



## Technical Advisory Committee (TAC) Meeting Notice

Monday, October 23rd, 2023, @ 10:00 AM

### In-Person

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

### Virtual

After registering you will receive an email with how to access the Zoom Meeting.

[HERE](#)

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<b>I. Welcome</b>	
<b>II. Regular Business</b>	
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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 <a href="mailto:wampo@wampo.org">wampo@wampo.org</a> at least one day before the meeting.	
<b>IV. Action</b>	
A. <b>Comprehensive Safety Action Plan Approval</b> – Peter Mohr, WAMPO <i>The TAC is asked to review and recommend for approval the Comprehensive Safety Action Plan (CSAP). The CSAP was developed through a 10-month process and is available for public comment from September 19 through October 19, 2023. To date, three public comments have been received. In addition, related to input from the public, WAMPO staff recommends that the CSAP be prefaced with a policy statement stating safety is a priority in transportation planning and the project selection process.</i>	16 to 17
B. <b>Urban Area Boundary</b> – Peter Mohr and Nick Flanders, WAMPO <i>Every ten years MPOs need to adopt an Urban Area Boundary (UAB) that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. There are a few locations where the 2020 Wichita Census Urban Area is not entirely within the current WAMPO UAB, meaning the WAMPO UAB needs to be updated. WAMPO staff, in consultation with KDOT staff and</i>	18 to 24

<p><i>the WAMPO TAC and TPB, have developed a proposed new UAB. The TAC is now asked to make a formal recommendation to the TPB on the proposed new UAB.</i></p>	
<p>C. <b>2024 Unified Planning Work Program Approval</b> – Chad Parasa and Peter Mohr, WAMPO  <i>The TAC is asked to make a recommendation to the TPB on the proposed 2024 Unified Planning Work Program (UPWP). The 2024 UPWP was available for public comment from September 9 through October 9, 2023. No public comments were received. The UPWP is WAMPO's primary budgeting document for planning activities in 2024.</i></p>	<p>25 to 26</p>
<p><b>V. Discussion/Updates</b></p>	
<p>A. <b>Employment Sectors</b> – Chad Parasa and 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 is developing a series of reports on seven different sectors that comprise the local economy. As the second in a series of presentations, this report discusses WAMPO's Advanced Manufacturing industry.</i></p>	<p>27</p>
<p>B. <b>Demographic and Socioeconomic Forecasts</b> – Chad Parasa and Peter Mohr, WAMPO  <i>Through the collaboration between WAMPO staff and the Center for Economic Development and Business Research (CEDBR), an in-depth analysis of the region's demographics and socioeconomics has been conducted and forecasts created. Since population and economics drive demand on transportation infrastructure, these analyses are critical for informed planning of future transportation projects.</i></p>	<p>28</p>
<p>C. <b>Vision Zero</b>– Kendra Schenk, Burgess &amp; Niple  <i>In collaboration with the consultants at Burgess &amp; Niple (B&amp;N), WAMPO staff have developed the Comprehensive Safety Action Plan (CSAP) which is designed to promote the safety of all users of the transportation system. As a further extension of this collaboration, the consultants are developing a Vision Zero policy for the WAMPO region. Vision Zero sets forth broad goals aimed at eliminating traffic-related deaths and severe injuries.</i></p>	<p>29</p>
<p><b>VI. Committee &amp; Partnership Updates</b></p>	
<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 Area Public Transit Ridership Table</li> <li>C. MTP 2050 Development Process</li> <li>D. 2023 APBP Webinar Series</li> <li>E. Acronym Glossary</li> <li>F. TAC Roster</li> <li>G. 2023 TAC Meetings Schedule</li> </ul>	<p>30 to 31  32  33 to 34  35  36  37  38</p>

Chad Parasa, TPB Secretary

October 17th, 2023



# Meeting Minutes

## Technical Advisory Committee (TAC) Meeting Minutes

Monday, September 25, 2023, @ 10:00 AM

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

Meeting Duration: 85 minutes

Voting Members in Attendance		
Russ Kessler, <i>TAC Chair</i> Raven Alexander, <i>Wichita Transit</i> Jack Brown, <i>Public Health</i> Brent Clark, <i>Freight Movement</i> Danielle Gabor, <i>SCAC</i> Jolene Graham, <i>Economist</i> Mary Hunt, <i>Urban Land Use Planning &amp; Development Trends</i>	Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lizeth Ortega, <i>Air Quality</i> Tia Raamot, <i>Regional Pathways</i> Justin Shore, <i>SCAC</i> Allison Smith, <i>KDOT</i> Dan Squires, <i>SCAC</i>	<b>Alternates</b> Mike Armour, <i>Wichita (voting)</i> Tonja Howard, <i>Wichita Transit (non-voting, except for agenda &amp; minutes)</i> Emily Jensen, <i>CTD #9 (voting)</i> Mike Longshaw, <i>KDOT (voting)</i> Daniel Schrant, <i>Sedgwick County (voting)</i>
Other Attendees		
Ryan Baty, <i>Sedgwick County</i> Ashley Bryers, <i>WAMPO</i> Ronald Colbert, <i>Valley Center</i> Dylan Cossaart, <i>WAMPO</i> Srilekha Dodda, <i>WAMPO</i> Slade Engstrom, <i>TranSystems</i> Nick Flanders, <i>WAMPO</i>	Dora Gallo, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Alex Lane, <i>Derby</i> Dani Lasher, <i>WAMPO</i> Brett Letkowsky, <i>TranSystems</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i>	Daniel Nguyen, <i>FTA</i> Chad Parasa, <i>WAMPO</i> Marcela Quintanilla, <i>WAMPO</i> Kyle Thomas, <i>WAMPO</i> Tyler Voth, <i>WSP</i>

**1. Chair Russ Kessler called the meeting to order at 10:01 AM.**

**2. Regular Business**

**A. Approval of September 25, 2023, Agenda**

**Discussion:** None

**Action:** Approve August 28, 2023, agenda, as proposed (17-0).<sup>1</sup>

**Motion:** Chair Russ Kessler

**Second:** Brent Clark

**B. Approval of August 28, 2023, Meeting Minutes**

**Discussion:** None

<sup>1</sup> One (1) voting TAC member did not arrive until after the votes to approve the September 2023 agenda and August 2023 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](#). To request assistance accessing meeting recordings call – (316) 779-1313 or email – [wampo@wampo.org](mailto:wampo@wampo.org).

**Action:** Approve August 28, 2023, meeting minutes, as proposed (17-0).

**Motion:** Chair Russ Kessler

**Second:** Brent Clark

## C. Director's Report

### i. Safe Routes to School Planning

Nick Flanders presented on the Safe Routes to School (SRTS) program, which aims to make walking and biking to school safer for students in the United States. Established in 2005, under SAFETEA-LU, its goals are to promote safety, active transportation, and community engagement while reducing traffic congestion. The focus is on creating safer environments for students and promoting healthier lifestyles. WAMPO will use \$200,000 of FFY2024 Transportation Alternatives (TA) funding to start providing SRTS planning assistance to member jurisdictions and their respective school districts. Jurisdictions and school districts were given from September 8 through September 22, 2023, to apply for planning assistance. WAMPO received six (6) applications, which are under review.

Jurisdictions and school districts also may apply for KDOT Pilot Planning & Programming (P&P) grants at [www.KansasSRTS.org](http://www.KansasSRTS.org), from September 22 through 5:00 PM on November 17, 2023. In the initial year of this program, no more than five (5) grants will be awarded across Kansas, and no district may use it for more than eight (8) schools. Because the funding comes from the state, there is no local-match requirement.

**Discussion:** Shawn Mellies asked since the TA funds are for planning assistance, will jurisdictions have to submit in the future to get separate TA funds to build projects called for in the SRTS plans. Mr. Flanders responded that, yes, TA funding for construction projects stemming from an SRTS plan will still need to go through the same project-selection process as usual. Mike Armour asked if jurisdictions within the MPO region can also apply for KDOT planning assistance. Mr. Flanders confirmed that they can. Once WAMPO has selected jurisdictions for planning assistance, jurisdictions not selected will be notified, so they can apply for KDOT planning assistance, instead.

### ii. Comprehensive Safety Action Plan 30-Day Public Comment Period

Ashley Bryers presented the Comprehensive Safety Action Plan (CSAP), which will be available for public comment from September 19 through October 19, 2023. The TPB will consider the plan for approval at their November 14, 2023, meeting. This plan was developed through a 10-month process.

**iii. 2024 Unified Planning Work Program 30-Day Public Comment Period**

Ms. Bryers presented the 2024 Unified Planning Work Program (UPWP), which is available for public comment from September 9 through October 9, 2023. The UPWP is WAMPO's primary budgeting document for planning activities in 2024. The draft document can be viewed at [www.wampo.org/upwp](http://www.wampo.org/upwp).

