



Technical Advisory Committee (TAC) Meeting Notice

Monday, February 24, 2025, @ 10:00 AM

In-Person

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

Virtual

Click the link below for
online meeting access.

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III. Public Comment Opportunity	
Open forum for the public to provide comments about specific items on this month's agenda and any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day before the meeting.	16
IV. Action	
A. Regional Transit Implementation Plan – Bill Troe, SRF, and Peter Mohr, WAMPO <i>WAMPO collaborated with SRF Consulting Group, Nelson\Nygaard Consulting Associates, and Shockey Consulting Services to develop a Regional Transit Implementation Plan, building on the 2018 Wichita Area Transit Feasibility Study. This plan builds on previous transit studies and aims to improve regional transit through governance options such as interlocal agreements, joint powers agreements, or a Regional Transit Authority. It includes reports on transit history, feasibility, future scenarios, and implementation steps. Public engagement meetings gathered input on service enhancements, and service alternatives were evaluated using qualitative and quantitative criteria. The Technical Advisory Committee (TAC) is asked to make a recommendation to the Transportation Policy Body on whether to approve the Regional Transit Implementation Plan.</i>	17 to 19

V. Discussion/Updates	
A. <u>Metropolitan Transportation Plan 2050 (MTP 2050) Public Comment Period – 03/08/2025 - 04/07/2025</u> – Markey Jonas, Nick Flanders, Dora Gallo, and Peter Mohr, WAMPO <i>Under federal law, WAMPO’s new long-range planning document, Metropolitan Transportation Plan 2050 (MTP 2050) needs to be adopted by June 2025. WAMPO staff have posted all draft sections of MTP 2050 online (seven chapters and fourteen appendices) and are preparing for a fourth round of public engagement. The draft document has been reviewed by the Plan Advisory Committee (PAC) and by state and federal staff. After all comments resulting from that review have been addressed, there will be a 30-day public-comment period, planned for March 8-April 7, 2025, followed by a Technical Advisory Committee (TAC) recommendation and a Transportation Policy Body (TPB) vote on approval. On February 11, 2025, the TPB released draft MTP 2050 for public comment.</i>	20 to 27
B. <u>Comprehensive Safety Action Plan (CSAP) Updates</u> – Kim Negrete, WAMPO <i>The Comprehensive Safety Action Plan (CSAP) promotes the safety of all users of the transportation system. The plan was developed through a ten-month process and was approved by the Transportation Policy Body on December 12, 2023. The strategies outlined in the CSAP are being implemented and monitored by WAMPO staff, member jurisdictions, and community partners, including through the work of ICT Safe: A Regional Transportation Coalition. The Transportation Safety Technical Advisors (TSTA) will meet on February 25, 2025, to consider updates to the CSAP and its implementation strategies, which will then be presented to the Technical Advisory Committee (TAC) for a recommendation and to the Transportation Policy Body (TPB) for a vote on approval.</i>	28
C. <u>Employment Sectors: Healthcare</u> – Peter Mohr, WAMPO <i>The WAMPO region is home to a diverse and vibrant economy. As a part of WAMPO's mission to serve and inform its stakeholders, staff are developing a series of presentations on seven major sectors of the local economy. This presentation focuses on the healthcare sector in the WAMPO region.</i>	29
D. <u>Commuter Flows Report</u> – Peter Mohr, WAMPO <i>The 2024 Commuter Flows Report describes how commuters flow between the 22 municipalities in the WAMPO region. This report is developed annually and has been updated with U.S. Census Bureau employment data from 2017 – 2021.</i>	30
VI. Other Business	
A. KDOT Transportation Safety Conference: March 4-5, 2025, in Wichita, KS	
VII. Adjournment	
VIII. WAMPO Reference Material	
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Chad Parasa, TAC Secretary

February 18, 2025



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, January 27, 2025 @ 10:00 AM

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

Meeting Duration: 44 minutes

Voting Members in Attendance		
Russ Kessler, <i>TAC Chair</i> Marcy Aycock, <i>REAP</i> Jack Brown, <i>Public Health</i> Brent Clark, <i>Freight Movement</i> Craig Crossette, <i>Regional Pathways</i> Duane Flug, <i>KDOT</i> Danielle Gabor, <i>SCAC</i>	Jolene Graham, <i>Economist</i> Paul Gunzelman, <i>Wichita</i> Tonja Howard, <i>Wichita Transit</i> Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lynn Packer, <i>Sedgwick County</i> Dan Squires, <i>SCAC</i>	Alternates Steve Degenhardt, <i>Wichita (voting)</i> Emily Jensen, <i>CTD #9 (voting)</i> Moumita Kundu, <i>Urban Land Use Planning & Development Trends (voting)</i> David Schwartz, <i>KDOT (voting)</i> James Wagner, <i>Wichita (non-voting)</i>
Other Attendees		
Jared Austin, <i>FTA</i> Matt Baker, <i>JEO</i> Georgie Carter, <i>Haysville</i> Guillermo Chamorro, <i>Sedgwick County</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i>	Markey Jonas, <i>WAMPO</i> Sruthi Kesa, <i>WAMPO</i> Brett Letkowski, <i>TranSystems</i> Kristen McDaniel, <i>Haysville</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Kim Negrete, <i>WAMPO</i>	Chad Parasa, <i>WAMPO</i> Tia Raamot, <i>Sedgwick County</i> Pimnara Rodkul, <i>Wichita Transit</i> Kaylee Sands, <i>FTA</i> Will Sharp, <i>FHWA</i> Kyle Thomas, <i>WAMPO</i> Tyler Voth, <i>WSP</i>

1. Chair Russ Kessler called the meeting to order at 10:00 AM.

2. Regular Business

A. Approval of January 27, 2025, Agenda

Discussion: None.

Action: Approve the January 27, 2025, agenda, as proposed. (13-0)¹

Motion: Danielle Gabor

Second: Brent Clark

B. Approval of November 25, 2024, Meeting Minutes

Discussion: None.

Action: Approve the November 25, 2024, meeting minutes, as proposed. (15-0)²

Motion: Lynn Packer

Second: Paul Gunzelman

¹ Five (5) voting TAC members did not arrive until after the vote to approve the January 2025 TAC agenda.

² Three (3) voting TAC members did not arrive until after the vote to approve the November 2024 TAC 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 – wampon@wampon.org.

C. Director's Report

i. **Bimonthly TIP Project Statuses**

Peter Mohr, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) Policy 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 2025 was shared.

January 2025 TIP Project Statuses – <https://bit.ly/January2025-TIP-Project-Statuses>

ii. **ITS Steering Committee and Stakeholder Meetings**

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

Chad Parasa, WAMPO, encouraged TAC members to participate in the ITS architecture update process to ensure the final product supports the needs of the region.

iii. **Projects Obligated in FFY2024**

Mr. Mohr explained that 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 (ALOP) for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the federal government. 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 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.

In FFY2024, thirty-three (33) transportation projects in the WAMPO region had federal funding obligations or deobligations, totaling a little more than \$30 million. The presentation provided details about the FFY2024 ALOP.

WAMPO FFY2024 Annual Listing of Obligated Projects – <https://bit.ly/FFY2024-ALOP>

iv. **Safe Routes to School (SRTS) Planning Update**

Kim Negrete, WAMPO, shared that WAMPO is embarking on an extensive planning process to develop Safe Routes to School (SRTS) plans across the region. In November 2024, the TPB approved a contract between WAMPO and SRF Consulting Group, Inc., for regional Safe Routes to School planning assistance during November 2024-December 2026, for an amount not to exceed \$500,000.

WAMPO staff and consultants are currently developing outreach materials and data-collection strategies and building contacts at interested schools. Deliverables over the two-year project include, among other things, the development of at least sixty (60) school-specific SRTS plans and aiding WAMPO member jurisdictions, school districts, and individual schools in identifying champions and funding opportunities to support ongoing safety efforts benefiting students walking/rolling/bicycling to/from K-12 schools.

