



# Transportation Policy Body (TPB) Meeting Notice

Tuesday, February 11, 2025, @ 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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A. Approval of TPB Agenda: February 11, 2025	
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D. Consent Agenda <ul style="list-style-type: none"> <li>i. Updated Technical Advisory Committee (TAC) Roster</li> <li>ii. Executive Director 5% Salary Increase, Retroactive to January 1, 2025</li> </ul>	11 to 12 13
<b>III. Public Comment Opportunity</b> 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 <a href="mailto:wampo@wampo.org">wampo@wampo.org</a> at least one day prior to the meeting.	14
<b>IV. Action</b>	
A. <b><a href="#">Chair, Vice-Chair, and TAC Chair Elections</a></b> – Becky Tuttle, TPB Chair <i>The TPB needs to elect a TPB Chair, a TPB Vice-Chair, and a TAC Chair.</i>	15
B. <b><a href="#">Releasing Draft Metropolitan Transportation Plan 2050 (MTP 2050) for Public Comment Period</a></b> – Nick Flanders and Markey Jonas, 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). The full document is under review by the Plan Advisory Committee (PAC) and by state and federal staff. After any comments resulting from that review are addressed, there will be a 30-day public-comment period in March-April 2025, followed by a Technical Advisory Committee (TAC) recommendation and a Transportation Policy Body (TPB) vote on approval. Before the public comment period, the WAMPO Public Participation Plan (PPP) requires that the TPB formally release MTP 2050 for public comment; the TPB is now asked to vote on whether to do so.</i>	16 to 21

<p>C. <b><a href="#">FFY2025-FFY2028 Transportation Improvement Program Amendment #3</a></b> – Peter Mohr, WAMPO  <i>The TPB is asked to take action on proposed Amendment #3 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #3 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The Public Comment period for Amendment #3 opened on January 3, 2025, and ran through January 17, 2025. No public comments were received.</i></p>	22 to 25
<p>D. <b><a href="#">Supporting KDOT Federal Performance Measure Targets</a></b> – Peter Mohr, WAMPO  <i>The FHWA and FTA jointly issued a Planning Rule that establishes various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. For these performance measures, MPOs are required to either set their own targets or support the targets set by their respective state DOTs. In 2024, WAMPO chose to support KDOT in achieving its federal performance-measure targets. The TPB is now asked to vote on whether to continue to support KDOT’s 2025 federal performance-measure targets.</i></p>	26 to 28
<p><b>V. Discussion/Updates</b></p>	
<p>A. <b><a href="#">Complete Streets</a></b> – Dora Gallo, WAMPO  <i>Complete Streets is a policy and design approach ensuring streets are safe and accessible for all users, fostering active transportation, safety, and sustainability. Nationwide, initiatives have improved infrastructure with features like bike lanes and transit-friendly corridors. In the Wichita metropolitan area, efforts focus on retrofitting roadways and integrating Complete Streets into planning. WAMPO is exploring the development of a toolbox to guide local stakeholders in adopting these principles, supporting safer and more inclusive transportation networks.</i></p>	29
<p>B. <b><a href="#">Commuter Flows Report</a></b> – 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></p>	30
<p><b>VI. Committee &amp; Partnership Updates</b></p> <ul style="list-style-type: none"> <li>A. Executive Committee</li> <li>B. Kansas Department of Transportation (KDOT)</li> <li>C. Wichita Metro Division, KDOT</li> <li>D. Federal Highway Administration (FHWA)</li> </ul>	
<p><b>VII. Other Business</b></p>	
<p><b>VIII. Adjournment</b></p>	
<p><b>IX. WAMPO Reference Material</b></p> <ul style="list-style-type: none"> <li>A. WAMPO Region Population Table and Map</li> <li>B. WAMPO Region Public Transit Ridership</li> <li>C. MTP 2050 Development Progress</li> <li>D. WAMPO Acronym Glossary</li> <li>E. Transportation Policy Body Roster</li> <li>F. 2025 WAMPO Meeting Schedule</li> </ul>	<p>31 to 32</p> <p>33</p> <p>34 to 35</p> <p>36</p> <p>37</p> <p>38</p>

Chad Parasa, TPB Secretary

Rev. February 6, 2025



# Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, January 14, 2025, @ 3:00 PM

