



Transportation Policy Body (TPB) Meeting Notice

Tuesday, April 8, 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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I. Welcome	
II. Regular Business	
A. Approval of TPB Agenda: April 8, 2025	
B. Approval of TPB Meeting Minutes: March 11, 2025	3 to 7
C. Director's Report <ul style="list-style-type: none"> i. Quarterly UPWP Task Chart ii. FTA Section 5310 Grant Program Update iii. Regional Active Transportation Plan Consultant RFP Development iv. Safe Streets and Roads for All (SS4A) Implementation Grant Update v. KDOT Transportation Safety Conference Recap vi. ITS Architecture Update: Upcoming Stakeholder meeting on 04/22/2025, 8:30 AM, at WAMPO offices, and Steering Committee meeting on 05/13/2025, 10:30 AM, at WAMPO offices and via Zoom 	8 to 9 10 to 11 12 to 13
D. Consent Agenda <ul style="list-style-type: none"> i. Safe Streets and Roads for All (SS4A) State Match Agreement with KDOT 	14
III. Public Comment Opportunity Open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.	15
IV. Action	
A. Year 2024 Audit Report – Michael Gerber, Forvis Mazars <i>Forvis Mazars, LLP (Forvis, LLP) led the Year 2024 Audit. The draft Independent Auditor's Report and Financial Statements are attached. The TPB is asked to receive and file them.</i>	16
B. FFY2025-FFY2028 Transportation Improvement Program Amendment #4 – Peter Mohr, WAMPO <i>The TPB is asked to take action on proposed Amendment #4 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #4 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The Public Comment period for Amendment #4 opened on February 28, 2025, and ran through March 14, 2025. No public comments were received.</i>	17 to 19
V. Discussion/Updates	
A. Metropolitan Transportation Plan 2050 (MTP 2050) Project List Changes – Peter Mohr and Nick Flanders, WAMPO <i>On November 12, 2024, the WAMPO Transportation Policy Body (TPB) approved the Project Selection Committee's (PSC's) and Technical Advisory Committee's (TAC's) recommendations for the Metropolitan Transportation Plan 2050 (MTP 2050) fiscally constrained project list. Prior to the</i>	20 to 21

<p>opening of the 30-day MTP 2050 public-comment period on March 8, 2025, minor edits were made to the project list at the request of WAMPO member jurisdictions. The edits do not negate any of the selections that were made by the PSC, TAC, and TPB. Two projects' titles were edited at the request of their respective lead agencies, to more accurately reflect their scopes/limits. In addition, "category" projects were added to make future bridge projects necessarily consistent with MTP 2050. Following these changes, the fiscal constraint of MTP 2050 is still maintained. The project-list changes will be reflected in the draft of MTP 2050 that the TAC will make a recommendation on in April 2025 and that the TPB will vote on in May 2025.</p>	
<p>B. <u>Metropolitan Transportation Plan 2050 (MTP 2050) – Upcoming Approval Vote</u> – Nick Flanders, Peter Mohr, 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. The draft document was reviewed by the Plan Advisory Committee (PAC) and by state and federal staff and comments resulting from those reviews have been addressed by WAMPO staff. On February 11, 2025, the TPB released draft MTP 2050 for public comment. The public comment period for MTP 2050 is March 8, 2025, through April 7, 2025. This 30-day public-comment period is the fourth round of public engagement for the plan. The public comment period will be followed by a Technical Advisory Committee (TAC) recommendation and a Transportation Policy Body (TPB) vote on approval. All draft sections of MTP 2050 (seven chapters and fourteen appendices) are available online.</i></p>	<p>22 to 29</p>
<p>C. <u>Safe Routes to School (SRTS) Planning Update</u> – Kim Negrete, WAMPO, and Chris Brown, SRF <i>WAMPO has begun working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (both public and private) with the development of at least 60 school-specific SRTS plans in the region. The first SRTS Stakeholder Committee meeting was held on March 10, 2025, and included representatives from nine (9) of the fourteen (14) public school districts in the region. The WAMPO Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to identify any priority schools within their respective jurisdictions and to identify any potential additional individuals to serve on the SRTS Stakeholder Committee that will continue to guide the initiative.</i></p>	<p>30</p>
<p>D. <u>K-254 Corridor Management Plan</u> – David Seitz, KDOT <i>The K-254 Corridor Management Plan is now complete and is posted on the KDOT website. This presentation will provide details about the final plan.</i></p>	<p>31</p>
<p>VI. Committee & Partnership Updates</p> <ul style="list-style-type: none"> A. Executive Committee B. Kansas Department of Transportation (KDOT) C. Wichita Metro Division, KDOT D. Federal Highway Administration (FHWA) E. Federal Transit Administration (FTA) 	
<p>VII. Other Business</p>	
<p>VIII. Adjournment</p>	
<p>IX. WAMPO Reference Material</p> <ul style="list-style-type: none"> A. WAMPO Region Population Table and Map B. WAMPO Region Public Transit Ridership C. WAMPO Acronym Glossary D. Transportation Policy Body Roster E. 2025 WAMPO Meeting Schedule 	<p>32 to 33 34 35 36 37</p>

Chad Parasa, TPB Secretary

Rev. April 2, 2025



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, March 11, 2025, @ 3:00 PM

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

Meeting Duration: 62 minutes

Voting Members in Attendance		
Russ Kessler, <i>Chair</i> Ryan Baty, <i>Sedgwick County</i> Nick Engle, <i>Derby</i> Jim Howell, <i>Sedgwick County</i> George Liebe, <i>Goddard</i> Pete Meitzner, <i>Sedgwick County</i>	Mike Moriarty, <i>KDOT</i> Terry Somers, <i>SCAC</i> Nick Squires, <i>KDOT</i> Stephanie Wise, <i>Sedgwick County</i> Dan Woydziak, <i>Butler County</i>	Alternates Nick Gregory, <i>Maize (voting)</i> Jennifer McCausland, <i>Andover (voting)</i> Warren Porter, <i>Rose Hill (voting)</i> Anne Stephens, <i>Bel Aire (voting)</i> J.B. Wilson, <i>KDOT (non-voting)</i>
Other Attendees		
Javier Ahumada, <i>FHWA</i> Jared Austin, <i>FTA</i> Marcy Aycock, <i>REAP</i> Jane Brynes Steve Degenhardt, <i>Wichita</i> Tyler Dehn, <i>Bel Aire</i> Penny Feist, <i>Wichita Transit</i> Nick Flanders, <i>WAMPO</i>	Gary Janzen, <i>Wichita</i> Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Sruthi Kesa, <i>WAMPO</i> Brett Letkowski, <i>TranSystems</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i>	Kim Negrete, <i>WAMPO</i> Lynn Packer, <i>Sedgwick County</i> Chad Parasa, <i>WAMPO</i> Ksusha Peoples, <i>WAMPO</i> Riley Schmitz, <i>JEO</i> Allison Smith, <i>KDOT</i> Kyle Thomas, <i>WAMPO</i> Bill Troe, <i>SRF</i>

1. Chair Russ Kessler called the meeting to order at 3:00 PM.

2. Regular Business

A. Approval of the March 11, 2025, Agenda

Discussion: None.

Action: Approve the March 11, 2025, agenda, as presented. (13-0)¹

Motion: George Liebe

Second: Terry Somers

B. Approval of the February 11, 2025, Meeting Minutes

Discussion: None.

Action: Approve the February 11, 2025, meeting minutes, as presented. (13-0)

Motion: Nick Gregory

Second: George Liebe

¹ Two (2) voting TPB members did not arrive until after the votes to approve the March 2025 agenda and February 2025 minutes. 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.

C. Director's Report

i. **Bimonthly TIP Project Statuses**

Peter Mohr, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) Policy includes a Reasonable Progress Policy, under which projects programmed to receive WAMPO-suballocated funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are to have progress reports every two months. The TIP Project Statuses report for March 2025 was shared.

