, in February, or at the first TPB meeting after February if none is held in February, an election is held to select the next Transportation Policy Body (TPB) Chair, TPB Vice-Chair, and Technical Advisory Committee (TAC) Chair. Nominations for these positions are now requested from TPB members. Following the acceptance of a nomination for each office, a vote will be held, and the newly elected TPB Chair and Vice-Chair will assume office immediately.

The TPB and TAC bylaws should be referenced for full details and guidelines regarding the TPB Chair, TPB Vice-Chair, and TAC Chair positions, as well as for the election procedure. A given TPB member may be elected to up to two consecutive one-year terms in each office. The TPB Chair and Vice-Chair may not represent the same jurisdiction.

TPB Chair, TPB Vice-Chair, and TAC Chair Overview

Transportation Policy Body Chair - *TPB Bylaws Articles 3 and 4*

- » Presides at TPB meetings and all public hearings conducted by the TPB.
- » Appoints subcommittees as needed.
- » Signs all letters, agreements, and documents, as authorized by the TPB.
- » Serves on the Executive Committee.
- » May call special meetings of the TPB and of the Executive Committee.
- » Performs other duties as appropriate and as outlined in the Transportation Policy Body bylaws.

Transportation Policy Body Vice-Chair - *TPB Bylaws Articles 3 and 4*

- » Assumes responsibilities of the Chair in the absence of the Chair.
- » Serves on the Executive Committee.
- » May call special meetings of the Executive Committee.

Technical Advisory Committee Chair - *TPB Bylaws Articles 4 and 8, TAC Bylaws Section 4.0*

- » Presides at TAC meetings, ensuring a comprehensive, cooperative, and continuing planning process.
- » May call special meetings of the TAC.
- » Serves on the Executive Committee.
- » Must also be a member of the TPB and is the only TPB voting representative or designated alternate to also serve on the TAC.



Agenda Item 4B: Action
FFY2023-FFY2026 Transportation Improvement Program Amendment #6

Peter Mohr, Principal Engineer
 Nick Flanders, Senior Transportation Planner

Executive Summary

The TPB is asked to take action on proposed Amendment #6 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #6 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #6 opened on January 6, 2024, and ran through January 21, 2024. No public comments were received. The TAC recommended approving TIP Amendment #6 at their January 22, 2024, meeting.

Background

Amendment #6 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the sixth scheduled amendment for this TIP, **adding five (5) new projects** and **modifying three (3) projects**. The below-linked Amendment #6 summary also provides notice of **administrative adjustments to an additional eight (8) projects**, which do not require approval by the TAC or TPB. The Public Comment period for Amendment #6 opened on January 6, 2024, and ran through January 21, 2024. No public comments were received. The FFY2023-FFY2026 TIP took effect on October 1, 2022, and may be found at www.wampo.org/transportation-improvement-program. The TPB is now asked to vote on the proposed project additions/modifications.

Fiscal Considerations

Federal regulations require that the TIP be “fiscally constrained,” meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes (see below table), the TIP is fiscally constrained for the period FFY2023-FFY2026.

WAMPO ID	LEAD AGENCY	PROJECT TITLE	Change in Local Funding	Change in State Funding	Change in Federal Funding	Change in Overall Funding
B-22-01	KDOT	Bridge #132 on US-54 in Sedgwick County	\$0	\$941,207	\$1,440,029	\$2,381,236
B-23-07	KDOT	I-135: Bridge #046 located 4.46 miles north of I-235	\$0	\$32,000	\$287,900	\$319,900
B-23-19	KDOT	K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction [New Project]	\$0	\$202,500	\$801,100	\$1,003,600
B-23-20	KDOT	I-135: Bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35 [New Project]	\$0	\$58,100	\$522,700	\$580,800
R-21-06	KDOT	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane	\$0	\$549,600	\$2,201,800	\$2,751,400
R-23-06	KDOT	Andover: Founders Parkway between Allen Street and Andover Road and Allen Street from US-54 to Founders Parkway [New Project]	\$0	\$3,400,000	\$0	\$3,400,000
R-23-07	KDOT	Sedgwick County: West lanes of N 119th Street W, north of the Kansas and Oklahoma Railroad in the City of Maize [New Project]	\$44,400	\$134,200	\$0	\$178,600
RR-23-01	KDOT	Sedgwick County: West side of N 119th Street W and north of the Kansas and Oklahoma Railroad in the City of Maize [New Project]	\$462,000	\$1,386,000	\$0	\$1,848,000
R-19-16*	City of Wichita	West St., Harry to Pawnee	\$3,000,000	\$0	\$0	\$3,000,000
R-23-04*	KDOT	US-54: Sign Structures at Ridge Road in Sedgwick County	\$0	\$72,000	\$0	\$72,000
Total			\$3,506,400	\$6,775,607	\$5,253,529	\$15,535,536

* Administrative Adjustment



FFY2023-FFY2026 Transportation Improvement Program Amendment #6

Agenda Item 4B: Action

Peter Mohr, Principal Engineer

Nick Flanders, Senior Transportation Planner

TAC Recommendation

Approve FFY2023-FFY2026 TIP Amendment #6, as presented.

Action Options

- » **Approve** FFY2023-FFY2026 TIP Amendment #6, **as presented**.
- » **Not approve** FFY2023-FFY2026 TIP Amendment #6.
- » **Approve** FFY2023-FFY2026 TIP Amendment #6, **with specific changes**.

Next Steps

- » If approved, 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 of the STIP amendment is expected in March 2024.

Attachment

- » **FFY2023-FFY2026 TIP Amendment #6 Summary** – <https://bit.ly/Amendment6Summary>



Agenda Item 4C: Action

Urban Area Boundary

Peter Mohr, Principal Engineer

Nick Flanders, Senior Transportation Planner

Executive Summary

Every ten years, MPOs need to adopt an Urban Area Boundary (UAB) that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. On November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024. At the suggestion of TPB members, the approved UAB included an extension of the southeastern quadrant to include the city of Rose Hill. Since then, discussions between WAMPO, KDOT, and FHWA staff have led to the conclusion that the extension of the UAB to include Rose Hill is not reasonable at this time. The TPB is now asked to vote on whether to approve an updated UAB that does not include the extension out to Rose Hill.

Background

Within the Metropolitan Planning Area (MPA) of every Metropolitan Planning Organization (MPO) is an Urban Area Boundary (UAB), distinguishing between urban and rural portions of the MPA, either as they currently are or as they are expected to soon be. Within the UAB, roads with a Federal Functional Classification (FFC) of “minor collector” are eligible for Federal Surface Transportation Block Grant (STBG) funding, whereas rural minor collectors (outside the UAB) are not. Meanwhile, if the MPO serves an urbanized area of more than 200,000 people and therefore qualifies as a Transportation Management Area (TMA), as the WAMPO region does, pedestrian and bicycle projects in any part of the MPA may qualify for Federal Transportation Alternatives (TA) funding suballocated to the MPO to award to projects, but projects in the non-UAB portion of the MPA may also qualify for non-suballocated TA funds directly awarded by the state government. However, transportation-funding implications of being inside or outside of the UAB are highly project-specific and depend on individual circumstances.

Every ten years, following the decennial U.S. Census, new Census Urban Areas are established and existing ones have their borders adjusted. Under Federal law, an MPO’s UAB must contain the corresponding Census Urban Area in its entirety. For that reason, UABs also go through a decennial update process. After the Census Urban Areas are updated, MPOs and their respective state DOTs must agree on a UAB that meets all Federal requirements and submit it to the FHWA. If no UAB is submitted to the FHWA, the MPO’s UAB will default to having the exact same boundaries as the corresponding Census Urban Area.

