



Transportation Policy Body (TPB) Meeting Notice

Tuesday, December 10, 2024, @ 3:00 pm

In-Person

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

Virtual

Click the link below for
online meeting access.

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D. Consent Agenda <ul style="list-style-type: none"> i. 2025 TPB and TAC Meeting Dates ii. Regional Transit Implementation Plan Contract Extension 	15 16
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.	17
IV. Action	
None.	
V. Discussion/Updates	
A. Wichita Bicycle Plan – Paul Gunzelman, Wichita <i>The draft Wichita Bicycle Plan is available for public review and comment. It expands upon the 2013 Wichita Bicycle Master Plan to improve bicycle safety, comfort, and accessibility. It includes a long-term bikeway network with prioritized routes and addresses barriers like high-speed streets. Developed with input from about 2,000 residents, the draft plan focuses on equity, targeting underserved communities. With 133 miles of bikeways, safety remains a concern, especially in high-risk areas like Downtown. The draft plan emphasizes creating a low-stress, connected bikeway network through infrastructure projects, policies, and community programs, with funding to support its success over the next decade.</i>	18 to 19

<p>B. <u>Metropolitan Transportation Plan 2050 (MTP 2050) Update</u> – Nick Flanders, Peter Mohr, Markey Jonas, & Dora Gallo, WAMPO <i>Under federal law, WAMPO’s new long-range planning document, Metropolitan Transportation Plan 2050 (MTP 2050) needs to be adopted by June 2025. WAMPO staff and consultants have conducted three rounds of public engagement for this effort and conducted a Call for Projects (September 15, 2023-February 2, 2024). On October 3, 2024, the WAMPO Project Selection Committee (PSC) made recommendations of which submitted, scored projects to include in the fiscally constrained project list in MTP 2050, which the TPB approved on November 12, 2024. Meanwhile, WAMPO staff are posting draft sections of MTP 2050 online as they are completed (seven chapters and thirteen appendices). Once all sections of MTP 2050 are completed, the full document will be reviewed by the Plan Advisory Committee (PAC) and by state and federal staff. After any comments resulting from that review are addressed, there will be a 30-day public comment period in early 2025, followed by a Technical Advisory Committee (TAC) recommendation and a TPB vote on approval.</i></p>	20 to 26
<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) 	
<p>VII. Other Business</p> <ul style="list-style-type: none"> A. Recognition of Leadership and Contributions of Sedgwick County Commissioner & TPB Ex Officio Chair David Dennis B. End-of-Year TPB Networking Event Celebrating WAMPO Regional Collaboration – Immediately following the meeting, in the same room 	
<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 Area Public Transit Ridership Table C. WAMPO Acronym Glossary D. Transportation Policy Body Roster E. 2025 WAMPO Meeting Schedule 	27 to 28 29 30 31 32

Chad Parasa, TPB Secretary

Rev. December 6, 2024



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, November 12, 2024, @ 3:00 PM

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

Meeting Duration: *60 minutes*

Voting Members in Attendance		
Becky Tuttle, <i>Chair</i> Ryan Baty, <i>Sedgwick County</i> Jim Benage, <i>Bel Aire</i> David Dennis, <i>Sedgwick County</i> Nick Engle, <i>Derby</i> J.V. Johnston, <i>Wichita</i> Russ Kessler, <i>Haysville</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> Burt Ussery, <i>Clearwater</i> Mike Warrington, <i>Andover</i> Dan Woydziak, <i>Butler County</i>	Alternates Nick Gregory, <i>Maize (voting)</i> Warren Porter, <i>Rose Hill (voting)</i> J.B. Wilson, <i>KDOT (non-voting)</i>
Other Attendees		
Matt Baker, <i>JEO</i> Kaylee Bates, <i>WAMPO</i> Dylan Cossaart, <i>WAMPO</i> Steve Degenhardt, <i>Wichita</i> Penny Feist, <i>Wichita Transit</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i> Paul Gunzelman, <i>Wichita</i> Evan Hathaway, <i>Hite, Fanning & Honeyman L.L.P.</i> Markey Jonas, <i>WAMPO</i>	Alan Kailer, <i>Bike Walk Wichita</i> Brett Letkowski, <i>TranSystems</i> Mohamed Moawad, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Kim Negrete, <i>WAMPO</i> Ron Nuessen, <i>Benesch</i> Lynn Packer, <i>Sedgwick County</i> Chad Parasa, <i>WAMPO</i> Kelly Rundell, <i>Hite, Fanning & Honeyman L.L.P.</i> Will Sharp, <i>FHWA</i>	Kyle Thomas, <i>WAMPO</i> Tyler Voth, <i>WSP</i> James Wagner, <i>Wichita</i>

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

2. Regular Business

A. Approval of the November 12, 2024, Agenda

Discussion: None.

Action: Approve the November 12, 2024, agenda, as presented. (16-0)¹

Motion: Dan Woydziak

Second: Russ Kessler

B. Approval of the October 8, 2024, Meeting Minutes

Discussion: None.

¹ One (1) voting TPB member did not arrive until after the vote to approve the November 2024 agenda.

Action: Approve the October 8, 2024, meeting minutes, as presented. (17-0)

Motion: George Liebe

Second: Russ Kessler

C. Director's Report

i. Bimonthly TIP Project Statuses

Peter Mohr, WAMPO, explained that the WAMPO Transportation Improvement Program (TIP) includes a Reasonable Progress Policy, under which projects programmed to receive WAMPO-suballocated funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are to have progress reports every two months. The TIP Project Statuses report for November 2024 was shared.

November 2024 TIP Project Statuses – <https://bit.ly/November2024-TIP-Project-Statuses>

Discussion:

Jim Benage asked about the location of the project titled “Redbud Path from Woodlawn to K-96”, commenting that Woodlawn and K-96 intersect. Mr. Mohr referenced the current suballocated projects map and clarified the project location.