**iv. ICT Safe: A Regional Transportation Coalition**

Dora Gallo provided an update that the WAMPO Safety and Health Committee (SHC) is transitioning to a new body called ICT Safe: A Regional Transportation Coalition, through which WAMPO will assume responsibility for Drive Safe Sedgwick, which has been administered by KDOT up to now. Additionally, under the ICT Safe umbrella, KDOT and WAMPO will administer up to \$50,000 of Behavioral Safety Grants per year.

The first meeting of ICT Safe will be on November 1, 2023, at 9:30 AM over Zoom.

The ICT Safe website is [www.wampo.org/ict-safe](http://www.wampo.org/ict-safe).

**v. MTP/TIP Call for Projects – 9/15/23 – 1/5/24**

Mr. Flanders announced a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP) is open from September 15, 2023, through January 5, 2024.

**Discussion:** Mr. Mellies asked if a project is already in the FFY2023-FFY2026 TIP, does an application still need to be submitted during the Call for Projects. Mr. Flanders responded that an application only needs to be submitted for an existing TIP project if it is to be modified or removed; otherwise, it will just be carried over from the FFY2023-FFY2026 TIP to the FFY2025-FFY2028 TIP.

**vi. Cybersecurity Grant Program Due 10/6/23**

Mr. Parasa mentioned this item.

**vii. USDOT SMART Grants Due 10/10/23**

Mr. Parasa mentioned this item.

**viii. KDOT Local Consults – Wichita Metro – 10/18/23 9am-Noon at the WSU Hughes Metropolitan Complex**

Mr. Parasa mentioned this item.

### 3. Public Comments

There were no public comments.

### 4. Action

#### A. FFY2023-FFY2026 Transportation Improvement Program Amendment #5

Peter Mohr and Mr. Flanders presented that the TAC is asked to make a recommendation to the TPB on proposed Amendment #5 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #5 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #5 opened on September 1, 2023, and ran through September 15, 2023. On September 8, 2023, during the Public Comment period, at the request of KDOT staff, updates were made to some of the projects in Amendment #5. No public comments have been received to date.

Among other things, this amendment will program the Carbon Reduction Program (CRP) funds that the TPB awarded to five (5) projects on August 8, 2023.

**Discussion:** Allison Smith made a correction that the CRP funds awarded to projects cannot be used until the STIP is approved. Mr. Mellies asked, if the amount of available CRP funds decreases, will funding for the Redbud Path decrease. Mr. Flanders responded that it will, but also if available FFY2022-FFY2024 CRP funds increase, the extra will go to the Redbud Path project.

**Action:** Recommend TPB approve FFY2023-FFY2026 TIP Amendment #5, as presented (18-0).

**Motion:** Chair Kessler

**Second:** Shawn Mellies

#### B. Coordinated Public Transit – Human Services Transportation Plan

Ms. Bryers presented that the Coordinated Public Transit – Human Service Transportation Plan (CPT-HSTP) is a tool for the community to coordinate human services transportation programs for older adults, people with disabilities, and low-income households within the WAMPO region. The plan is available for public comment from September 19 through October 19, 2023. The TPB will consider the draft for approval at their meeting on November 14, 2023. The TAC is asked to make a recommendation to the TPB on this plan.

**Discussion:** None

**Action:** Recommend the TPB approve the Coordinated Public Transit – Human Services Transportation Plan, as presented (18-0).

**Motion:** Chair Kessler

**Second:** Mike Armour

### **C. Intelligent Transportation Systems Steering Committee**

Mr. Morh presented that WAMPO is in the process of updating its Intelligent Transportation Systems (ITS) architecture document. ITS projects are funded through the highway trust fund and are required to conform to the National ITS Architecture and applicable standards. A project timeline has been developed and a list of proposed steering committee members has been assembled, on which the TAC is asked to make a recommendation to the TPB.

**Discussion:** None

**Action:** Recommend the TPB approve the proposed ITS steering committee members, as presented (18-0).

**Motion:** Chair Kessler

**Second:** Dan Squires

### **D. Regional Transit Implementation Plan Steering Committee**

Ms. Gallo explained that the TPB signed a contract with a consultant group on July 11, 2023, to develop a Regional Transit Implementation Plan. The Plan will include the history of transit in the WAMPO region, a regional transit feasibility report, a future conditions and scenarios report, steps for establishing a Regional Transit Authority, an implementation plan, and a task to develop and execute agreements between transit providers. The TAC is now asked to make a recommendation to the TPB on a proposed Steering Committee for the development of this plan.

**Discussion:** None

**Action:** Recommend the TPB approve the Regional Transit Implementation Plan Steering Committee, as presented (17-0).<sup>2</sup>

**Motion:** Chair Kessler

**Second:** Danielle Gabor

## **5. Discussion/Updates**

### **A. Electric Vehicle Survey Results and Existing Conditions**

Ms. Gallo gave an update on WAMPO developing an Electric Vehicle (EV) Plan for the region. The public-engagement phase of plan development has concluded; it involved a public survey to help WAMPO understand needs and identify potential goals and strategies for the plan. There are currently 63 EV charging stations in the region.

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<sup>2</sup> One (1) voting TAC member left before the vote to approve the Regional Transit Implementation Plan Steering Committee. WAMPO's meeting minutes are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](#). To request assistance accessing meeting recordings call – (316) 779-1313 or email – [wampo@wampo.org](mailto:wampo@wampo.org).

WAMPO EV Plan Existing Conditions Report – <https://bit.ly/ev-existing-conditions>

WAMPO EV Plan Survey Results - <https://bit.ly/ev-survey-results>

**Discussion:** None

## **B. Urban Area Boundary Discussion**

Mr. Morh and Mr. Flanders presented that every ten years, MPOs need to adopt an Urban Area Boundary (UAB) that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. There are a few locations where the 2020 Wichita Census Urban Area is not entirely within the current WAMPO UAB, meaning the WAMPO UAB needs to be updated. WAMPO staff, in consultation with KDOT staff, have developed a proposed new UAB. Before this proposed UAB is brought before the TAC for an official recommendation to the TPB, the TAC is asked to discuss the proposed UAB and any changes that ought to be made to it.

**Discussion:** None

## **C. Title VI Annual Report**

Mr. Mohr gave an update on WAMPO's 2023 Title VI Report, which was submitted to KDOT for approval on September 1, 2023, and demonstrates WAMPO's efforts to create and maintain a transparent and inclusive planning process by intentionally integrating Title VI, Environmental Justice (EJ), and Limited English Proficiency (LEP) principles into the WAMPO transportation planning process and intentionally reaching out to traditionally underserved populations in the WAMPO region. To date, no Title VI complaints have ever been received by WAMPO.

WAMPO 2023 Title VI Report – <https://bit.ly/TitleVIReport2023>

**Discussion:** None

## **D. Employment Sectors**

Mr. Mohr and Mr. Parasa presented that 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 reports on seven different sectors that comprise the local economy. As the first presentation of a series, Mr. Mohr presented on the WAMPO region's aerospace industry.

Key Employers in the WAMPO Area [https://bit.ly/Economic\\_Development\\_Reportby\\_Sector](https://bit.ly/Economic_Development_Reportby_Sector)