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

Discussion:

Craig Crossette asked if city staff who are not on the TAC could serve on the SRTS steering committee. Ms. Negrete responded that all interested parties are welcomed to participate.

v. **Grant Opportunities**

Markey Jonas, WAMPO, expressed that part of WAMPO’s mission is to inform stakeholders about transportation-related matters, then provided details about three grant opportunities. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program provides grants for surface transportation infrastructure projects with significant local or regional impact. RAISE applications are due by January 30, 2025. The Technology Transfer (T2) Program has \$5 million in FTA Public Transportation Innovation Program funding available to promote the deployment of successful transit innovation research findings. T2 applications are due February 11, 2025. Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program provides grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards through support of planning activities and community and infrastructure resilience improvements. PROTECT applications are due February 24, 2025.

RAISE Grant Program - <https://bit.ly/RAISE-Grant>

Technology Transfer (T2) Program - <https://bit.ly/FTA-T2-Program>

PROTECT Grant Program - <https://bit.ly/PROTECT-Grant>

3. Public Comments

None.

4. Action

A. FFY2025-FFY2028 Transportation Improvement Program Amendment #3

Mr. Mohr asked the TAC to make a recommendation to the TPB on proposed Amendment #3 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #3 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The Public Comment period for Amendment #3 opened on January 3, 2025, and ran through January 17, 2025. No public comments were received. TIP Amendment #3 adds seven (7) new projects and modifies four (4) projects. There are administrative adjustments to seven (7) additional projects, which do not require approval.

Mr. Mohr listed the projects modified/added, discussed the changes in local, state, and federal funding, and explained the federal requirements met by TIP Amendment #3: it is consistent with the current Metropolitan Transportation Plan, *REIMAGINED MOVE 2040*, and is fiscally constrained. The financial impact is an additional cost of \$42.6 million. Following approval by the TPB, the amendment will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval is expected in March 2025.

FFY2025-FFY2028 TIP Amendment #3 Summary – <https://bit.ly/2025-2028TIP-Proposed-Amendment-3>

Discussion: Paul Gunzelman asked for clarification regarding the details of one of the modified projects, which Mr. Mohr provided.

Action: Recommend the TPB approve FFY2025-FFY2028 TIP Amendment #3, as presented. (18-0)

Motion: Brent Clark

Second: Lynn Packer

B. Support KDOT Federal Performance Measure Targets

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

Discussion: None.

Action: Recommend the TPB approve supporting KDOT's 2025 federal performance-measure targets, as presented. (18-0)

Motion: Marcy Aycock

Second: Danielle Gabor

5. Discussion/Updates

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

Nick Flanders, WAMPO, announced that drafts of all chapters and appendices of long-range Metropolitan Transportation Plan 2050 (MTP 2050) have been posted to the WAMPO website and provided an update on the development progress of and next steps for MTP 2050. The draft document is currently under review by the Plan Advisory Committee (PAC), the Kansas Department of Transportation (KDOT), and federal planning partners. The TPB will be asked to release the draft plan for public comment at their next meeting, on February 11, 2025.

Ms. Jonas said that after any comments resulting from the PAC/KDOT/federal review are addressed, there will be a 30-day public-comment period in March-April 2025, followed by a Technical Advisory Committee (TAC) recommendation and a Transportation Policy Body (TPB) vote on approval in April and May 2025, respectively. During the public-comment period, there will be an open house to present the draft plan and collect public input. WAMPO is also seeking other opportunities to introduce the plan to the community during this time. Please reach out to Ms. Jonas at markey.jonas@wampo.org to invite WAMPO to attend public meetings or events, or to suggest other outreach strategies.

MTP 2050 Webpage, with All Draft Chapters and Appendices Uploaded – www.wampo.org/mtp2050

B. Complete Streets

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

Mr. Parasa said that the Federal Highway Administration (FHWA) encourages Metropolitan Planning Organizations (MPOs) to conduct Complete Streets planning.

C. Transit Update: Haysville Hustle

Kristen McDaniel, City of Haysville, presented about the Haysville Hustle, which provides a demand-response transit service within Haysville's area of influence.

Haysville Hustle Presentation Slides - <https://bit.ly/Haysville-Hustle-Slides>

6. Committee & Partnership Updates

None.

7. Other Business

Ms. Negrete shared that the 30th Annual KDOT Transportation Safety Conference will be held at the Hyatt Regency in Wichita on March 4-5, 2025, with pre-conference sessions for law enforcement on March 3, 2025. The annual Transportation Safety Conference is designed to share timely topics of interest and updated information from all facets of the transportation safety community. For more information and to register, please visit <https://hospitality.ku.edu/transportation-safety>.

Mr. Parasa announced that elections for the next TPB Chair, TPB Vice-Chair, and TAC Chair will be held at the TPB meeting on February 11, 2025, and thanked Chair Kessler for his service as TAC Chair.

8. Meeting adjourned at 10:44 AM

The next regular meeting will be held on Monday, February 24, 2025, at 10:00 AM.



Agenda Item 2Ci: Director's Report

Bimonthly TIP Project Statuses

Peter Mohr, Manager of Transportation Engineering & Data
Nick Flanders, Senior Transportation Planner

Executive Summary

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

Background

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

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

Next Steps

- » An update will be delivered to the TPB on March 11, 2025.
- » Project sponsors will be requested to provide information for the next bimonthly update by March 31, 2025, for presentation to the TAC on April 28, 2025, and the TPB on May 13, 2025.

Attachments

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

WAMPO I.D.	Lead Agency	Project Title	FFY(s) in Which Programmed in TIP to Receive WAMPO-Suballocated Funds	WAMPO-Suballocated Funds Programmed in TIP in FFY2025 or Earlier	WAMPO-Suballocated Funding Program(s)	Pending Obligations	Funds Obligated	WAMPO-suballocated Funds in TIP Not Obligated	From Project Sponsors			
									Anticipated Obligation Date	Anticipated Let Date	Progress Towards Using all Obligated Funds	Anticipated Project Completion Date
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2025	\$292,242.00	CRP	\$292,242.00	\$0.00	\$292,242.00	April 2025	May 2025	N/A	Spring 2026
40-517	Wichita	Douglas, Seneca to Meridian	2025	\$3,912,000.00	STBG, TA	\$3,912,000.00	\$0.00	\$3,912,000.00	July 2025	August 2025	N/A	TBD
40-510	Wichita	17th St N, I-135 to Hillside	2025	\$2,400,000.00	STBG, TA	\$2,400,000.00	\$0.00	\$2,400,000.00	May 2025	June 2025	N/A	TBD
BP-23-03	Valley Center	Seneca St Multiuse Path	2025	\$417,310.00	CRP	\$417,310.00	\$0.00	\$417,310.00	August 2025	September 2025	N/A	Construction to end in Spring 2026
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	\$3,777,919.00	STBG, TA	\$3,777,919.00	\$0.00	\$3,777,919.00	August 2025	September 2025	N/A	TBD
40-056	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025, 2026	\$2,236,897.00	STBG, CMAQ	\$2,236,897.00	\$0.00	\$2,236,897.00	Late Summer 2025	Early Fall 2025	N/A	TBD
40-522	Wichita	Redbud Path from Woodlawn to K-96	2025, 2026, 2027	\$4,348,531.00	TA, CRP	\$3,738,387.00	\$0.00	\$4,348,531.00	August 2025	September 2025	N/A	TBD
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	\$200,000.00	TA	N/A	\$200,000.00	\$0.00	N/A	N/A	Have started using.	December 2026
ITS-23-02	KDOT	Intelligent Transportation Improvements in Wichita	2024	\$400,000.00	CMAQ	N/A	\$400,000.00	\$0.00	N/A	N/A	Equipment ordered for \$6,375.	May 2025
40-541	Derby	Nelson Drive Realignment	2024	\$6,799,131.00	STBG, CMAQ, TA	N/A	\$6,799,131.00	\$0.00	N/A	N/A	Let September 2024. Construction started.	December 2025
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	2024	\$2,433,853.00	STBG, TA	N/A	\$2,433,853.00	\$0.00	N/A	N/A	Let July 2024.	Spring 2025
T-23-02	Wichita	Multimodal Facility (MMF)	2024	\$1,000,000.00	CRP	N/A	\$1,000,000.00	\$0.00	N/A	N/A	Let September 2024.	December 31, 2025
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$4,782,270.00	STBG, CMAQ, TA, TA-STBG	N/A	\$4,782,270.00	\$0.00	N/A	N/A	December 13, 2024.	Summer 2026
R-19-16	Wichita	West St., Harry to Pawnee	2023	\$8,518,589.00	STBG, TA, TA-STBG	N/A	\$8,518,589.00	\$0.00	N/A	N/A	\$3,698,592.42 of obligated funds have been spent.	End of 2025
R-19-07	Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	\$7,373,315.00	STBG, TA	N/A	\$7,373,315.00	\$0.00	N/A	N/A	Construction started in January 2024	Summer 2025
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	\$2,195,582.00	HIP, STBG	N/A	\$2,195,582.00	\$0.00	N/A	N/A	\$1,920,252.12 of obligated funds have been spent.	Reopened to traffic on 5/24/2024. Project pending final close out.
40-509	Wichita Transit	Wichita Transit Network Redesign Plan	2023	\$262,135.00	STBG	N/A	\$262,135.00	\$0.00	N/A	N/A	August 2023.	April 2025
40-525	Wichita Transit	Wichita Bicycle Master Plan Update	2022	\$366,988.00	TA	N/A	\$366,988.00	\$0.00	N/A	N/A	Grant has \$ 144 remaining.	February 2025
R-17-02	Bel Aire	Woodlawn: 45th St to 37th St. N	2021	\$5,579,150.00	HIP, STBG	N/A	\$5,579,150.00	\$0.00	N/A	N/A	100% paid out.	TBD
40-544	Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	2021	\$178,252.00	CMAQ	N/A	\$178,252.00	\$0.00	N/A	N/A	Study completed & working w/ FTA to extend allocation for Technology component.	Spring 2025
R-19-09	Wichita	Pawnee, Webb to Greenwich	2021	\$3,593,000.00	STBG	N/A	\$2,509,033.64	\$1,083,966.36	N/A	N/A	\$3,188,033.30 of obligated funds spent. Complete.	Construction complete and reopened to traffic. Project pending final close out.
R-17-01	Butler County	SW Butler Rd/SW 150th St Intersection	2020	\$5,600,000.00	HIP, STBG	N/A	\$4,169,813.61	\$1,430,186.39	N/A	N/A	Close to project finalization.	Construction complete and reopened to traffic. Project pending final close out.
T-15-005	Wichita Transit	Transit: Bus Purchase	2018	\$1,359,089.00	STBG, CMAQ	N/A	\$1,359,089.00	\$0.00	N/A	N/A	Remaining funds will go towards one more bus replacement.	TBD