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

Meeting Duration: 46 minutes

Voting Members in Attendance		
Becky Tuttle, <i>Chair</i> Ryan Baty, <i>Sedgwick County</i> Jim Benage, <i>Bel Aire</i> Nick Engle, <i>Derby</i> Dalton Glasscock, <i>Wichita</i> Mike Hoheisel, <i>Wichita</i> Jim Howell, <i>Sedgwick County</i>	Russ Kessler, <i>Haysville</i> George Liebe, <i>Goddard</i> Pete Meitzner, <i>Sedgwick County</i> Terry Somers, <i>SCAC</i> Burt Ussery, <i>Clearwater</i> Dan Woydziak, <i>Butler County</i>	<b>Alternates</b> Rodney Eggleston, <i>Valley Center (voting)</i> Ted Henry, <i>Bel Aire (non-voting)</i> Jennifer McCausland, <i>Andover (voting)</i> Warren Porter, <i>Rose Hill (voting)</i> J.B. Wilson, <i>KDOT (voting)</i>
Other Attendees		
Matt Baker, <i>JEO</i> Kaylee Bates, <i>WAMPO</i> Dylan Cossaart, <i>WAMPO</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i> Paul Gunzelman, <i>Wichita</i> Evan Hathaway, <i>Hite, Fanning &amp; Honeyman L.L.P.</i> Gary Janzen, <i>Wichita</i> Angeline Johnson, <i>Greater Wichita Partnership</i>	Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Sruthi Kesa, <i>WAMPO</i> Peter Mohr, <i>WAMPO</i> Cathy Monroe, <i>FTA</i> ThaiBinh Mursch, <i>MAPD</i> Kim Negrete, <i>WAMPO</i> Ron Nuessen, <i>Benesch</i> Lynn Packer, <i>Sedgwick County</i> Chad Parasa, <i>WAMPO</i> Tia Raamot, <i>Sedgwick County</i>	Kaylee Sands, <i>FTA</i> Will Sharp, <i>FHWA</i> Kyle Thomas, <i>WAMPO</i> M Thompson Tyler Voth, <i>WSP</i> James Wagner, <i>Wichita</i>

## 1. Chair Becky Tuttle called the meeting to order at 3:00 PM.

### 2. Regular Business

#### A. Approval of the January 14, 2025, Agenda

**Discussion:** None.

**Action:** Approve the December 10, 2024, agenda, as presented. (13-0)<sup>1</sup>

**Motion:** Jim Benage

**Second:** Terry Somers

#### B. Approval of the December 10, 2024, Meeting Minutes

**Discussion:** None.

**Action:** Approve the December 10, 2024, meeting minutes, as presented. (11-0)<sup>2</sup>

<sup>1</sup> Four (4) voting TPB members did not arrive until after the votes to approve the January 2025 agenda and December 2024 minutes.

<sup>2</sup> Two (2) voting TPB members abstained from the vote to approve the December 2024 minutes but were present, so quorum was not lost.

WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – [wampo@wampo.org](mailto:wampo@wampo.org).

**Motion:** Russ Kessler

**Second:** George Liebe

### C. Director’s Report

#### i. 2024 UPWP Report and Quarterly Task Chart Update

Chad Parasa and Markey Jonas, WAMPO, explained that the Unified Planning Work Program (UPWP) is the primary budgeting document for the planning activities WAMPO intends to undertake during the calendar year and outlines priorities and tasks. The statuses of planned work tasks are updated and presented to the Transportation Policy Body (TPB) quarterly. The 2024 fourth quarter (October 1 – December 31, 2024) UPWP activity report that will be submitted to KDOT was provided, showing activity for all of 2024.

#### ii. 2025 UPWP Planned Projects

Ms. Jonas shifted to the 2025 Unified Planning Work Program (UPWP) and gave an overview of the planned work tasks, sharing the priority projects in the 2025 UPWP and the quarters in which they are to 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 8, 2025.

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

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

#### iii. Bimonthly TIP Project Statuses

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 2025 was shared.

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

#### iv. TIP Amendment 3 Public Comment Period: 01/03/2025-01/17/2025

Mr. Parasa noted the ongoing Public Comment period for Amendment 3 to the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2025-



2028 (October 1, 2024, through September 30, 2028). The 15-day Public Comment period is from January 3, 2025, through January 17, 2025. The FFY2025-FFY2028 TIP and proposed Amendment 3 can be viewed at [www.wampo.org/transportation-improvement-program](http://www.wampo.org/transportation-improvement-program).

**v. Metropolitan Transportation Plan 2050 (MTP 2050) Update**

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 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.

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](mailto:markey.jonas@wampo.org) to invite WAMPO to attend public meetings or events, or to suggest other outreach strategies. The TPB will be asked to release the draft plan for public comment at their next meeting, on February 11, 2025.

**Discussion:**

Chair Tuttle asked if WAMPO is looking for more suggestions and opportunities to get the word out about the draft plan once it is released for public comment. Ms. Jonas and Mr. Parasa confirmed this is the case and said that once more details have been worked out, further information will be sent to WAMPO board/committee members requesting help to promote community feedback on the draft plan.

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

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

**vii. FTA Section 5310 Program:**

Dora Gallo, WAMPO, explained that the Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities Program, also known as the Section 5310 Program, provides funding to support the transportation needs of older adults and individuals with disabilities. The program aims to reduce transportation barriers and enhance mobility for these populations through funding allocated to states, local transit

agencies, and nonprofits. WAMPO is accepting applications for this competitive grant program, inviting eligible organizations to apply for funding to improve transit accessibility, safety, and inclusion for seniors and individuals with disabilities in the region. The application period opened November 15, 2024, and submissions are due by January 24, 2025. Please visit [www.wampo.org/wampo-5310](http://www.wampo.org/wampo-5310) for more information.