**Discussion:** None



**6. Committee & Partnership Updates**

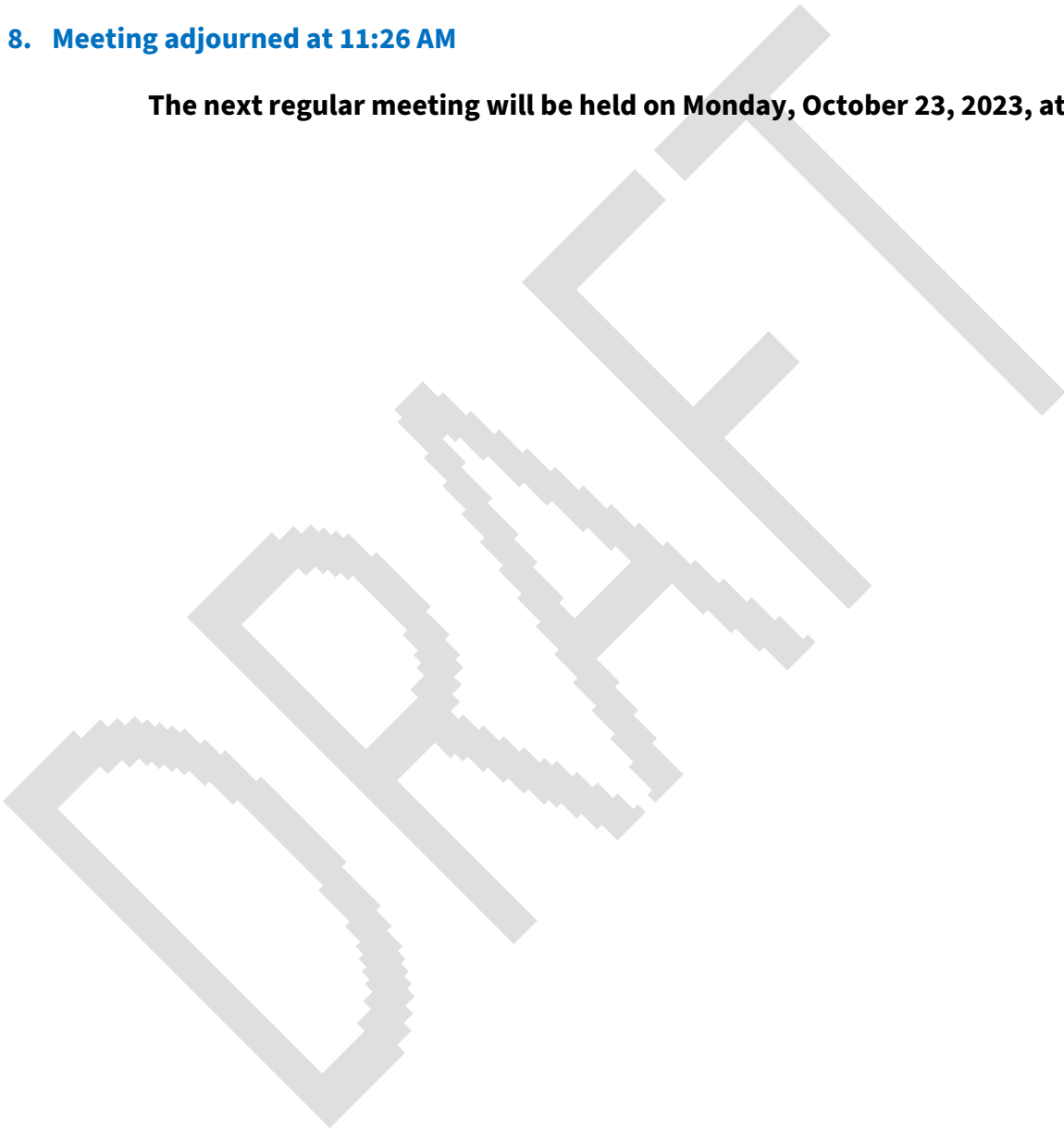
None.

**7. Other Business**

None.

**8. Meeting adjourned at 11:26 AM**

**The next regular meeting will be held on Monday, October 23, 2023, at 10:00 AM.**





## **Executive Summary**

A combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP) is open from September 15, 2023, through January 5, 2024.

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## **Background**

WAMPO is in the process of developing the next Metropolitan Transportation Plan (MTP) for the region, Metropolitan Transportation Plan 2050 (MTP 2050), due by June 2025, as well as the FFY2025-FFY2028 Transportation Improvement Program (TIP), due by August 2024. Both to save member jurisdictions the trouble of submitting two separate applications and to ensure consistency between MTP 2050 and the FFY2025-FFY2028 TIP, WAMPO staff opened a combined MTP/TIP Call for Projects on September 15, 2023, which will run through January 5, 2024. All member jurisdictions should have received a detailed application packet specifying all the information they must provide in order for WAMPO to prioritize projects both for inclusion in the MTP and TIP and for receiving WAMPO-suballocated Federal funding. The application packet may also be downloaded from [www.wampo.org/transportation-improvement-program](http://www.wampo.org/transportation-improvement-program) or [www.wampo.org/mtp2050](http://www.wampo.org/mtp2050).



## **Agenda Item 2Cii: Director's Report FFY2024 TIP Projects Status Update**

Chad Parasa, Executive Director

### **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 October 2023.

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### **Background**

Page 23 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix I of the FFY2023-FFY2026 TIP - <https://bit.ly/Appendix1-TIP-Program-Policy>) establishes a Reasonable Progress Policy. This policy states that projects programmed to receive WAMPO-suballocated funding that is scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are supposed to have progress reports at least every two months. The attached project statuses have been reported for the October 2023 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 TPB on November 14, 2023.
- » Project sponsors will be requested to provide information for the next bimonthly update by November 30, 2023, for presentation to the TPB on January 9, 2024, and the TAC on January 22, 2024.

### **Attachment**

- » **WAMPO Projects Progress Report, October 2023**

WAMPO I.D.	Lead Agency	Project Title	FFY(s) in Which Programmed in TIP to Receive WAMPO-Suballocated Funds	WAMPO-Suballocated Funds Programmed in TIP in FFY2024 or Earlier	WAMPO-Suballocated Funding Program(s)	Funds Obligated	WAMPO-suballocated Funds in TIP Not Obligated	From Project Sponsors			
								Anticipated Obligation Date	Anticipated Let Date	Progress Towards Using all Obligated Funds	Anticipated Project Completion Date
40-538	Haysville	Seneca & 63rd Street Bike Ped Pathway	2024	\$756,652.00	TA	\$0.00	\$756,652.00	December 2023	January 2024	N/A	Summer 2024
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	\$200,000.00	TA	\$0.00	\$200,000.00	TBD	TBD	N/A	TBD
40-545	KDOT	WICHway Video Wall	2024	\$400,000.00	CMAQ	\$0.00	\$400,000.00	TBD	TBD	N/A	TBD
40-541	Derby	Nelson Drive Realignment	2024	\$6,799,131.00	STBG, CMAQ, TA	\$0.00	\$6,799,131.00	January 2024	April 2024	N/A	July 2025
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	2024	\$2,433,853.00	STBG, TA	\$0.00	\$2,433,853.00	June 2024	July 2024	N/A	Spring 2025
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2024	\$292,242.00	CRP	\$0.00	\$292,242.00	TBD	TBD	N/A	TBD
T-23-02	Wichita	Multimodal Facility (MMF)	2024	\$1,000,000.00	CRP	\$0.00	\$1,000,000.00	TBD	TBD	N/A	TBD
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$2,776,712.00	STBG, CMAQ, TA, TA-STBG	\$0.00	\$2,776,712.00	September 2024	October 2024	N/A	Fall 2025
R-19-16	Wichita	West St., Harry to Pawnee	2023	\$8,518,589.00	STBG, TA, TA-STBG	\$8,518,589.00	\$0.00	N/A	October 2023	No funds spent yet.	End of 2025
R-19-07	Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	\$7,373,315.00	STBG, TA	\$7,373,315.00	\$0.00	N/A	October 2023	No funds spent yet.	June 2025
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	\$2,195,582.00	HIP, STBG	\$2,195,582.00	\$0.00	N/A	N/A	Construction began September 11, 2023.	July 2024
40-509	Wichita Transit	Wichita Transit Network Redesign Plan	2023	\$262,135.00	STBG	\$262,135.00	\$0.00	N/A	N/A	August 2023.	April 2025
R-19-05	Andover	159th St. East, from US-54/400 to Central Ave.	2022	\$4,485,000.00	STBG	\$4,485,000.00	\$0.00	N/A	N/A	Construction started 1/9/2023.	December 2023
40-525	Wichita Transit	Wichita Bicycle Master Plan Update	2022	\$366,988.00	TA	\$366,988.00	\$0.00	N/A	N/A	March 2023.	September 2024
T-19-05	Wichita Transit	Wichita Transit Replacement Paratransit Vehicles	2021, 2022	\$1,493,472.00	STBG	\$1,493,472.00	\$0.00	N/A	N/A	October 2023.	December 2024
R-17-02	Bel Aire	Woodlawn: 45th St to 37th St. N	2021	\$5,579,150.00	HIP, STBG	\$5,579,150.00	\$0.00	N/A	N/A	94% paid out.	Awaiting information.
40-544	Sedgwick County Dept. of Aging	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	2021	\$178,252.00	CMAQ	\$178,252.00	\$0.00	N/A	N/A	Contract pending Board of County Commissioners approval.	February 2024
R-19-09	Wichita	Pawnee, Webb to Greenwich	2021	\$3,593,000.00	STBG	\$2,509,033.64	\$1,083,966.36	N/A	N/A	\$2,420,919 of obligated funds spent so far. Complete except for landscape acceptance.	October 2023
R-17-01	Butler County	SW Butler Rd/SW 150th St Intersection	2020	\$5,600,000.00	HIP, STBG	\$4,169,813.61	\$1,430,186.39	N/A	N/A	Close to project finalization.	Summer 2023



## **Executive Summary**

The first round of public engagement for the Metropolitan Transportation Plan 2050 (MTP 2050) was successfully completed over the summer 2023 and with over 800 respondents. Our second round of public engagement will begin on December 1, 2023, and will continue through February 29, 2024. This round of engagement will gather input on long-range planning scenarios and allow the public to choose between different future growth and transportation options based on their preferences.

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## **Background**

The Metropolitan Transportation Plan 2050 (MTP 2050) involves assessing future transportation needs for the next 25 years. Given the complex nature of gathering public input on such an extensive plan, 4 rounds of public engagement are completed to ensure the public is involved, as they are an essential component of the planning process.

## **Public Engagement - 1st Round - Completed**

Our first survey, available to the public in the summer of 2023, asked about the current state of transportation in the WAMPO region and its future transportation needs, the results can be found on our website at <https://www.wampo.org/mtp2050>.