The 2020 Wichita Census Urban Area is mostly contained by the old WAMPO UAB (which was last adjusted in 2015), but there are a few locations where the 2020 Census Urban Area extends beyond the old UAB, necessitating changes to the UAB. Therefore, WAMPO staff drafted a proposed new UAB, consulted with KDOT staff and the WAMPO TAC and TPB on its appropriateness, and made changes in response to their comments. On November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024.



Agenda Item 4C: Action

Urban Area Boundary

Peter Mohr, Principal Engineer

Nick Flanders, Senior Transportation Planner

Updated Urban Area Boundary

At the suggestion of TPB members, the UAB approved on November 14, 2023, included an extension of the southeastern quadrant to include the city of Rose Hill (see first attachment). However, since then, discussions between WAMPO, KDOT, and FHWA staff have led to the conclusion that the extension of the UAB to include Rose Hill is not reasonable at this time. As a general practice, although UABs may be larger than their corresponding Census Urban Areas (e.g., to include whole municipalities, form one contiguous shape, or follow physical features that can be identified from the ground, such as roads and waterways, per FHWA guidance), they usually do not extend substantially beyond them, unless the additional area is expected to urbanize in the next 5-10 years. Upon discussing the matter with City of Rose Hill staff and observing population-density data for the region (see second attachment), it was determined that most of the area between Rose Hill and the Wichita Census Urban Area is unlikely to urbanize over the next 5-10 years.

In light of the above, the TPB is now asked to vote on whether to approve an updated UAB that does not include the extension out to Rose Hill (see third and fourth attachments, including the interactive map).

TAC Recommendation

Approve the proposed new Urban Area Boundary, without the Rose Hill extension, as presented.

Action Options

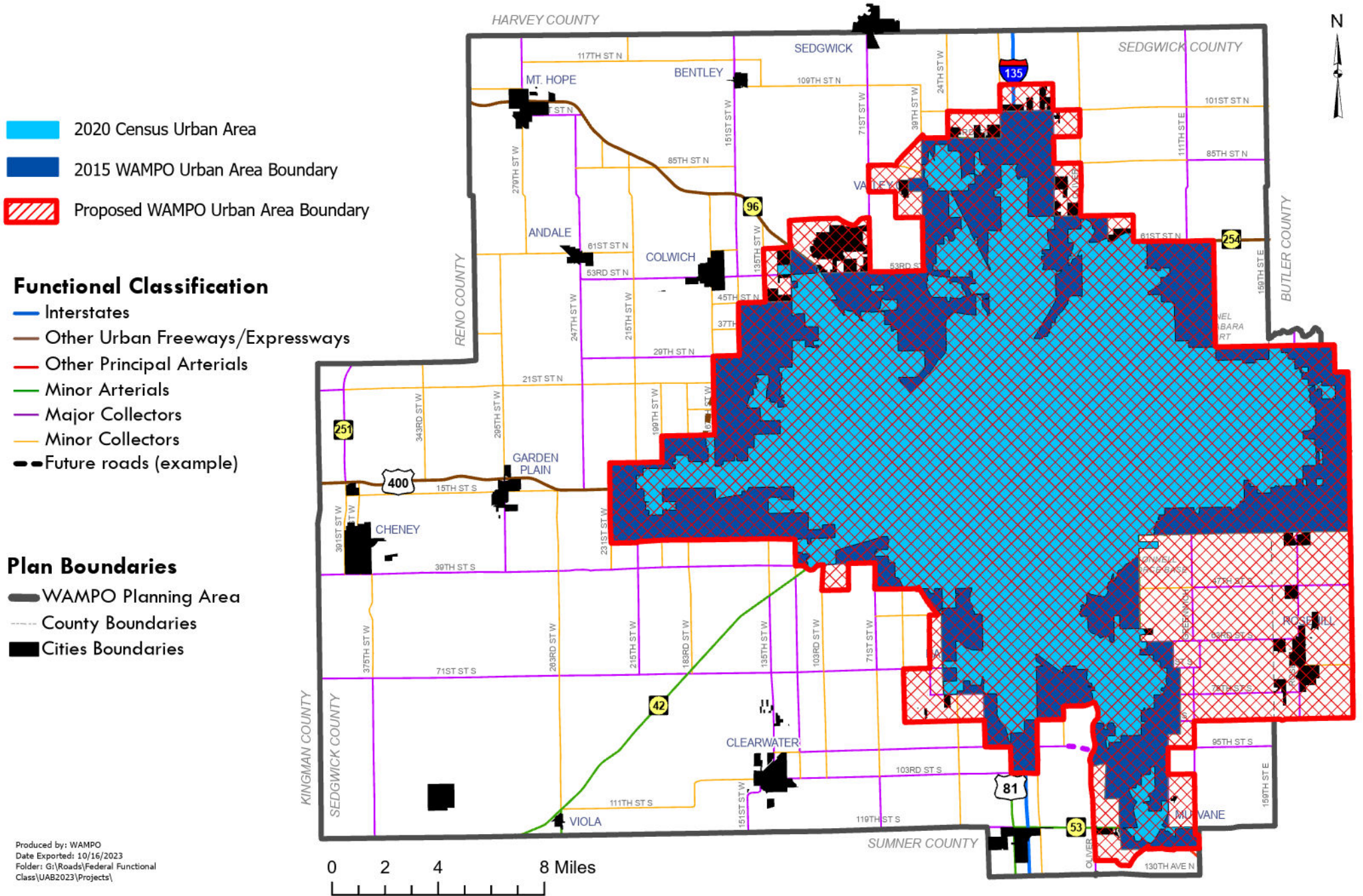
- » **Approve** the proposed new Urban Area Boundary, without the Rose Hill extension, **as presented**.
- » **Not approve** the proposed new Urban Area Boundary, without the Rose Hill extension.
- » **Approve** the proposed new Urban Area Boundary, without the Rose Hill extension, **with specific changes**.

Next Steps

- » If approved, WAMPO submits updated UAB to KDOT
- » KDOT submits updated UAB to the FHWA

Attachments

- » **2023 WAMPO Proposed Urban Area Boundary Map (approved by TPB on 11/14/2023 with the understanding it would be revisited in the first quarter of 2024)**
- » **WAMPO Population Density Map for Comparison**
- » **2024 WAMPO Proposed Urban Area Boundary Map - https://bit.ly/Proposed_UAB_Jan2024**
- » **2024 WAMPO Proposed Urban Area Boundary Metes-And-Bounds Description**



- 2020 Census Urban Area
- 2015 WAMPO Urban Area Boundary
- Proposed WAMPO Urban Area Boundary

Functional Classification

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

Plan Boundaries

- WAMPO Planning Area
- County Boundaries
- Cities Boundaries

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 Class\UAB2023\Projects\



2023 WAMPO Proposed Urban Area Boundary

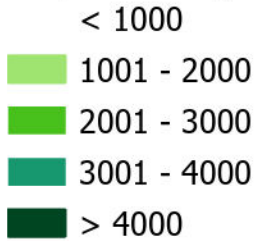
Approved by the Transportation Policy Body on November 14, 2023, with the understanding that it would be revisited in the first quarter of 2024.