Chair Tuttle provided further explanation, sharing that the project is upgrading and enhancing an existing path. The path runs east-west in between and parallel to 21st Street and 13th Street. Chad Parasa, WAMPO, noted that funding is allocated to the project from the Carbon Reduction Program.

ii. Metropolitan Transportation Plan 2050 (MTP 2050) Update

Nick Flanders, WAMPO, shared that WAMPO is developing long-range Metropolitan Transportation Plan 2050 (MTP 2050) and provided an update on plan-development progress. As WAMPO works towards completing a draft of the full plan, draft chapters and appendices are being posted on the WAMPO website for public review. Following review by the Plan Advisory Committee (PAC), the Kansas Department of Transportation (KDOT), and federal planning partners, a 30-day public-comment period is planned during March and April 2025.

MTP 2050 webpage, with draft sections uploaded as available: www.wampo.org/mtp2050

iii. 2024 Bicycle and Pedestrian Count Results

Dora Gallo, WAMPO, presented the WAMPO Annual Bicycle and Pedestrian Projections Data Report 2012-2024. Conducted since 2012, the annual bicycle and pedestrian counts offer crucial insights into nonmotorized travel trends in the region. The data help inform road improvements and nonmotorized transportation projects, as well as enhance public understanding of commuting, physical activity, and transportation interactions. Data collected at 36 locations in 2024 were used to project the Annual Average Daily Traffic

(AADT) of bicycle riders and pedestrians in the region, based on national standards. WAMPO staff have compiled data, performed projections, and analyzed demographics to form a comprehensive report, and have developed a corresponding interactive map.

WAMPO Annual Bicycle and Pedestrian Projections Data Report 2012-2024 - <https://bit.ly/409QfoF>

Discussion:

Chair Tuttle asked how these data are used and Ms. Gallo explained that the information helps inform future projects, shows trends in the region, and is used by WAMPO jurisdictions and community organizations for various purposes, including grant applications. Mr. Parasa reiterated the importance of monitoring data trends for the transportation planning process.

iv. FTA Section 5310 Program

Ms. Gallo explained that the Federal Transit Administration’s (FTA’s) Enhanced Mobility of Seniors and Individuals with Disabilities Program, also known as the Section 5310 Program, provides funding to support the transportation needs of older adults and individuals with disabilities. The program aims to reduce transportation barriers and enhance mobility for these populations through funding allocated to states, local transit organizations, and nonprofits. WAMPO will be accepting applications for this competitive grant program, inviting eligible organizations to apply for funding to improve transit accessibility, safety, and inclusion for seniors and individuals with disabilities in the region. The application will be open from November 15, 2024, through January 17, 2025. Please visit www.wampo.org/wampo-5310 for more information.

v. 2025 WAMPO Meeting Schedule

Markey Jonas, WAMPO, presented the draft 2025 WAMPO meeting schedule. All meetings currently on the 2025 calendar follow established meeting frequency patterns (e.g., TPB meetings are on the second Tuesday of each month), with the exception of the May 2025 TAC meeting, which has been scheduled a week early due to Memorial Day, and the November 2025 TPB meeting, which has been scheduled a week late due to Veteran’s Day. Please visit www.wampo.org/events for WAMPO’s full schedule and updates.

WAMPO board and committee members will receive a calendar invitation serving as a placeholder for 2025 meetings; meeting-specific information and Zoom links will be sent as each meeting date approaches. The meeting schedule will be presented to the TAC on November 25, 2024, and considered for formal approval by the TPB on December 10, 2024.

Discussion:

Chair Tuttle shared a reminder that elections for TPB Chair, TPB Vice-Chair, and TAC Chair will be held in February 2025.

D. Consent Agenda

i. Updated Technical Advisory Committee (TAC) Roster

The TPB was asked to take action on an updated Technical Advisory Committee roster. Updates included the recommended addition of Steve Degenhardt and James Wagner as alternates for Gary Janzen and Shawn Mellies, respectively.

ii. Contract for On-Call Legal Services

The TPB was asked to take action on a proposed contract for on-call legal services between WAMPO and Hite, Fanning & Honeyman, L.L.P., for the period of January 1, 2025, to December 31, 2027, for an amount not to exceed \$60,000.

Contract for On-Call Legal Services with Hite, Fanning & Honeyman L.L.P. – <https://bit.ly/2024-On-Call-Legal-Services-Contract>

iii. Safe Routes to School (SRTS) Planning Assistance Contract

The TPB was asked to take action on a proposed contract for regional Safe Routes to School planning assistance between WAMPO and SRF Consulting Group, Inc., during the period of November 2024-December 2026, for an amount not to exceed \$500,000.

Safe Routes to Schools Planning Assistance Contract with SRF Consulting Group – [https://bit.ly/SRTS Draft Contract](https://bit.ly/SRTS_Draft_Contract)

iv. FTA Section 5310 Program Memorandum of Understanding

The TPB was asked to approve the Federal Transit Administration (FTA) Section 5310 Program Memorandum of Understanding (MOU) between Wichita Transit and WAMPO. The MOU outlines the collaboration framework between WAMPO and partner agencies to improve mobility services for seniors and individuals with disabilities. This MOU formalizes the responsibilities, processes, and commitments of each participating entity under the Section 5310 Program, ensuring clear guidelines for the allocation and use of funds, project management, and compliance with federal requirements.

Section 5310 Program MOU - <https://bit.ly/5310-MOU>

Discussion: None.

Action: Approve the consent agenda, as presented. (17-0)

Motion: Dan Woydziak

Second: Jim Benage

3. Public Comments

Alan Kailer, Bike Walk Wichita, commented on the importance of WAMPO's Bicycle and Pedestrian Count, noting that the data are beneficial for pursuing grant funding, for Safe Routes to School, and for informing plans, such as the Wichita Bicycle Plan that is currently under development, and thanked WAMPO staff for their continuing work.

4. Action

A. 2025 Unified Planning Work Program

Ms. Jonas shared that 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 compliance. The UPWP is a crucial document for guiding and managing the transportation planning process within a metropolitan area, ensuring that resources are used effectively and that planning efforts are coordinated and transparent.

The presentation provided an overview of some of WAMPO's 2025 planning priorities and activities, as well as 2025 UPWP fiscal considerations and public participation. 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 CPG/local-match expenditures in the 2025 UPWP total \$2,786,495. WAMPO opened the public-comment period for the 2025 UPWP from September 9, 2024, through October 8, 2024. One public comment was received and was reported to the TPB before they were asked to take action on the proposed 2025 UPWP.