FFY2025 Non-Suballocated Federal Funds in the WAMPO TIP (After Amendment 3)

WAMPO I.D.	Lead Agency	Project Title	Fund Type	Total
TR-25-001	Sedgwick County Transportation	FY 25 5311 Grant	FTA 5311	\$220,808.00
T-17-02	Wichita Transit	Wichita Transit Other Capital	FTA 5307	\$5,200,000.00
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	\$4,000,000.00
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	\$705,605.00
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	FTA 5339	\$640,000.00
B-24-04	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region	NHPP	\$4,800,000.00
EV-25-01	KDOT	EV Charging Station at Exploration Place	KDOT-CRP	\$204,760.00
EV-25-02	KDOT	EV charger installations at Jabara Airport	CFI grant	\$893,100.00
R-23-02	KDOT	KDOT 1R Resurfacing Preservation projects in the WAMPO region	NHPP	\$8,000,000.00
RR-25-001	KDOT	City of Wichita: Burlington Northern Santa Fe corridor: Overheight Vehicle Warning System Pilot Project	STIC	\$125,000.00
S-17-01	KDOT	Railroad Safety Crossing Improvements	HSIP	\$1,500,000.00
BP-23-01	Garden Plain	Harry and Main Street Sidewalks	KDOT-TA	\$409,821.00



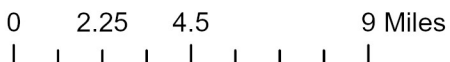
Transportation Improvement Program

Current Suballocated Projects

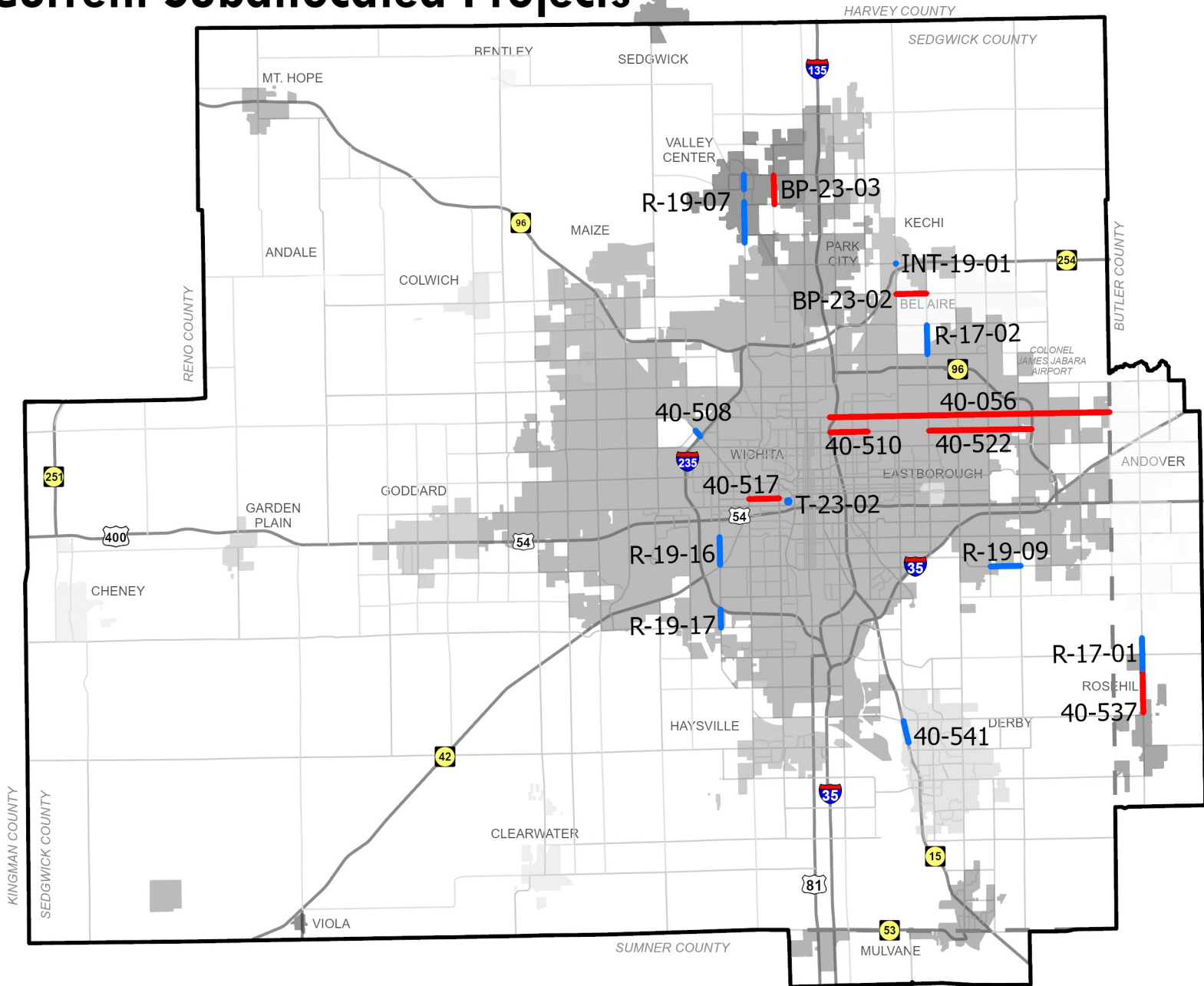
Legend

- Federal Fiscal Year 2025
- Federal Fiscal Year 2018-2024
- WAMPO Boundary
- County Boundaries

*P-23-03, ITS-23-02, T-15-005, 40-509, 40-525, and 40-544 are not mappable



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 2/10/2025
 Folder: G:\TIP\2023-2026\Projects\Projects for Progress Reports\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.