## **Public Engagement - 2nd Round - Upcoming**

Our second round of public engagement will open on December 1, 2023, and continue through February 29, 2024. This round of engagement will gather input on long-range planning scenarios and allow the public to choose between different future growth and transportation options based on their preferences. Information about WAMPO's public events will be available on our website.

## **Public Engagement - 3rd Round - Upcoming**

Our 3rd round is planned to occur in late spring of 2024 and will focus on the list of projects to be included in MTP 2050.

## **Public Engagement - 4th Round - Upcoming**

The 4th and final round of engagement is scheduled for the spring of 2025 and will involve presenting the draft MTP 2050 to the public. This will also constitute the 30-day public comment period prior to final approval by the TPB.



## **Executive Summary**

WAMPO has conducted manual bicycle and pedestrian counts for 12 years, facing challenges like volunteer shortages and weather-related data gaps. Now, we're exploring advanced technology solutions, including big data analytics and camera-based systems, to improve data collection accuracy. WAMPO plans to issue a Request for Proposal (RFP) for advanced counting technology and select a vendor based on the requirements for accuracy, data integration, and scalability.

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## **Background**

For the past 12 years, WAMPO (Wichita Area Metropolitan Planning Organization) has been manually conducting annual bicycle and pedestrian counts. This initiative involves recruiting volunteers to conduct counts at approximately 35-41 designated locations, with each volunteer committing to 2-hour increments, totaling 6 hours for one count location. While WAMPO has successfully collected valuable data through these counts, we consistently face challenges every year. The main issues include a shortage of volunteers and the impact of adverse weather conditions, which result in missing data. Despite these challenges, WAMPO continues its efforts to gather essential information on bicycle and pedestrian traffic in the region.

## **Automatic Counters**

WAMPO has been researching the adoption of advanced technology for conducting bicycle and pedestrian counts. Our exploration has included discussions with big data companies and camera technology providers. We have engaged with leading big data companies specializing in mobility analytics. These companies leverage advanced algorithms and data analytics to provide insights based on various data sources, including mobile phones, block data, and GPS data. Our research has also encompassed camera-based systems designed to record and count bicycle and pedestrian traffic. These cameras use advanced computer vision technology to track movements and generate real-time data.

## **Next Steps**

**Request for Proposal (RFP):** WAMPO will issue an RFP to procure cameras equipped with the latest counting technology. The RFP will outline our specific requirements, including accuracy, data integration capabilities, and scalability.

**Vendor Selection:** Following the receipt of RFP responses, our team will evaluate proposals and choose a vendor that aligns with our technological and budgetary requirements.



### **Agenda Item 3**

#### **Public Comment Opportunity**

Mayor of Haysville, Russ Kessler, TAC Chair

## **Background**

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

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



## **Agenda Item 4A: Action** **Comprehensive Safety Action Plan Approval**

Peter Mohr, Principal Engineer  
Chad Parasa, Executive Director

### **Executive Summary**

The TAC is asked to review and recommend for approval the Comprehensive Safety Action Plan (CSAP). The CSAP was developed through a 10-month process and is available for public comment from September 19 through October 19, 2023. To date, three public comments have been received. In addition, related to input from the public, WAMPO staff recommends that the CSAP be prefaced with a policy statement stating safety is a priority in transportation planning and the project selection process.

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### **Background**

The public comment period for the Wichita Area Metropolitan Planning Organization (WAMPO) Comprehensive Safety Action Plan (CSAP) (<https://www.wampo.org/safety>) is open from September 19 through October 19, 2023. To date, three public comments have been received during this period. These comments, as shown in the attached public comments document, were taken into consideration by WAMPO staff and their project consultant. These comments will also be placed in the final CSAP plan.

In addition to the development of this draft plan, previous public engagement activities have revealed the public's clear preference for prioritizing safety. To this end, WAMPO staff recommends that the CSAP is prefaced with a policy clearly stating that safety is a priority in transportation planning and the project selection process.

WAMPO and Wichita-region communities and public agencies have collaborated to develop the CSAP through a 10-month planning process. WAMPO staff and a consultant team have engaged the community; reviewed existing plans, policies, and projects; conducted data analyses; applied the U.S. Department of Transportation's Safe System Approach ([www.transportation.gov/NRSS/SafeSystem](http://www.transportation.gov/NRSS/SafeSystem)); and recommended specific steps the region should take to improve transportation safety for everyone. WAMPO will leverage the final plan as WAMPO staff and partners pursue funding for the recommended improvements.

### **Staff Recommendation**

- » Recommend the TPB approve the Comprehensive Safety Action Plan and the Safety Policy Statement, as presented.





## **Agenda Item 4A: Action** **Comprehensive Safety Action Plan Approval**

Peter Mohr, Principal Engineer  
Chad Parasa, Executive Director

### **Action Options**

- » Recommend the TPB **approve** the Comprehensive Safety Action Plan and the Safety Policy Statement, **as presented**.
- » Recommend the TPB **not approve** the Comprehensive Safety Action Plan and the Safety Policy Statement.
- » Recommend the TPB **approve** the Comprehensive Safety Action Plan and the Safety Policy Statement, **with specific changes**.

### **Next Steps**

- » The TPB will consider the plan and policy statement for approval at their November 14, 2023, meeting.

### **Attachments**

- » **Draft Comprehensive Safety Action Plan** - <https://bit.ly/DraftCSAPPlan>
- » **Public Comments to Date** - <https://bit.ly/DraftCSAPPublicComments>



## **Agenda Item 4B: Action**

### **Urban Area Boundary**

Peter Mohr, Principal Engineer

Nick Flanders, Senior Transportation Planner

## **Executive Summary**

Every ten years MPOs need to adopt an Urban Area Boundary (UAB) that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. There are a few locations where the 2020 Wichita Census Urban Area is not entirely within the current WAMPO UAB, meaning the WAMPO UAB needs to be updated. WAMPO staff, in consultation with KDOT staff and the WAMPO TAC and TPB, have developed a proposed new UAB. The TAC is now asked to make a formal recommendation to the TPB on the proposed new UAB.

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## **Background**

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

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

The 2020 Wichita Census Urban Area is mostly contained by the current WAMPO UAB (which was last adjusted in 2015), but there are a few locations where the 2020 Census Urban Area extends beyond the current UAB, meaning there is not an option to keep the current UAB, without alteration. Therefore, WAMPO staff have drafted a proposed new UAB and consulted with KDOT staff, the WAMPO TAC (on September 25, 2023), and TPB (on October 10, 2023) on its appropriateness. Now that comments from KDOT staff, the TAC, and the TPB have been addressed, the TAC is asked to make a formal recommendation to the TPB on the proposed new UAB.



## **Agenda Item 4B: Action**

### **Urban Area Boundary**

Peter Mohr, Principal Engineer

Nick Flanders, Senior Transportation Planner

## **How the Proposed UAB Was Prepared**

- » Overlaid the current UAB with the 2020 Wichita Census Urban Area, to meet the Federal requirement that the UAB entirely contain the Census Urban Area
- » To meet the Federal guidance that the UAB “should” contain entire municipalities, overlaid the city limits of the 12 municipalities that are either partially or entirely within the current UAB or the 2020 Census Urban Area (Andover, Bel Aire, Derby, Eastborough, Goddard, Haysville, Kechi, Maize, Mulvane, Park City, Valley Center, Wichita)
  - Excluded one enclave of Wichita (in far southwest Sedgwick County) and one enclave of Mulvane (around the Kansas Star Casino) that are both far removed from the rest of the city or the urbanized area
- » Filled in any “holes” (i.e., reverse enclaves) in the resulting shape
- » Where the shape consisted of noncontiguous (but nearby) parts, connected them, as UABs are required to be one contiguous area
- » Extended the shape farther outward in some locations to make it more conducive to the generation of the Federally required “metes and bounds” description that the public (non-technical people) can follow in the field
  - With a few small exceptions, mostly prioritized roadways, railroad tracks, and waterways for boundaries
  - In two small instances, retracted the bounds of the proposed UAB to within the bounds of the current UAB, in the interest of reaching better metes-and-bounds borders (after confirming that the proposed UAB still would not exclude any part of the 2020 Census Urban Area or any of the city limits that were chosen for inclusion and that the land to be excluded from the UAB did not appear to be developed)
- » Where the edge of the proposed UAB is defined by a roadway, counted that roadway as inside the UAB, rather than outside
- » Confirmed that the proposed UAB is still entirely within the WAMPO Metropolitan Planning Area, as required by Federal law
- » Following a discussion at the September 25, 2023, TAC meeting, adjusted the proposed UAB at the request of Valley Center staff to include land that they expect to soon annex
- » Following a discussion at the October 10, 2023, TPB meeting, adjusted the proposed UAB at the request of TPB members to include an additional square mile of land south of Haysville and to include the city of Rose Hill

## **Staff Recommendation**

Recommend the TPB approve the proposed new Urban Area Boundary, as presented.