Draft 2025 Unified Planning Work Program – <https://bit.ly/Draft-2025-UPWP>

Discussion: None.

Action: Approve the 2025 Unified Planning Work Program, as presented. (17-0)

Motion: Chair Tuttle

Second: Russ Kessler

B. Metropolitan Transportation Plan 2050 (MTP 2050) Project List

Mr. Mohr shared that 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). On August 13, 2024, the TPB adopted the FFY2025-FFY2028 TIP. On October 3, 2024, the Project Selection Committee (PSC) convened to recommend a fiscally constrained list of priority projects for MTP 2050.

The PSC made its recommendations in consideration of projected transportation revenues and operations & maintenance (O&M) costs, in order to ensure that MTP 2050 is fiscally constrained, as required by federal regulations. The fiscally constrained project list is divided into three time bands (2025-2028, 2029-2038, and 2039-2050) and separated out by type of sponsoring agency: Kansas Department of Transportation (KDOT) projects, public transit projects, and local-government projects other than public transit projects. Unlike previous MTPs, an illustrative list of projects was not necessary, as all submitted projects could be accommodated within the projected funds available. The TAC has endorsed the PSC-recommended MTP 2050 project list, which the TPB was asked to consider for formal approval.

Draft MTP 2050 Fiscal Constraint Analysis – <https://bit.ly/Draft-MTP2050-Ch6>

Draft PSC-Recommended MTP 2050 Project List – <https://bit.ly/mtp2050ch7>

Discussion:

Chair Tuttle asked if an illustrative list was included in past MTPs. Mr. Mohr confirmed that there is an illustrative list in WAMPO's current long-range plan.

Action: Approve the PSC's project selections for the MTP 2050 project list, as presented. (17-0)

Motion: Chair Tuttle

Second: Russ Kessler

5. Discussion/Updates

A. Employment Sectors

Mr. Mohr gave an update on the employment sectors in the WAMPO region. The WAMPO region is home to a diverse and vibrant economy. As a part of WAMPO's mission to serve and inform its stakeholders, staff are developing a series of presentations on seven major sectors of the local economy. This presentation focused on the energy sector in the WAMPO region.

WAMPO Energy Sector Report - https://bit.ly/WAMPO_Energy_Sector

Discussion: Chair Tuttle thanked Mr. Mohr and WAMPO for the economic development reports.

B. Intelligent Transportation Systems (ITS) Architecture

Matt Baker, JEO, shared that WAMPO has begun the process of updating the Regional Intelligent Transportation Systems (ITS) Architecture. Per federal guidelines, the regional ITS Architecture should be updated every 5 years. The last full ITS Architecture update for the WAMPO region was completed in 2006. Therefore, the consulting firm JEO, with subcontractor TranSystems, has been hired to assist WAMPO with updating the Regional ITS Architecture, as well as with other valuable ITS-related planning and data-sharing initiatives. The steering committee has held three meetings in Fall 2024 and plans to meet again in January 2025.

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

Discussion:

Nick Gregory asked about the role of artificial intelligence (AI) in ITS and its use in tasks like traffic counting. Mr. Baker explained that AI is increasingly being used in various ITS applications, including traffic data analysis and automated vehicle systems, and emphasized the importance of using accurate and up-to-date data to train AI models.

George Liebe inquired about the current and future ITS deployment plans, particularly in Goddard and western Sedgwick County. Mr. Baker noted that, while the presented data were current, there

might be additional deployment projects in the works. Mr. Mohr provided additional context on the sources of data used for the ITS analysis, mentioning that the traffic-camera and dynamic-messaging-sign data are from 2022, while the sensor data are more recent.

6. Committee & Partnership Updates

Chair Tuttle announced that the Executive Committee (EC) meeting that was originally scheduled for November 14, 2024, was canceled due to multiple committee-member schedule conflicts. In the interest of transparency, Chair Tuttle shared what the meeting agenda would have been; agenda items will be addressed by the EC members through either small-group discussions or e-mail correspondence. The next Executive Committee meeting will be at 11:00 AM on February 6, 2025, in the MAPD Conference Room in the Ronald Reagan Building (271 W 3rd St. N, Room 237, Wichita, KS 67202) and via Zoom. It will be an open meeting; anyone is welcome to attend.

Mike Moriarty, KDOT, shared that KDOT will hopefully announce a new Chief of Transportation Planning later in the week and provided details about KDOT's project-scoring review process that is underway. The scoring-update or scoring-review process will be for future 10-year transportation funding programs and will not affect the current Eisenhower Legacy Transportation Program (IKE).

J.B. Wilson, KDOT Wichita Metro, provided construction updates for the WAMPO region.

7. Other Business

None.

8. The meeting was adjourned at 4:01 PM.

The next regular meeting will be held on Tuesday, December 10, 2024, at 3:00 PM.



Agenda Item 2Ci: Director's Report **Transportation Safety Champions**

Chad Parasa, Executive Director
Markey Jonas, Community Planner
Kim Negrete, Multimodal Transportation Safety Planner
Dora Gallo, Transportation Planner

Executive Summary

WAMPO is launching a new program that will engage local organizations and individuals in promoting transportation safety. Beginning in 2025, the Transportation Safety Champions program will recruit organizations and individuals who are passionate about improving safety for all road users in the WAMPO region. The program will work with existing organizations, groups, and individuals interested in creating stand-alone clubs. Engaged champions will help reach residents with safety messaging and/or activities. This program will help diversify and expand outreach and engagement efforts, ultimately helping increase safety awareness and improve driving behaviors.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) prioritizes safety and recognizes that public engagement efforts must extend beyond traditional transportation partners in order to achieve safety outcomes that save lives. In 2023, WAMPO convened transportation experts, community partners, and staff to develop a Comprehensive Safety Action Plan (CSAP) that was approved by the Transportation Policy Body on Dec 12, 2023. The CSAP is based on the Safe System Approach adopted by the U.S. Department of Transportation and envisions a path towards zero road deaths through innovative infrastructure, comprehensive education, and community-wide collaboration. To ensure the plan is well-supported, WAMPO regularly convenes ICT Safe: A Regional Transportation Coalition to help monitor and implement the strategies outlined in the CSAP. The ICT Safe coalition holds online meetings quarterly (first Wednesday of February, May, August, and November, at 9:30 AM) and is comprised of a variety of transportation experts and community sectors, such as law enforcement, advocacy organizations, educators, parents, and others.