March 2025 TIP Project Statuses – <https://bit.ly/March2025-TIP-Project-Statuses>

ii. **FFY2025-FFY2028 Transportation Improvement Program (TIP) Amendment 4 Public Comment Period Open 02/28/2025-03/14/2025**

Mr. Mohr noted the in-progress public-comment period for Amendment #4 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 February 28, 2025, through March 14, 2025. The FFY2025-FFY2028 TIP, amendment schedule, and draft Amendment #4 can be viewed at www.wampo.org/transportation-improvement-program.

iii. **ITS Architecture Update**

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

iv. **Comprehensive Safety Action Plan (CSAP) Update**

Kim Negrete, WAMPO, explained that the Comprehensive Safety Action Plan (CSAP) promotes the safety of all users of the transportation system. The plan was developed through a ten-month process and was approved by the Transportation Policy Body on December 12, 2023. The strategies outlined in the CSAP are being implemented and monitored by WAMPO staff, member jurisdictions, and community partners, including through the work of ICT Safe: A Regional Transportation Coalition. Since initial adoption, additional safety strategies have been identified, and it has been noted that updates to the implementation timeline would improve the usability of the document. The Transportation Safety Technical Advisors (TSTA) met on February 25, 2025, to consider updates to the CSAP and its implementation strategies. Recommended CSAP updates will be presented to the Technical Advisory Committee (TAC) for a recommendation and to the Transportation Policy Body (TPB) for approval.

Mr. Mohr provided details on targets added to the CSAP for annual decreases in roadway-crash fatalities and serious injuries.

v. Regional Connections Presentation Series

Markey Jonas, WAMPO, announced that WAMPO is coordinating a series of presentations with the theme of “Regional Connections.” This initiative invites WAMPO jurisdictions to present local projects, policies, or programs to the Transportation Policy Body (TPB). The goal of this presentation series is to keep stakeholders informed about new and ongoing efforts and encourage an integrated approach to planning. The Regional Connections presentations will be scheduled regularly at TPB meetings. Please contact Ms. Jonas at markey.jonas@wampo.org to reserve a time to present.

3. Public Comment Opportunity

Jane Brynes spoke about transportation safety, drawing a comparison between the immediate and comprehensive response to the January 29, 2025, airplane crash and the much lesser reaction to the daily loss of hundreds of lives in car crashes on the roadway network. Ms. Brynes advocated for the implementation of a crash analysis studio to examine contributing factors, such as high-speed road design, inadequate pedestrian and bicycle infrastructure, and dangerous intersection designs. She emphasized safety concerns for non-drivers, including children, seniors, and individuals with disabilities. Ms. Brynes urged transportation decision-makers to allocate a portion of transportation funding toward crash analysis to prevent future crashes and create safer roadways.

4. Action

A. Regional Transit Implementation Plan

Mr. Mohr provided details on the background of the Regional Transit Implementation Plan development process and shared examples of key takeaways within the plan.

Bill Troe, SRF, presented the final Regional Transit Implementation Plan draft, outlining its core goals: enhancing transit options for commuting to/from Wichita; providing more transit opportunities for people in outlying communities to get to shopping, medical services, social visits, etc.; expanding employment opportunities in WAMPO communities outside Wichita – including for commuters from home locations in Wichita; and identifying funding needs and real opportunities that support the service options listed. The plan categorizes service recommendations into “short-term” and “aspirational” goals. Shorter-term recommendations, based on positive community feedback, focus on extending fixed-route transit services and increasing the availability of demand-response transit, with the understanding that local funding responsibility lies with the communities benefiting from these expansions. Aspirational goals, requiring further coordination and funding, encompass expanded demand-response service, vanpool programs, and partnerships with ride-sharing services. The presentation also addressed governance options, emphasizing the need to balance local control with cost-effectiveness, and explored various models, including interlocal agreements, joint powers agreements, and regional transit authorities.

Discussion: None.

Action: Approve the Regional Transit Implementation Plan, as presented. (13-0)²

Motion: Pete Meitzner

Second: Nick Gregory

5. Discussion/Updates

A. Appointments: Executive Committee and Project Selection Committee

Chair Kessler announced his appointments to the Executive Committee and Project Selection Committee.

2025 WAMPO Executive Committee Members and Contact Information		
AFFILIATION	NAME	EMAIL
City of Haysville	Russ Kessler, <i>TPB Chair</i>	rkessler@haysville-ks.com
City of Goddard	George Liebe, <i>TPB Vice Chair</i>	liebe@goddardks.gov
Butler County	Dan Woydziak, <i>TAC Chair</i>	dwoydziak@bucoks.com
KDOT (Wichita Metro area)	Nick Squires	nick.squires@ks.gov
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov
City of Wichita	J.V. Johnston	jvjohnston@wichita.gov
Immediate Past Chair	Becky Tuttle, <i>Ex Officio (non-voting)</i>	btuttle@wichita.gov

2025 Project Selection Committee Members and Contact Information		
AFFILIATION	NAME	EMAIL
Butler County	Dan Woydziak, <i>TAC Chair</i>	dwoydziak@bucoks.com
Sedgwick County	Lynn Packer	lynn.packer@sedgwick.gov
City of Wichita	James Wagner	jwagner@wichita.gov
City of Derby	Dan Squires	dansquires@derbyweb.com
City of Haysville	Tony Martinez	tmartinez@haysville-ks.com
City of Bel Aire	Anne Stephens	astephens@belaireks.gov
City of Valley Center	Brent Clark	bclark@valleycenterks.org

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

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 details about the plan development process and contents of the plan. The TPB approved releasing the draft plan for public comment at their meeting on February 11, 2025. The public comment period is March 8 – April 7, 2025.

MTP 2050 is divided into seven (7) chapters: Plan Purpose & Development; Regional Trends; Existing Conditions; System Management; System Performance Report (discussing

² Two (2) voting TPB members left before the vote to approve the Regional Transit Implementation Plan.

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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). MTP 2050 also has 14 appendices. Mr. Flanders, Mr. Mohr, and Ms. Jonas provided details about 7 of the 14 appendices, highlighting key points and summarizing the information within each. Details about the other 7 appendices will be presented at the next TPB meeting, on April 8, 2025.

Ms. Jonas reiterated that the plan is available for its 30-day public-comment period, March 8-April 7, 2025, which will be 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 a virtual public meeting on March 12, 2025, and an in-person open house on March 26, 2025, to present the draft plan and collect public input. WAMPO is also seeking other opportunities to introduce the plan to the community during this time. Please reach out to Ms. Jonas at markey.jonas@wampo.org to invite WAMPO to attend public meetings or events, or to suggest other outreach strategies.

MTP 2050 webpage, with all draft chapters and appendices uploaded – www.wampo.org/mtp2050

Discussion:

Pete Meitzner asked about the absence of the KDOT Canal Route Study from the project list. Mike Moriarty, KDOT, confirmed that it does not need to be added to the plan, and Chad Parasa shared that the MTP 2050 project list includes a “category” project for planning studies.

6. Committee & Partnership Updates

Chair Kessler announced that the next Executive Committee meeting will be at 11:00 AM on May 8, 2025, in the MAPD Conference Room in the Ronald Reagan Building (271 W 3rd 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, provided construction updates in the region and shared that KDOT recently updated its website.

Jared Austin, FTA, noted that FTA and FHWA are moving forward with processing Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) amendments that had been on hold.

7. Other Business

None.

8. The meeting was adjourned at 4:02 PM.

The next regular meeting will be held on Tuesday, April 8, 2025, at 3:00 PM.



Agenda Item 2Ci: Director's Report

Quarterly UPWP Task Chart

Chad Parasa, Executive Director
Markey Jonas, Community Planner

Executive Summary

The 2025 Unified Planning Work Program (UPWP) budgets for the planning activities WAMPO plans to undertake in 2025 and outlines priorities. This staff report provides an overview of the planned work tasks. It is updated quarterly.

Background

The Unified Planning Work Program (UPWP) describes what planning activities WAMPO staff and consultants will undertake and how federal planning funds allocated to WAMPO will be used during the year (January 1-December 31). A UPWP serves several purposes, including defining the planning scope; budgeting and funding; scheduling; coordination; public involvement; and regulatory compliance. The 2025 Unified Planning Work Program (UPWP) was approved at the November 12, 2024, Transportation Policy Body (TPB) meeting. An administrative adjustment was performed on November 19, 2024.