**Discussion:**

Chair Tuttle asked what the requirements are to serve on the selection committee and what time commitment is required. Ms. Gallo said that while having interest in transit is preferred, there are no strict requirements other than that representatives of agencies applying for funding cannot serve on the committee. Selection committee members will be tasked with reviewing the submitted applications and working with other members to determine award amounts.

**viii. Safe Routes to School (SRTS) 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.

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

**Discussion:**

Chair Tuttle asked how many total schools are in the WAMPO region. Mr. Mohr and Ms. Negrete shared that there are approximately 200.

Mike Hoheisel asked if the planning effort will also help identify funding sources for SRTS improvements. Ms. Negrete said that the plans produced will inform schools, districts, and local governments of possible funding opportunities and will ensure they are eligible and prepared to apply for grants.

**3. Public Comment Opportunity**

None.

**4. Action**

None.

## 5. Discussion/Updates

### A. Projects Obligated in FFY2024

Dylan Cossaart, WAMPO, 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 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.

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>

### B. Employment Sectors: Healthcare

Mr. Mohr shared that as 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 focused on the healthcare sector in the WAMPO region.

Healthcare is one of the largest economic sectors in the region, employing more than 30,000 people. Key players in the sector include Ascension Via Christi and Wesley Medical Center, along with numerous other healthcare providers. The presentation analyzed the distribution of healthcare establishments, emphasizing the concentration of specialized services in the metropolitan area. Employment trends, wage comparisons, and other factors likely affect the future of the healthcare industry were mentioned.

WAMPO Healthcare Sector Report - [https://bit.ly/Healthcare\\_Sector](https://bit.ly/Healthcare_Sector)

### C. Regional Transit Implementation Plan Update

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

## 6. Committee & Partnership Updates

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

J.B. Wilson, KDOT Wichita Metro, shared that the 30<sup>th</sup> 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. Keynote and breakout sessions cover injury control, law enforcement, youth driving issues, roadway safety, medical marijuana and public safety, older driver issues, children in vehicles, and more. For more information and to register, please visit <https://hospitality.ku.edu/transportation-safety>.

## 7. Other Business

Chair Tuttle shared that the TPB Chair, Vice-Chair, and TAC Chair elections will be held at the February 2025 TPB meeting.

## 8. The meeting was adjourned at 3:46 PM.

**The next regular meeting will be held on Tuesday, February 11, 2025, at 3:00 PM.**



## 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.

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





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

Kim Negrete, Multimodal Transportation Safety Planner

### **Executive Summary**

WAMPO has begun working with SRF Consulting on a regional Safe Routes to School (SRTS) planning initiative to assist jurisdictions and schools with the development of at least 60 school-specific SRTS plans with both public and private schools in the WAMPO region. Introductory materials are being developed to inform partners of the process and expectations.

WAMPO is asking TPB members to identify priority schools within their respective jurisdiction and potential members to serve on the SRTS Stakeholder Committee that will help guide the initiative.

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### **Background**

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

WAMPO is embarking on an extensive planning process to ensure the successful development of Safe Routes to School plans in the region. WAMPO and the consultant team will assist member jurisdictions, their respective school districts, and private schools in the development of SRTS plans.

WAMPO staff and the consultant team (SRF Consulting, Alta Design, and Shockey) are currently developing introductory materials, data collection methods, an SRTS Stakeholder Committee comprised of jurisdiction and school staff, and working to identify interested schools. Deliverables over the two-year project include, among other things, the development of at least 60 school-specific SRTS plans as well as aiding jurisdictions, school districts, and individual schools in identifying champions and funding opportunities to support ongoing safety efforts.

WAMPO is asking TPB members to identify any priority schools within their respective jurisdiction and any potential members to serve on the SRTS Stakeholder Committee that will help guide the initiative.

### **Attachment**

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



## **Agenda Item 2Di: Consent Agenda** **Updated Technical Advisory Committee (TAC) Roster**

Chad Parasa, Executive Director

### **Executive Summary**

The Transportation Policy Body is asked to take action on an updated Technical Advisory Committee roster. The updated roster includes the recommended appointment of Moumita Kundu to the Urban Land Use Planning & Development Trends Expert position.

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### **Background**

The WAMPO Technical Advisory Committee (TAC) bylaws state that the Transportation Policy Body (TPB) is the authorizing body for the TAC, which provides technical support on transportation-related studies and issues and advises the TPB on policy matters, with accompanying recommendations and support information. Section 3.0 of the TAC bylaws lists twenty-two (22) voting positions on the TAC and specifies how members are to be appointed. Represented agencies select the member(s) who will represent them according to their own practices and the listing outlined in the bylaws. TAC positions that the bylaws do not associate with a specific agency are appointed by the TPB. All TAC members need to be approved by the TPB; WAMPO staff are to provide recommendations on membership.

One of the currently vacant positions on the TAC is that of the Urban Land Use Planning & Development Trends Expert.