In 2025, WAMPO will take the next step to further engage more residents and promote transportation safety messages by implementing the Transportation Safety Champions program, which will recruit community-partner organizations and passionate individuals to share and engage their circles of influence in local efforts and messaging. The program will work with existing organizations, groups, and individuals interested in creating stand-alone clubs. Engaged champions will help reach residents with safety messaging and/or activities. This program will help diversify and expand outreach and engagement efforts, ultimately helping increase safety awareness and improve driving behaviors.

Resource Considerations

The Transportation Safety Champions program will require WAMPO staff time to help coordinate Champions and facilitate gatherings. The ICT Safe coalition will help develop conversation topics and feedback tools, as well as identify potential Champion organizations and individuals. WAMPO staff will update the Safety webpage of the WAMPO website, www.wampo.org/safety, with program details and a sign-up form prior to the launch of the program.



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 organizations, and nonprofits. The Wichita Area Metropolitan Planning Organization (WAMPO) is now accepting applications for this competitive grant program, inviting eligible organizations to apply for funding to improve transit accessibility, safety, and inclusion for seniors and individuals with disabilities in the region.

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 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.

In the Wichita metropolitan area, WAMPO plays a vital role in administering this competitive funding program by overseeing the application and selection process, managing allocated funds, and providing 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.

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 operating 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 costs may cover driver salaries, maintenance, fuel, and other necessary operating expenses 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 Program

Dora Gallo, Transportation 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.

In administering the FTA Section 5310 Program, WAMPO coordinates with local agencies to ensure an efficient selection process that addresses regional mobility needs. A selection committee reviews all applications based on factors such as project feasibility, cost-effectiveness, alignment with community needs, and potential to improve accessibility. WAMPO ensures a fair distribution of funds while maintaining compliance with federal guidelines and program requirements.

WAMPO's current call for applications provides an opportunity for local organizations to obtain funding for essential projects that enhance the mobility and independence of seniors and individuals with disabilities in the Wichita area. Eligible applicants are encouraged to submit project proposals for review, emphasizing initiatives that align with WAMPO's strategic transportation goals and the program's mission.

Next Steps

- » Applicant Workshop was on November 21, 2024, at 9:30 AM, via Zoom; the recording can be accessed at www.wampo.org/wampo-5310
- » Applications due: January 17, 2025

Attachment

- » **5310 Program information - www.wampo.org/wampo-5310**



Executive Summary

WAMPO is developing an RFP for a Regional Active Transportation Plan, to build a safer, more connected network for walking, bicycling, and other nonmotorized travel modes. The RFP will prioritize infrastructure, policy, and program improvements and will incorporate public input to identify barriers to and opportunities for active transportation. A recent meeting of the WAMPO Active Transportation Committee highlighted the importance of enhancing wheelchair accessibility, addressing regulatory gaps for motorized bicycles and scooters, and identifying obstacles to smooth travel. The committee also emphasized the need for bike lanes to reach popular destinations, thorough public engagement, and clear policy recommendations. The City of Wichita's infrastructure-conditions tracker will be useful in shaping the plan, which will aim to foster accessible and sustainable transportation options across the region.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) is in the early stages of developing a Request for Proposals (RFP) for a Regional Active Transportation Plan, with the aim of creating a more connected, safe, and accessible network for nonmotorized transportation across the region. The RFP will focus on identifying strategic improvements for infrastructure, policies, and programs that support walking, bicycling, and other active travel modes. By engaging community members and stakeholders, WAMPO intends to gather insights on current barriers to and opportunities for active transportation, evaluate existing conditions, and establish clear, actionable steps for enhancing active travel. The resulting plan will aim to increase mobility options, improve public health outcomes, and foster vibrant, sustainable communities.

Recent Activity

The WAMPO Active Transportation Committee (part of ICT Safe: A Regional Transportation Coalition) met on November 6, 2024, to discuss essential elements for the upcoming Active Transportation Plan RFP. Key points included enhancing accessibility for wheelchair users and addressing regulatory gaps for motorized bicycles, scooters, and skateboards, which pose unique safety challenges due to their speed and classification. The committee emphasized identifying gaps, barriers, and safety concerns, particularly focusing on limitations that prevent smooth travel from point A to point B and the need to address educational barriers to infrastructure use. They also highlighted the importance of routing bike lanes to desirable destinations, ensuring paths lead to places people frequent. For public engagement, the committee stressed the importance of having a thorough approach to capture accurate, unbiased data. The City of Wichita's existing infrastructure-conditions tracker was noted as a useful tool, and the need for clear policy recommendations was underscored to guide future improvements. These discussions will inform the drafting of the RFP, helping WAMPO create a plan that reflects community needs and supports a safer, more accessible active transportation network.



Join us at an upcoming

LIVE VIRTUAL MEETING

Wednesday, Dec. 11, 2024

1 - 2 p.m.

[Click here to join](#)

There will be a brief presentation and the public will have the opportunity to submit questions and comments for a response from the project team.

VIRTUAL OPEN HOUSE

Following the live meeting, a virtual open house will be available until **Jan. 1, 2025**, and feature a recording of the presentation and an online comment form. Participants can access online at their convenience.

[Click here to access the virtual open house.](#)

Two opportunities to attend. Both meetings will share the same project information.

ADD YOUR VOICE

Please join the Kansas Department of Transportation to discuss the Passenger Rail Service Development Plan (SDP) Update. KDOT is currently exploring plans to provide rail service from Oklahoma City, Oklahoma, to Newton where it would then connect with the Southwest Chief, a national route on Amtrak's passenger rail. The Heartland Flyer currently provides daily service between Fort Worth, Texas, and Oklahoma City.

