



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, February 13, 2024, @ 3:00 PM

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

Meeting Duration: *100 minutes*

Voting Members in Attendance		
Becky Tuttle, <i>TPB Chair</i> Ryan Baty, <i>Sedgwick County</i> Jim Benage, <i>Bel Aire</i> Ronald Colbert, <i>Valley Center</i> David Dennis, <i>Sedgwick County</i> Nick Engle, <i>Derby</i> Mike Hoheisel, <i>Wichita</i>	Russ Kessler, <i>Haysville</i> George Liebe, <i>Goddard</i> Pete Meitzner, <i>Sedgwick County</i> Ben Saucedo, <i>Park City</i> Terry Somers, <i>SCAC</i> Nick Squires, <i>KDOT</i>	Alternates Nick Gregory, <i>Maize (voting)</i> Jennifer McCausland, <i>Andover (voting)</i> Warren Porter, <i>Rose Hill (voting)</i>
Other Attendees		
Raven Alexander, <i>Wichita Transit</i> Rick Backlund, <i>FHWA</i> Dylan Cossaart, <i>WAMPO</i> Craig Crossette, <i>Goddard</i> Chaitanya Dodda, <i>WAMPO</i> Haley Dougherty, <i>KDOT</i> Penny Feist, <i>Wichita</i> Nick Flanders, <i>WAMPO</i> Mitch G. Dora Gallo, <i>WAMPO</i> Paul Gunzelman, <i>Wichita</i>	Rene Hart, <i>KDOT</i> Evan Hathaway, <i>Hite, Fanning & Honeyman L.L.P.</i> Bill Hughes, <i>KDOT</i> Gary Janzen, <i>Wichita</i> Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Keven Koester, <i>KDOT</i> Dani Lasher, <i>WAMPO</i> Brett Letkowski, <i>TranSystems</i> Eleanor Matheis, <i>KDOT</i> Peter Mohr, <i>WAMPO</i>	Chad Parasa, <i>WAMPO</i> Marcela Quintanilla, <i>WAMPO</i> Kelly Rundell, <i>Hite, Fanning & Honeyman L.L.P.</i> Paul Schifflbein, <i>MAPD</i> Riley Schmitz, <i>Wichita</i> Allison Smith, <i>KDOT</i> Dan Squires, <i>Derby</i> Kyle Thomas, <i>WAMPO</i> Pat Toby, <i>KDOT</i> James Wagner, <i>Wichita</i> Jennifer Wolff, <i>CTD #9</i>

1. Chair Becky Tuttle called the meeting to order at 3:03 PM.

2. Regular Business

A. Approval of the February 13, 2024, Agenda

Discussion: None

Action: Approve the February 13, 2024, agenda, as presented. (14-0)¹

Motion: David Dennis

Second: Russ Kessler

¹ Two (2) voting TPB members did not arrive until after the votes to approve the February 2024 agenda and January 2024 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](#). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

B. Approval of the January 9, 2024, Meeting Minutes

Discussion: None

Action: Approve the January 9, 2024, meeting minutes, as presented. (13-0)²

Motion: Russ Kessler

Second: Nick Engle

C. Director's Report

i. MTP 2050 Development Progress

Dani Lasher, WAMPO, shared that WAMPO is developing the next long-range Metropolitan Transportation Plan (MTP), MTP 2050, which will be adopted in 2025. WAMPO staff have already completed several steps in the process and will continue to work through the remaining steps toward completing MTP 2050. The second round of public engagement is currently underway, beginning on December 1, 2023, and ending on February 29, 2024. WAMPO staff have attended multiple community events and there is a survey available online at www.wampo.org/mtp2050.