The Wichita-Sedgwick County Metropolitan Area Planning Department has proposed Moumita Kundu, Associate Planner, Advanced Plans, for this position; up to now, Moumita Kundu has been the designated alternate for the position. Having reviewed qualifications, WAMPO staff recommend the appointment of Moumita Kundu to the role of Urban Land Use Planning & Development Trends Expert on the TAC. The TPB is asked to decide whether to approve the updated TAC roster reflecting this appointment.

### **Staff Recommendation**

- » Approve the updated Technical Advisory Committee roster, as presented.

### **Attachments**

- » **Proposed Updated Technical Advisory Committee Roster**
- » **Technical Advisory Committee Bylaws** – <https://bit.ly/TAC-Bylaws-2024>

### 2025 TAC Representatives and Contact Information

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

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

**Pending TPB Approval 02.11.2025**



**Agenda Item 2Dii: Consent Agenda**  
**Executive Director 5% Salary Increase, Retroactive to January 1, 2025**

Becky Tuttle, TPB Chair

## **Executive Summary**

The WAMPO Executive Committee met on Thursday, February 6, 2025. During this meeting, committee members entered an executive session before reconvening the public meeting and voting to recommend a 5% salary increase for the WAMPO Executive Director, retroactive to January 1, 2025, on which the Transportation Policy Body is now asked to take action.

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## **Background**

The WAMPO Executive Committee met on Thursday, February 6, 2025. During this meeting, committee members entered an executive session before reconvening the public meeting and voting to recommend a 5% salary increase for the WAMPO Executive Director, retroactive to January 1, 2025.

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

## **Executive Committee Recommendation**

Approve a 5% Executive Director salary increase, retroactive to January 1, 2025, as presented.



**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](mailto: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.

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### **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. The Vice-Chair of the TPB may also, but is not required to, serve as the TAC Chair.

### **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***

- » The Vice-Chair of the TPB may, but is not required to, serve as the TAC Chair.
- » 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.

### **Attachments**

- » **TPB Bylaws** - <https://bit.ly/TPB-Bylaws-2024>
- » **TAC Bylaws** - <https://bit.ly/TAC-Bylaws-2024>



## **Agenda Item 4B: Action Releasing Draft Metropolitan Transportation Plan 2050 (MTP 2050) for Public Comment Period**

Nick Flanders, Senior Transportation Planner  
Markey Jonas, Community Planner

### **Executive Summary**

Under federal law, WAMPO's new long-range planning document, Metropolitan Transportation Plan 2050 (MTP 2050) needs to be adopted by June 2025. WAMPO staff have posted all draft sections of MTP 2050 online (seven chapters and fourteen appendices). The full document is under review by the Plan Advisory Committee (PAC) and by state and federal staff. After any comments resulting from that review are addressed, there will be a 30-day public-comment period in March-April 2025, followed by a Technical Advisory Committee (TAC) recommendation and a Transportation Policy Body (TPB) vote on approval. Before the public comment period, the WAMPO Public Participation Plan (PPP) requires that the TPB formally release MTP 2050 for public comment; the TPB is now asked to vote on whether to do so.

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### **Background**

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

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 is now asked to vote on whether to release draft MTP 2050 for its required public-comment period, which is currently 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 4B: Action** **Releasing Draft Metropolitan Transportation Plan 2050 (MTP 2050)** **for Public Comment Period**

Nick Flanders, Senior Transportation Planner  
Markey Jonas, Community Planner

### **Draft Chapters & Appendices on the WAMPO Website**

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

MTP 2050 is divided into seven (7) chapters:

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

In addition, there are fourteen (14) appendices:

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

### **Staff Recommendation**

Release draft Metropolitan Transportation Plan 2050 for public comment, as presented.

### **Action Options**

- » **Release** draft Metropolitan Transportation Plan 2050 for public comment, **as presented**.
- » **Not release** draft Metropolitan Transportation Plan 2050 for public comment.
- » **Release** draft Metropolitan Transportation Plan 2050 for public comment, **with specific changes**.

### **Next Steps**

- » Continuing PAC, state, and federal reviews of the draft of MTP 2050.
- » 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.



**Agenda Item 4B: Action**  
**Releasing Draft Metropolitan Transportation Plan 2050 (MTP 2050)**  
**for Public Comment Period**

Nick Flanders, Senior Transportation Planner  
Markey Jonas, Community Planner

- » 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](http://www.wampo.org/mtp2050)