## **Agenda Item 4B: Action**

### **Urban Area Boundary**

Peter Mohr, Principal Engineer

Nick Flanders, Senior Transportation Planner

## **Action Options**

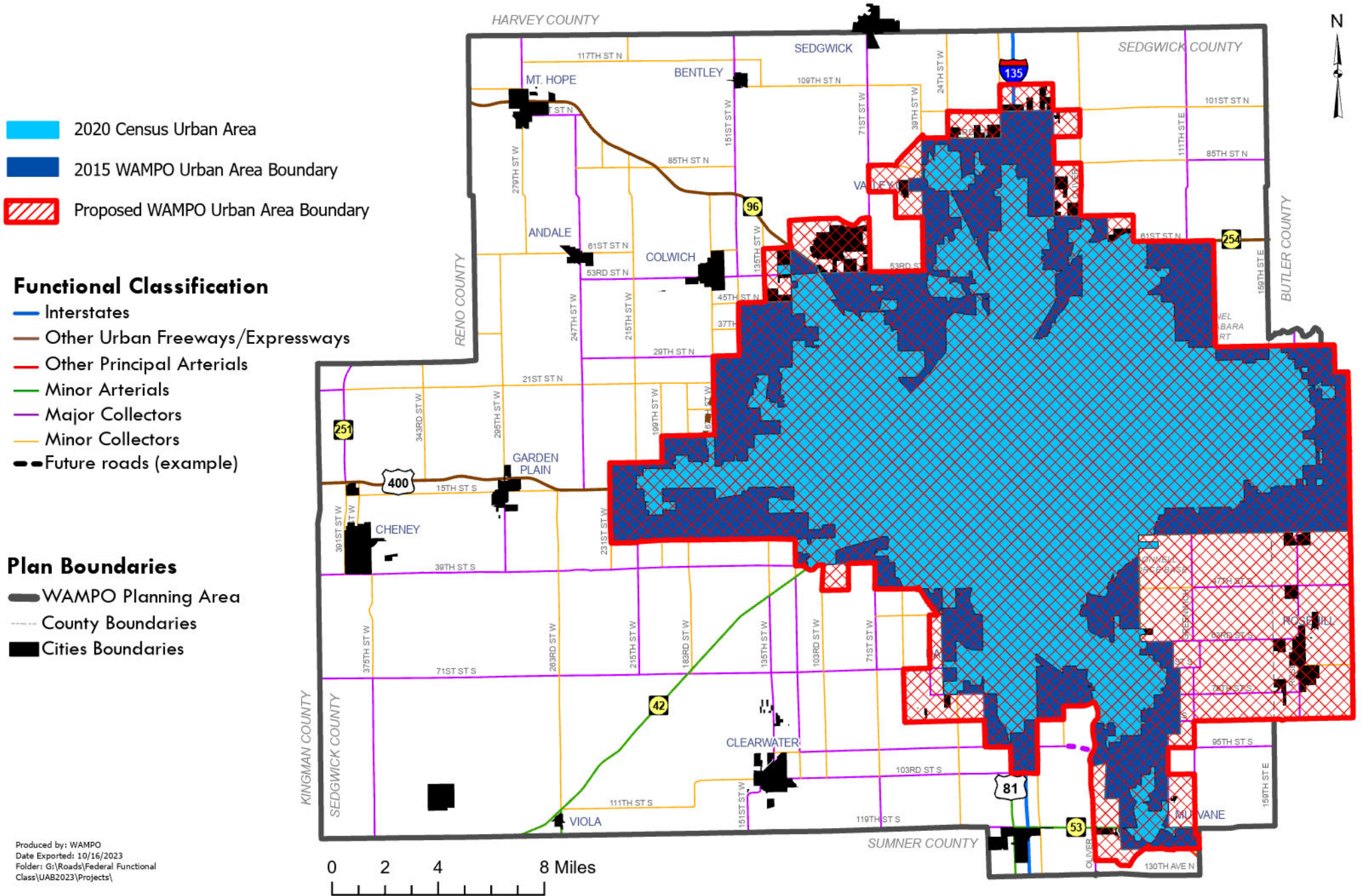
- » Recommend the TPB **approve** the proposed new Urban Area Boundary, **as presented**.
- » Recommend the TPB **not approve** the proposed new Urban Area Boundary.
- » Recommend the TPB **approve** the proposed new Urban Area Boundary, **with specific changes**.

## **Next Steps**

- » November 14, 2023: TPB vote on approval of UAB
- » December 1, 2023: Deadline for MPOs to submit UABs to KDOT for review
- » December 29, 2023: Deadline for KDOT to submit final UABs to the FHWA

## **Attachments**

- » **2023 WAMPO Proposed Urban Area Boundary Map** - [https://bit.ly/Proposed\\_UAB\\_10-16-23](https://bit.ly/Proposed_UAB_10-16-23)
- » **2023 WAMPO Proposed Urban Area Boundary Metes-And-Bounds Description**



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 Date Exported: 10/16/2023  
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# 2023 WAMPO Proposed Urban Area Boundary



# WAMPO URBAN AREA BOUNDARY

## Overview

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

## Detailed Description

This detailed description of the WAMPO UAB begins at the intersection of North Rock Road and East 69<sup>th</sup> Street North, proceeding clockwise (i.e., from north to east to south to west) around the area the UAB encompasses. The UAB follows North Rock Road heading south to Kansas Highway 254. The boundary follows Kansas Highway 254 heading east to North 127<sup>th</sup> Street East. It follows North 127<sup>th</sup> Street East southward to East 29<sup>th</sup> Street North. The boundary follows East 29<sup>th</sup> Street (Sedgwick County)/SW 60<sup>th</sup> Street (Butler County) east to SW Mulberry Road (Butler County). It then follows SW Mulberry Road south to East 21<sup>st</sup> Street/SW 70<sup>th</sup> Street. It then follows East 21<sup>st</sup> Street/SW 70<sup>th</sup> Street east until SW Meadowlark Road. It then follows SW Meadowlark Road south to where it dead-ends to the south of Harry Street (to the west)/SW 110<sup>th</sup> Street (to the east). From there, the UAB continues straight south across Republican Creek to where SW Meadowlark Road resumes, at its intersection with SW 120<sup>th</sup> Street. From there, it continues southward on SW Meadowlark Road to SW 170<sup>th</sup> Street. It follows SW 170<sup>th</sup> Street westward a short distance to where SW Meadowlark Road continues southward. The UAB continues southward on SW Meadowlark Road until SW 200<sup>th</sup> Street. The boundary then follows SW 200<sup>th</sup> Street (Butler County)/East 87<sup>th</sup> Street South (Sedgwick County) westward until South Greenwich Road. The boundary follows South Greenwich Road southward until East 95<sup>th</sup> Street South. It then follows East 95<sup>th</sup> Street South westward until it reaches South Webb Road. It then continues along South Webb Road southward until East 103<sup>rd</sup> Street South. It then follows east along East 103<sup>rd</sup> Street South until it reaches South Greenwich Road. It then follows South Greenwich Road (Sedgwick County)/North Greenwich Road (Sumner County) south to the southwest corner of Mulvane cemetery, where North Greenwich Road (Sumner County) turns to the east. It then continues east on North Greenwich Road for a short distance to the southeast corner of Mulvane Cemetery, where North Greenwich Road (Sumner County) turns to the south again, before continuing southward down North Greenwich Road. The boundary follows North Greenwich Road southward until the intersection of East 140<sup>th</sup> Avenue North and North Greenwich Road. It then follows East 140<sup>th</sup> Avenue North westward until North Webb Road. It follows North Webb Road south-southwest until it becomes East 140<sup>th</sup> Avenue North. It then follows west along East 140<sup>th</sup> Avenue North to South Central Avenue. It follows north on South Central Avenue until the first location where the Burlington Northern

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

45<sup>th</sup> Street North eastward to North 135<sup>th</sup> Street West. It follows north on North 135<sup>th</sup> Street West to West 61<sup>st</sup> Street North. It follows east on West 61<sup>st</sup> Street North until North 119<sup>th</sup> Street West. It follows north on North 119<sup>th</sup> Street West to West 69<sup>th</sup> Street North. It then follows east on West 69<sup>th</sup> Street North until the intersection with North Maize Road. The boundary then continues due east to the Arkansas River, which it follows eastward (downstream) until North Ridge Road. It follows south on North Ridge Road until West 53<sup>rd</sup> Street North. It follows east on West 53<sup>rd</sup> Street North to North West Street. It follows north on North West Street to West 69<sup>th</sup> Street North. It then proceeds west on West 69<sup>th</sup> Street North to North 55<sup>th</sup> Street West/North Hoover Road. It follows north on North Hoover Road to West 77<sup>th</sup> Street North. It continues west on West 77<sup>th</sup> Street North to North Ridge Road. It follows north on North Ridge Road until it reaches West 85<sup>th</sup> Street North. The boundary proceeding east on West 85<sup>th</sup> Street North until reaching the eastern side of the Wichita Valley Center Floodway, where it then follows an unnamed dirt road/former railroad bed northeast until the point where it passes under North West Street. It then follows North West Street southeastward for a short distance before reaching West 93<sup>rd</sup> Street North. It follows east on West 93<sup>rd</sup> Street North to North Meridian Avenue/North 24<sup>th</sup> Street West. It follows north on North Meridian Avenue/North 24<sup>th</sup> Street West to West 101<sup>st</sup> Street North. It follows West 101<sup>st</sup> Street North eastward to North Broadway Street. It then follows north along North Broadway Street to East 109<sup>th</sup> Street North. The boundary continues east on East 109<sup>th</sup> Street North to North Hillside Street. It follows North Hillside Street southward to East 101<sup>st</sup> Street North. It follows east on East 101<sup>st</sup> Street North to North Oliver Street. It then follows south along North Oliver Street to East 93<sup>rd</sup> Street North. It then follows west along East 93<sup>rd</sup> Street North to North Hillside Street. It continues south on North Hillside Street until East 85<sup>th</sup> Street North. It then follows East 85<sup>th</sup> Street North heading east until it reaches North Oliver Street. It heads south on North Oliver Street until East 69<sup>th</sup> Street North. It then continues east on 69<sup>th</sup> Street North before concluding at the intersection with North Rock Road, the beginning point of this description.