Executive Summary

WAMPO is actively updating the regional Intelligent Transportation Systems (ITS) architecture, as required by federal guidelines. Progress has been made through a series of steering-committee meetings held in Fall 2024, and draft deliverables are underway. A regional ITS architecture stakeholder meeting and a subsequent steering committee meeting were scheduled for the second half of February 2025 with the intention of garnering feedback on draft project materials. However, after careful consideration, to ensure such materials are polished and thorough, it was decided to postpone these meetings and take additional time to develop draft deliverables before sharing them.

Background

WAMPO has begun the process of updating the regional Intelligent Transportation Systems (ITS) architecture. Per federal guidelines, the regional ITS architecture should be updated every 5 years. The last full update for the WAMPO region was completed in 2006. Therefore, the consulting firm JEO, with subconsultant TranSystems, has been hired to assist WAMPO with updating the regional ITS architecture, as well as with other valuable ITS-related planning and data-sharing initiatives.

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

Progress

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

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

In November and December 2024, progress continued with the development of Metropolitan Transportation Plan 2050 (MTP 2050) Appendix G: Regional ITS Architecture. During this time, significant progress was made on deliverables, including the ITS Strategic Deployment Plan and the federally compliant regional ITS architecture itself. A regional ITS architecture stakeholder meeting and a subsequent steering committee meeting were scheduled for the second half of February 2025 with the intention of garnering feedback on draft project materials. However, after careful consideration, to ensure such materials are polished and thorough, it was decided to postpone these meetings and take additional time to develop draft deliverables before sharing them.

Next Steps

- » Hold regional ITS architecture stakeholder and steering committee meetings in late Spring 2025.



Executive Summary

There are several government-provided public transit services within the WAMPO region. This report provides an update on the ridership recorded for each agency in 2024.

Background

As part of an ongoing effort to keep stakeholders informed, WAMPO maintains an up-to-date table showcasing annual ridership figures for the government-provided public transit services within the WAMPO region, which has now been updated with data for the year 2024.

Ridership is a pivotal benchmark for evaluating the efficacy of transit operations and identifying areas in need of attention or enhancement. Understanding the diverse patterns of ridership among different transit services enables stakeholders to devise tailored strategies to optimize service delivery and enhance overall passenger satisfaction. The substantial variance in ridership figures underscores the multifaceted factors influencing public transit usage, ranging from demographic shifts to service accessibility and economic dynamics. As transit agencies continue to navigate evolving societal needs and preferences, leveraging insights from ridership data remains instrumental to fostering sustainable and responsive transit systems that cater to the diverse needs of communities.

WAMPO-Region Ridership

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 of each of these providers. Haysville Hustle began operations in November 2020, so pre-2020 Haysville Hustle ridership data do not exist. Butler County Transit ridership numbers cover all of Butler County, not just the portion within the WAMPO planning boundary.

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



Agenda Item 2Cv: Director's Report **Regional Connections Presentation Series**

Chad Parasa, Executive Director
Markey Jonas, Community Planner

Executive Summary

To enhance communication and collaboration across the metropolitan area, WAMPO is coordinating a series of presentations with the theme of “Regional Connections.” This initiative invites WAMPO jurisdictions to present on local projects, policies, or programs to the Transportation Policy Body (TPB). The goal of this presentation series is to keep stakeholders informed about new and ongoing efforts and encourage an integrated approach to planning.

Background

The Wichita Area Metropolitan Planning Organization's (WAMPO's) planning boundary encompasses a diverse network of jurisdictions, each contributing to the success of the region. To enhance communication and collaboration across the metropolitan area, WAMPO is coordinating a series of presentations to the Transportation Policy Body (TPB) with the theme of “Regional Connections.” This initiative invites WAMPO jurisdictions and planning partners to present updates on local projects, policies, or programs of regional significance to the TPB. This presentation series will ensure stakeholders stay informed about new and ongoing work across the region and will highlight initiatives within each community.

The goals of the Regional Connections presentation series, include, among other things:

- » Facilitating information exchange – Provide a forum to share updates on transportation, infrastructure, and planning initiatives.
- » Enhancing regional understanding – Highlight how individual projects and programs contribute to regional mobility, economic development, and overall quality of life.
- » Encouraging collaboration – Strengthen partnership among jurisdictions and promote a coordinated regional approach to transportation planning.

Presentation Format, Topics, & Schedule

The Regional Connections presentations will be scheduled regularly at TPB meetings (the second Tuesday of every month, at 3:00 PM) and will provide an opportunity for WAMPO board and committee members, stakeholders, and the public to engage with planning partners. Presenters may include planning, public works, transportation, and other staff from WAMPO member jurisdictions, ensuring a balanced representation of projects and initiatives. This initiative will strengthen regional understanding and foster dialogue to support coordinated planning and well-informed decision-making. Presentation topics will be highlighted on the WAMPO website.

Presentations (15 minutes, + or -) from jurisdictions can be subdivided into the following major categories:

1. Growth patterns (population, housing, employment, etc.)
2. Planned transportation improvement projects
3. Regional ties between growth patterns and transportation improvements
4. Other topics of regional significance



**Agenda Item 2Cv: Director's Report
Regional Connections Presentation Series**

Chad Parasa, Executive Director
Markey Jonas, Community Planner

Regional Connections Presentation Series Schedule

TPB Meeting Date	Jurisdiction/Presenter	Presentation Topic/Title	Link*
03/11/2025			
04/08/2025			
05/13/2025			
06/10/2025			
07/08/2025			
08/12/2025			
09/09/2025			
10/14/2025			
11/18/2025			
12/09/2025			

**A link to the presentation slide deck, recording, or other materials will be added to this table following the presentation date.*

Next Steps

WAMPO staff will begin outreach to jurisdictions to establish a presentation schedule. The presentation table will be updated as presenters are confirmed and will be shared with the TPB as a recurring Director’s Report item. Please contact Markey Jonas, markey.jonas@wampo.org, to reserve a time to present.



Agenda Item 3

Public Comment Opportunity

Butler County Commissioner Dan Woydziak, TAC Chair

Background

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

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



Agenda Item 4A: Action **Regional Transit Implementation Plan**

Bill Troe, SRF
Peter Mohr, WAMPO

Executive Summary

WAMPO collaborated with SRF Consulting Group, Nelson\Nygaard Consulting Associates, and Shockey Consulting Services to develop a Regional Transit Implementation Plan, building on the 2018 Wichita Area Transit Feasibility Study. This plan builds on previous transit studies and aims to improve regional transit through governance options such as interlocal agreements, joint powers agreements, or a Regional Transit Authority. It includes reports on transit history, feasibility, future scenarios, and implementation steps. Public engagement meetings gathered input on service enhancements, and service alternatives were evaluated using qualitative and quantitative criteria. The Technical Advisory Committee (TAC) is asked to make a recommendation to the Transportation Policy Body on whether to approve the Regional Transit Implementation Plan.

Background

On July 11, 2023, the WAMPO Transportation Policy Body signed a contract with SRF Consulting Group, Inc., with subconsultants Nelson\Nygaard Consulting Associates, Inc. and Shockey Consulting Services, LLC, to develop a Regional Transit Implementation Plan, on which the Technical Advisory Committee (TAC) is now asked to make a recommendation to the Transportation Policy Body (TPB).

The plan builds upon Connecting Communities: Wichita Area Transit Feasibility Study (2018, https://bit.ly/WAMPO_TransitFeasibility2018) and is a companion plan to the Wichita Transit Network Redesign Plan and the WAMPO Coordinated Public Transit-Human Services Transportation Plan (2023, https://bit.ly/WAMPO_2023CPT-HSTP).

The planning process included the following deliverables:

- » History Technical Report
- » Regional Transit Feasibility Report
- » Future Conditions and Scenarios Report
- » Steps to Establishing a Regional Transit Authority
- » Implementation Plan
- » Development and Execution of the Plan/Agreement Between Transit Providers

Public Engagement

During December 2023 and January 2024, WAMPO staff conducted pop-up public engagement activities on transportation topics at eight different community events. Visitors to WAMPO's table were asked questions about their level of support for public transit.