KDOT kicked off the SDP Update in the fall of 2023 and spent the past several months conducting analysis on the feasibility of extending the rail service to Newton. The purpose of the meeting is to provide an overview of the project, analysis findings and next steps.

The live virtual meeting will be hosted via Zoom and KDOT will provide a presentation in real-time followed by a question and answer session, where participants can ask questions or provide comments and KDOT will respond. The virtual open house will feature a recording of the live presentation and participants can leave comments through the online comment form. The virtual meeting will be available 24/7 through Jan. 1, 2025.

Both opportunities will provide the same content including project overview, SDP analysis updates and next steps.



Project map



**Agenda Item 2Di: Consent Agenda
2025 TPB and TAC Meeting Dates**

Peter Mohr, Manager of Transportation Engineering & Data
Markey Jonas, Community Planner

Executive Summary

Before the end of each calendar year, WAMPO develops and distributes board and committee meeting schedules for the upcoming year. The Transportation Policy Body (TPB) is now asked to review and consider the proposed 2025 TPB and Technical Advisory Committee (TAC) meeting schedules for approval.

Background

Before the end of each calendar year, WAMPO develops and distributes board and committee meeting schedules for the upcoming year. Formal approval is required for the Transportation Policy Body (TPB) and Technical Advisory Committee (TAC) meeting schedules. In 2025, the TPB is proposed to continue to meet on the second Tuesday of each month at 3:00 PM. The TAC is proposed to continue to meet on the fourth Monday of each month at 10:00 AM, with no December meeting. All but two proposed meeting dates adhere to the established frequency pattern; the TAC meeting on May 19, 2025, is one week early to not conflict with Memorial Day, and the TPB meeting on November 18, 2025, is one week late, to not conflict with Veterans Day. Once approved, TPB and TAC meeting schedules will be incorporated into the 2025 Unified Planning Work Program (UPWP).



2025 WAMPO MEETING SCHEDULE

Meeting Location: 271 W 3rd St, Room 203, Wichita, KS 67202 or via Zoom

Transportation Policy Body	Technical Advisory Committee
<i>3:00 PM unless otherwise stated</i>	<i>10:00 AM unless otherwise stated</i>
JANUARY 14	JANUARY 27
FEBRUARY 11	FEBRUARY 24
MARCH 11	MARCH 24
APRIL 8	APRIL 28
MAY 13	MAY 19
JUNE 10	JUNE 23
JULY 8	JULY 28
AUGUST 12	AUGUST 25
SEPTEMBER 9	SEPTEMBER 22
OCTOBER 14	OCTOBER 27
NOVEMBER 18	NOVEMBER 24
DECEMBER 9	NO TAC MEETING

Staff Recommendation

- » Approve the 2025 TPB and TAC meeting dates and times, as presented.



Agenda Item 2Dii: Consent Agenda **Regional Transit Implementation Plan Contract Extension**

Peter Mohr, WAMPO
Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

WAMPO staff recommend a contract extension with SRF Consulting Group, Inc. to continue to provide regional transit planning services through June 30, 2025. This extension includes an additional \$24,902.87 in services, bringing the new contract total to an amount not to exceed \$174,826.98, up from the current contract limit of \$149,922.11. The recommended extension will allow the consultant group and subcontractors to further engage large employers and municipalities in the development of the Regional Transit Implementation Plan

Background

WAMPO's current contract for the development of the Regional Transit Implementation Plan is set to expire on December 31, 2024. WAMPO staff recommend continuing to work with SRF Consulting and subcontractors to expand outreach and engagement among large employers and municipalities located in the WAMPO region in 2025. To support these additional activities, the contract extension adds \$24,902.87 in services, bringing the new contract total to an amount not to exceed \$174,826.98, up from the current contract limit of \$149,922.11.

The TPB signed a contract with SRF Consulting Group, Inc. and subcontractors on July 11, 2023, to develop a Regional Transit Implementation Plan. The plan will build upon Connecting Communities: Wichita Area Transit Feasibility Study (2018) and will be a companion plan to the Wichita Transit Network System Redesign Study and the Coordinated Public Transit - Human Services Transportation Plan.

Fiscal Considerations

The not-to-exceed dollar amount for the contract extension lasting through June 30, 2025, is \$174,826.98. This funding is programmed in the 2024 Unified Planning Work Program (UPWP), under Sub-Task 3.4, "Consultant Services: Regional Transit Feasibility Study". The \$24,902.87 in additional funding is programmed in the 2025 UPWP.

Staff Recommendation

- » Approve the 2025 Regional Transit Implementation Plan contract extension with SRF Consulting Group, as presented.

Attachment

- » **2025 Regional Transit Implementation Plan Contract Extension** – <https://bit.ly/2025-RTIP-Extension>



Agenda Item 3

Public Comment Opportunity

Wichita Councilmember Becky Tuttle, TPB Chair

Background

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

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



Executive Summary

The draft Wichita Bicycle Plan is available for public review and comment. It expands upon the 2013 Wichita Bicycle Master Plan to improve bicycle safety, comfort, and accessibility. It includes a long-term bikeway network with prioritized routes and addresses barriers like high-speed streets. Developed with input from about 2,000 residents, the draft plan focuses on equity, targeting underserved communities.

With 133 miles of bikeways, safety remains a concern, especially in high-risk areas like Downtown. The draft plan emphasizes creating a low-stress, connected bikeway network through infrastructure projects, policies, and community programs, with funding to support its success over the next decade.

Background

The draft Wichita Bicycle Plan envisions a vibrant future for bicycling, expanding upon the 2013 Wichita Bicycle Master Plan to make bicycling safer, more comfortable, and accessible for all. It features updated goals, a long-term bikeway network, and prioritized routes, addressing current barriers and guiding city decisions on bicycle policies and infrastructure. As a resource for city staff, stakeholders, and community members, the draft plan supports proactive bikeway implementation through new developments and street reconstruction. Developed through a four-phase process with extensive community engagement involving about 2,000 residents, the draft plan integrates existing infrastructure and policy goals. It aligns with broader city initiatives like the urban infill strategy and Walkable Development Plan, which emphasize sustainable investments. By enhancing bikeways, Wichita aims to encourage cycling as a safe and viable mode of transport, improving community health and connectivity while making the city more walkable and bikeable.