## Notes

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





## **Agenda Item 4C: Action** **2024 Unified Planning Work Program Approval**

Chad Parasa, Executive Director  
Peter Mohr, Principal Engineer

### **Executive Summary**

The TAC is asked to make a recommendation to the TPB on the proposed 2024 Unified Planning Work Program (UPWP). The 2024 UPWP was available for public comment from September 9 through October 9, 2023. No public comments were received. The UPWP is WAMPO's primary budgeting document for planning activities in 2024.

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### **Background**

The 2024 Unified Planning Work Program (UPWP) 30-day public comment period was September 9, 2023, through October 9, 2023. No public comments were received.

In 2024, WAMPO planning priorities and activities will include:

- » Continuing to develop the 2050 Metropolitan Transportation Plan (MTP 2050),
- » Administering the FFY2023-FFY2026 Transportation Improvement Program (TIP) and developing the FFY2025-FFY2028 TIP,
- » Completing the fiscally constrained Regional Transit Implementation Plan,
- » Implementing the Comprehensive Safety Action Plan (CSAP) and developing ICT Safe: A Regional Transportation Coalition,
- » Updating the Economic Development Report,
- » Developing the Regional Active Transportation Plan,
- » Conducting Safe Routes to School planning, and
- » Completing an update to the Intelligent Transportation Systems Architecture.

### **Fiscal Considerations**

The UPWP is WAMPO's primary budgeting document for planning activities during the year (January 1-December 31). Funding for the UPWP comes from various sources, including federal Comprehensive Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% Federal funding, 20% local funding). The CPG/local-match expenditures in the 2024 UPWP total \$2,189,850.

### **Staff Recommendation**

Recommend the TPB approve the 2024 Unified Planning Work Program, as presented.

### **Action Options**

- » Recommend the TPB **approve** the 2024 Unified Planning Work Program, **as presented**.
- » Recommend the TPB **not approve** the 2024 Unified Planning Work Program.
- » Recommend the TPB **approve** the 2024 Unified Planning Work Program, **with specific changes**.



**Agenda Item 4C: Action**  
**2024 Unified Planning Work Program Approval**

Chad Parasa, Executive Director  
Peter Mohr, Principal Engineer

**Next Steps**

- » The TAC's recommendations will be presented to the Transportation Policy Body on November 14, 2023.

**Attachment**

**Draft 2024 Unified Planning Work Program** – [https://bit.ly/Draft\\_2024\\_UPWP](https://bit.ly/Draft_2024_UPWP)



## **Agenda Item 5A: Discussion/Updates**

### **Employment Sectors**

Peter Mohr, Principal Engineer

Chad Parasa, Executive Director

## **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 reports on seven different sectors that comprise the local economy. As the second in a series of presentations, this report discusses WAMPO's Advanced Manufacturing industry.

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## **Background**

WAMPO staff, in collaboration with consultants at the Center for Business Research and Development (CEDBR), completed extensive research that revealed the key major employers that are essential to our local WAMPO economy. The reports generated by CEDBR include multiple-page summaries of each economic sector. The sectors include:

- » 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 based on these summaries. However, given the breadth and detail of information, the information will be presented in a series of reports that each detail one or two economic sectors at a time. This report will discuss the Advanced Manufacturing industry.

## **Attachment**

- » **Key Employers in the WAMPO Area by Sector -**  
[https://bit.ly/Economic\\_Development\\_Reportby\\_Sector](https://bit.ly/Economic_Development_Reportby_Sector)



## **Agenda Item 5B: Discussion/Updates** **WAMPO's Demographics and Socioeconomics**

Peter Mohr, Principal Engineer  
Chad Parasa, Executive Director

### **Executive Summary**

Through the collaboration between WAMPO staff and the Center for Economic Development and Business Research (CEDBR), an in-depth analysis of the region's demographics and socioeconomics has been conducted and forecasts created. Since population and economics drive demand on transportation infrastructure, these analyses are critical for informed planning of future transportation projects.

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### **Background**

WAMPO staff, in collaboration with consultants at the Center for Business Research and Development (CEDBR), conducted an in-depth analysis of the region's demographics and socioeconomics. These analyses and forecasts are essential for transportation planning as they help predict future travel demand and patterns, enabling the development of more thoughtful and equitable transportation systems.

The reports generated by CEDBR include demographic and socioeconomic reports and forecasts for all 22 municipalities in the WAMPO region and for the region itself. In addition, CEDBR also measured several critical economic indicators, detailed labor mobility within the region, and analyzed the WAMPO region's housing supply. All this information and more can be found on our website in the reports below:

- » WAMPO Demographic and Socioeconomic reports (WAMPO region and all 22 municipalities)
- » Government Vitality Index report
- » Business Dynamism Index report
- » Healthy, Wealthy, and Wise Index report
- » Labor Mobility report
- » Housing report

As part of its mission to serve and inform its stakeholders, WAMPO is developing a series of reports based on these analyses. However, given the breadth and detail of information, the information will be delivered in a series of presentations. This particular presentation will explore the demographics and socioeconomics of WAMPO and a selection of its municipalities.

### **Attachments**

- » **WAMPO Demographic and Socioeconomic Reports** – <https://bit.ly/Demographic-and-Socioeconomic-Reports>
- » **Government Vitality Index Report** – <https://bit.ly/Government-Vitality-Index-report>
- » **Business Dynamism Index Report** – <https://bit.ly/Business-Dynamism-Index-report>
- » **Healthy, Wealthy, and Wise Index Report** – <https://bit.ly/Healthy-Wealthy-Wise-index-report>
- » **Labor Mobility Report** – <https://bit.ly/Labor-Mobility-report>
- » **Housing Report** – <https://bit.ly/Housing-report>



## **Executive Summary**

In collaboration with the consultants at Burgess & Niple (B&N), WAMPO staff have developed the Comprehensive Safety Action Plan (CSAP) which is designed to promote the safety of all users of the transportation system. As a further extension of this collaboration, the consultants are developing a Vision Zero policy for the WAMPO region. Vision Zero sets forth broad goals aimed at eliminating traffic-related deaths and severe injuries.

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## **Background**

In collaboration with the consultants at Burgess & Niple (B&N), WAMPO staff have developed the Comprehensive Safety Action Plan (CSAP) which is designed to promote the safety of all users of the transportation system. As a further extension of this collaboration, the consultants are developing a Vision Zero policy for the WAMPO region. Broadly speaking, Vision Zero is rooted in the foundational belief that every traffic fatality is preventable and sets forth broad goals aimed at eliminating traffic-related deaths and severe injuries.

The broad strokes of a Vision Zero policy may be appropriate for any regional planning organization or state across the country; however, it is acknowledged that the unique characteristics of each may demand a specific Vision Zero policy that is tailored for the needs of that locality. The consultants at B&N plan to offer their insights into developing such customized policies.