The table below shows priority projects in the 2025 UPWP and the quarters in which each project is to be completed. This table will be updated to reflect the status of each project and presented to the TPB quarterly.

Fiscal Considerations

Funding for the UPWP comes from various sources, including federal Consolidated Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% local funding). The 2025 UPWP total budgeted CPG and local-match expenditures are \$2,786,495.

2025 Priority Projects

Project	Quarter(s)*	Status
MTP 2050 Development & Implementation	1, 2, 3, 4, 2026	In progress. Drafts of all MTP 2050 chapters and appendices have been completed. The plan is available for public review and comment, March 8-April 7, 2025. MTP 2050 will be brought to the TPB for approval in May 2025, during Q2.
Safety Initiatives and Activities (Including SS4A Grant Tasks)	1, 2, 3, 4, 2026	Staff and the Transportation Safety Technical Advisors have identified updates to the strategies in the CSAP and edits are underway. ICT Safe held a quarterly meeting on February 5, 2025. WAMPO is coordinating with member jurisdictions to identify demonstration projects for the awarded SS4A grant. Other safety initiatives and activities are ongoing.
Annual Single Audit	1	The year 2024 single audit is anticipated to be presented to the TPB to receive and file on April 8, 2025.
Regional Active Transportation Plan Development	1, 2, 3, 4, 2026	Staff have begun drafting a Request for Proposals (RFP) to hire a consultant for the development of the Regional Active Transportation Plan.
Regional Transit Implementation Plan	1	Completed. The TPB approved the Regional Transit Implementation Plan on March 11, 2025.



Agenda Item 2Ci: Director's Report

Quarterly UPWP Task Chart

Chad Parasa, Executive Director

Markey Jonas, Community Planner

Safe Routes to School (Plan Development)	1, 2, 3, 4, 2026	In progress. The SRTS Stakeholder Committee met on March 10, 2025. Data collection and school/school district/local government coordination are in progress.
Title VI Program and Limited English Proficiency (LEP) Plan Updates	2, 3	Staff attended training in Q1 to prepare to update the Title VI Program and LEP Plan in Q3.
FFY2025-FFY2028 TIP Administration	1, 2, 3, 4, 2026	FFY2025-FFY2028 TIP Amendment 3 was approved by the TPB on February 11, 2025. Amendment 4 is anticipated to be approved in Q2.
Travel Demand Model Update	1, 2, 3, 4, 2026	In progress.
Regional ITS Architecture Update	1, 2, 3, 4	In progress. Stakeholder and Steering Committee meetings are scheduled to be held in Q2.
Household Travel Survey	4, 2026, 2027	No activity to date.

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

UPWP Report

WAMPO staff have completed a UPWP activity report for the first quarter of 2025 (January 1-March 31) to submit as part of WAMPO's quarterly reimbursement package to KDOT.

Attachment

» **January - March 2025 UPWP Report** – <https://bit.ly/2025-Q1-UPWP-Report>



Executive Summary

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. The Wichita Area Metropolitan Planning Organization (WAMPO) partners with Wichita Transit to facilitate the competitive selection process. Applications have been reviewed and awards will be announced in Summer 2025.

Background

The Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310 Program), established under the Federal Transit Act, aims to address the mobility needs of the aging population and individuals with disabilities by enhancing transportation options, supporting service expansion, and ensuring accessibility. The program provides funding to states, local transit agencies, nonprofit organizations, and other eligible entities to create innovative solutions and projects that improve the quality and availability of accessible transportation services. Projects may include vehicle purchases, operating costs, and technology upgrades, all designed to promote independence and reduce isolation among older adults and people with disabilities.

The designated recipient of Section 5310 funds in the region is Wichita Transit. The Wichita Area Metropolitan Planning Organization (WAMPO) partners with Wichita Transit to facilitate the process. WAMPO oversees the application and competitive selection process and provides guidance and resources for applicants. The program's goals align with WAMPO's mission to enhance the transportation network and promote a safer, more accessible, and equitable transit system for all users.

Projects Eligible for FTA Section 5310 Program

The Section 5310 Program is structured to enhance the mobility of seniors and individuals with disabilities by funding transportation-related capital and operations projects. Examples of eligible projects include:

- » **Vehicle Purchases and Equipment:** Funding may be used to acquire vehicles equipped with necessary accessibility features, such as wheelchair lifts, to support paratransit services. This aspect is especially beneficial for nonprofit organizations and local transit providers working to expand their fleets or replace aging vehicles.
- » **Operating Costs:** The Section 5310 Program supports operational expenses related to transportation services that meet the needs of the target populations. These expenses may include driver salaries, maintenance, fuel, and other necessary operating costs that help sustain essential mobility services.
- » **Transit Infrastructure:** Funds can be directed toward the development or improvement of transit facilities and infrastructure, such as ADA-compliant bus stops, shelters, and other physical upgrades to promote accessibility.
- » **Mobility Management:** The program encourages the implementation of management systems that coordinate transportation services across various providers, increasing efficiency and reducing



Agenda Item 2Cii: Director's Report
FTA Section 5310 Grant Program Update
Markey Jonas, Community Planner

redundancy. Mobility management promotes more seamless, user-friendly transit options, ensuring people with disabilities and seniors can access transportation without unnecessary delays or complications.

- » **Community-Based Services and Programs:** The Section 5310 Program supports community-oriented initiatives, such as travel training, volunteer-driver programs, and transit-information dissemination to help seniors and individuals with disabilities navigate the transportation system confidently.

Activities to Date and Current Status

In facilitating the FTA Section 5310 Program selection process, WAMPO coordinates with local agencies to ensure an efficient selection process that addresses regional mobility needs. WAMPO held a call for applications from November 15, 2024, through January 24, 2025, providing an opportunity for local organizations to obtain funding for essential projects that enhance the mobility and independence of seniors and individuals with disabilities.

Following the call for applications, submissions were reviewed and prioritized for award by a selection committee. The selection committee reviewed all applications based on factors such as project feasibility, cost-effectiveness, alignment with community needs, and potential to improve accessibility. Criteria used in evaluating and ranking applications are outlined in WAMPO's Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) (https://bit.ly/WAMPO_2023CPT-HSTP). WAMPO ensures a fair distribution of funds while maintaining compliance with federal guidelines and program requirements.

Next Steps

- » Wichita Transit will announce awards in Summer 2025.

Attachment

- » **FTA 5310 Grant Program Information -** www.wampo.org/wampo-5310



Agenda Item 2Ciii: Director's Report

Regional Active Transportation Plan Consultant RFP Development

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

In accordance with the 2025 Unified Planning Work Program (UPWP), WAMPO staff are developing a Request for Proposals (RFP) for a consultant to complete a Regional Active Transportation Plan. The purpose of the plan is to assess existing conditions, identify gaps in the nonmotorized-travel network, and recommend strategies for improving active transportation options, including bicycling, walking, and other forms of nonmotorized transportation within the region. The plan will guide future infrastructure investments and support efforts to create a more connected, safe, and accessible active transportation network.

Background

In the WAMPO 2025 Unified Planning Work Program (UPWP, www.wampo.org/upwp), Sub-Task 3.2, “Consultant Services: Regional Active Transportation Plan,” states:

“Staff are assisting the City of Wichita to complete the Wichita Bicycle Plan. The Regional Active Transportation Plan will be a companion plan, completed as the City of Wichita plan concludes. Staff will release an RFP to hire a consultant to complete this regional bicycle and pedestrian plan that will tie in with the Wichita Bicycle Plan (which is scheduled to be completed by the end of 2024). WAMPO will release the RFP following the completion of the Wichita Bicycle Plan to ensure there are not any conflicts.

This Regional Active Transportation Plan will include Complete Streets Planning, which is separated into Sub-Task 3.4.”

The UPWP lists the budget for the consultant who will work on the WAMPO Regional Active Transportation Plan as \$200,000.