MTP 2050 Detailed Progress - <https://bit.ly/MTP2050DetailedProgress>

ii. Safe Routes to School Planning Assistance

Ms. Lasher presented on the Safe Routes to School (SRTS) initiative, which strives to make it safer and easier for children to walk or ride bikes to school, and gave an overview of the 174 public schools distributed across 14 school districts in the WAMPO region. The majority of these schools and school districts lack Safe Routes to School plans that meet the Federal requirements necessary to qualify for Transportation Alternatives (TA) funding. WAMPO aims to address this gap by hiring a consultant to work with city and county governments, as well as schools and school districts, to establish comprehensive SRTS plans that cover the entire WAMPO region.

Chad Parasa, WAMPO, shared that WAMPO staff have made progress in allocating funds for SRTS and are preparing a Request for Proposals (RFP) to hire a consultant for the development of the plans. There is a total of \$300,000 in Consolidated Planning Grant (CPG) and Transportation Alternatives (TA) funds (combined) available in 2024, as well as \$200,000 of CPG funds in 2025. Among other changes, proposed Amendment 1 to the 2024 Unified Planning Work Program (UPWP) programs funding for the SRTS consultant and

² Two (2) voting TPB members did not arrive until after the votes to approve the February 2024 agenda and January 2024 minutes, and one (1) voting TPB member abstained from the vote to approve the January 2024 minutes.

SRTS planning assistance, and is undergoing its Public Comment period from February 10, 2024, through February 25, 2024. Once developed, the SRTS plans will show the specific needs of each school/school district, thereby increasing the likelihood of securing funding. WAMPO staff are working to make the 20% local match as attainable as possible for all jurisdictions.

National Center for Safe Routes to School - <https://www.saferoutesinfo.org/>

WAMPO School District Tables - <https://bit.ly/SchoolDistrictTables>

Proposed 2024 UPWP Amendment 1- <https://bit.ly/2024UPWPAmdment1>

Discussion: Russ Kessler and Chair Tuttle clarified that the school districts shown in red font in the school-district tables are ones that have already expressed interest in developing SRTS plans.

iii. **Regional Transit Implementation Plan Update**

Dora Gallo, WAMPO, discussed the public engagement period for the Regional Transit Implementation Plan, which is set for completion in August 2024. Public input will help shape the development of options for transit in the region. WAMPO staff have been conducting a dot activity at tabling events and there are three upcoming public meetings on Tuesday, February 20, 2024, to gather ideas from the public on ways to enhance public transit in the region. The February 20, 2024, meetings will be from 11:30 AM-1:00 PM at Pathway Church in Goddard, 3:00 PM virtually, and from 5:30 PM – 7:00 PM at the Bel Aire Recreational Complex. For more information, please visit <https://www.wampo.org/regional-transit>. Ms. Gallo encouraged TPB Members to share these meetings with other interested parties.

Regional Transit Implementation Plan Public Meetings Flyer - <https://bit.ly/RTIP-Public-Meetings-Flyer>

Regional Transit Implementation Plan Public Meetings Flyer – Spanish Version – <https://bit.ly/SP-RTIP-Public-Meetings-Flyer>

Discussion: TPB members requested the Regional Transit Implementation Plan public meetings flyer be shared with them so that they may distribute it.

iv. **Automatic Bike/Ped Counters: Upcoming RFP**

Ms. Gallo shared that WAMPO staff have been working on and plan to release a Request for Proposals (RFP) for automatic bicycle/pedestrian counters on February 14, 2024. The RFP can be viewed at <https://www.wampo.org/wampo-is-hiring>.

v. FFY2023-FFY2026 TIP Amendment 7 Call for Changes Open 2/12/2024-2/23/2024

Mr. Parasa discussed the amendment schedule for the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2023-2026 (October 1, 2022, through September 30, 2026). The Call for Changes period for regularly scheduled TIP Amendment 7 is February 12, 2024, through February 23, 2024. The timeline for TIP Amendment 7 includes a Public Comment Period (3/8/24 – 3/22/24), TAC Recommendation (3/25/24), TPB Approval, (4/9/24), and KDOT STIP Amendment (5/9/24). The FFY 2023-2026 TIP and amendment schedule can be viewed at <https://www.wampo.org/transportation-improvement-program>.

vi. MTP 2050/ FFY2025-FFY2028 TIP Call for Projects: Projects Submitted & Next Steps

Mr. Parasa 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). Eleven (11) WAMPO member jurisdictions submitted one hundred and eight (108) total projects. These projects will be scored and ranked by WAMPO staff and consultants, then submitted to the Project Selection Committee (PSC) for recommendations to the TAC and TPB on which projects to prioritize for funding.