Existing Conditions

Wichita has 133 miles of bikeways, including shared-use paths, bike lanes, bikeable shoulders, and bicycle boulevards, with 70 miles added since the development of the 2013 Bicycle Master Plan. Despite this progress, challenges remain in making bicycling safer and more accessible for people of all ages and abilities. Many streets are designed for high-speed traffic, discouraging bicycling unless separated facilities are provided. Arterial roads, waterways, freeways, and railroads present major barriers, and disjointed neighborhood streets complicate bicycle connectivity.

Safety is a top concern, with 11 bicycle-rider fatalities and over 900 injury crashes from 2012 to 2022, though trends are improving. A Bicycle Systemic Safety Analysis (BSSA) identified critical safety risks, particularly in areas with high-speed, high-volume streets. High-risk zones represent a small portion of the road network but account for a significant number of crashes.

Most of Wichita's streets are low-to-medium stress for bicycle riders, with high-stress areas concentrated on busy arterials and in Downtown Wichita. There is increasing demand for low-stress bikeways that separate bicycle riders from motor vehicle traffic, with new guidelines emphasizing the need for safer, more comfortable bicycle infrastructure.



Agenda Item 5A: Discussion/Updates

Wichita Bicycle Plan

Paul Gunzelman, Wichita

A Bicycle Trip Potential Analysis identified areas with the highest likelihood of bicycle trips, based on factors like population and employment density, proximity to existing bike paths, and access to transit. High-potential areas include Downtown Wichita, Pawnee Avenue between Seneca and Hydraulic, areas around Oliver Avenue and Harry Street, and neighborhoods near Hillside Street and 17th Street North.

Wichita is committed to an equitable transportation system, and equity is a guiding principle of the draft plan. A Bicycle Equity Analysis (BEA) was conducted to ensure that historically marginalized and underserved communities are adequately served by the bikeway network. The analysis found that existing bikeways generally serve areas with high concentrations of traditionally underserved populations, including people of color, low-income households, and zero-car households, indicating a strong focus on equity in the current network.

Implementation

The implementation of the Wichita Bicycle Plan will rely on leveraging infrastructure projects, updated policies, City-staff leadership, and support from partner agencies. The Long-Term Bikeway Network aims to create a connected, low-stress network accessible to all ages and abilities, serving as a guide for Capital Improvement Program (CIP) projects, maintenance, public works, and private development over the next decade and beyond.

While expanding the low-stress bikeway network is a key focus, the draft plan emphasizes that infrastructure alone is not enough. In addition to building bikeways and related facilities, the city must align policies and community programs to foster a safe, comfortable, and supportive environment for bicycle riding. The Implementation and Priority Actions section of the draft plan includes policy recommendations, prioritized bikeway projects, and funding opportunities to ensure the plan's success.

Draft Plan Review and Comment

The draft Wichita Bicycle Plan is available for public review and comment at <https://www.wichitabicycleplan.com/get-involved>. Comments can be provided to Lee Carmichael at LCarmichael@wichita.gov. The draft plan was presented to the Bicycle and Pedestrian Advisory Board (BPAB) on November 18, 2024. The BPAB was asked to recommend that the Wichita City Council adopt the plan. The recommendation is anticipated to be presented to the City Council in January.

Attachment

- » Draft Wichita Bicycle Plan - <https://bit.ly/Wichita-Bicycle-Plan>



Agenda Item 5B: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Update

Nick Flanders, Senior Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

Markey Jonas, Community Planner

Dora Gallo, Transportation Planner

Executive Summary

Under federal law, WAMPO’s new long-range planning document, Metropolitan Transportation Plan 2050 (MTP 2050) needs to be adopted by June 2025. WAMPO staff and consultants have conducted three rounds of public engagement for this effort and conducted a Call for Projects (September 15, 2023-February 2, 2024). On October 3, 2024, the WAMPO Project Selection Committee (PSC) made recommendations of which submitted, scored projects to include in the fiscally constrained project list in MTP 2050, which the TPB approved on November 12, 2024. Meanwhile, WAMPO staff are posting draft sections of MTP 2050 online as they are completed (seven chapters and thirteen appendices). Once all sections of MTP 2050 are completed, the full document will be reviewed by the Plan Advisory Committee (PAC) and by state and federal staff. After any comments resulting from that review are addressed, there will be a 30-day public comment period in early 2025, followed by a Technical Advisory Committee (TAC) recommendation and a TPB vote on approval.

Background

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

Public Engagement

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

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

Project List

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for 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*,



Agenda Item 5B: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Update

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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 TPB on October 12, 2021, within each of nine (9) project categories. The locations and scopes of the scored projects 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 TAC concurred with the PSC's recommendations. On November 12, 2024, the TPB approved the PSC's recommendations.

Documents on the WAMPO Website

Draft sections of MTP 2050 have been, and continue to be, posted online incrementally, with individual chapters and appendices available on the WAMPO website, at www.wampo.org/mtp2050. This phased release allows for a more manageable review process, enabling community members, stakeholders, and policymakers to focus on specific sections and provide detailed feedback. 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 Appendices

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 thirteen (13) appendices, which are briefly introduced below:

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.



Agenda Item 5B: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Update

Nick Flanders, Senior Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

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Appx B. MTP Public Involvement & Engagement Summary

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

Appx C. Project Scoring Model

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

Appx D. Economic Development Analysis

- In 2022, WAMPO hired the 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 CEDBR investigated seven major sectors of the local economy, as identified by the Greater Wichita Partnership (GWP): Advanced Manufacturing, Aerospace, Agriculture, Energy, Healthcare, IT Systems & Support, and Transportation & Logistics.
- A comprehensive review of the socioeconomic and demographic characteristics of the region was completed, culminating in reports on each of the twenty-two (22) municipalities in the region and one report describing the region as a whole.