WAMPO staff are in the process of drafting the Request for Proposals (RFP) for a consultant to complete the Regional Active Transportation Plan, including specifying elements that the final plan should include and the deliverables that the consultant will be responsible for producing. The purpose of the plan is to assess existing conditions, identify gaps in the nonmotorized-travel network, and recommend strategies for improving active transportation options, including bicycling, walking, and other forms of nonmotorized transportation within the region. The plan will guide future infrastructure investments and support efforts to create a more connected, safe, and accessible active transportation network.

WAMPO has identified active transportation as a priority in response to growing community interest in nonmotorized transportation, sustainability goals, and safety concerns, with a focus on prioritizing connectivity between communities in the WAMPO region. The Regional Active Transportation Plan will build on previous studies and align with ongoing projects, including the Wichita Bicycle Plan, Kansas Active Transportation Plan, WAMPO Safe Routes to School plans, and a regional Complete Streets policy.



Agenda Item 2Ciii: Director's Report **Regional Active Transportation Plan Consultant RFP Development**

Peter Mohr, Manager of Transportation Engineering & Data

The key objectives of the Regional Active Transportation Plan that WAMPO staff intend to reflect in the RFP include:

- » Identifying active transportation as a priority in response to growing community interest in nonmotorized transportation, sustainability goals, and safety concerns, with a focus on prioritizing connectivity between communities in the WAMPO region and expanding infrastructure. This will include evaluating current active transportation infrastructure (bicycle lanes, sidewalks, trails, crosswalks, etc.), network connectivity, and opportunities for expansion outside of city limits.
- » Identifying network gaps, barriers to active transportation, and safety issues.
- » Assessing usage patterns using data from sources like fitness apps and local counts.
- » Engaging with the public and stakeholders to incorporate diverse feedback.
- » Identifying “catalyst projects” throughout the WAMPO region, including project characteristics, benefits, cost estimates, considerations, and recommendations.
- » Developing a prioritized list of other projects and strategies that can be integrated into long-range planning efforts, including their characteristics, benefits, estimated costs, and other considerations.
- » Developing general recommendations to improve access, connectivity, safety, and inclusivity in active transportation.
- » Developing a conceptual cost-estimation resource (e.g., typical cost per mile to construct a paved multiuse path, typical cost of a trail-side bench, typical cost of bicycle racks, typical cost of a pedestrian roadway-crossing signal).
- » Developing desired models of typical path/roadway cross-sections.
- » Producing a GIS inventory tool to keep track of infrastructure conditions.
- » Revising and updating the printed Greater Wichita Bike Map.



Agenda Item 2Di: Consent Agenda **Safe Streets and Roads for All (SS4A) State Match Agreement with KDOT**

Chad Parasa, Executive Director
Markey Jonas, Community Planner

Executive Summary

In December 2023, the Wichita Area Metropolitan Planning Organization (WAMPO) was awarded a Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant in the amount of \$940,000, for which there is a required 20% non-federal funding match (\$235,000). The Kansas Department of Transportation (KDOT) has offered to provide a portion of the required non-federal match, for an amount not to exceed \$176,250. For those state funds to be applied to the project, WAMPO must enter an SS4A State Match Agreement with KDOT.

Background

In December 2023, the Wichita Area Metropolitan Planning Organization (WAMPO) was awarded a Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant. As outlined in the notice of award, the funds will be used by WAMPO to conduct supplemental planning and demonstration activities, including (1) a pilot behavioral messaging campaign related to speeding, intersection safety, and vulnerable road users, (2) a before/after safety analysis of previously implemented safety countermeasures to help increase community support, (3) a feasibility study using temporary materials such as flex posts and movable barriers to limit turning radii, (4) piloting an alert system which sends real-time notifications to drivers via online mapping applications to inform them of approaching emergency vehicles, and (5) working with the City of Andover to collect/analyze local crash data to inform WAMPO's Comprehensive Safety Action Plan.

A 20% non-federal match is required, meaning that 20% of the overall project expenses must be paid from non-federal sources. The federal grant award amount is \$940,000, meaning the minimum non-federal match is \$235,000, for a total of \$1,175,000. The Kansas Department of Transportation (KDOT) has offered to contribute an amount not to exceed \$176,250 (15% of the total project cost) towards the required non-federal match. The remainder of the minimum non-federal funding match, \$58,750 (5% of the total project cost) would need to come from other sources.

The Transportation Policy Body (TPB) is now asked to consider whether to approve entering a Safe Streets and Roads for All (SS4A) State Match Agreement with KDOT for the purpose of receiving the offered \$176,250.

Staff Recommendation

- » Approve entering the SS4A State Match Agreement with KDOT, as presented.

Attachment

- » **SS4A State Match Agreement** - <https://bit.ly/SS4A-KDOT-Agreement>



Agenda Item 3

Public Comment Opportunity

Haysville Mayor Russ Kessler, TPB Chair

Background

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

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



Agenda Item 4A: Action

Year 2024 Audit Report

Michael Gerber, Forvis Mazars

Executive Summary

Forvis Mazars, LLP (Forvis, LLP) led the Year 2024 Audit. The Independent Auditor's Report and Financial Statements are attached. The TPB is asked to receive and file them.

WAMPO Year 2024 Audit Report

Attached:

- » Independent Auditor's Report & Financial Statements
 - Pages 20 through 24 shows the opinions of the auditors at Forvis Mazars.
 - Page 25 includes a summary of items related to the single audit. Items 2, 3, 4, and 6 are all answered "No," which illustrates no findings.
 - Page 26 would list any findings for 2024 (there are none) and page 27 would list the findings for 2023 (there are none).

The Independent Auditor's Report & Financial Statements, as well as the auditor's Management Letter, will be presented before the TPB is asked to receive and file them.

Attachment

- » **2024 Audit Report** – <https://bit.ly/2024-WAMPO-Audit-Report>

Action Options

- » **Receive and File** -- Independent Auditor's Report & Financial Statements



Agenda Item 4B: Action

FFY2025-FFY2028 Transportation Improvement Program Amendment #4

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

The TPB is asked to take action on proposed Amendment #4 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP). Amendment #4 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2025-FFY2028 TIP. The Public Comment period for Amendment #4 opened on February 28, 2025, and ran through March 14, 2025. No public comments were received.

Background

Amendment #4 to the WAMPO FFY2025-FFY2028 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the fourth amendment for this TIP, **adding nine (9) new projects, removing one (1) project, and modifying eight (8) projects**. The below-linked Amendment #4 summary also provides notice of **administrative adjustments to two (2) projects**, which do not require approval by the TAC or TPB. The Public Comment period for Amendment #4 opened on February 28, 2025, and ran through March 14, 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. The TPB is now asked to vote on the proposed project additions/removals/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
40-540	City of Derby	Rock Road Corridor Improvements	\$4,091,914	\$0	\$0	\$4,091,914
PF-25-002	City of Goddard	Goddard Sidewalk Improvements - First and Second Street [New Project]	\$383,734	\$0	\$0	\$383,734
PF-25-003	City of Goddard	Goddard Sidewalk Improvements - Third and Fourth Street from Walnut to Goddard [New Project]	\$315,117	\$0	\$0	\$315,117
PF-25-004	City of Goddard	Goddard Sidewalk Improvements - Walnut Street and Spruce Street [New Project]	\$367,058	\$0	\$0	\$367,058
PF-25-005	City of Goddard	Goddard Sidewalk Improvements - Pine Street and Oak Street [New Project]	\$288,996	\$0	\$0	\$288,996
PF-25-006	City of Goddard	Goddard Sidewalk Improvements - Main Street [New Project]	\$207,745	\$0	\$0	\$207,745
PF-25-007	City of Goddard	Goddard Sidewalk Improvements on Cedar Street and Elm Street [New Project]	\$256,658	\$0	\$0	\$256,658
RN-25-003	City of Goddard	Phase 1 - Crowne Drive Extension from US-54 to Industrial Road [New Project]	\$3,929,246	\$0	\$0	\$3,929,246
40-517	City of Wichita	Douglas, Seneca to Meridian	\$5,630,000	\$0	\$0	\$5,630,000
40-522	City of Wichita	Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 [Removed Project]	(\$7,083,015)	\$0	(\$7,101,985)	(\$14,185,000)
MB-25-009	City of Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1 [New Project]	\$4,880,042	\$0	\$4,348,531	\$9,228,573
MB-25-010	City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2 [New Project]	\$5,334,000	\$0	\$2,753,454	\$8,087,454
B-20-01	KDOT	Replace Bridge #184 on K-15 in Sedgwick County	\$0	\$890,800	\$3,618,000	\$4,508,800
B-22-01	KDOT	Bridge #132 on US-54 in Sedgwick County	\$0	\$4,191,200	\$16,873,300	\$21,064,500
B-22-02	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	\$0	\$1,913,300	\$17,221,100	\$19,134,400
B-22-03	KDOT	Bridge #094 & #095 on I-235 in Sedgwick County	\$0	\$572,561	\$2,599,748	\$3,172,309
B-23-15	KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line	\$0	\$306,500	\$1,225,100	\$1,531,600
RR-25-001	KDOT	City of Wichita: Burlington Northern Santa Fe corridor	(\$75,000)	\$75,000	\$0	\$0
T-15-005*	Wichita Transit	Transit: Bus Purchase	\$0	\$0	\$0	\$0
BP-23-02*	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$60,646	\$0	\$0	\$60,646
Total			\$18,587,141	\$7,949,361	\$41,537,248	\$68,073,750