**Agenda Item 4B: Action**

**Releasing Draft Metropolitan Transportation Plan 2050 (MTP 2050)**

**for Public Comment Period**

Nick Flanders, Senior Transportation Planner

Markey Jonas, Community Planner

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

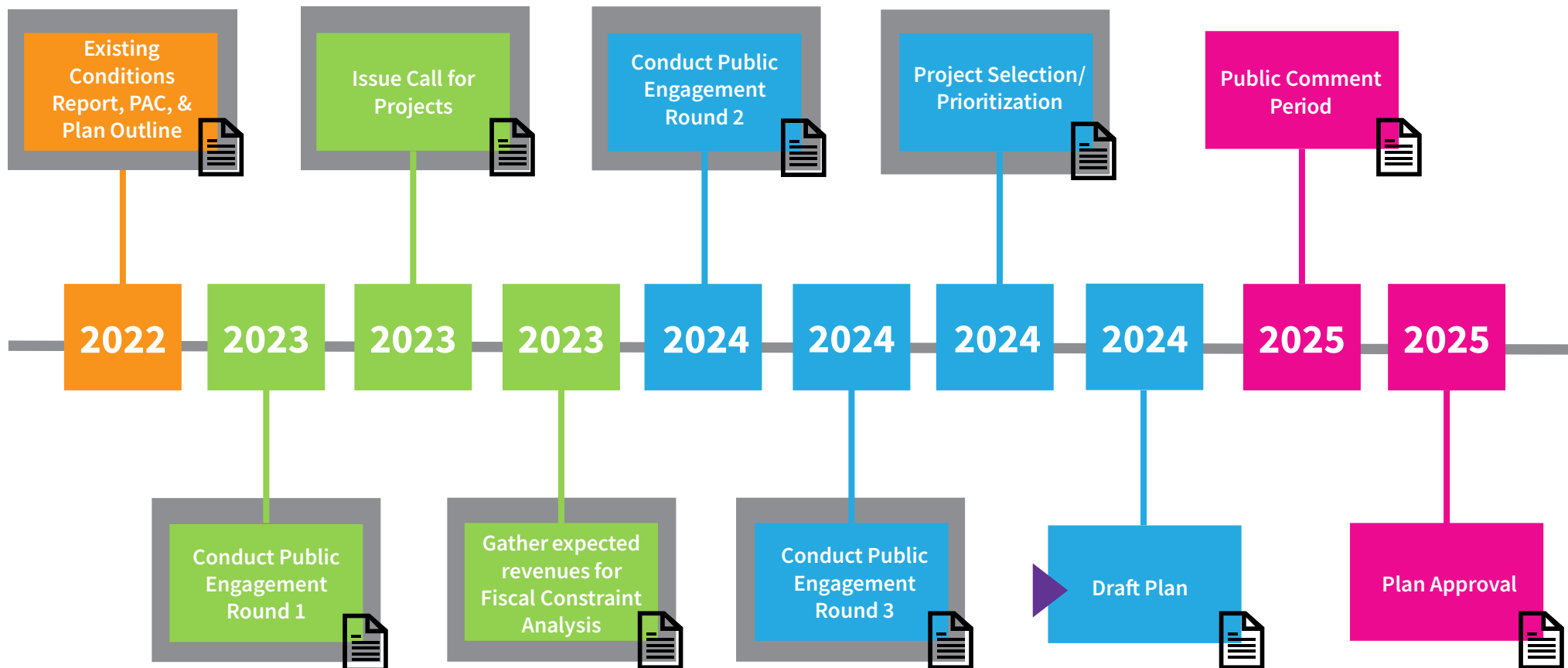
	<b>MTP</b>			
	Full Update	Amendment - Includes New MTP Project	Amendment - Project Already in MTP	Administrative Adjustment
<b>How Often</b>	5 yrs	As needed	As needed	As needed
<b>DEVELOPMENT PROCESS</b>				
Discuss/Inform TAC and/or TPB about plans during development				
Public engagement strategies - Survey/data collection - Open house/public meeting/workshop/presentation - Other techniques, i.e. social media engagement, drop-in hours	<b>Required</b>	<b>As needed</b>	<b>As needed</b>	
<b>REVIEW PROCESS</b>				
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)	<b>30</b>	<b>30</b>	<b>15</b>	<b>As needed</b>
Drop-in office hours during public comment period/partnership collaboration presentation/tabling	<b>As needed</b>	<b>As needed</b>	<b>As needed</b>	
Public meeting during public comment period - options include: - Open House - TAC/TPB, Etc.	<b>Required</b>			
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)				
<b>Teal indicates the row is applicable to the item</b>				



# Metropolitan Transportation Plan

2050

# Progress



Completed In-Progress Deliverable

January 2025

# Detailed Progress

## Phase 1: Existing conditions

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

## Phase 2: Where do we want to go?

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

## Phase 3: Did we get it right?

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

## Phase 4: Here's what you said.

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



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

## Phase 5: MTP 2050 adoption

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





## Executive Summary

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

## Background

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

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

\* Administrative Adjustment



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

Peter Mohr, Manager of Transportation Engineering & Data

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

**Changes in WAMPO-Suballocated Federal Funding**

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

\* Administrative Adjustment

**TAC Recommendation**

Approve FFY2025-FFY2028 TIP Amendment #3, as presented.