# 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 of 2021 WAMPO boundary

\*\*Portion of city inside of 2021 WAMPO Boundary

	Last Census year before incorporation
	El Paso City

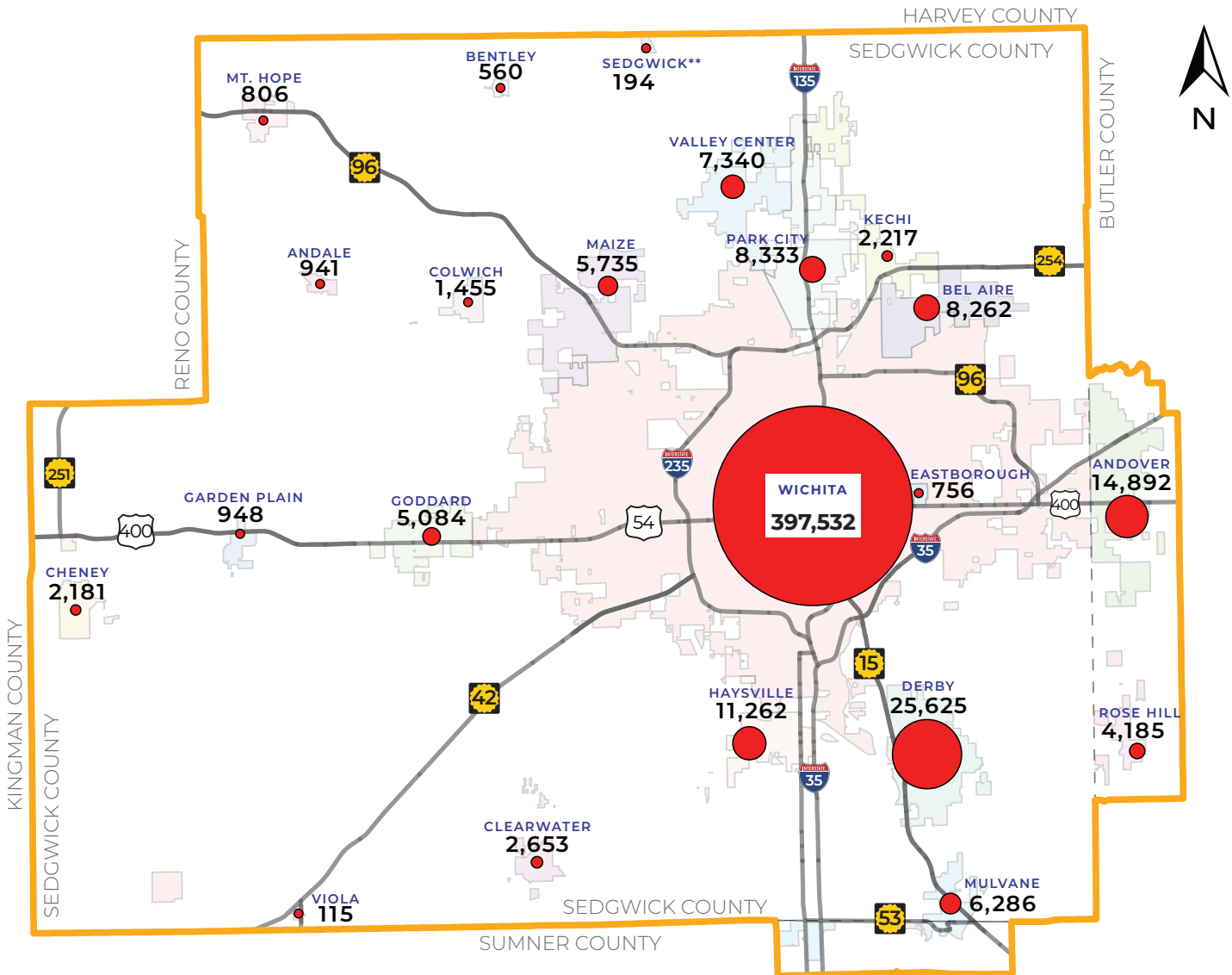
## Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



# WAMPO REGION 2020 POPULATION



**WAMPO Region Total Population: 547,230**

**Unincorporated Population: 39,868**

\*\*Portion of population within WAMPO boundary



# WAMPO AREA PUBLIC TRANSIT RIDERSHIP TABLE

There are several government-provided transit services within the WAMPO region including Wichita Transit, Derby Dash, Haysville Hustle, Sedgwick County Transportation, and Butler County Transit. The table below highlights the annual ridership for each of the three transit providers. Haysville Hustle began operations in November 2020, so ridership information prior to that date is not available. Butler County Transit numbers include ridership for the entire county.

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

## Point of Contact

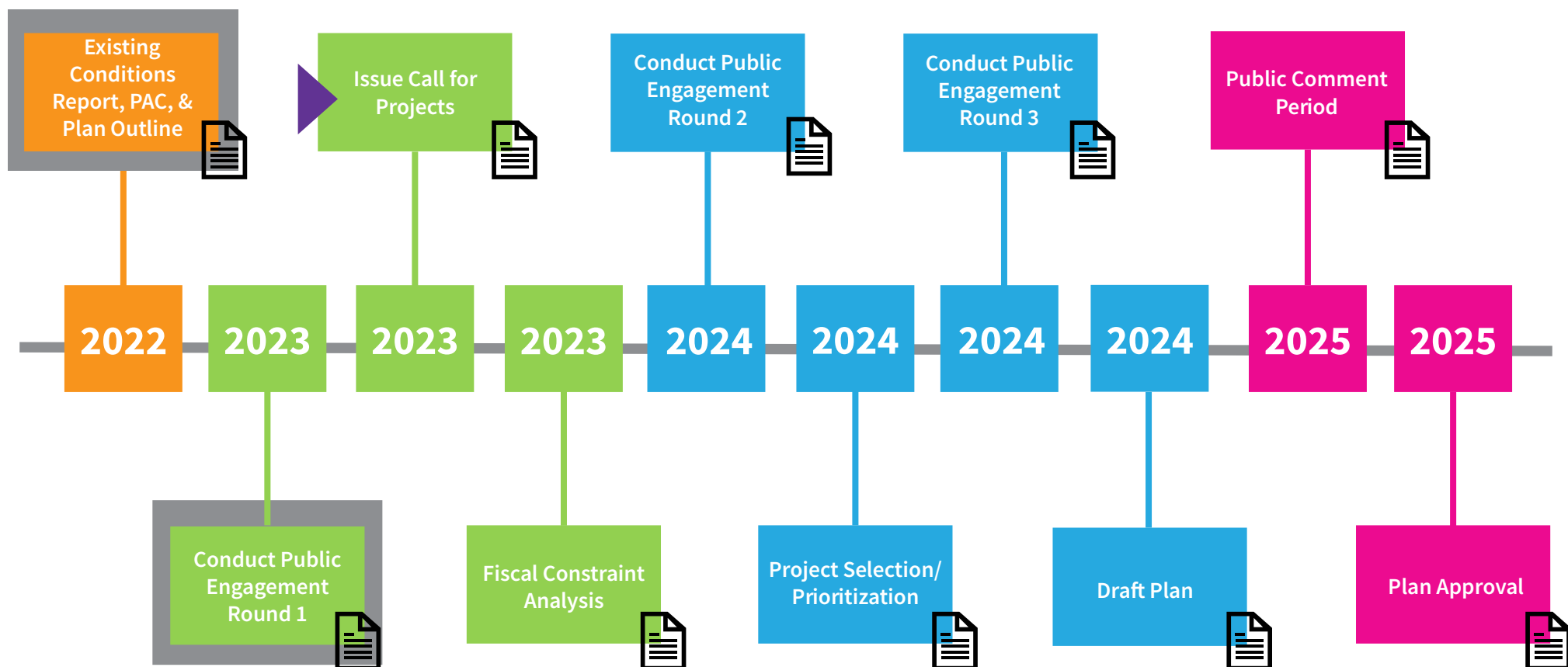
Transit Provider	Name	Email	Phone
<b>Wichita Transit</b>	Raven Alexander	ralexander@wichita.gov	316.352.4868
<b>Derby Dash</b>	Sonya Dalton	sonyadalton@derbyweb.com	316.788.7433
<b>Haysville Hustle</b>	Kristen McDaniel	kmcdaniel@haysville-ks.com	316.529.5903
<b>Sedgwick County Transportation</b>	Emily Jensen	emily.jensen@sedgwick.gov	316.660.1936
<b>Butler County Transit</b>	Crystal Noles	cnoles@bucoks.com	316.775.0500



# Metropolitan Transportation Plan

2050

# Progress



Completed In-Progress Deliverable July 31, 2023





## 2023 APBP WEBINAR SERIES

Members of the public are welcome to view the Association of Pedestrian and Bicycle Professionals (APBP) webinars at the WAMPO offices. The webinars are from 2 – 3 pm on the 3rd Wednesday of the month. Please RSVP your attendance by emailing [wampo@wampo.org](mailto:wampo@wampo.org).

- **January 18:** From Complete Streets to Complete Networks: A Data-Driven, Performance-Based, Multimodal Planning Tool
- **February 15:** Strengthening Community Connections Through Bike Infrastructure, Transit Integration, and Local Tourism
- **March 15:** Data storytelling for multimodal pathways
- **April 19:** Give Your Bus a BOOST!
- **May 17:** Active Mobility for Older Adult Communities through Planning and Implementation
- **June 21:** More than a cycle lane: How investment in better walking and cycling networks improves accessibility for people with disabilities
- **July 19:** Evolution of Bikeways - How Cities Have Progressed with the Ever-changing Design Guidance and Research
- **August 16:** Systemic Safety – From Analysis to Implementation
- **September 20:** Community-led Temporary Demonstrations & Partnerships
- **October 18:** Tactile Walking Surface Indicators to Aid Wayfinding for Pedestrians with Vision Disabilities
- **November 15:** How to keep a statewide plan off the shelf; pedestrian planning in Minnesota
- **December 20:** Lighter, Faster, Drier: Beyond Quick-Build Towards Resilient Treatments for High-Quality Active Transportation Infrastructure

Information about each session can be found at <https://apbp.memberclicks.net/assets/Webinars/2023-webinars/APBP-2023-Webinar-Series.pdf>.