* Administrative Adjustment

Among other changes, Amendment #4 splits the City of Wichita project “Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96” into the two separate projects “Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1” and “Redbud Multi-Use Path near Rock Road Phase 2”,



Agenda Item 4B: Action

FFY2025-FFY2028 Transportation Improvement Program Amendment #4

Peter Mohr, Manager of Transportation Engineering & Data

such that their combined WAMPO-suballocated federal funding is identical to that which was programmed for the original project, comes from the same funding programs, and is anticipated in the same Federal Fiscal Years. Meanwhile, two (2) other projects with changes requiring a formal amendment and two (2) 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 Derby	Rock Road Corridor Improvements	--	--	--	--	--	\$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 [Removed Project]	--	--	-\$1,562,914	--	-\$5,539,071	-\$7,101,985
City of Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1 [New Project]	--	--	\$610,144	--	\$3,738,387	\$4,348,531
City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2 [New Project]	--	--	\$952,770	--	\$1,800,684	\$2,753,454
Wichita Transit	Transit: Bus Purchase*	--	--	--	--	--	\$0
City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path*	--	--	--	--	--	\$0
Total		\$0	\$0	\$0	\$0	\$0	\$0

* Administrative Adjustment

TAC Recommendation

Approve FFY2025-FFY2028 TIP Amendment #4, as presented.

Action Options

- » **Approve** FFY2025-FFY2028 TIP Amendment #4, **as presented**.
- » **Not approve** FFY2025-FFY2028 TIP Amendment #4.
- » **Approve** FFY2025-FFY2028 TIP Amendment #4, **with specific changes**.

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 May 2025.

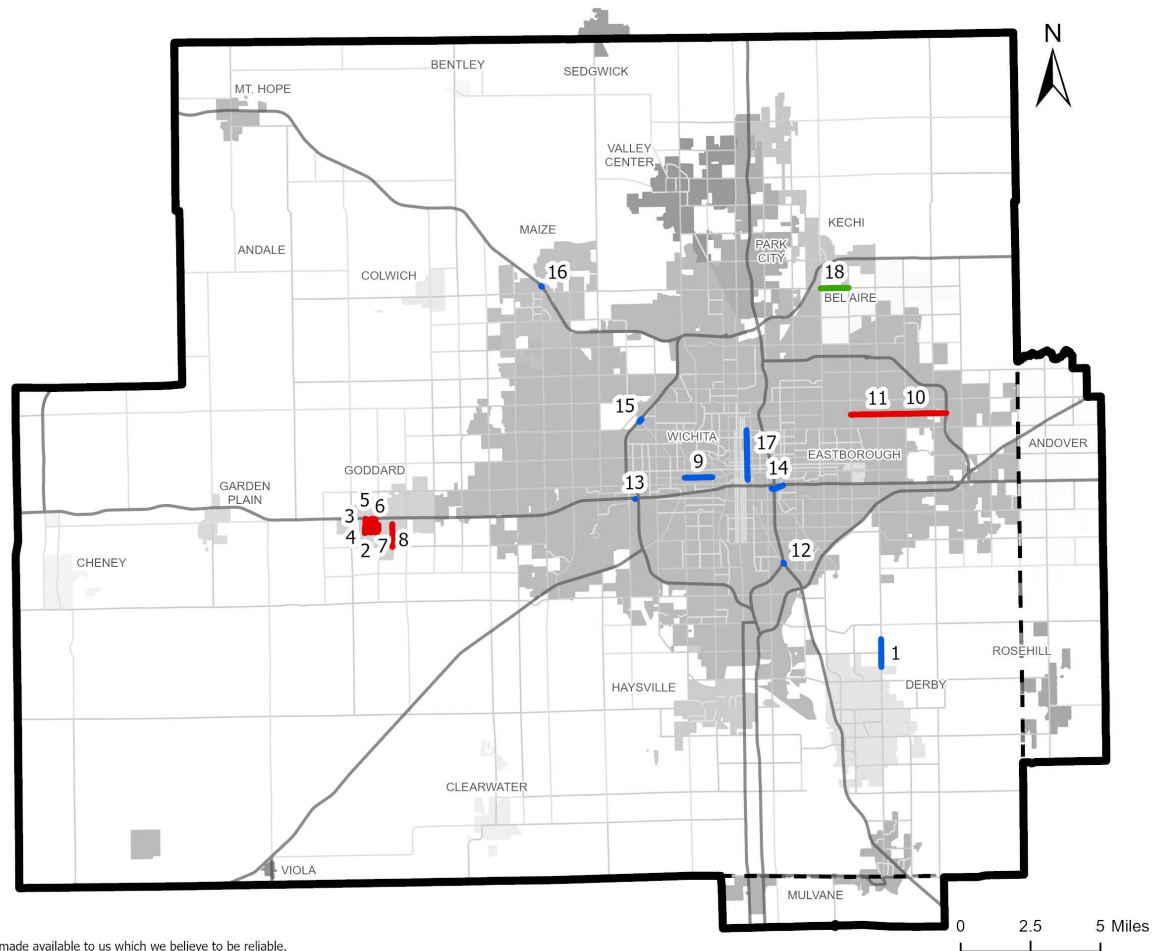
Attachments

- » **Map and Table of FFY2025-FFY2028 TIP Amendment #4 Projects**
- » **FFY2025-FFY2028 TIP Amendment #4 Summary** – <https://bit.ly/2025-2028TIP-Proposed-Amendment-4>



2025-2028 Transportation Improvement Program Amendment 4 Projects

- Amendment 4 New Projects
- Amendment 4 Amended Projects
- Administrative Adjustment 3.2 Project
- WAMPO Planning Boundary
- County Boundaries



Source: WAMPO
Produced by: WAMPO
Date Exported: 2/27/2025
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 Derby	Rock Road Corridor Improvements	\$10,795,726
2	City of Goddard	Goddard Sidewalk Improvements - First and Second Street	\$383,734
3	City of Goddard	Goddard Sidewalk Improvements - Third and Fourth Street from Walnut to Goddard	\$315,117
4	City of Goddard	Goddard Sidewalk Improvements - Walnut Street and Spruce Street	\$367,058
5	City of Goddard	Goddard Sidewalk Improvements - Pine Street and Oak Street	\$288,996
6	City of Goddard	Goddard Sidewalk Improvements - Main Street	\$207,745
7	City of Goddard	Goddard Sidewalk Improvements on Cedar Street and Elm Street	\$256,658
8	City of Goddard	Phase 1 - Crowne Drive Extension from US-54 to Industrial Road	\$3,929,246
9	City of Wichita	Douglas, Seneca to Meridian	\$11,405,000
10	City of Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1	\$9,228,573
11	City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	\$8,087,454
12	KDOT	Replace Bridge #184 on K-15 in Sedgwick County	\$5,514,000
13	KDOT	Bridge #132 on US-54 in Sedgwick County	\$24,842,200
14	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	\$22,032,100
15	KDOT	Bridge #094 & #095 on I-235 in Sedgwick County	\$3,829,700
16	KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line	\$5,152,600
17	KDOT	City of Wichita: Burlington Northern Santa Fe corridor	\$200,000
18	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$465,274
N/A	City of Wichita	Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 [Removed Project*]	\$14,185,000
N/A	Wichita Transit	Transit: Bus Purchase	\$5,207,687

*The City of Wichita project "Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96" is removed and replaced by the new projects "Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1" and "Redbud Multi-Use Path near Rock Road Phase 2", between which the scope and funding of the original project are split.