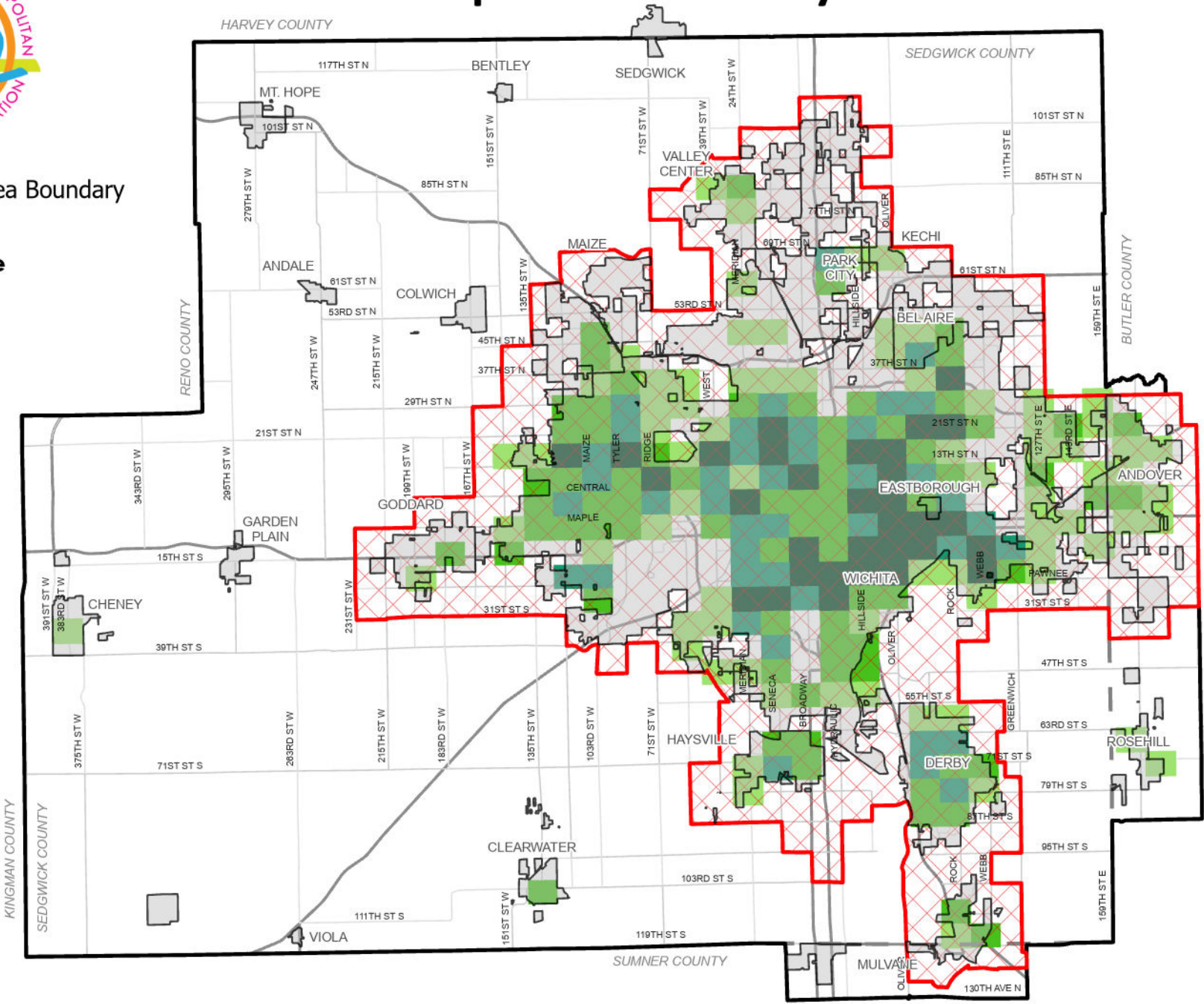
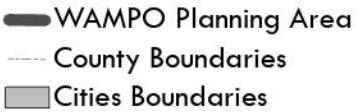
2020 WAMPO Population Density

 Proposed Urban Area Boundary

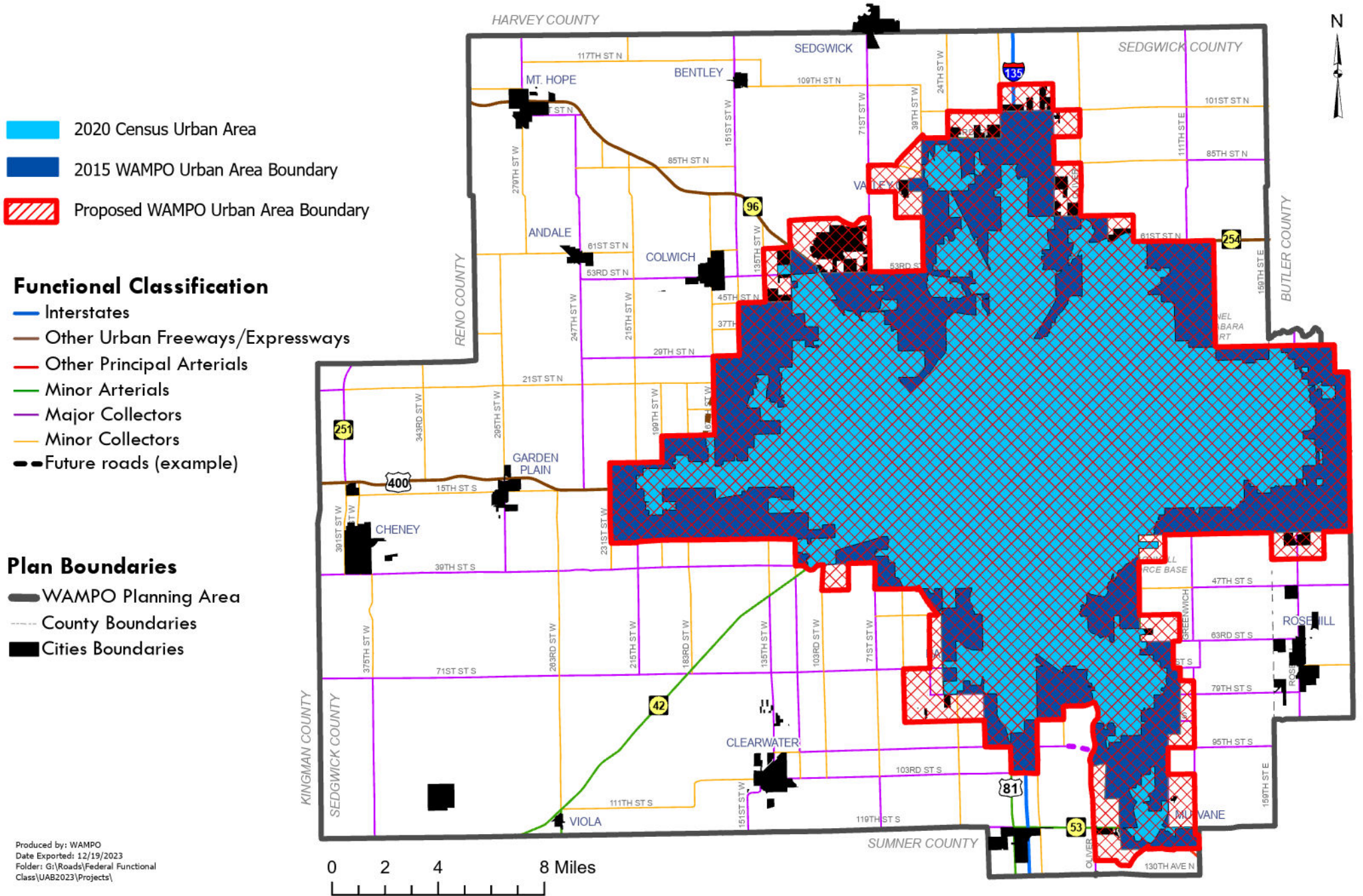
People Per Square Mile



Plan Boundaries



Source: 2020 Decennial Census Data. Produced by: WAMPO. Date Exported: 12/21/2023 Folder: G:\Roads\Federal Functional Class\UAB2023\Rose Hill UAB Extension Population Density\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



- 2020 Census Urban Area
- 2015 WAMPO Urban Area Boundary
- Proposed WAMPO Urban Area Boundary

Functional Classification

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

Plan Boundaries

- WAMPO Planning Area
- County Boundaries
- Cities Boundaries

Produced by: WAMPO
 Date Exported: 12/19/2023
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 Class\UAB2023\Projects\



2024 WAMPO Proposed Urban Area Boundary



WAMPO URBAN AREA BOUNDARY

Overview

The Wichita Area Metropolitan Planning Organization's (WAMPO's) Urban Area Boundary (UAB) is entirely contained within the WAMPO Metropolitan Planning Area (MPA) and entirely contains the Wichita Census Urban Area. The UAB encloses one contiguous area, as described below.