Three (3) public meetings were held on Tuesday, February 20, 2024. Two (2) of those meetings were at separate physical locations and the other was a virtual meeting; the goal of these meetings was to gather ideas from the public on ways to enhance public transit in the region. A second round of public meetings was held in Goddard and Bel Aire in June 2024; the focus of these meetings was on sharing a high-level overview of the types of service alternatives under consideration.



Governance Options for Service Expansion

Public transit in the WAMPO region consists of municipal services (Wichita Transit, Derby Dash, and Haysville Hustle) and county-run systems (Sedgwick County Transportation and Butler County Transit), which operate independently of one another, with limited coordination. The Regional Transit Implementation Plan recommends two types of service concepts: **Short-term Concepts**, which have community support and identified funding responsibilities, and **Aspirational Concepts**, which require further review by localities. Many proposed service alternatives are community-based, either improving local transit or enhancing regional connections. Implementing multiple community-level services could create opportunities for coordination, involving shared operational activities across agencies.

Many transit service activities in the WAMPO region can be coordinated among providers to improve efficiency. Three governance options for service coordination are:

1. **Interlocal Agreements** – Formal agreements between two or more communities where one provides transit service to another, outlining responsibilities and payment structures. While no new legislation is needed, managing multiple agreements can become complex.
2. **Joint Powers Agreements** – Communities share responsibility for specific transit services, such as passenger transport between locations, with cost-sharing arrangements. This option allows for flexible, integrated services without requiring new legislation.
3. **Transportation/Transit Authority** – A legally established entity with the power to own assets, receive federal funding, and manage transit operations. Kansas transit authorities cannot levy taxes, but cities/counties can allocate funds to them. Non-member communities can purchase services from the authority without having voting rights.

Each option balances local control, service effectiveness, and resource-sharing opportunities.

Governance of transit services in the WAMPO region should align with local needs while ensuring cost-effective and transparent operations for various service types (fixed route, demand-response, commuter, vanpool).

A **Regional Transit Authority** would be a new concept in Wichita, modeled after Kansas City's and Topeka's authorities. Establishing an authority requires legislative adjustments and coordination with the state to redefine statutory provisions for the Wichita area.

Key elements of a transit authority under Kansas statutes include:

- » A governing board of five members with designated responsibilities.
- » The power to acquire, operate, and maintain transit systems.
- » The ability to apply for federal grants, with the requirement of state approval to receive formula funding.
- » Budget adoption requirements, financial reporting, and oversight mechanisms.
- » The ability to borrow money, manage a modernization fund, and enter into service contracts.



Agenda Item 4A: Action Regional Transit Implementation Plan

Bill Troe, SRF
Peter Mohr, WAMPO

While interlocal and joint powers agreements are commonly used, a transit authority could provide a more structured approach for expanding and managing regional transit services.

New Service Alternatives Screening

In order to make recommendations that met the study's goals most effectively, a list of 15 individual service concepts was developed and then narrowed using consistent qualitative and quantitative screening criteria. During the planning process, "one-pagers" for each alternative were created to help concisely communicate the different alternatives and the assumptions and data built into the evaluation. This section of the plan presents brief explanations of the screening criteria, followed by content adapted from the one-pagers to reflect the finalized versions of each alternative.

List of 15 individual service concepts:

- » Option 1A - Derby Express Service
- » Option 1B - Park City and Valley Center Express Service
- » Option 1C - Andover Express Service
- » Option 1D - Garden Plain and Goddard Express Service
- » Option 2A - Extend Wichita Transit Local Service to Derby
- » Option 2B - Extend Wichita Transit Local Service to Haysville
- » Option 2C - Extend Wichita Transit Local Service to Bel Aire
- » Option 3 - Develop Park and Ride Lots on Wichita Fringe
- » Option 4 - Add to Sedgwick County Transportation Hours
- » Option 5 - Add to Sedgwick County Transportation Capacity
- » Option 6A - Establish New Community-Based Demand Response Service (Intra-Community Trips Only)
- » Option 6B - Establish New Community-Based Demand Response Service (with Intercity Travel Options)
- » Option 7 - Collaboration with TNCs (e.g., Uber/Lyft)
- » Option 8 - Establish Vanpool Program
- » Option 9 - Andover to El Dorado Regional Service

Staff Recommendation

Recommend the TPB approve the Regional Transit Implementation Plan, as presented.

Action Options

- » Recommend the TPB **approve** the Regional Transit Implementation Plan, **as presented**.
- » Recommend the TPB **not approve** the Regional Transit Implementation Plan.
- » Recommend the TPB **approve** the Regional Transit Implementation Plan, **with specific changes**.

Attachment

- » **WAMPO Regional Transit Implementation Plan Webpage, with Draft Final Report** - www.wampo.org/regional-transit



Agenda Item 5A: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Public Comment Period – 03/08/2025 - 04/07/2025

Markey Jonas, Community Planner

Nick Flanders, Senior Transportation Planner

Dora Gallo, Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

Under federal law, WAMPO’s new long-range planning document, Metropolitan Transportation Plan 2050 (MTP 2050) needs to be adopted by June 2025. WAMPO staff have posted all draft sections of MTP 2050 online (seven chapters and fourteen appendices) and are preparing for a fourth round of public engagement. The draft document has been reviewed by the Plan Advisory Committee (PAC) and by state and federal staff. After all comments resulting from that review have been addressed, there will be a 30-day public-comment period, planned for March 8-April 7, 2025, followed by a Technical Advisory Committee (TAC) recommendation and a Transportation Policy Body (TPB) vote on approval. On February 11, 2025, the TPB released draft MTP 2050 for public comment.

Background

Under federal law, each Metropolitan Planning Organization (MPO) must adopt a fiscally constrained, long-range Metropolitan Transportation Plan (MTP) at least once every five (5) years, with a planning horizon at least twenty (20) years in the future. The current WAMPO MTP, *REIMAGINED MOVE 2040*, was adopted on June 9, 2020, meaning a new MTP will need to be adopted by June 2025. A draft replacement MTP, called Metropolitan Transportation Plan 2050 (MTP 2050), has been reviewed by a Plan Advisory Committee (PAC), the Kansas Department of Transportation, and federal planning partners, and will soon start its final public-comment period before being considered for adoption. The MTP development effort is led by WAMPO staff, with support from the consulting firm PEC and their subconsultants, and with guidance from the PAC.

According to the WAMPO Public Participation Plan (PPP), before a new MTP can be approved, it must have a public-comment period of at least thirty (30) days. The PPP also requires that, prior to the start of the public-comment period, the draft MTP be formally released for public comment by the Transportation Policy Body (TPB). The TPB approved releasing draft MTP 2050 for its required public-comment period at their meeting on February 11, 2025. The 30-day public comment period is planned for March 8-April 7, 2025.

Public Engagement to Date

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

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



Agenda Item 5A: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Public

Comment Period – 03/08/2025 - 04/07/2025

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Nick Flanders, Senior Transportation Planner

Dora Gallo, Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

MTP 2050 Draft Chapters & Appendices

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

MTP 2050 is divided into seven (7) chapters:

- » **Plan Purpose & Development;**
- » **Regional Trends;**
- » **Existing Conditions;**
- » **System Management;**
- » **System Performance Report** (discussing federal/regional performance measures (PMs));
- » **Financial Plan** (demonstrating how MTP 2050 is fiscally constrained); and
- » **Project Selection & List** (containing the MTP 2050 fiscally constrained project list).