Agenda Item 5A: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Project List Changes

Peter Mohr, Manager of Transportation Engineering & Data

Nick Flanders, Senior Transportation Planner

Executive Summary

On November 12, 2024, the WAMPO Transportation Policy Body (TPB) approved the Project Selection Committee's (PSC's) and Technical Advisory Committee's (TAC's) recommendations for the Metropolitan Transportation Plan 2050 (MTP 2050) fiscally constrained project list. Prior to the opening of the 30-day MTP 2050 public-comment period on March 8, 2025, minor edits were made to the project list at the request of WAMPO member jurisdictions. The edits do not negate any of the selections that were made by the PSC, TAC, and TPB. Two projects' titles were edited at the request of their respective lead agencies, to more accurately reflect their scopes/limits. In addition, "category" projects were added to make future bridge projects necessarily consistent with MTP 2050. Following these changes, the fiscal constraint of MTP 2050 is still maintained. The project-list changes will be reflected in the draft of MTP 2050 that the TAC will make a recommendation on in April 2025 and that the TPB will vote on in May 2025.

Background

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). During the Call for Projects, WAMPO member jurisdictions were invited to submit applications for near-term projects (for the TIP) and long-term projects (for the MTP) to potentially be prioritized for funding. Submissions included new projects (to the MTP, TIP, or both), as well as projects that were already listed in the current MTP, *REIMAGINED MOVE 2040*, and/or the FFY2023-FFY2026 TIP and which the member jurisdictions wanted carried over to the successor planning documents with funding priority.

WAMPO staff and the consultant team of JEO and Caliper reflected the submitted projects in the updated Travel Demand Model (TDM) for the region, so that their potential effects on future traffic conditions may be modeled. Using the outputs of the updated TDM, among other data sources, WAMPO staff and the consulting firm PEC scored and ranked the submitted projects, in accordance with the evaluation criteria adopted by the Transportation Policy Body (TPB) on October 12, 2021, within each of nine (9) project categories. The locations and scopes of the scored projects, as well as the rest of draft MTP 2050, may be found at www.wampo.org/mtp2050.

Over the course of three meetings in April and May 2024, the WAMPO Project Selection Committee (PSC) made recommendations of projects to receive WAMPO-suballocated federal funding in the FFY2025-FFY2028 TIP. Those recommendations were approved by the TPB on June 11, 2024, and reflected in the final draft of the FFY2025-FFY2028 TIP, as approved on August 13, 2024.

On October 3, 2024, the PSC convened again, this time to recommend MTP 2050 priority transportation projects for the period 2025-2050. These recommendations considered projected transportation revenues and operations & maintenance (O&M) costs, in order to ensure that MTP 2050 is fiscally constrained, as required by federal regulations. On October 28, 2024, the Technical Advisory Committee (TAC) concurred with the PSC's recommendations. On November 12, 2024, the TPB approved the PSC's recommendations.



Agenda Item 5A: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Project List Changes

Peter Mohr, Manager of Transportation Engineering & Data

Nick Flanders, Senior Transportation Planner

Edits to MTP 2050 Project List

Prior to the opening of the 30-day MTP 2050 public-comment period on March 8, 2025, minor edits were made to the project list at the request of WAMPO member jurisdictions and those edits were reflected in the draft of MTP 2050 that is available at www.wampo.org/mtp2050. The edits do not negate any of the selections that were made by the PSC, TAC, and TPB.

Two projects were requested by their lead agencies to have their titles modified to more accurately reflect their scopes/limits:

- » Sedgwick County project in 2029-2038 time band (*no cost change or time band change*):
 - “R372: 21st St North and 167th St West Roundabout” → “R372: 21st St North and 167th St West Intersection Improvements”
- » City of Wichita project in 2029-2038 time band (*no cost change or time band change*):
 - “21st St N, 119th St W to 135th St W” → “21st Street from 119th St to St Teresa St”

In addition, there was a request to add one more “category” project to MTP 2050, making future bridge projects necessarily consistent with MTP 2050. The project-list entries for the “Bridge Projects” category mirror those for the “Bicycle and Pedestrian Improvements”, “Traffic Flow/Safety Improvements”, and “ITS Projects” categories (all of which were already in the MTP 2050 fiscally constrained project list), including the entries in the Estimated Total Cost column (which the costs of future TIP projects associated with these MTP category projects are not required to remain within):

WAMPO I.D.	Lead Agency	Project Title	Project Type	Estimated Total Cost	Time Band
BR-25-000	Any	Bridge Projects: 2025-2028	Bridge Rehabilitation/Replacement	\$2,000,000	2025-2028
BR-29-000	Any	Bridge Projects: 2029-2038	Bridge Rehabilitation/Replacement	\$6,804,309	2029-2038
BR-39-000	Any	Bridge Projects: 2039-2050	Bridge Rehabilitation/Replacement	\$13,250,873	2039-2050

Fiscal Considerations

Following these changes, the fiscal constraint of MTP 2050 is still maintained.

Next Steps

- » March 8, 2025-April 7, 2025: 30-day public-comment period (Public Engagement Round 4).
- » WAMPO staff address comments received during the public-comment period.
- » April 28, 2025: TAC recommendation on MTP 2050, including the changes to the project list.
- » May 13, 2025: TPB vote on approval of MTP 2050, including the changes to the project list.
- » Public Engagement Round 5: Introducing the approved plan to the public.

Attachments

- » **MTP 2050 Chapter 7 - Project Selection & List, with changes to project list** – <https://bit.ly/MTP2050-Ch7-Draft>
- » **MTP 2050 Chapter 6 - Financial Plan, demonstrating fiscal constraint is maintained following the changes to the project list** – <https://bit.ly/MTP2050-Ch6-Draft>



Metropolitan Transportation Plan 2050 (MTP 2050) – Upcoming Approval Vote

Nick Flanders, Senior Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

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. The draft document was reviewed by the Plan Advisory Committee (PAC) and by state and federal staff and comments resulting from those reviews have been addressed by WAMPO staff. On February 11, 2025, the TPB released draft MTP 2050 for public comment. The public comment period for MTP 2050 is March 8, 2025, through April 7, 2025. This 30-day public-comment period is the fourth round of public engagement for the plan. The public comment period will be followed by a Technical Advisory Committee (TAC) recommendation and a Transportation Policy Body (TPB) vote on approval. All draft sections of MTP 2050 (seven chapters and fourteen appendices) are available online.

Background

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

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

Public Engagement to Date

Prior to the public-comment period, three other rounds of public engagement for MTP 2050 were 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.



Metropolitan Transportation Plan 2050 (MTP 2050) – Upcoming Approval Vote

Nick Flanders, Senior Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

Markey Jonas, Community Planner

MTP 2050 Draft Chapters & Appendices

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

MTP 2050 is divided into seven (7) chapters:

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

In addition, there are fourteen (14) appendices:

Appx A. Plan Development

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

Appx B. Public Involvement & Engagement Summary

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

Appx C. MTP Amendment Procedures

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

Appx D. Project Scoring Model

- For MTP 2050, WAMPO put out a Call for Projects to its member jurisdictions/partners from September 15, 2023, through February 2, 2024.