Detailed Description

This detailed description of the WAMPO UAB begins at the intersection of North Rock Road and East 69th Street North, proceeding clockwise (i.e., from north to east to south to west) around the area the UAB encompasses. The UAB follows North Rock Road heading south to Kansas Highway 254. The boundary follows Kansas Highway 254 heading east to North 127th Street East. It follows North 127th Street East southward to East 29th Street North. The boundary follows East 29th Street (Sedgwick County)/SW 60th Street (Butler County) east to SW Mulberry Road (Butler County). It then follows SW Mulberry Road south to East 21st Street/SW 70th Street. It then follows East 21st Street/SW 70th Street east until SW Meadowlark Road. It then follows SW Meadowlark Road south to where it dead-ends to the south of Harry Street (to the west)/SW 110th Street (to the east). From there, the UAB continues straight south across Republican Creek to where SW Meadowlark Road resumes, at its intersection with SW 120th Street. From there, it continues southward on SW Meadowlark Road until SW 130th Street. The boundary then follows SW 130th Street west until SW Prairie Creek Road. It then follows SW Prairie Creek Road south until it reaches SW 140th Street. It then follows SW 140th Street west until South 159th Street East (Sedgwick County)/SW County Line Road (Butler County). The boundary follows South 159th Street East/SW County Line Road north until East 31st Street South (Sedgwick County). It follows East 31st Street South westward to South Webb Road. It follows South Webb Road southward until East 39th Street South. It follows East 39th Street South westward until South Rock Road. The boundary follows South Rock Road south to East 55th Street South. It then follows East 55th Street South eastward until South 103rd Street East. It follows South 103rd Street East southward until East 63rd Street South. It follows East 63rd Street South westward until South 99th Street East. It follows South 99th Street East southward to East 71st Street South/Meadowlark Boulevard. It then follows East 71st Street South/Meadowlark Boulevard east until South 103rd Street East. It follows South 103rd Street East south until it turns to the east and becomes East 75th Street South. It then follows East 75th Street South eastward until South Greenwich Road. The boundary follows South Greenwich Road southward until East 95th Street South. It then follows East 95th Street South westward until it reaches South Webb Road. It then continues along South Webb Road southward until East 103rd Street South. It then follows east along East 103rd Street South until it reaches South Greenwich Road. It then follows South Greenwich Road (Sedgwick County)/North Greenwich Road (Sumner County) south to the southwest corner of Mulvane cemetery, where North Greenwich Road (Sumner County) turns to the east. It then continues east on North Greenwich Road for a short distance to the southeast corner of Mulvane Cemetery, where North Greenwich Road (Sumner County) turns to the south again, before continuing southward down North Greenwich Road. The boundary follows North Greenwich Road southward

until the intersection of East 140th Avenue North and North Greenwich Road. It then follows East 140th Avenue North westward until North Webb Road. It follows North Webb Road south-southwest until it becomes East 140th Avenue North. It then follows west along East 140th Avenue North to South Central Avenue. It follows north on South Central Avenue until the first location where the Burlington Northern Santa Fe Railroad crosses overhead. It then follows southwest along the railroad tracks until the point where the tracks cross the Arkansas River. It then follows the Arkansas River northwest (upstream) until the Cowskin Creek Cutoff. The boundary then follows west along the Cowskin Creek Cutoff until the point where the Cowskin Creek Cutoff passes under North Oliver Road. The boundary follows North Oliver Road (Sumner County) north to Kansas Highway 53/East 119th Street South (border between Sumner County and Sedgwick County). It then follows along Kansas Highway 53/East 119th Street South westward for a very short distance to South Oliver Street (Sedgwick County). It then follows north along South Oliver Street until the intersection of South Oliver Street and East 103rd Street South. It continues due north until the Arkansas River. It follows the Arkansas River north (upstream) until the point where the river meets with East 83rd Street South. The boundary then follows west along East 83rd Street South to South Hillside Street. It follows South Hillside Street southward to East 87th Street South. It follows west along East 87th Street South until South Hydraulic Avenue/South 16th Street East. It follows South Hydraulic Avenue/South 16th Street East southward until East 103rd Street South. It follows west along East 103rd Street South until U.S. Highway 81/South Broadway Street. It then follows U.S. Highway 81/South Broadway Street northward until East 95th Street South. It follows west along East 95th Street South until it becomes West 95th Street South and then continues westward along West 95th Street South until South Seneca Street. It follows north along South Seneca Street until West 87th Street South. It follows west on West 87th Street South to South 55th Street West/South Hoover Road. Then, it continues north on South 55th Street West/South Hoover Road to West 71st Street South. It follows West 71st Street South eastward until South West Street. It follows north on South West Street to West 55th Street South. It then follows east on West 55th Street South for a short distance to the point where the street crosses over the M.S. Mitch Mitchell Floodway. The boundary follows northwest along the M.S. Mitch Mitchell Floodway (upstream) until it the point where the Kansas & Oklahoma Railroad passes overhead. From there, the boundary follows the railroad tracks southwest to West 47th Street South. It follows West 47th Street South westward to South Ridge Road. It proceeds north on South Ridge Road to West MacArthur Road. It then follows east on West MacArthur Road until South Tyler Road. It follows southward on South Tyler Road to West 47th Street South. It proceeds west on West 47th Street South to South 103rd Street West. It follows north on South 103rd Street West to West MacArthur Road. It follows west on West MacArthur Road again until South 119th Street West. It follows north on South 119th Street West to West 31st Street South. It follows west along West 31st Street South to South 215th Street West. It briefly follows South 215th Street West southward until it again meets West 31st Street South. It follows West 31st Street South westward to South 231st Street West. The boundary then follows north along South 231st Street West to West 6th Street South. It then begins following West 6th Street South eastward to South 199th Street West. It follows north on South 199th Street West to West 4th Street North/West Central Street. It follows West 4th Street North/West Central Street eastward to North 167th Street West. It then proceeds north on North 167th Street West to West 29th Street North. It follows east on West 29th Street North to North 151st Street West. The boundary follows north on North 151st Street West to West 45th Street North. It follows West 45th Street North eastward to North 135th Street West. It follows north on North 135th Street West to

West 61st Street North. It follows east on West 61st Street North until North 119th Street West. It follows north on North 119th Street West to West 69th Street North. It then follows east on West 69th Street North until the intersection with North Maize Road. The boundary then continues due east to the Arkansas River, which it follows eastward (downstream) until North Ridge Road. It follows south on North Ridge Road until West 53rd Street North. It follows east on West 53rd Street North to North West Street. It follows north on North West Street to West 69th Street North. It then proceeds west on West 69th Street North to North 55th Street West/North Hoover Road. It follows north on North Hoover Road to West 77th Street North. It continues west on West 77th Street North to North Ridge Road. It follows north on North Ridge Road until it reaches West 85th Street North. The boundary proceeding east on West 85th Street North until reaching the eastern side of the Wichita Valley Center Floodway, where it then follows an unnamed dirt road/former railroad bed northeast until the point where it passes under North West Street. It then follows North West Street southeastward for a short distance before reaching West 93rd Street North. It follows east on West 93rd Street North to North Meridian Avenue/North 24th Street West. It follows north on North Meridian Avenue/North 24th Street West to West 101st Street North. It follows West 101st Street North eastward to North Broadway Street. It then follows north along North Broadway Street to East 109th Street North. The boundary continues east on East 109th Street North to North Hillside Street. It follows North Hillside Street southward to East 101st Street North. It follows east on East 101st Street North to North Oliver Street. It then follows south along North Oliver Street to East 93rd Street North. It then follows west along East 93rd Street North to North Hillside Street. It continues south on North Hillside Street until East 85th Street North. It then follows East 85th Street North heading east until it reaches North Oliver Street. It heads south on North Oliver Street until East 69th Street North. It then continues east on 69th Street North before concluding at the intersection with North Rock Road, the beginning point of this description.