In addition, there are fourteen (14) appendices:

Appx A. Plan Development

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

Appx B. Public Involvement & Engagement Summary

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

Appx C. Project Scoring Model

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



Agenda Item 5A: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Public

Comment Period – 03/08/2025 - 04/07/2025

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Appx D. Economic Development Analysis

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

Appx E. Regional Transit Implementation

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

Appx F. Active Transportation Analysis

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

Appx G. Regional ITS Architecture

- The Regional Intelligent Transportation Systems (ITS) Architecture is a structured framework that coordinates the planning and deployment of intelligent transportation technologies across the region. It ensures efficient, safe, and compatible use of ITS infrastructure, devices, and data-sharing practices among ITS operators.
- WAMPO began the process of updating the Regional ITS Architecture in 2024, the first full update since 2006; federal guidelines call for updates every five years. The updated Architecture will include plans for future ITS projects and a thorough needs and gaps analysis that will identify regional priorities and ensure that the technology deployed supports the region's chosen transportation goals.

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

- In 2023, WAMPO and community partners developed a Comprehensive Safety Action Plan (CSAP) to better understand crash data and coordinate safety strategies for the region. The plan includes an exhaustive analysis of crash data, including heat maps of high-crash locations and contributing factors.



Agenda Item 5A: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Public

Comment Period – 03/08/2025 - 04/07/2025

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Dora Gallo, Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

- The CSAP includes an implementation plan with strategies to reduce/eliminate crash-related serious injuries and fatalities in the WAMPO region.

Appx I. Travel Demand Model (TDM) Forecasts

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

Appx J. Congestion Management Process

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

Appx K. Cost Estimation Model

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

Appx L. Commuter Flows

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

Appx M. Electric Vehicle Network Plan

- In 2024, WAMPO completed its Electric Vehicle Network Plan.



Agenda Item 5A: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Public

Comment Period – 03/08/2025 - 04/07/2025

Markey Jonas, Community Planner

Nick Flanders, Senior Transportation Planner

Dora Gallo, Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

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

Appx N. MTP Amendment Procedures

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

Next Steps

- » WAMPO staff address comments from PAC, state, and federal reviews.
- » March 8, 2025–April 7, 2025: 30-day public-comment period (Public Engagement Round 4).
- » March 12, 2025, 12:00-1:00 PM: Virtual public meeting via Zoom.
- » March 26, 2025, 4:00-6:00 PM: Open house at the Wichita Regional Chamber of Commerce, 350 W Douglas Ave., Wichita, KS 67202.
- » WAMPO staff address comments received during the public-comment period.
- » April 28, 2025: TAC recommendation.
- » May 13, 2025: TPB vote on approval.
- » Public Engagement Round 5: Introducing the approved plan to the public.

Attachments

- » **MTP Development & Approval Procedures from WAMPO Public Participation Plan (page 31)**
- » **MTP 2050 Development Progress**
- » **MTP 2050 Webpage, with All Draft Chapters and Appendices Uploaded –**
www.wampo.org/mtp2050



Agenda Item 5A: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Public

Comment Period – 03/08/2025 - 04/07/2025

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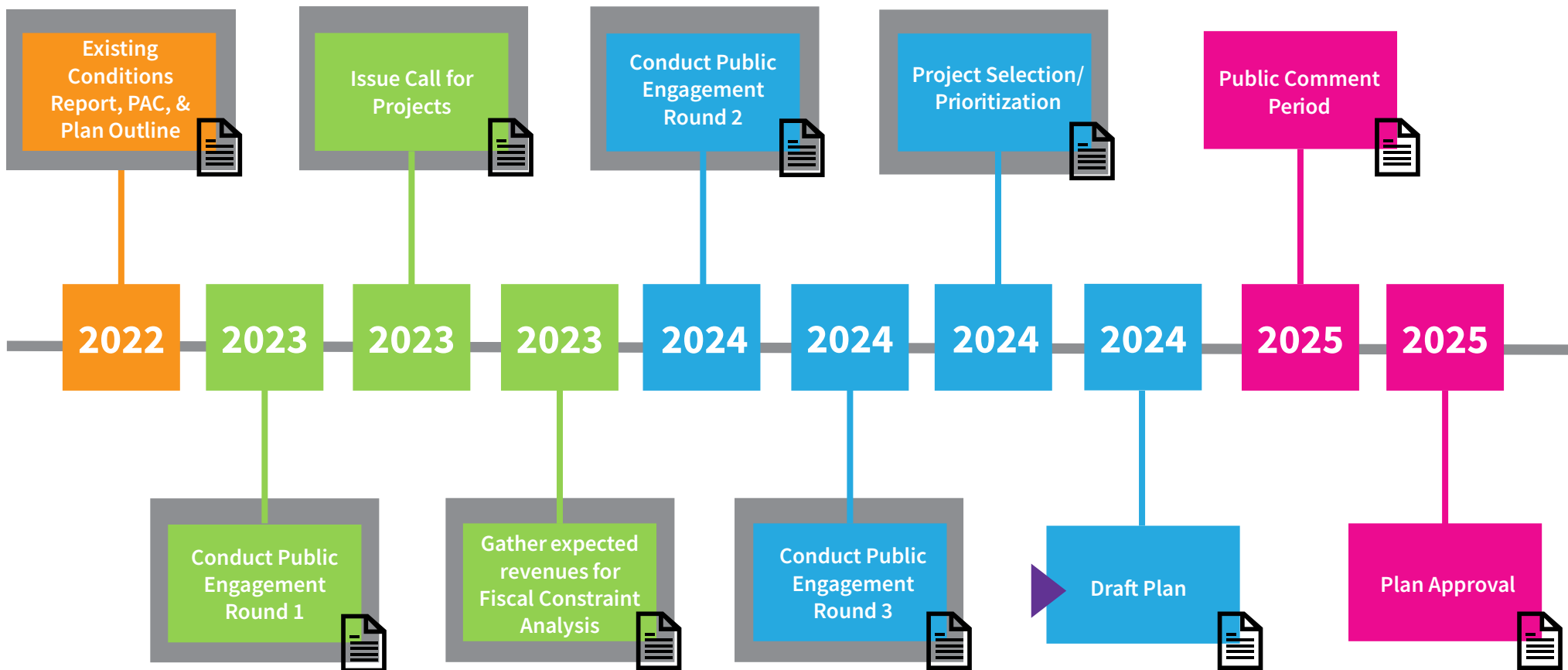
MTP Development & Approval Procedures from WAMPO Public Participation Plan (page 31)

	MTP			
	Full Update	Amendment - Includes New MTP Project	Amendment - Project Already in MTP	Administrative Adjustment
How Often	5 yrs	As needed	As needed	As needed
DEVELOPMENT PROCESS				
Discuss/Inform TAC and/or TPB about plans during development				
Public engagement strategies - Survey/data collection - Open house/public meeting/workshop/presentation - Other techniques, i.e. social media engagement, drop-in hours	Required	As needed	As needed	
REVIEW PROCESS				
KDOT and FHWA/FTA reviews the draft				
TPB approval to release Draft for public comment				
Paid newspaper notice announcing public comment period				
Place draft for review on WAMPO website				
Draft available: WAMPO Office				
Draft available: Wichita Public Library - Advanced Learning Library Branch & potentially other libraries or government public locations				
Public comment period --> WAMPO website posting and email notice about comment period to e-subscription lists (includes media) (in days)	30	30	15	As needed
Drop-in office hours during public comment period/partnership collaboration presentation/tabling	As needed	As needed	As needed	
Public meeting during public comment period - options include: - Open House - TAC/TPB, Etc.	Required			
Review public comments received				
Provide a summary of how comments were considered and/or addressed to TAC and TPB				
TAC reviews draft making a recommendation to TPB				
TPB considers the final draft for approval				
The approved document is sent to KDOT, FHWA, FTA and posted online - Give notice of final product to the Advanced Learning Library, WAMPO Office, & potentially other area libraries, WAMPO area City/County Clerks & libraries (full update printed, others emailed)				
Teal indicates the row is applicable to the item				

Metropolitan Transportation Plan

➤➤➤➤➤➤➤➤➤➤ 2050

Progress



Completed
 In-Progress
 Deliverable
 February 2025

Detailed Progress

Phase 1: Existing conditions

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

Phase 2: Where do we want to go?

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

Phase 3: Did we get it right?

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

Phase 4: Here's what you said.