**Action Options**

- » **Approve** FFY2025-FFY2028 TIP Amendment #3, **as presented.**
- » **Not approve** FFY2025-FFY2028 TIP Amendment #3.
- » **Approve** FFY2025-FFY2028 TIP Amendment #3, **with specific changes.**



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

Peter Mohr, Manager of Transportation Engineering & Data

### **Next Steps**

- » The approved amendment will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in March 2025.

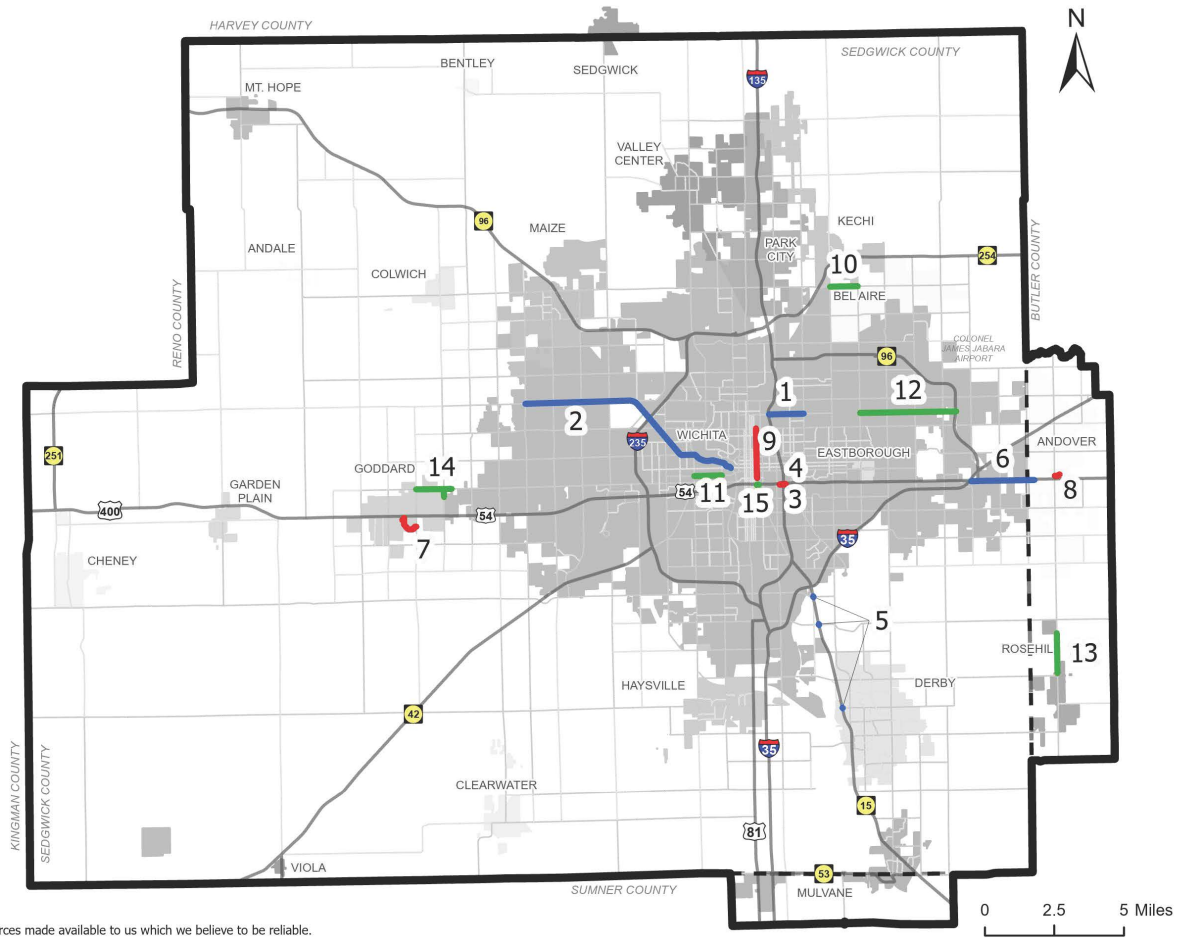
### **Attachments**

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



# 2025-2028 Transportation Improvement Program Amendment 3 Projects

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



Source: WAMPO  
 Produced by: WAMPO  
 Date Exported: 12/30/2024  
 Folder: G:\TIP\2025-2028\Projects\TIP 2025-2028\  
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

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





## Executive Summary

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

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## Performance-Based Planning

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

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

## Federal Performance Measures (PMs)

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

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





**Agenda Item 4D: Action**

**Supporting KDOT Federal Performance Measure Targets**

Peter Mohr, Manager of Transportation Engineering & Data

**PM1: Highway Safety**

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

**PM2: Pavement and Bridge Condition**

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

**PM3: System Performance**

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



**Transit Asset Management (TAM)**

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

\*Useful Life Benchmark

**TAC Recommendation**

Approve supporting KDOT’s 2025 federal performance-measure targets, as presented.

**Action Options**

- » **Approve** supporting KDOT’s 2025 federal performance-measure targets, **as presented**.
- » **Not approve** supporting KDOT’s 2025 federal performance-measure targets.
- » **Approve** supporting KDOT’s 2025 federal performance-measure targets, **with specific changes**.