Notes

In locations where the boundary is described as following a street or road, the road is considered to be within the UAB. In locations where the boundary is described as following a watercourse, the boundary follows the center of the channel. In locations where the boundary is described as following the county line or the border of the WAMPO MPA and there is no road, the line itself is the boundary. In locations where the boundary is described as following a property line, the line itself is the boundary. Should a road be built along a county line, MPA border, or property line the boundary is described as following, the road will be considered to be within the UAB.



Agenda Item 5A: Discussion/Updates

Projects Obligated in FFY2023

Peter Mohr, Principal Engineer

Dylan Cossaart, Engineering and Data Analyst

Executive Summary

Before a transportation project can use Federal funds, the funds need to be "obligated." Each year, MPOs are required to submit an Annual Listing of Obligated Projects for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the Federal government. In FFY2023, twenty-three (23) transportation projects in the WAMPO region had Federal funding obligations or deobligations, totaling a little more than \$42 million.

Background

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

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

Annual Listing of Obligated Projects

In accordance with Federal rules, MPOs submit to their respective state DOTs and the Federal government an Annual Listing of Obligated Projects (ALOP), consisting of all transportation projects on which any amount of Federal funding was obligated or deobligated over the course of the previous Federal Fiscal Year (October 1-September 30). Using information from KDOT and Wichita Transit, WAMPO staff put together this listing between October 1 and December 31 each year and submit it to KDOT, which submits it to the Federal government. The 2019-2023 WAMPO ALOPs may be found online at <https://www.wampo.org/transportation-improvement-program>.

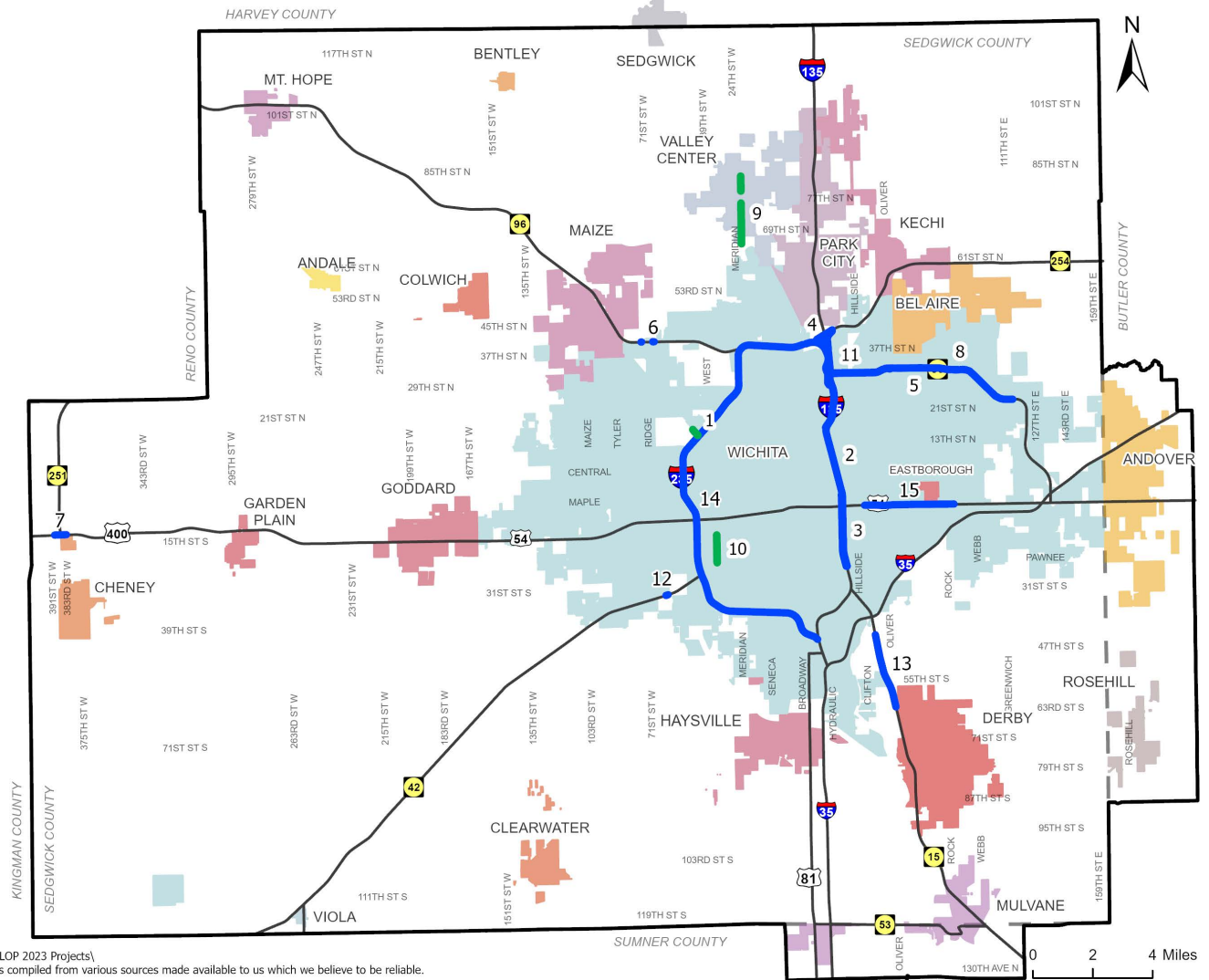
Projects Obligated in FFY2023

As shown in the attached table and map, twenty-three (23) transportation projects in the WAMPO region had obligations or deobligations of Federal funding during FFY2023, totaling a little more than \$42 million.

Attachments

- » **Table and Map of Transportation Projects with Obligation Activity in FFY2023**
- » **WAMPO FFY2023 Annual Listing of Obligated Projects** – https://bit.ly/WAMPO_ALOP_FFY2023

Annual Listing of Obligated Projects FFY23



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 1/24/2024
 Folder: G:\TIP\2023-2026\Projects\ALOP 2023 Projects\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

#	Project Name	WAMPO ID	FFY23 Obligation Activity
1	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	40-508	\$2,195,582.00
2	Bridge Repair (#291) on I-135 in Sedgwick County (KA-4910-03)	B-18-01	\$1,203,448.55
3	I-135 in Sedgwick County 1R project Guardrail Upgrades	S-19-03	-\$1,605.00
4	I-235 in Sedgwick County (1R Project)	R-19-19	\$426.30
5	Overlay in Sedgwick County on K-96	40-577	\$249,081.00
6	Bridge #283 & #285 on K-96 in Sedgwick County	40-575	\$52,226.89
7	Redeck Bridge #113 on US-54 in Sedgwick County	B-21-01	\$1,834,400.00
8	K-96: Discovery Phase for Upgrade from 4-Lane to 6-Lane	R-21-03	\$32,172.11
9	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	R-19-07	\$8,754,212.00
10	West St., Harry to Pawnee	R-19-16	\$12,519,231.00
11	I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita	ICH-17-01B	\$1,315,984.83
12	Guardrail End Terminal Removal on K-15 in Sedgwick Co	[KDOT STIP]	\$226,545.00
13	Pavement Markings on K-15 in Sedgwick County	[KDOT STIP]	\$144,596.67
14	Pavement Markings on I-235 in Sedgwick County	[KDOT STIP]	\$1,435,125.00
15	Pavement Markings on US-54 in Sedgwick County	[KDOT STIP]	\$251,640.00
16	Patching on K-96 in Sedgwick County (1R Project)	40-578	\$2,412,171.81
17	K&O & High Plans Circle in Maize	S-17-01	\$301,000.00
18	Wichita Transit Network Redesign Plan	40-509	\$262,135.00
19	Wichita Transit Other Capital	T-17-02	\$4,160,210.00
20	Wichita Transit FTA 5339 Program - Grants for Buses and Bus Facilities	T-17-05	\$588,028.00
21	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	T-19-01	\$436,945.00
22	Wichita Transit Operating	T-19-02	\$2,297,800.00
23	Wichita Transit Replacement Paratransit Vehicles	T-19-05	\$1,493,472.00