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

• Above Completed •

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

Phase 5: MTP 2050 adoption

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

**Metropolitan
Transportation Plan
2050**



February 2025



Agenda Item 5B: Discussion/Updates

Comprehensive Safety Action Plan (CSAP) Updates

Kim Negrete, Multimodal Transportation Safety Planner

Executive Summary

The Comprehensive Safety Action Plan (CSAP) promotes the safety of all users of the transportation system. The plan was developed through a ten-month process and was approved by the Transportation Policy Body on December 12, 2023. The strategies outlined in the CSAP are being implemented and monitored by WAMPO staff, member jurisdictions, and community partners, including through the work of ICT Safe: A Regional Transportation Coalition. The Transportation Safety Technical Advisors (TSTA) will meet on February 25, 2025, to consider updates to the CSAP and its implementation strategies, which will then be presented to the Technical Advisory Committee (TAC) for a recommendation and to the Transportation Policy Body (TPB) for a vote on approval.

Background

WAMPO staff, consultants, member jurisdictions, and community partners collaborated to develop the Comprehensive Safety Action Plan (CSAP), meant to promote the safety of all users of the transportation system, through a ten-month planning process. WAMPO staff and the consultant team engaged the community; reviewed existing plans, policies, and projects; conducted data analyses; followed the U.S. Department of Transportation's Safe System Approach (www.transportation.gov/NRSS/SafeSystem); and recommended specific strategies for the region to implement to improve transportation safety for everyone.

The CSAP was approved by the Transportation Policy Body (TPB) on December 12, 2023. Now, the strategies outlined in the CSAP are being implemented and monitored by WAMPO staff, member jurisdictions, and community partners, including through the work of ICT Safe: A Regional Transportation Coalition. Since initial adoption, additional safety strategies have been identified and updates to the implementation timeline would improve the usability of the document. In addition, the Federal Highway Administration recommended the addition of specific projects and goals to reach zero fatalities.

The Transportation Safety Technical Advisors (TSTA), a group formed to guide the CSAP's development, are reviewing proposed updates to the CSAP, most especially to the implementation strategies. After the TSTA has made recommendations on updates to the CSAP, those updates will be submitted to the Technical Advisory Committee (TAC) for a recommendation, then to the TPB for a vote on approval.

Next Steps

- » February 25, 2025, 11:00 AM: TSTA meeting to propose updates to the CSAP, at 271 W 3rd St., Room 203, Wichita, KS 67202 and via Zoom at <https://bit.ly/TSTA-February2025>.
- » March 24, 2025 (tentative): TAC recommendation on updated CSAP.
- » April 8, 2025 (tentative): TPB vote on approval of updated CSAP.
- » Post the approved updated CSAP on the WAMPO website and share it with ICT Safe members and other planning partners.

Attachment

- » **Online location of the Comprehensive Safety Action Plan** – <https://www.wampo.org/safety>



Agenda Item 5C: Discussion/Updates

Employment Sectors: Healthcare

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

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

Background

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

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

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

Attachment

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



Agenda Item 5D: Discussion/Updates

Commuter Flows Report

Peter Mohr, Manager of Transportation Engineering & Data

Dylan Cossaart, Travel Demand Forecasting Analyst

Executive Summary

The 2024 Commuter Flows Report describes how commuters flow between the 22 municipalities in the WAMPO region. This report is developed annually and has been updated with U.S. Census Bureau employment data from 2017 – 2021.

Background

When information about workers' residence location and workplace location are coupled, a commuting flow is generated. The Commuter Flows Report compiles data about the locations of workers' primary (non-home) workplaces and residences. Together, these data provide an understanding of commuter flows, showing the interconnectedness of communities and the interchange of workers and services between areas. This helps to define and distinguish the Wichita metropolitan area from smaller stand-alone communities and other metropolitan and micropolitan areas in Kansas.

Labor markets go beyond county and city lines. Every day, workers commute within various counties and cities, as well as across different jurisdictions. Certain jurisdictions within the Wichita Area Metropolitan Planning Organization (WAMPO) region have a comparative advantage in particular industries, as evidenced by the number of workers that commute to those areas each day.

The data presented in this report includes all cities within the WAMPO region. The data source is the United States Census Bureau's Center for Economic Studies (CES) Longitudinal Employer-Household Dynamics (LEHD) program, and the OnTheMap web-based mapping and reporting application, from 2017 to 2021, unless otherwise noted. The Census Bureau uses information from W2 tax forms, which may have some inaccuracies.

Report Contents

This report is an update to the August 2023 report and covers commuter flows for all 22 cities within the WAMPO region, as well as for the region as a whole. These reports can be found on the WAMPO website at www.wampo.org/commuter-flows. Information provided for each city may include:

- » Inflow/Outflow Total Counts
- » Inflow/Outflow Total Counts by Industry Class
- » Inflow/Outflow Historical Trends Chart
- » Percent of the Population in the Labor Force
- » Mean Travel Time to Work
- » Workplace & Worker-Residence Locations Heat Map



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

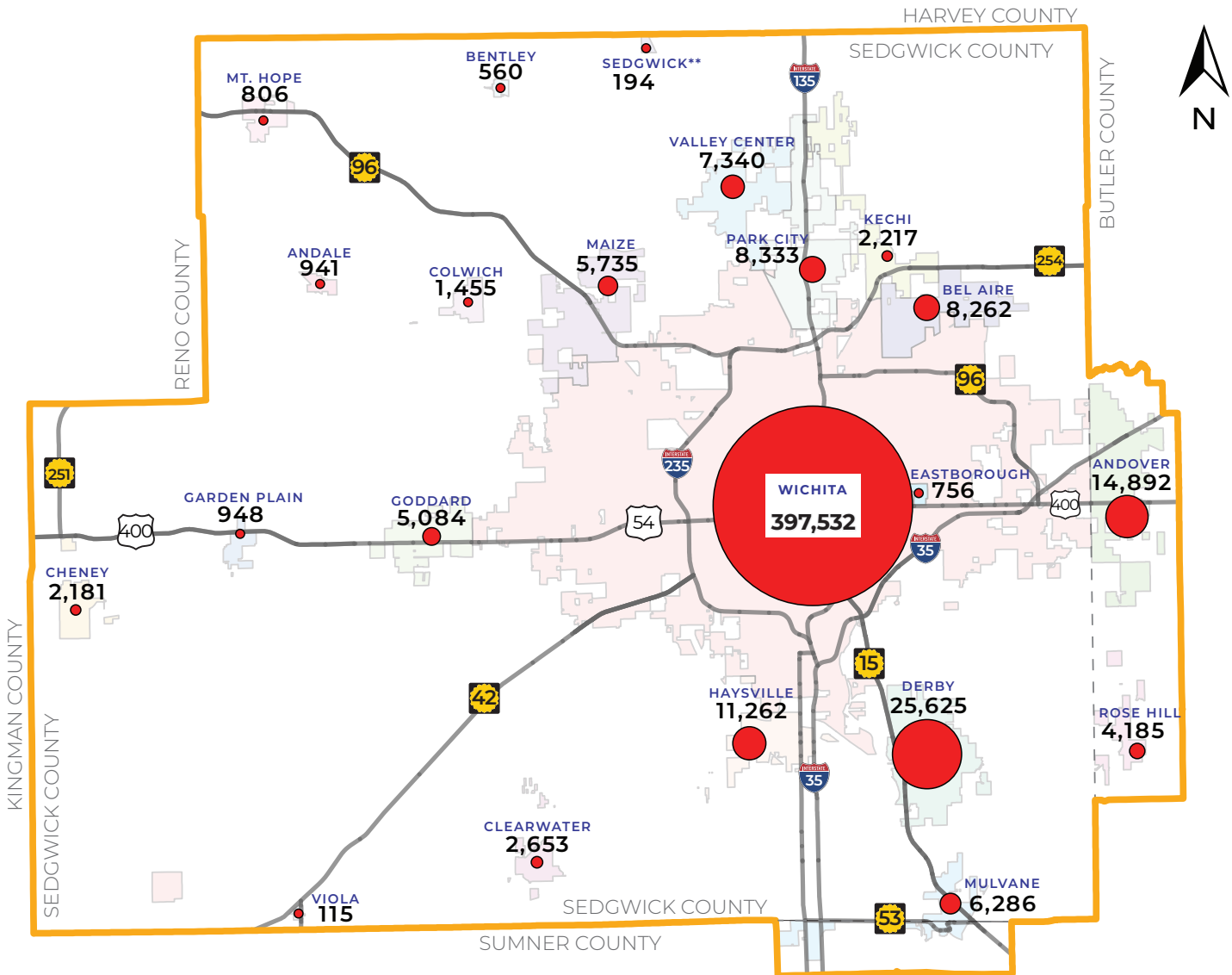
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO REGION PUBLIC TRANSIT RIDERSHIP

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 these providers. Haysville Hustle began operations in November 2020, so pre-2020 Haysville Hustle ridership data do not exist. Butler County Transit ridership numbers cover all of Butler County, not just the portion within the WAMPO planning boundary.