Agenda Item 5B: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) – Upcoming Approval Vote

Nick Flanders, Senior Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

Markey Jonas, Community Planner

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

Appx E. Cost Estimation Model

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

Appx F. Travel Demand Model (TDM) Forecasts

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

Appx G. Congestion Management Process

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

Appx H. Regional ITS Architecture

- The Regional Intelligent Transportation Systems (ITS) Architecture is a structured framework that coordinates the planning and deployment of intelligent transportation technologies across the region. It



Agenda Item 5B: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) – Upcoming Approval Vote

Nick Flanders, Senior Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

Markey Jonas, Community Planner

ensures efficient, safe, and compatible use of ITS infrastructure, devices, and data-sharing practices among ITS operators.

- WAMPO began the process of updating the Regional ITS Architecture in 2024, the first full update since 2006; federal guidelines call for updates every five years. The updated Architecture will include plans for future ITS projects and a thorough needs and gaps analysis that will identify regional priorities and ensure that the technology deployed supports the region's chosen transportation goals.

Appx I. Comprehensive Safety Action Plan (CSAP)

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

Appx J. Regional Transit Implementation Plan

- In 2023, WAMPO hired SRF Consulting to develop a Regional Transit Implementation Plan to outline strategies for improving and expanding public transit services across the region. The TPB adopted the plan on March 11, 2025.
- Identifies short- and long-term goals, including connectivity, service frequency, and accessibility.
- Focuses on addressing current transit needs, planning for future growth, and coordinating with local and regional agencies. Provides a roadmap for implementing key transit improvements, prioritizing investments, and ensuring the region's transit system is efficient, sustainable, and responsive to community needs.

Appx K. Active Transportation Plan

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

Appx L. Electric Vehicle Network Plan

- In 2024, WAMPO completed its Electric Vehicle Network Plan.
- Outlines a strategy for developing a regional network of electric-vehicle (EV) charging stations to support the growing use of EVs. The plan identifies optimal locations for charging infrastructure, promotes equitable access, and ensures compatibility with state and federal EV goals.
- The EV Network Plan aims to reduce emissions, improve air quality, and support regional sustainability initiatives.

Appx M. Commuter Flows

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



Agenda Item 5B: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) – Upcoming Approval Vote

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Appx N. Economic Development Analysis

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

Next Steps

- » March 8, 2025-April 7, 2025: 30-day public-comment period (Public Engagement Round 4).
- » WAMPO staff address comments received during the public-comment period, including any comments from TPB members or the jurisdictions they represent.
- » April 28, 2025: TAC recommendation.
- » May 13, 2025: TPB vote on approval.
- » Public Engagement Round 5: Introducing the approved plan to the public.

Attachments

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



Agenda Item 5B: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) – Upcoming Approval Vote

Nick Flanders, Senior Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

Markey Jonas, Community Planner

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

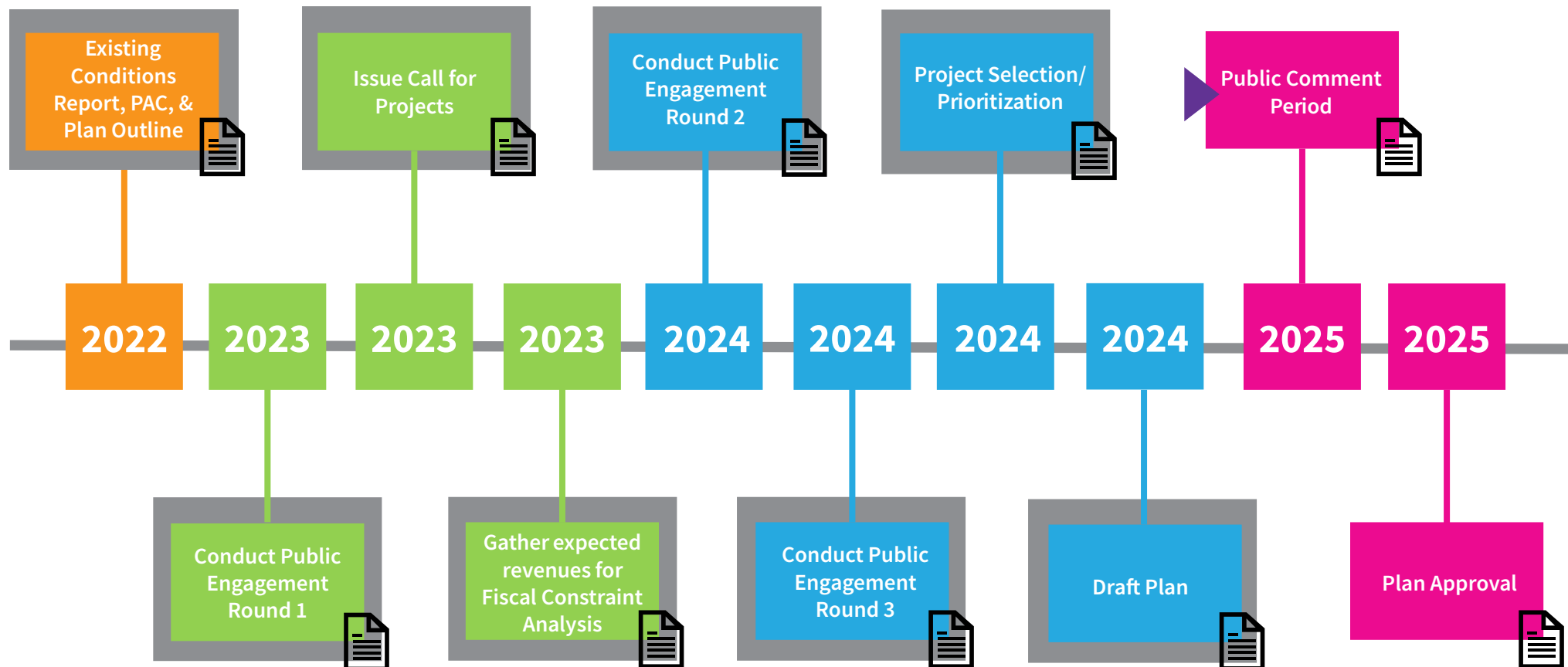
	MTP			
	Full Update	Amendment - Includes New MTP Project	Amendment - Project Already in MTP	Administrative Adjustment
How Often	5 yrs	As needed	As needed	As needed
DEVELOPMENT PROCESS				
Discuss/Inform TAC and/or TPB about plans during development				
Public engagement strategies - Survey/data collection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

Metropolitan Transportation Plan



2050

Progress



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

..... Above Completed

- 30-day Public Comment Period - Public Engagement Round 4 (03/08/25 - 04/07/25)

Phase 5: MTP 2050 adoption

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

**Metropolitan
Transportation Plan
2050**

March 2025



Agenda Item 5C: Discussion/Updates **Safe Routes to School (SRTS) Planning Update**

Kim Negrete, WAMPO
Chris Brown, SRF

Executive Summary

WAMPO has begun working with SRF Consulting Group on a regional Safe Routes to School (SRTS) planning initiative to assist local governments and K-12 schools (both public and private) with the development of at least 60 school-specific SRTS plans in the region. The first SRTS Stakeholder Committee meeting was held on March 10, 2025, and included representatives from nine (9) of the fourteen (14) public school districts in the region. The WAMPO Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to identify any priority schools within their respective jurisdictions and to identify any potential additional individuals to serve on the SRTS Stakeholder Committee that will continue to guide the initiative.

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 the 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 plans are typically implemented at the state and local levels, in cooperation with schools and school districts.

WAMPO has embarked on an extensive planning process to ensure the successful development of Safe Routes to School plans in the region. WAMPO staff and consultants (SRF Consulting Group, with subconsultants Alta Design and Shockey) will assist member jurisdictions, their respective school districts, and private schools in the development of SRTS plans.

WAMPO staff and consultants are currently developing introductory materials and data collection methods, are working to identify interested schools, and have formed an SRTS Stakeholder Committee comprised of local-government and school/district staff. Deliverables for the two-year undertaking include, among other things, the development of at least sixty (60) school-specific SRTS plans, as well as aiding local governments, school districts, and individual schools in identifying champions and funding opportunities to support ongoing safety efforts.