*Projects highlighted in green have received suballocated funding **Projects outlined in red are not mappable



Agenda Item 5B: Discussion/Updates

MTP 2050 Population Projections

Peter Mohr, Principal Engineer

Dylan Cossaart, Engineering and Data Analyst

Executive Summary

Population projections are an integral part of long-range transportation planning. WAMPO has developed population projections to the year 2050, in collaboration with consultants and with input from member jurisdictions. Following a TAC recommendation and TPB approval (tentatively in February and March 2024, respectively) the population projections will be incorporated into WAMPO's Metropolitan Transportation Plan 2050 (MTP 2050).

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 has developed population projections to the year 2050, in collaboration with JEO Consulting Group and the Wichita State University (WSU) Center for Economic Development and Business Research (CEDBR). Having previous experience in developing such forecasts, CEDBR created a detailed set of projections specifically tailored for the WAMPO region.

After initial development, these projections were further refined by incorporating individual municipal growth trends identified from patterns in decennial Census data. The projections were also shaped by input from WAMPO member jurisdictions, for consistency with their individual projections. TAC and TPB members are now asked to review the attached draft population projections and provide feedback before the TAC and TPB vote on approval of the projections in February and March 2024, respectively. Once approved, the projections will be incorporated into WAMPO's Metropolitan Transportation Plan 2050 (MTP 2050).

Next Steps

- » TAC recommendation: February 26, 2024 (tentative)
- » TPB vote on approval: March 12, 2024 (tentative)

Attachment

- » **WAMPO MTP 2050 population projections**

WAMPO Draft Population Projections

Population	2020	2025	2030	2035	2040	2045	2050
Wichita	397,532	404,052	412,153	419,170	424,945	430,669	436,016
Derby	25,625	27,928	30,438	33,174	36,156	39,406	42,948
Andover	14,892	16,710	18,750	21,039	23,608	26,490	29,724
Haysville	11,262	11,919	12,613	13,349	14,127	14,950	15,822
Park City	8,333	8,711	9,200	9,677	10,134	10,599	11,064
Bel Aire	8,262	9,027	9,758	10,482	11,193	11,918	12,647
Valley Center	7,340	7,907	8,518	9,177	9,886	10,650	11,473
Mulvane	6,286	8,233	8,879	9,519	10,146	10,785	11,428
Maize	5,735	7,743	9,626	11,711	14,249	17,336	21,092
Goddard	5,084	6,348	7,926	9,896	12,357	15,429	19,264
Rose Hill	4,185	4,597	4,859	5,114	5,359	5,609	5,858
Clearwater	2,653	2,744	2,834	2,917	2,993	3,070	3,144
Kechi	2,217	2,657	2,991	3,328	3,663	4,006	4,353
Cheney	2,181	2,273	2,347	2,415	2,478	2,540	2,601
Colwich	1,455	1,462	1,493	1,521	1,544	1,567	1,589
Garden Plain	948	963	983	999	1,013	1,027	1,040
Andale	941	1,042	1,099	1,153	1,206	1,259	1,312
Mount Hope	806	834	851	866	877	889	900
Eastborough	756	769	784	797	808	819	829
Bentley	560	594	626	657	688	718	749
Sedgwick**	194	197	201	205	208	210	213
Viola	115	117	119	121	123	124	126
Sedgwick County*	36,474	29,752	25,339	20,675	15,795	10,773	5,607
Butler County*	2,344	1,779	1,503	1,266	1,063	892	748
Sumner County*	1,050	998	904	804	697	588	475
WAMPO Totals	547,230	559,357	574,794	590,033	605,315	622,324	641,022

*Unincorporated portion inside of WAMPO Boundary

** Portion of City inside WAMPO Boundary

Updated: 1/31/2024



Executive Summary

Coordinated Transit District (CTD) #9 is the South Central Kansas Regional Transit District, serving Butler, Cowley, Harper, Harvey, Kingman, Sedgwick, and Sumner Counties.

Background

Coordinated Transit District (CTD) #9 is the South Central Kansas Regional Transit District, serving Butler, Cowley, Harper, Harvey, Kingman, Sedgwick, and Sumner Counties.

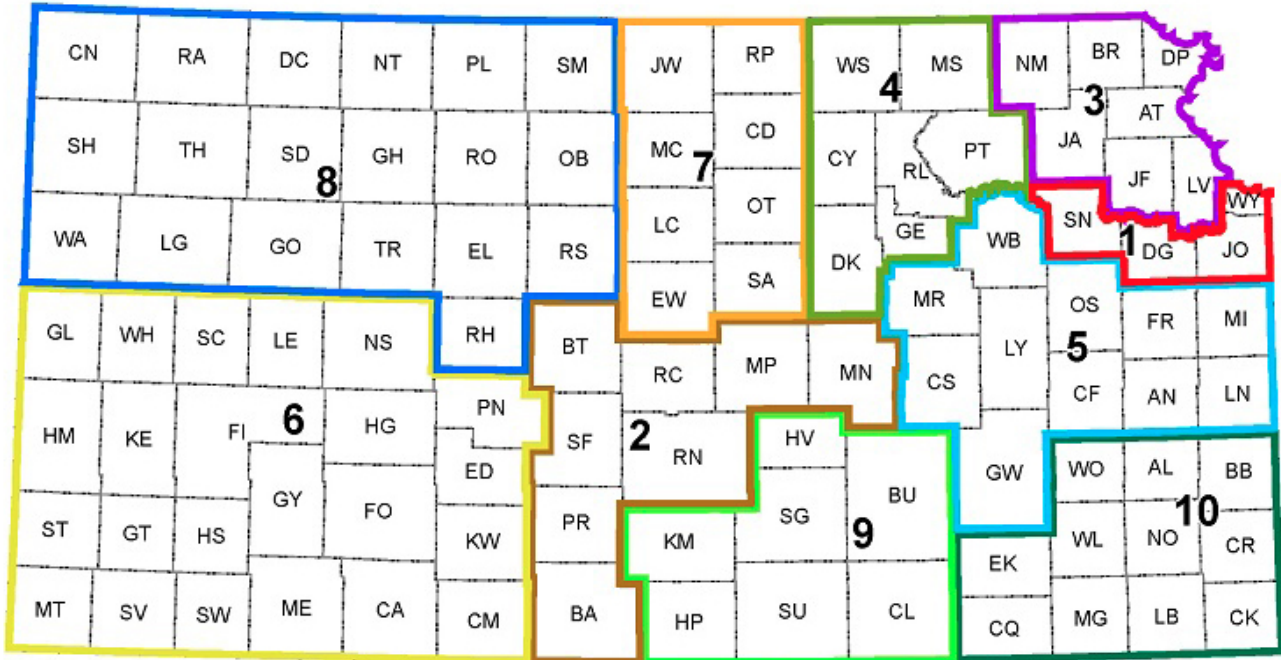
As outlined in the Kansas Coordinated Transit Districts (CTD) Act, a "Coordinated Transit District" is a public or private agency responsible for distributing funds and overseeing passenger transportation services in a designated area. "Coordination" involves collaborating to effectively use resources and reduce service duplication.