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

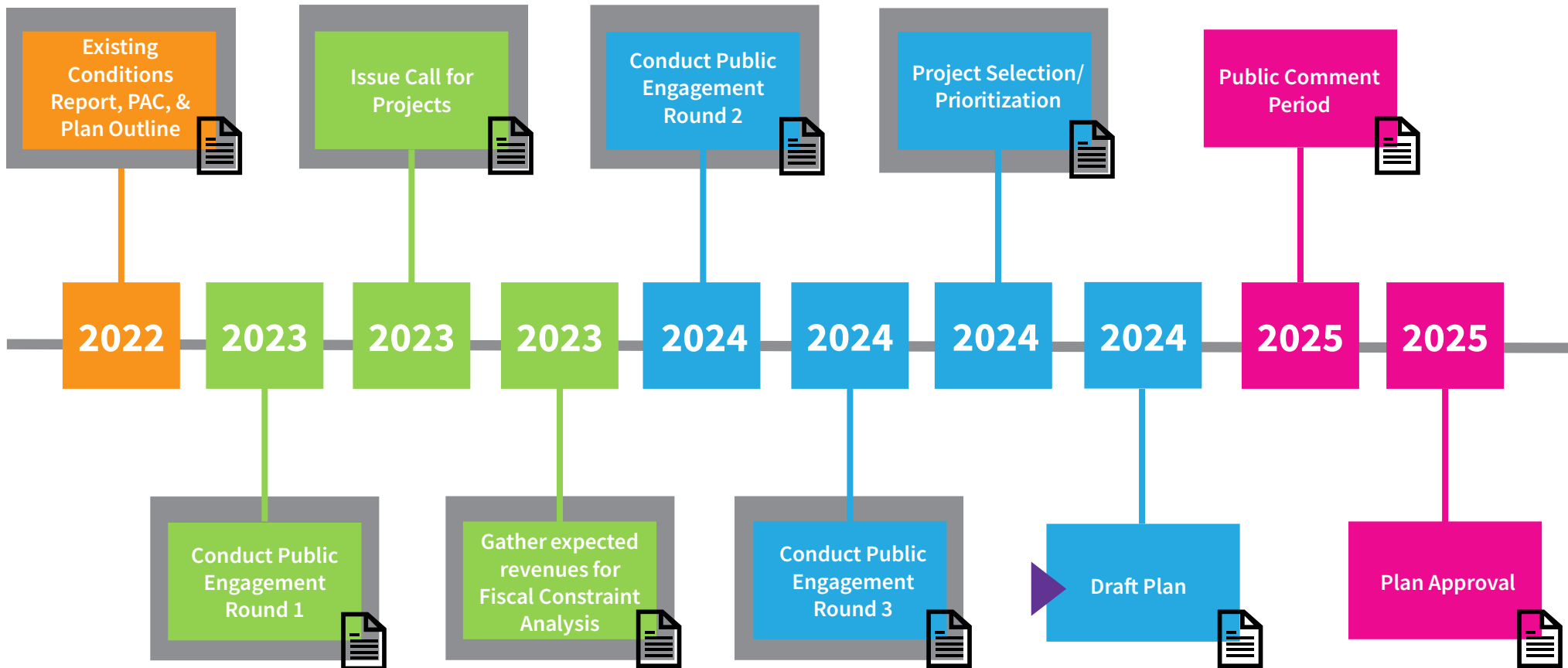
Point of Contact

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

Metropolitan Transportation Plan

➤➤➤➤➤➤➤➤➤➤ 2050

Progress



Completed
 In-Progress
 Deliverable
 February 2025

Detailed Progress

Phase 1: Existing conditions

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

Phase 2: Where do we want to go?

- Conduct Public Engagement Round 1
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WAMPO TRANSPORTATION ACRONYM GLOSSARY

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

2025 TAC Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	ALTERNATE EMAIL
TAC Chair, TPB Representative	Dan Woydziak	dwoydziak@bucoks.com		
City of Wichita Representative	Gary Janzen	gjanzen@wichita.gov	Steve Degenhardt	sdegenhardt@wichita.gov
City of Wichita Representative	Paul Gunzelman	pgunzelman@wichita.gov	Mike Armour	marmour@wichita.gov
City of Wichita Representative	Shawn Mellies	smellies@wichita.gov	James Wagner	jwagner@wichita.gov
City of Wichita Transit Representative	Tonja Howard	thoward@wichita.gov	Raven Alexander	ralexander@wichita.gov
Coordinated Transit Representative (District #9)			Emily Jensen	emily.jensen@sedgwick.gov
Sedgwick County Representative	Lynn Packer	lynn.packer@sedgwick.gov	Daniel Schrant	daniel.schrant@sedgwick.gov
Kansas Department of Transportation (KDOT)	Allison Smith	allison.smith@ks.gov	David Schwartz	david.schwartz@ks.gov
Kansas Department of Transportation (KDOT)	Duane Flug	duane.flug@ks.gov		
Butler/Sumner Counties Representative	Les Mangus	lmangus@andoverks.gov		
Sedgwick County Association of Cities (SCAC)	Dan Squires	dansquires@derbyweb.com		
Sedgwick County Association of Cities (SCAC)	Danielle Gabor	dgabor@haysville-ks.com		
Sedgwick County Association of Cities (SCAC)	Justin Shore	jshore@clearwaterks.org		
Regional Economic Area Partnership (REAP) Representative	Marcy Aycock	maycock@workforce-ks.com	Keith Lawing	klawing@workforce-ks.com
Regional Pathways Representative	Craig Crossette	ccrossette@goddardks.gov		
Air Quality Representative	Lizeth Ortega	lortega@wichita.gov		
At Large Representative for Freight Movement (Named by TPB)	Brent Clark	bclark@valleycenterks.org		
Railroad Freight Representative (Named by TPB)				
Economist (Named by TPB)	Jolene Graham	jgraham@andoverks.gov		
Technologist (Named by TPB)				
Urban Land Use Planning & Development Trends Expert (Named by TPB)	Moumita Kundu	mkundu@wichita.gov		
Public Health Representative (Named by TPB)	Jack Brown	jbrown4@kumc.edu		
Ex-Officio Non-Voting Members				
Federal Highway Administration Representative				
Federal Transit Administration Representative	Gerri Doyle	gerri.doyle@dot.gov	Jared Austin	jared.austin@dot.gov
Kansas Turnpike Authority Representative	Glen Scott	gscott@ksturnpike.com	David Jacobson	djacobson@ksturnpike.com
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
WAMPO Engineering & Data Analyst	Deepu Poreddy	dedeepya.poreddy@wampo.org		
WAMPO Transportation Planner	Dora Gallo	dora.gallo@wampo.org		
WAMPO Travel Demand Forecasting Analyst	Dylan Cossaart	dylan.cossaart@wampo.org		
WAMPO Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Multimodal Transportation Safety Planner	Kim Negrete	kimberly.negrete@wampo.org		
WAMPO Senior Accountant	Kyle Thomas	kyle.thomas@wampo.org		
WAMPO Community Planner	Markey Jonas	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	Nick Flanders	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	Peter Mohr	peter.mohr@wampo.org		
WAMPO Data Forecasting Analyst	Sruthi Kesa	sruthi.kesa@wampo.org		

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

Rev. 02.17.2025

2025 WAMPO MEETING SCHEDULE

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

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



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