## **Executive Summary**

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

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## **Background**

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

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

## **Complete Streets Initiatives**

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

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

## **WAMPO's Complete Streets Toolbox**

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



## **Agenda Item 5B: 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.

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## **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](http://www.wampo.org/commuter-flows). Information 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 & Residence 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

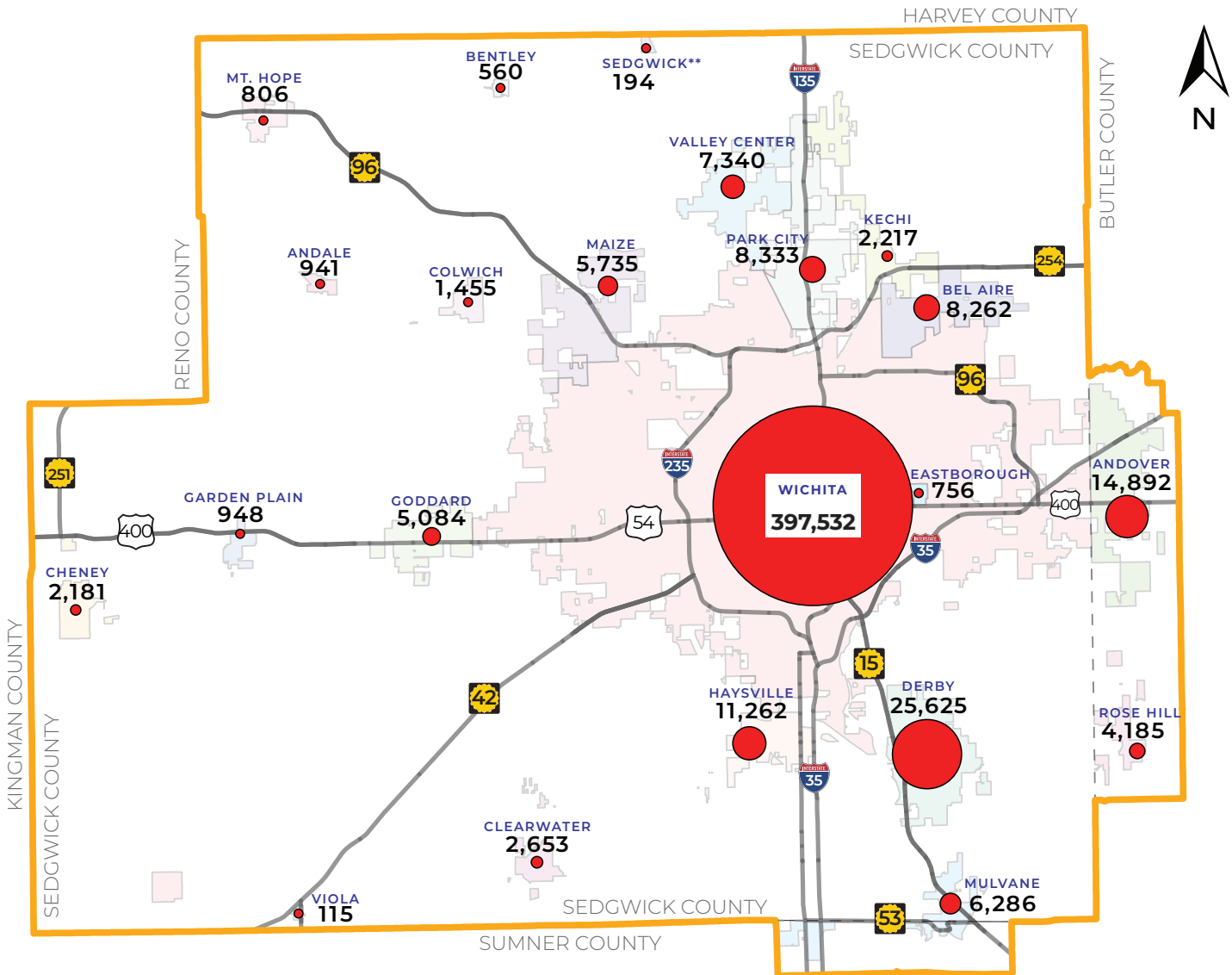
	Last Census year before incorporation
	El Paso City