Appx E. Regional Transit Implementation

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

Appx F. Active Transportation Analysis

- WAMPO has started planning for a strategic guide for promoting and enhancing walking, biking, and other nonmotorized transportation options in the region. It will aim to improve safety, accessibility, and connectivity for pedestrians, cyclists, and users of other active modes of transport.



Agenda Item 5B: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Update

Nick Flanders, Senior Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

Markey Jonas, Community Planner

Dora Gallo, Transportation Planner

- The plan will identify infrastructure needs, such as bike lanes, sidewalks, and trails, and set forth policies to encourage active transportation as a healthy, sustainable alternative to driving.
- The plan will also promote equity by ensuring all communities can access safe and convenient active transportation options.

Appx G. ITS Architecture Plan

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

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

- In 2023, WAMPO and community partners developed a Comprehensive Safety Action Plan (CSAP) to better understand crash data and coordinate safety strategies for the region. The plan includes an exhaustive analysis of crash data, including heat maps of high-crash locations and contributing factors.
- The CSAP includes an implementation plan with 18 strategies to reduce/eliminate crash-related serious injuries and fatalities in the WAMPO region.

Appx I. Travel Demand Model (TDM) Forecasts

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

Appx J. Congestion Management Process (CMP)

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

Appx K. Cost Estimation Model

- For MTP 2050, WAMPO put out a Call for Projects to its member jurisdictions/partners from September 15, 2023, through February 2, 2024.
- All submitted projects came with a cost estimate, so that the selection of projects to be listed in MTP 2050 could be done in a manner that maintains the fiscal constraint of the plan (i.e., the combined, estimated costs of the selected projects do not exceed the revenues projected to be available for them, after subtracting routine operations and maintenance costs).



Agenda Item 5B: Discussion/Updates

Metropolitan Transportation Plan 2050 (MTP 2050) Update

Nick Flanders, Senior Transportation Planner

Peter Mohr, Manager of Transportation Engineering & Data

Markey Jonas, Community Planner

Dora Gallo, Transportation Planner

- WAMPO had the consulting firm PEC prepare spreadsheet-based project-cost-estimation models that project submitters could optionally use to generate the requested planning-level cost estimates.
- Cost-estimation models were provided for bridge rehabilitation, bridge replacement, traffic signals, road diets, turn lanes, intersections, sidewalks/multiuse paths, bike lanes, roadway expansion, roadway reconstruction, and new roadways.
- The cost-estimation models were meant to serve two purposes: Make cost estimates more consistent across project sponsors and make it easier for smaller jurisdictions to generate cost estimates and submit projects.

Appx L. Electric Vehicle Network Plan

- In 2024, WAMPO completed the 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. MTP Amendment Procedures

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

Next Steps

- » Remaining draft MTP 2050 sections will be uploaded to www.wampo.org/mtp2050, as they are completed.
- » PAC, state, and federal reviews of the draft of MTP 2050.
- » WAMPO staff address comments from PAC, state, and federal reviews.
- » February 11, 2025: TPB vote to open the MTP 2050 public-comment period
- » March 8, 2025-April 7, 2025: 30-day public-comment period (Public Engagement Round 4).
- » April 28, 2025: TAC recommendation.
- » May 13, 2025: TPB vote on approval.
- » Public Engagement Round 5: Introducing the approved plan to the public.

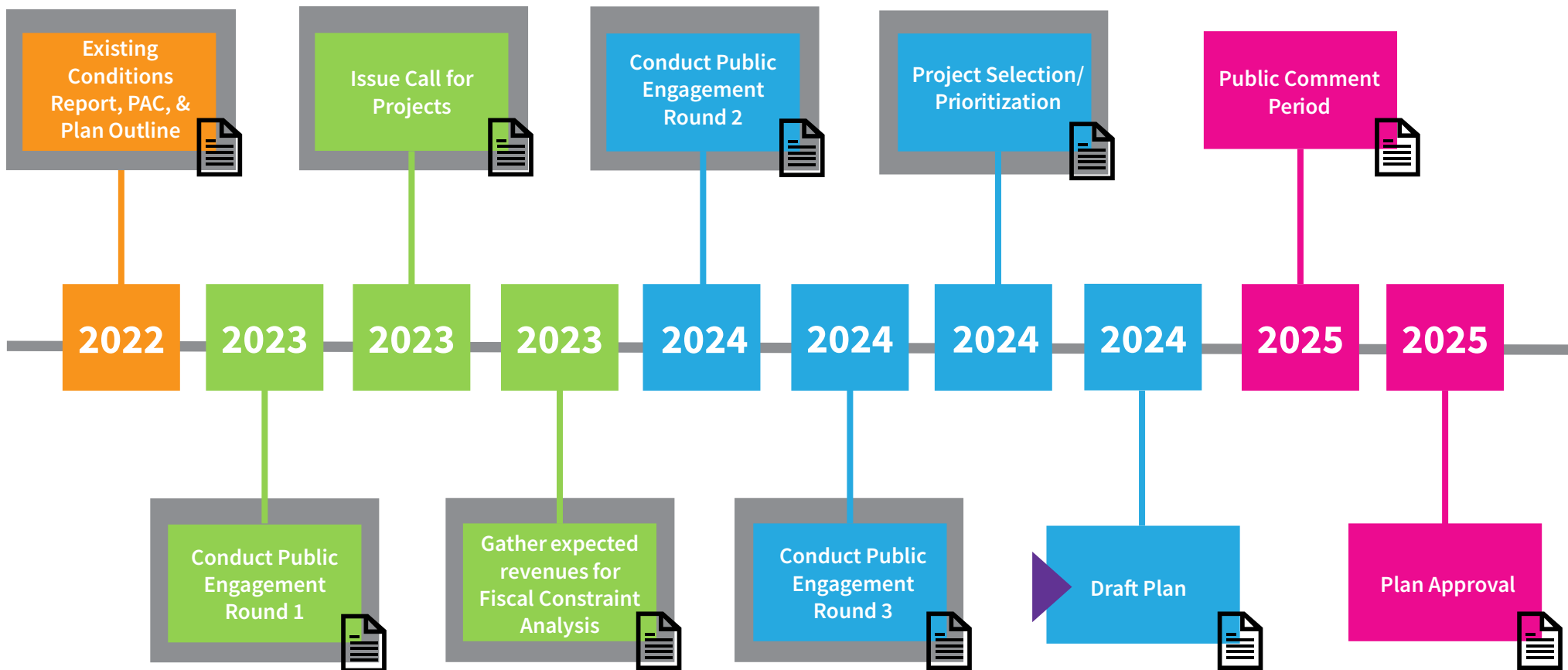
Attachments

- » **MTP 2050 Development Progress**
- » **MTP 2050 Webpage, with Draft Sections Uploaded as Available** – www.wampo.org/mtp2050