Andover	3	Haysville	12	Sedgwick County	38
Bel Aire	11	Maize	3	Valley Center	5
Butler County	2	Mulvane	1	Wichita	28
Derby	2	Park City	3	Total	108

D. Consent Agenda

i. WAMPO Welfare Benefit Plan Amendment

In 2024, the Wichita Area Metropolitan Planning Organization (WAMPO) Welfare Benefit Plan document underwent revisions compared to the 2023 document. The most significant change involved transitioning from the vision insurance provider Surrency to United Healthcare. The revisions also reflect a new policy number for the Medical Plan, the expansion of the permitted cafeteria plan change-in-status rules for health coverage, and updates to the core document language to reflect regulatory legal developments.

Amendment to the WAMPO Welfare Benefit Plan – <https://bit.ly/Benefit-Plan-Amendment-Feb2024>

WAMPO Welfare Benefit Plan Complete Document with Amendment - <https://bit.ly/WAMPO-Benefit-Plan-Comp>

ii. Revised Transportation Policy Body and Technical Advisory Committee Bylaws

Kelly Rundell, Hite, Fanning & Honeyman L.L.P., highlighted the second consent agenda item: revisions to the Transportation Policy Body (TPB) and Technical Advisory Committee (TAC) bylaws. The proposed revisions allow, but do not require, the TPB Vice-Chair to also serve as the TAC Chair. This change is also reflected in the Executive Committee membership.

Revisions to TPB Bylaws (changes shown in red) – <https://bit.ly/TPBBylawRevisions>

Proposed Updated TPB Bylaws – <https://bit.ly/UpdatesTPBBylaws>

Revisions to TAC Bylaws (changes shown in red) – <https://bit.ly/TACBylawRevisions>

Proposed Updated TAC Bylaws - <https://bit.ly/UpdatedTACBylaws>

iii. Agreement with KDOT on Use of TA Funds for WAMPO Safe Routes to School (SRTS) Planning Assistance

In August 2022, the TPB adopted the FFY2023-FFY2026 Transportation Improvement Program (TIP). Among other things, the FFY2023-FFY2026 TIP funds the WAMPO-sponsored project “Safe Routes to School Planning Assistance” with FFY2024 Transportation Alternatives (TA) funds. Per the project’s scope, WAMPO will use those funds to hire consultants to work with schools and school districts in the WAMPO region, as well as their corresponding city and/or county governments, to develop Safe Routes to School (SRTS) plans for them. Those plans will identify safety needs related to students walking, rolling, or bicycling to and from school and measures to address those needs. Safety improvements and programs identified in adopted SRTS plans may qualify for future TA funding. The use of TA funds requires a signed agreement between WAMPO and the Kansas Department of Transportation (KDOT). KDOT has drafted a proposed agreement, and the TPB was asked to authorize the WAMPO Executive Director to sign that agreement.

Agreement with KDOT on use of TA funds for WAMPO Safe Routes to School Planning Assistance project - <https://bit.ly/SRTS-KDOT-Agreement>

Discussion: Chair Tuttle shared that the Executive Committee met on February 1, 2024, and all agreed that the revisions to the bylaws give the TPB the flexibility needed to provide the best possible leadership to the organization.

Action: Approve all Consent Agenda items, as presented. (15-0)³

Motion: Russ Kessler

Second: Ben Saucedo

3. Public Comments

There were no public comments.

4. Action

A. Chair, Vice-Chair, and TAC Chair Elections

Chair Tuttle facilitated the elections for TPB Chair, TPB Vice-Chair, and TAC Chair.