## 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



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

## Point of Contact

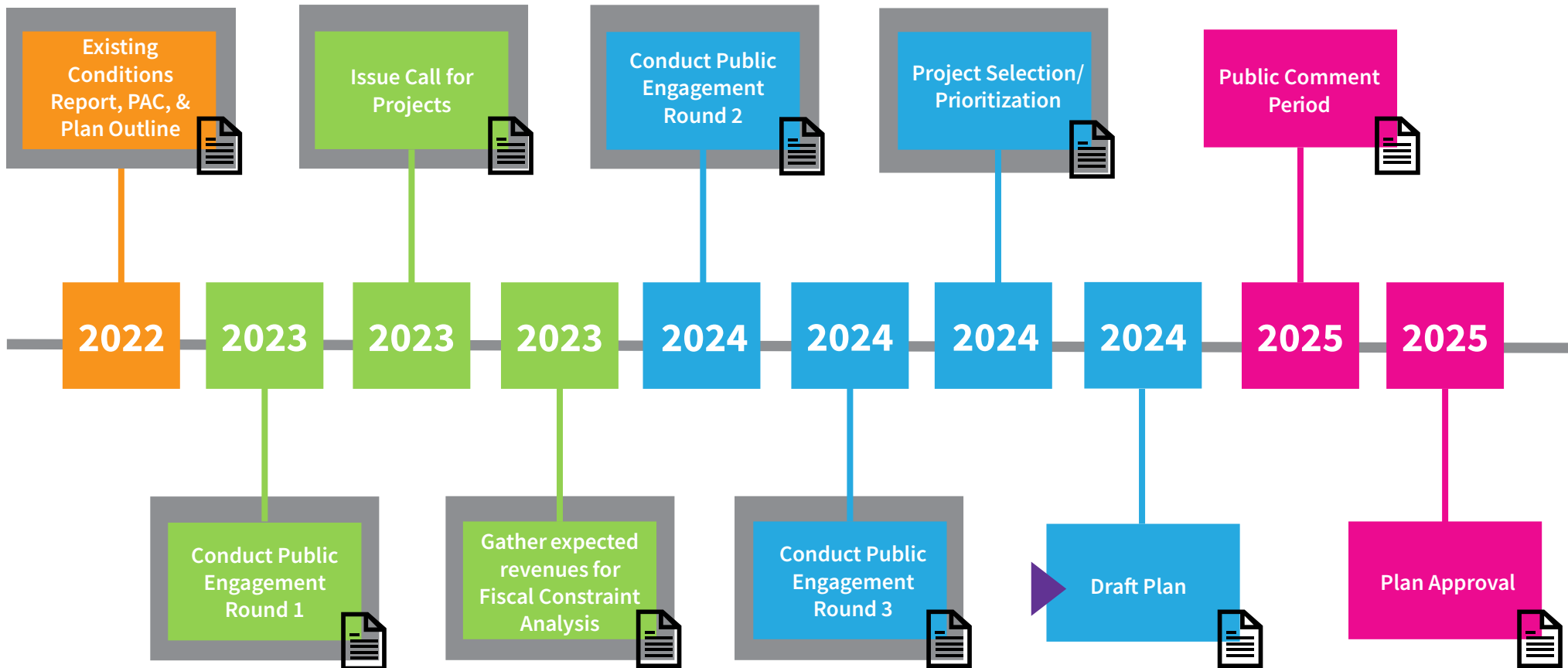
Transit Provider	Name	Email	Phone
<b>Wichita Transit</b>	Raven Alexander	ralexander@wichita.gov	316.352.4868
<b>Derby Dash</b>	Ashley Cory	ashleycory@derbyweb.com	316.788.7433
<b>Haysville Hustle</b>	Kristen McDaniel	kmcdaniel@haysville-ks.com	316.529.5903
<b>Sedgwick County Transportation</b>	Emily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



# Metropolitan Transportation Plan

2050

# Progress



Completed In-Progress Deliverable January 2025

# Detailed Progress

## Phase 1: Existing conditions

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

## Phase 2: Where do we want to go?

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

## Phase 3: Did we get it right?

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

## Phase 4: Here's what you said.

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



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

## Phase 5: MTP 2050 adoption

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





# WAMPO TRANSPORTATION ACRONYM GLOSSARY

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

**2025 TPB Representatives and Contact Information**

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

**Quorum is 12 based on voting members**

Rev. 01/17/2025

## 2025 WAMPO MEETING SCHEDULE

Meeting times and dates are subject to change at the committee chair's discretion. Please visit [www.wampo.org/events](http://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>
<b>JANUARY 14</b>	<b>JANUARY 27</b>		
<b>FEBRUARY 11</b>	<b>FEBRUARY 24</b>	<b>FEBRUARY 6</b>	<b>FEBRUARY 5</b>
<b>MARCH 11</b>	<b>MARCH 24</b>		
<b>APRIL 8</b>	<b>APRIL 28</b>		
<b>MAY 13</b>	<b>MAY 19</b>	<b>MAY 8</b>	<b>MAY 7</b>
<b>JUNE 10</b>	<b>JUNE 23</b>		
<b>JULY 8</b>	<b>JULY 28</b>		
<b>AUGUST 12</b>	<b>AUGUST 25</b>	<b>AUGUST 7</b>	<b>AUGUST 6</b>
<b>SEPTEMBER 9</b>	<b>SEPTEMBER 22</b>		
<b>OCTOBER 14</b>	<b>OCTOBER 27</b>		
<b>NOVEMBER 18</b>	<b>NOVEMBER 24</b>	<b>NOVEMBER 6</b>	<b>NOVEMBER 5</b>
<b>DECEMBER 9</b>			



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