Transit Providers in CTD #9

Agency	Clientele	Agency	Clientele
Breakthrough	General Public	Butler County Transit	General Public
Capper Foundation	Elderly, Disabled	Capper Foundation (El Dorado)	
Capper Foundation (Winfield)	Disabled, Medicaid	City of Derby – Derby Dash	Elderly, Disabled, General Public, Medicaid, Children/Students
City of Kingman	Elderly, Disabilities, General Public	Cowley County Council of Aging	Elderly, Disabled, Medicaid
CPRF Timber Lines Transportation	Elderly, Disabled, Medicaid	Envision	Disabled
Future Unlimited, Inc.	Elderly, Disabled, General Public	Harper County Department on Aging	Elderly, Disabled, General Public
Harvey County Transportation	Elderly, Disabled, General Public	Haysville Hustle Public Transportation	Elderly, Disabled, General Public
Heartspring	Disabled	Kansas Elks Training Center for the Handicapped	Disabled
KETCH, Inc.	Disabled	Kingsman County Council on Aging	Elderly, Disabled, General Public
Mosaic		Presbyterian Manor, Arkansas City	Elderly
Presbyterian Manor, Newton	Elderly, Disabled	Sedgwick County Transportation	Elderly, Disabled, General Public
Starkey, Inc.	Disabled	Twin Rivers Developmental Supports, Inc.	Elderly, Disabled, General Public
Wichita Transit	Elderly, Disabled, General Public, Children/Students		



Kansas Coordinated Transit Districts Map



Legend:

- CTD 1 - Urban Corridor
- CTD 6 - Southwest
- CTD 2 - Central
- CTD 7 - North Central
- CTD 3 - Northeast
- CTD 8 - Northwest
- CTD 4 - Flint Hills
- CTD 9 - South Central
- CTD 5 - East Central
- CTD 10 - Southeast



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

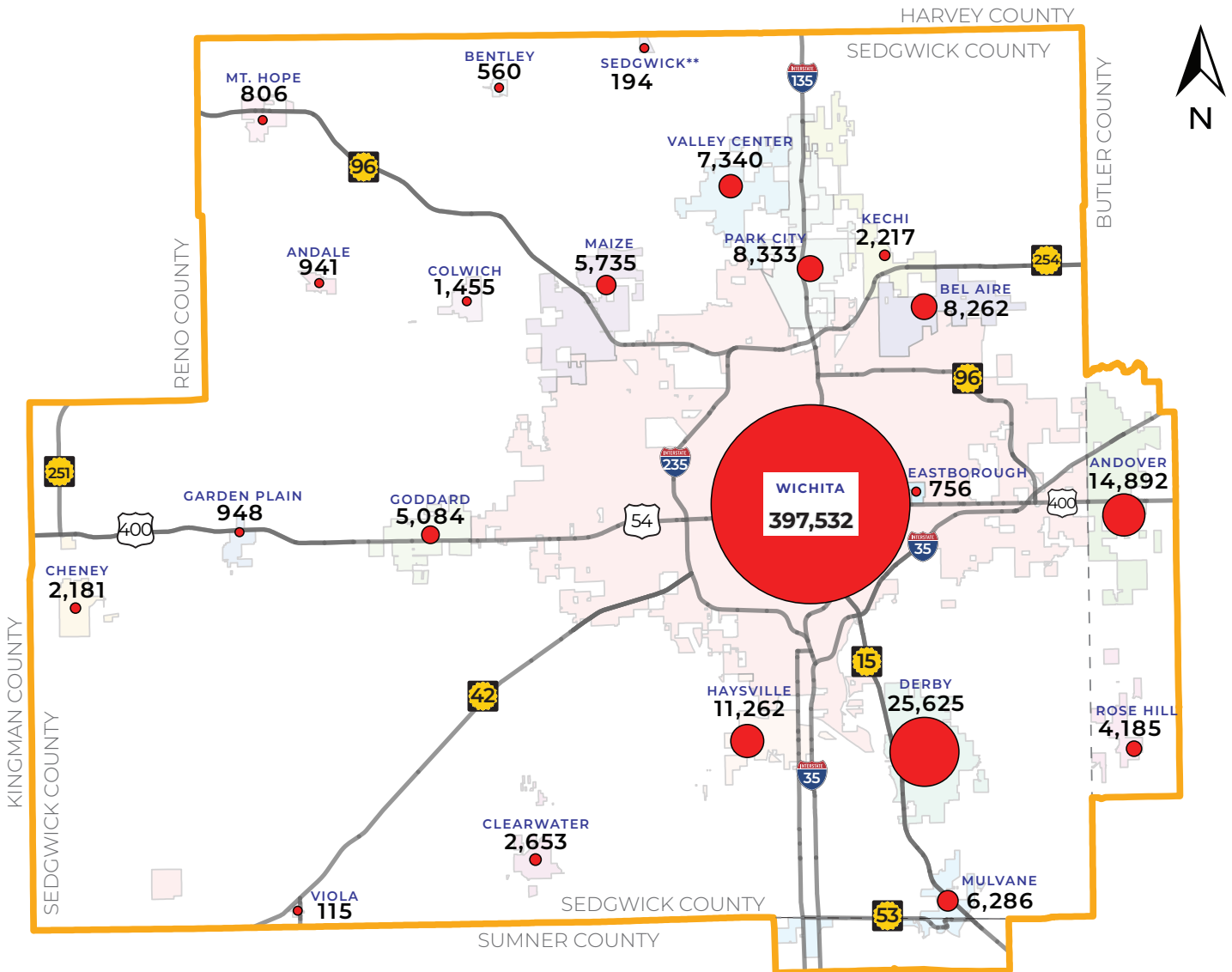
Populations of Entire Counties

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

Source: 2020 US Decennial Census



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 three transit providers. Haysville Hustle began operations in November 2020, so ridership information prior to that date is not available. Butler County Transit numbers include ridership for the entire county.