Metropolitan Transportation Plan

➤➤➤➤➤➤➤➤➤➤ 2050

Progress



Completed
 In-Progress
 Deliverable

November 2024

Detailed Progress

Phase 1: Existing conditions

- Develop public participation strategy document & style guide
- Develop the Plan Advisory Committee
- 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

..... • **Above Completed** •

- Update existing conditions to 2024 data
- Finalize performance measures (System Performance Report)
- Draft the Plan (Plan Advisory Committee and State/Federal Review plan)
- Adjust Plan Based on PAC and State/Federal Review
- 30 -Day Public Comment Period - Public Engagement Round 4 (03/08/25 - 04/07/25)

Phase 5: MTP 2050 adoption

- Review Public Comments for Plan Incorporation
- TAC Recommendation for Approval - April 28, 2025
- TPB Approval Consideration - public hearing - May 13, 2025
- Public Engagement Round 5 - roadshow about approved plan



November 2024



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

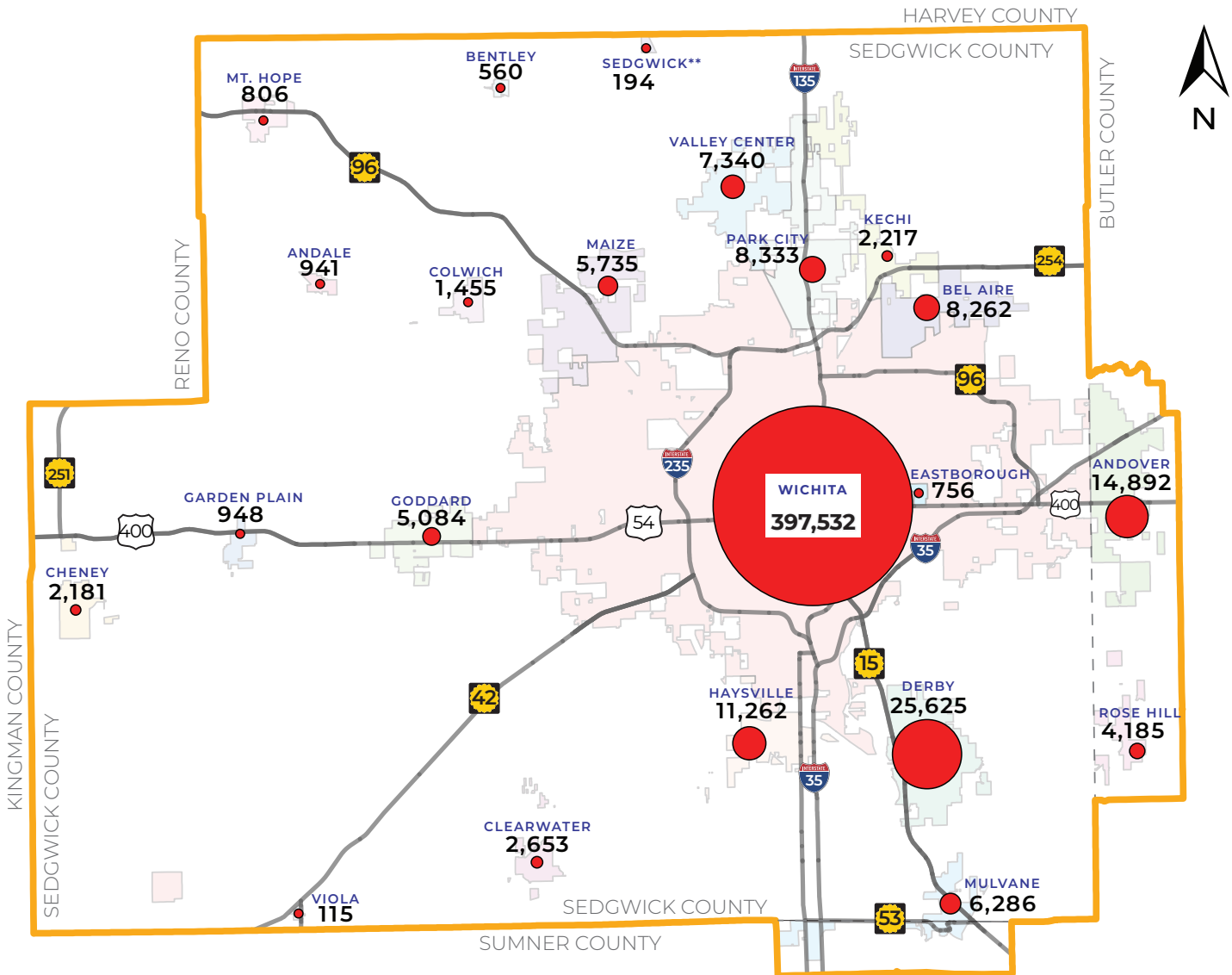
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



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

Transit Provider	Annual Ridership					
	2018	2019	2020	2021	2022	2023
Wichita Transit	1,181,807	1,373,944	759,330	768,717	1,011,541	1,269,050
Derby Dash	11,013	10,394	7,098	9,289	8,142	7,799
Haysville Hustle	-	-	31	2,192	3,316	2,993
Sedgwick County Transportation	9,789	11,016	9,692	10,666	9,352	9,564
Butler County Transit	18,422	19,307	17,107	18,681	16,677	18,710

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

2024 TPB Representatives and Contact Information

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WAMPO Engineering & Data Analyst	Sruthi Kesa	sruthi.kesa@wampo.org		

Quorum is 13 based on voting members

Rev. 08/27/2024

DRAFT 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.