TPB Chair

Discussion: David Dennis nominated Chair Tuttle for TPB Chair. Chair Tuttle shared her appreciation for her involvement in the organization.

Action: Elect Becky Tuttle as Transportation Policy Body Chair. (15-0)

Motion: David Dennis

Second: Russ Kessler

TPB Vice-Chair

Discussion: Chair Tuttle nominated Russ Kessler as TPB Vice-Chair.

Action: Elect Russ Kessler as Transportation Policy Body Vice-Chair. (16-0)

Motion: Chair Tuttle

Second: David Dennis

TAC Chair

Discussion: Jim Benage clarified the recently approved changes to the TPB and TAC bylaws and nominated Russ Kessler, who shared his appreciation for being part of the committees.

Action: Elect Russ Kessler as Technical Advisory Committee Chair. (16-0)

Motion: Jim Benage

Second: Nick Engle

B. FFY2023-FFY2026 Transportation Improvement Program Amendment #6

Peter Mohr, WAMPO, asked the Transportation Policy Body to take action on proposed Amendment #6 to the WAMPO FFY2023 – FFY2026 Transportation Improvement Program (TIP). Amendment #6 is a regularly scheduled amendment for which the Public Comment period was held from January 6, 2024, through January 21, 2024; no comments were received. TIP

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Amendment #6 modifies three (3) projects and adds five (5) new projects. There are also administrative adjustments to an additional eight (8) projects, which do not require approval.

Mr. Mohr listed the projects modified/added, discussed the changes in local, state, and federal funding, and explained the Federal requirements met by TIP Amendment #6: it is consistent with the current Metropolitan Transportation Plan, *REIMAGINED MOVE 2040*, and is fiscally constrained. The financial impact is an additional cost of \$15.5 million, with no changes in WAMPO suballocated funds. Following approval, the amendment will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval is expected in March 2024.

FFY2023-FFY2026 TIP Amendment #6 Summary – <https://bit.ly/Amendment6Summary>

Discussion: None

Action: Approve the FFY2023-FFY2026 Transportation Improvement Program Amendment #6, as presented. (16-0)

Motion: David Dennis

Second: Ben Saucedo

C. Urban Area Boundary

Mr. Mohr explained the guidelines for and implications of an Urban Area Boundary (UAB) and presented a proposed UAB for TPB approval. Every ten years, MPOs need to adopt a UAB that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. The funding implications of the UAB include that Surface Transportation Block Grant (STBG) funds can be used on urban minor collectors (within the UAB) but not on rural minor collectors (outside the UAB) and that non-suballocated Transportation Alternatives (TA) funds from KDOT can be used only in areas outside the UAB, whereas WAMPO suballocated TA funds can be used in any part of the WAMPO region. On November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024. At the suggestion of TPB members, the approved UAB included an extension of the southeastern quadrant to include the city of Rose Hill. Since then, discussions between WAMPO, KDOT, and FHWA staff have led to the conclusion that the extension of the UAB to include Rose Hill is not reasonable at this time.

2024 WAMPO Proposed Urban Area Boundary Map - https://bit.ly/Proposed_UAB_Jan2024
2024 WAMPO Proposed Urban Area Boundary Metes-And-Bounds Description - <https://bit.ly/2024UAB-Metes-and-Bounds>

Discussion: David Dennis shared his appreciation for WAMPO staff revisiting the Urban Area Boundary, noting that the revised version is much more reasonable.

Action: Approve the proposed new Urban Area Boundary, without the Rose Hill extension, as presented. (16-0)

Motion: David Dennis

Second: Chair Tuttle

5. Discussion/Updates

A. Projects Obligated in FFY2023

Mr. Mohr explained that before a transportation project can use Federal funds, the funds need to be "obligated." Per Federal rules, each year, MPOs submit to their respective state DOTs and the Federal government an Annual Listing of Obligated Projects (ALOP), consisting of all transportation projects on which any amount of Federal funding was obligated or deobligated during the previous Federal Fiscal Year (October 1-September 30). "Deobligated" funding is left over following the completion or cancelation of a project and becomes available for other uses.