The first SRTS Stakeholder Committee meeting was held on March 10, 2025. The meeting provided background on SRTS, an introduction to WAMPO staff and the consultant team, an overview of the WAMPO SRTS initiative, and what is expected of schools. The discussion also covered evaluation metrics and how local governments can assist with the planning effort. Representatives from nine (9) of the fourteen (14) public school districts in the WAMPO region attended the meeting, as did city/county staff, Kansas Department of Transportation (KDOT) staff, and representatives of several community partner organizations. The next SRTS Stakeholder Committee meeting is scheduled for April 7, 2025, at 10:00 AM, via Zoom.

The WAMPO Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) members are asked to identify any priority schools within their respective jurisdictions and to identify any potential additional individuals to serve on the SRTS Stakeholder Committee that will continue to guide the initiative.

Attachment

» **WAMPO Safe Routes to School (SRTS) Webpage** – www.wampo.org/srts

NOW COMPLETE

K-254 Corridor Management Plan



The K-254 Corridor Management Plan is complete. The final plan has been posted on KDOT's website.

The K-254 Corridor Management Plan proactively identified K-254 between El Dorado and Wichita as an area with significant growth potential.

The plan forecasted future needs in this area and recommended transportation solutions that will help keep Kansans moving forward.

VIEW THE PLAN



SCAN HERE!

For more info: ksdot.gov/k254-management-plan



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

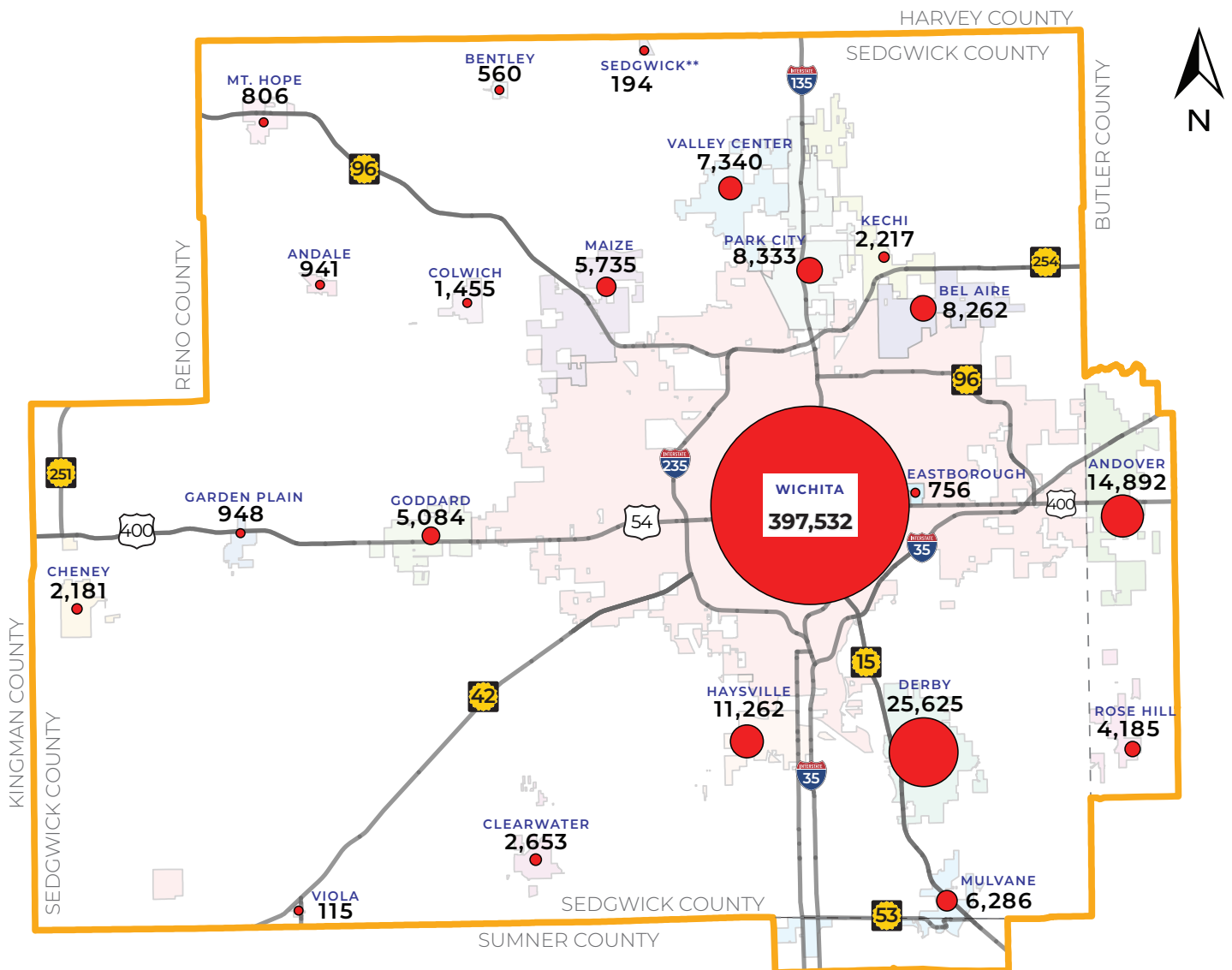
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

****Portion of population within WAMPO boundary**

Source: 2020 US Decennial Census



WAMPO 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 with the WAMPO planning boundary.

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

Point of Contact

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



WAMPO TRANSPORTATION ACRONYM GLOSSARY

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

2025 TPB Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	EMAIL
City of Haysville	Russ Kessler, Chair	rkessler@haysville-ks.com	William Black	wblack@haysville-ks.com
City of Wichita	Becky Tuttle, Ex-Officio	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	mhhohseisel@wichita.gov	Robert Layton	rlayton@wichita.gov
Sedgwick County	Stephanie Wise	stephanie.wise@sedgwick.gov		
Sedgwick County	Jim Howell	jim.howell@sedgwick.gov	Tom Stolz	thomas.stolz@sedgwick.gov
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov	Tim Kaufman	tkaufman@sedgwick.gov
Sedgwick County	Ryan Baty	ryan.baty@sedgwick.gov	Tania Cole	tania.cole@sedgwick.gov
Kansas Department of Transportation	Nick Squires	nick.squires@ks.gov	J.B. Wilson	jb.wilson@ks.gov
Kansas Department of Transportation	Mike Moriarty	michael.moriarty@ks.gov		
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, TAC Chair	dwoydzia@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 Park City	Charles Schwanke	cschwanke@parkcityks.gov	Sean Fox	sfox@parkcityks.gov
City of Andover	Mike Warrington	mwarrington@andoverks.gov	Jennifer McCausland	jmccausland@andoverks.gov
City of Goddard	George Liebe, Vice-Chair	liebe@goddardks.gov	Keaton Fish	fish@goddardks.gov
Executive Committee				
City of Haysville	Russ Kessler, <i>Chair</i>	rkessler@haysville-ks.com		
City of Goddard	George Liebe, <i>Vice-Chair</i>	liebe@goddardks.gov		
Butler County	Dan Woydziak, <i>TAC Chair</i>	dwoydzia@bucoks.com		
Wichita Metro Area Kansas Department of Transportation	Nick Squires	nick.squires@ks.gov		
City of Wichita	J.V. Johnston	jvjohnston@wichita.gov		
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov		
City of Wichita	Becky Tuttle, <i>Ex Officio</i>	btuttle@wichita.gov		
Non-Voting Members & Alternates				
Federal Transit Administration	Gerri Doyle	gerri.doyle@dot.gov	Jared Austin	jared.austin@dot.gov
Federal Highway Administration	Rick Backlund	richard.backlund@dot.gov	Javier Ahumada	javier.ahumada@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 Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Multimodal Transportation Safety Planner	Kim Negrete	kimberly.negrete@wampo.org		
WAMPO Media & Outreach Intern	Ksusha Peeples	donna.peeples@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 13 based on voting members

Rev. 04/01/2025

2025 WAMPO MEETING SCHEDULE

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

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



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