# WAMPO TRANSPORTATION ACRONYM GLOSSARY

<b>Terms</b>	<b>Definition</b>	<b>Terms</b>	<b>Definition</b>
<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 (same as LRTP)
<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>NHPP</b>	National Highway Performance Program
<b>APA</b>	American Planning Association	<b>NHS</b>	National Highway System
<b>ASCE</b>	American Society of Civil Engineers	<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>BIL</b>	Bipartisan Infrastructure Law	<b>PE</b>	Preliminary Engineering
<b>ATC</b>	Active Transportation Committee	<b>PM</b>	Performance Measure
<b>CMAQ</b>	Congestion Mitigation and Air Quality	<b>PPP</b>	Public Participation Plan
<b>CMP</b>	Congestion Management Process	<b>PSC</b>	Project Selection Committee
<b>CPG</b>	Consolidated Planning Grant	<b>REAP</b>	Regional Economic Area Partnership
<b>CRP</b>	Carbon Reduction Program	<b>RFP</b>	Request for Proposals
<b>CRRSAA</b>	Coronavirus Response and Relief Supplemental	<b>ROW</b>	Right of Way
<b>CUFC</b>	Critical Urban Freight Corridor	<b>RPSP</b>	Regional Pathways System Plan
<b>DBE</b>	Disadvantaged Business Enterprise	<b>SCAC</b>	Sedgwick County Association of Cities
<b>DOT</b>	Department of Transportation	<b>SHC</b>	Safety and Health Committee
<b>EIS</b>	Environmental Impact Statement	<b>SOV</b>	Single Occupancy Vehicle
<b>EJ</b>	Environmental Justice	<b>SRTS</b>	Safe Routes to School
<b>EPA</b>	Environmental Protection Agency	<b>STBG</b>	Surface Transportation Block Grant (previously Surface Transportation Program - "STP")
<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>TAB</b>	Transit Advisory Board
<b>FTA</b>	Federal Transit Administration	<b>TAC</b>	Technical Advisory Committee
<b>GIS</b>	Geographic Information System	<b>TAM</b>	Transit Asset Management
<b>HIP</b>	Highway Infrastructure Program	<b>TAZ</b>	Traffic Analysis Zone
<b>HOV</b>	High Occupancy Vehicle	<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 (KDOT 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>TRB</b>	Transportation Research Board
<b>KDOT</b>	Kansas Department of Transportation	<b>UAB</b>	Urbanized Area Boundary
<b>LEP</b>	Limited English Proficiency	<b>UCTC</b>	United Community Transit Coalition
<b>LOS</b>	Level of Service	<b>UPWP</b>	Unified Planning Work Program
<b>LRTP</b>	Long Range Transportation Plan (same as MTP)	<b>VMT</b>	Vehicle Miles Traveled
<b>MAPC</b>	Wichita-Sedgwick County Metropolitan Area Planning Commission	<b>WAMPO</b>	Wichita Area Metropolitan Planning Organization
<b>MAPD</b>	Wichita-Sedgwick County Metropolitan Area Planning Department	<b>WSCAAB</b>	Wichita-Sedgwick County Access Advisory Board

**2023 TAC Representatives and Contact Information**

<b>VOTING MEMBERS &amp; ALTERNATES</b>	<b>REPRESENTATIVES</b>	<b>MEMBER EMAIL</b>	<b>ALTERNATE</b>	<b>ALTERNATE EMAIL</b>
<b>TAC Chair</b> , TPB Representative	<b>Russ Kessler</b>	rkessler@haysville-ks.com		
City of Wichita Representative	<b>Gary Janzen</b>	gjanzen@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		
City of Wichita Transit Representative	<b>Raven Alexander</b>	ralexander@wichita.gov	<b>Tonja Howard</b>	thoward@wichita.gov
Coordinated Transit Representative (District #9)	<b>Annette Graham</b>	annette.graham@sedgwick.gov	<b>Emily Jensen</b>	emily.jensen@sedgwick.gov
Sedgwick County Representative	<b>Lynn Packer</b>	Lynn.Packer@sedgwick.gov	<b>Daniel Schrant</b>	daniel.schrant@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>Tom Hein</b>	tom.hein@ks.gov	<b>Mike Longshaw</b>	mike.longshaw@ks.gov
Butler/Sumner Counties Representative	<b>Les Mangus</b>	lmangus@andoverks.com		
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>Keith Lawing</b>	klawing@workforce-ks.com
Regional Pathways Representative				
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@maizeks.gov		
Technologist (Named by TPB)				
Urban Land Use Planning & Development Trends Expert (Named by TPB)	<b>Mary Hunt</b>	mmhunt@wichita.gov	<b>Moumita Kundu</b>	mkundu@wichita.gov
Public Health Representative (Named by TPB)	<b>Jack Brown</b>	jbrown4@kumc.edu		
<b>Ex-Officio Non-Voting Members</b>				
Federal Highway Administration Representative	<b>Matt McDonald</b>	matthew.mcdonald@dot.gov		
Federal Transit Administration Representative	<b>Daniel Nguyen</b>	daniel.nguyen@dot.gov		
Kansas Turnpike Authority Administration	<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 Public Outreach Planner	<b>Dani Lasher</b>	danielle.lasher@wampo.org		
WAMPO Transportation Planner	<b>Dora Gallo</b>	dora.gallo@wampo.org		
WAMPO Engineering and Data Analyst	<b>Dylan Cossaart</b>	dylan.cossaart@wampo.org		
WAMPO Social Media Intern	<b>Emma Smith</b>	emma.smith@wampo.org		
WAMPO Transportation Planning Intern	<b>Jaksyn Smith</b>	jaksyn.smith@wampo.org		
WAMPO Senior Accountant	<b>Kyle Thomas</b>	kyle.thomas@wampo.org		
WAMPO Engineering and Data Analyst	<b>Marcela Quintanilla</b>	marcela.quintanilla@wampo.org		
WAMPO Administrative Assistant	<b>Markey Jonas</b>	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	<b>Nick Flanders</b>	nicholas.flanders@wampo.org		
WAMPO Principal Engineer	<b>Peter Mohr</b>	peter.mohr@wampo.org		
WAMPO Engineering and Data Analyst Intern	<b>Srilekha Dodda</b>	srilekha.dodda@wampo.org		

\*Current quorum is 10 based on appointed positions

## 2023 WAMPO MEETING SCHEDULE

Meeting Location: ZOOM or 271 W 3rd St, Suite 203, Wichita, KS 67202

Meeting times and dates are subject to change by the Chair of that committee's discretion.

Transportation Policy Body	Technical Advisory Committee	Executive Committee	Active Transportation Committee	ICT Safe	United Community Transit Coalition	Economic Development & Transportation Committee
<i>3:00 PM Unless otherwise stated</i>	<i>10:00 AM Unless otherwise stated</i>	<i>11:00 AM unless otherwise stated</i>	<i>9:30 AM Unless otherwise stated</i>	<i>9:30 AM Unless otherwise stated</i>	<i>2:00 PM Unless otherwise stated</i>	<i>10:00 AM Unless otherwise stated*</i>
<b>JANUARY 10</b>	<b>JANUARY 23</b>					
<b>FEBRUARY 14</b>	<b>FEBRUARY 27</b>	<b>FEBRUARY 2</b>			<b>FEBRUARY 16</b>	
<b>MARCH 14</b>	<b>MARCH 27</b>					
<b>APRIL 11</b>	<b>APRIL 24</b>					<b>APRIL 10</b>
<b>MAY 9</b>	<b>MAY 22</b>	<b>MAY 4</b>		<b>MAY 3</b>	<b>MAY 18</b>	<b>MAY 15</b>
<b>JUNE 13</b>	<b>JUNE 26</b>					<b>JUNE 12</b>
<b>JULY 11</b>	<b>JULY 24</b>					
<b>AUGUST 8</b>	<b>AUGUST 28</b>	<b>AUGUST 3</b>		<b>AUGUST 2</b>	<b>AUGUST 17</b>	<b>AUGUST 14</b>
<b>SEPTEMBER 12</b>	<b>SEPTEMBER 25</b>					
<b>OCTOBER 10</b>	<b>OCTOBER 23</b>					
<b>NOVEMBER 14</b>	<b>NOVEMBER 27</b>	<b>NOVEMBER 2</b>		<b>NOVEMBER 1</b>	<b>NOVEMBER 16</b>	<b>NOVEMBER 13</b>
<b>DECEMBER 12</b>			<b>DECEMBER 6 (Tenative)</b>			



\*ICT safe was formerly the Safety and Health Committee

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