Dylan Cossaart, WAMPO, presented a table and map of the twenty-three (23) transportation projects in the WAMPO region that had obligations or deobligations of Federal funding during FFY2023. In FFY2023, Federal funding obligation activity totaled a little more than \$42 million. The 2019-2023 WAMPO ALOPs may be found online at <https://www.wampo.org/transportation-improvement-program>, at the bottom of the page.

A recently produced WAMPO video highlighting some of the projects that received Federal funding in FFY2023, can be viewed at <https://bit.ly/Plans-and-Projects-Video>

WAMPO FFY2023 Annual Listing of Obligated Projects – https://bit.ly/WAMPO_ALOP_FFY2023

B. MTP 2050 Population Projections

Mr. Mohr discussed how population projections are an integral part of long-range transportation planning and how understanding the trajectory of a region's population is critical in forecasting future demands on the transportation system. Population projections specifically tailored for the WAMPO region to the year 2050 were created in collaboration with JEO Consulting Group and the Wichita State University (WSU) Center for Economic Development and Business Research (CEDBR). Following initial development, WAMPO further refined the projections to incorporate individual municipal growth trends as identified by decennial Census data patterns and to reflect

input from member jurisdictions. TPB members were asked to review the draft population projections and provide feedback.

WAMPO Draft Population Projections

Population	2020	2025	2030	2035	2040	2045	2050
Wichita	397,532	404,052	412,153	419,170	424,945	430,669	436,016
Derby	25,625	27,928	30,438	33,174	36,156	39,406	42,948
Andover	14,892	16,710	18,750	21,039	23,608	26,490	29,724
Haysville	11,262	11,919	12,613	13,349	14,127	14,950	15,822
Park City	8,333	8,711	9,200	9,677	10,134	10,599	11,064
Bel Aire	8,262	9,027	9,758	10,482	11,193	11,918	12,647
Valley Center	7,340	7,907	8,518	9,177	9,886	10,650	11,473
Mulvane	6,286	8,233	8,879	9,519	10,146	10,785	11,428
Maize	5,735	7,743	9,626	11,711	14,249	17,336	21,092
Goddard	5,084	6,348	7,926	9,896	12,357	15,429	19,264
Rose Hill	4,185	4,597	4,859	5,114	5,359	5,609	5,858
Clearwater	2,653	2,744	2,834	2,917	2,993	3,070	3,144
Kechi	2,217	2,657	2,991	3,328	3,663	4,006	4,353
Cheney	2,181	2,273	2,347	2,415	2,478	2,540	2,601
Colwich	1,455	1,462	1,493	1,521	1,544	1,567	1,589
Garden Plain	948	963	983	999	1,013	1,027	1,040
Andale	941	1,042	1,099	1,153	1,206	1,259	1,312
Mount Hope	806	834	851	866	877	889	900
Eastborough	756	769	784	797	808	819	829
Bentley	560	594	626	657	688	718	749
Sedgwick**	194	197	201	205	208	210	213
Viola	115	117	119	121	123	124	126
Sedgwick County*	36,474	29,752	25,339	20,675	15,795	10,773	5,607
Butler County*	2,344	1,779	1,503	1,266	1,063	892	748
Sumner County*	1,050	998	904	804	697	588	475
WAMPO Totals	547,230	559,357	574,794	590,033	605,315	622,324	641,022

*Unincorporated portion inside of WAMPO Boundary

** Portion of City inside WAMPO Boundary

Updated: 1/31/2024

Discussion:

The discussion following the presentation on population projections delved into several key areas of interest. TPB members sought clarification on the purpose of the projections, particularly in understanding how they inform Metropolitan Transportation Plan 2050's long-term vision. Mr. Parasa highlighted that the projections are updated every five years as part of the long-range transportation planning process. Chair Tuttle underscored the need for these updates, noting that significant changes can occur within five years, such as new developments or economic shifts, which can impact population trends.