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

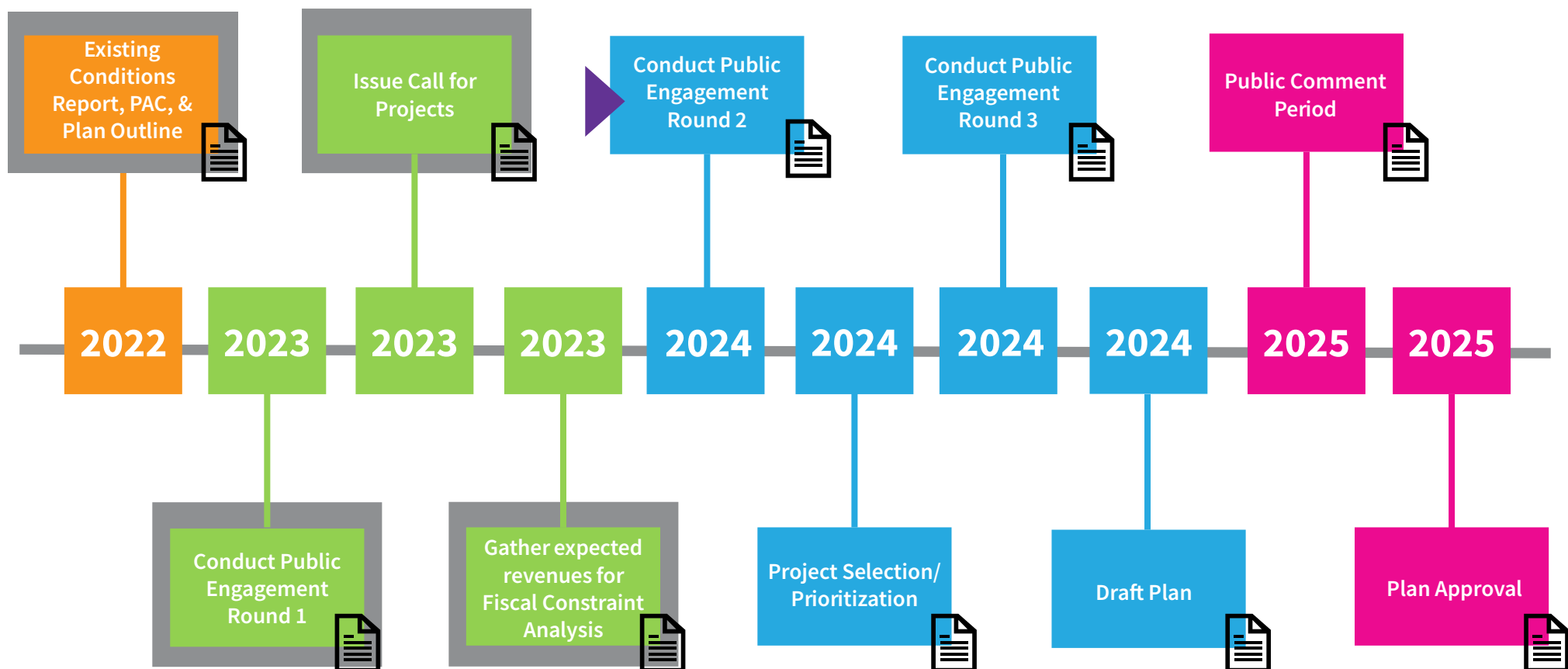
Point of Contact

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

Metropolitan Transportation Plan

➤➤➤➤➤➤➤➤➤➤ 2050

Progress



Completed
 In-Progress
 Deliverable
 Dec 29, 2023



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 (same as LRTP)
ALOP	Annual List of Obligated Projects	NAAQS	National Ambient Air Quality Standards
AMPO	Association of Metropolitan Planning Organizations	NHPP	National Highway Performance Program
APA	American Planning Association	NHS	National Highway System
ASCE	American Society of Civil Engineers	NHTSA	National Highway Traffic Safety Administration
BIL	Bipartisan Infrastructure Law	PE	Preliminary Engineering
ATC	Active Transportation Committee	PM	Performance Measure
CMAQ	Congestion Mitigation and Air Quality	PPP	Public Participation Plan
CMP	Congestion Management Process	PSC	Project Selection Committee
CPG	Consolidated Planning Grant	REAP	Regional Economic Area Partnership
CRP	Carbon Reduction Program	RFP	Request for Proposals
CRRSAA	Coronavirus Response and Relief Supplemental	ROW	Right of Way
CUFC	Critical Urban Freight Corridor	RPSP	Regional Pathways System Plan
DBE	Disadvantaged Business Enterprise	SCAC	Sedgwick County Association of Cities
DOT	Department of Transportation	SHC	Safety and Health Committee
EIS	Environmental Impact Statement	SOV	Single Occupancy Vehicle
EJ	Environmental Justice	SRTS	Safe Routes to School
EPA	Environmental Protection Agency	STBG	Surface Transportation Block Grant (previously Surface Transportation Program - "STP")
FC	Functional Classification	STIP	Statewide Transportation Improvement Program
FFY	Federal Fiscal Year (October 01 - September 30)	TA	Transportation Alternatives
FHWA	Federal Highway Administration	TAB	Transit Advisory Board
FTA	Federal Transit Administration	TAC	Technical Advisory Committee
GIS	Geographic Information System	TAM	Transit Asset Management
HIP	Highway Infrastructure Program	TAZ	Traffic Analysis Zone
HOV	High Occupancy Vehicle	TDM	Travel Demand Model
HSIP	Highway Safety Improvement Program	TIP	Transportation Improvement Program
IKE	Kansas Eisenhower Legacy Program (KDOT Program)	TMA	Transportation Management Area
ITE	Institute of Transportation Engineers	TPB	Transportation Policy Body
ITS	Intelligent Transportation System	TRB	Transportation Research Board
KDOT	Kansas Department of Transportation	UAB	Urbanized Area Boundary
LEP	Limited English Proficiency	UCTC	United Community Transit Coalition
LOS	Level of Service	UPWP	Unified Planning Work Program
LRTP	Long Range Transportation Plan (same as MTP)	VMT	Vehicle Miles Traveled
MAPC	Wichita-Sedgwick County Metropolitan Area Planning Commission	WAMPO	Wichita Area Metropolitan Planning Organization
MAPD	Wichita-Sedgwick County Metropolitan Area Planning Department	WSCAAB	Wichita-Sedgwick County Access Advisory Board

2024 TPB Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	EMAIL
City of Wichita	Becky Tuttle, <i>Chair</i>	btuttle@wichita.gov		
City of Wichita			Brandon Johnson	bjohnson@wichita.gov
City of Wichita	Maggie Ballard	mballard@wichita.gov		
City of Wichita	Michael Hoheisel	mhoheisel@wichita.gov	Robert Layton	rlayton@wichita.gov
Sedgwick County	David Dennis, <i>Ex Officio</i>	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		
Kansas Department of Transportation	Mike Moriarty	michael.moriarty@ks.gov	Chris Herrick	chris.herrick@ks.gov
Sedgwick County Association of Cities (SCAC)	Terry Somers	tsomers1@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, <i>Vice Chair</i>	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	Jack Hezlep	jhezlep@gmail.com
City of Bel Aire	Jim Benage	jbenage@belaireks.gov	Anne Stephens	astephens@belaireks.gov
City of Mulvane	Nancy Farber-Mottola	nmottola@mulvane.us	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, <i>TAC Chair</i>	rkessler@haysville-ks.com	William Black	wblack@haysville-ks.com
City of Park City			Ben Saucedo	bsaucedo@parkcityks.com
City of Andover	Mike Warrington	mwarrington@andoverks.com	Jennifer McCausland	jmccausland@andoverks.com
City of Goddard			Micah Scoggan	mcsoggan@goddardks.gov
Executive Committee				
City of Wichita	Becky Tuttle, <i>Chair</i>	btuttle@wichita.gov		
Butler County	Dan Woydziak, <i>Vice Chair</i>	dwoydziak@bucoks.com		
City of Haysville	Russ Kessler, <i>TAC Chair</i>	rkessler@haysville-ks.com		
Wichita Metro Area Kansas Department of Transportation				
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov		
	<i>Second at large member, to be appointed by TPB Chair</i>			
Sedgwick County	David Dennis, <i>Ex Officio</i>	david.dennis@sedgwick.gov		
Non-Voting Members & Alternates				
Federal Transit 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 and Data Analyst	Chaitanya Dodda	nagachaitanya.dodda@wampo.org		
WAMPO Public Outreach Planner	Dani Lasher	danielle.lasher@wampo.org		
WAMPO Transportation Planner	Dora Gallo	dora.gallo@wampo.org		
WAMPO Engineering and Data Analyst	Dylan Cossaart	dylan.cossaart@wampo.org		
WAMPO Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Senior Accountant	Kyle Thomas	kyle.thomas@wampo.org		
WAMPO Engineering and Data Analyst	Marcela Quintanilla	marcela.quintanilla@wampo.org		
WAMPO Administrative Assistant	Markey Jonas	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	Nick Flanders	nicholas.flanders@wampo.org		
WAMPO Principal Engineer	Peter Mohr	peter.mohr@wampo.org		

Quorum is 13 based on voting members

Rev. 02/06/2024

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		MAY 1	MAY 16	
JUNE 11	JUNE 24		JUNE 5			2024 EDTC Schedule TBD
JULY 9	JULY 22					
AUGUST 13	AUGUST 26	AUGUST 1		AUGUST 7	AUGUST 15	
SEPTEMBER 10	SEPTEMBER 23		SEPTEMBER 4			
OCTOBER 8	OCTOBER 28					
NOVEMBER 12	NOVEMBER 25	NOVEMBER 7		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