Vice-Chair Kessler brought attention to the projected population increases for certain cities expressing curiosity about the methodology behind the projections. Mr. Mohr explained that the

projections incorporate input from jurisdictions and noted that the projections aim to create a planning document developed with input from all stakeholders.

Nick Gregory provided an example of the methodology used, explaining that the numbers for Maize for 2030 are based on current growth trends and construction, and have essentially already been met. Chair Tuttle further inquired about the methodology used by different jurisdictions, as well as that used by other MPOs, and whether there were specific criteria or a third-party review process. Mr. Mohr clarified that while there weren't specific criteria for each jurisdiction, the projections were based on initial projections from the Center for Economic Development Business Research, which also reviewed the version incorporating jurisdiction input. This third-party reviewer thought that the total projected population number seemed too optimistic but did not yield any concerns about the numbers projected for any of the jurisdictions individually.

Ben Saucedo raised a question about the impact of population projections on long-range transportation planning, particularly for communities with different development focuses, such as Park City. Mr. Parasa explained that traffic forecasting is a key objective of transportation planning, with traffic trends and volumes guiding decisions on roadway design. He reassured members that the projections provide a good basis for planning and that any discrepancies can be addressed through ongoing updates. WAMPO staff are also developing employment projections for use alongside the population projections in the Travel Demand Model (TDM).

David Dennis expressed concern about the significant reduction in population projected for Sedgwick County's unincorporated areas, despite ongoing development. He stressed the need for confidence in the accuracy of the projections since they form the foundation for future planning decisions. Becky Tuttle echoed this sentiment, emphasizing the importance of clarity and confidence in the data before any decisions are made based on it.

There was a consensus among members on the importance of transparency and thoroughness in the data and methodology used for the projections. Mr. Parasa and Chair Tuttle commended WAMPO staff for their hard work in gathering and synthesizing the data and encouraged continued open dialogue and further feedback from all stakeholders.

C. Safe System Approach: Safer Speeds

Haley Dougherty, KDOT, gave a presentation on the Safer Speeds element of the US DOT's Safe System Approach and National Roadway Safety Strategy. The Safer Speeds objective strives to promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement. Ms. Dougherty gave details on the current legislation, KDOT speed-setting practices, the impacts of speed, and speed management strategies, shared visual examples of

countermeasures, and presented statewide and local crash data. A presentation on the Safer Roads objective of the Safe System Approach will be given at the March 12, 2024, TPB meeting.

Safer Speeds Objective - <https://www.transportation.gov/NRSS/SaferSpeeds>

Safe System Roadway Design Hierarchy – <https://bit.ly/Safe-System-Road-Hierarchy>

Drive to Zero Crash Data Dashboard - <https://bit.ly/Dive-to-Zero-Dashboard>

Safe System Approach: Safer Speeds slides - <https://bit.ly/SSA-SaferSpeeds-TPB-Slides>

Discussion:

Mr. Gregory and Chair Tuttle emphasized the importance of roundabouts, sharing how passionate the issue is for some but how effective they are at improving safety, and requested a copy of the slides. Mr. Parasa and Ms. Dougherty confirmed that the presentation slides, links, and other resources mentioned would be distributed by WAMPO staff with the meeting minutes.

Jim Benage asked if there was any public service-type information on roundabout safety that could be distributed. Ms. Dougherty shared that there are a lot of different materials, including traffic engineering brochures, safety resources, and a variety of KDOT and FHWA YouTube educational videos, and said to contact her for specific resources.

FHWA Safety Countermeasures - <https://highways.dot.gov/safety/proven-safety-countermeasures>

KDOT Publications, Pamphlets, Brochures - <https://www.ksdot.gov/publications.asp>

Kansas Traffic Safety Resource Office - <https://www.ktsro.org/>

National Highway Traffic Safety Administration (NHTSA) - <https://www.nhtsa.gov/>

NHTSA Traffic Safety Marketing - <https://www.trafficsafetymarketing.gov/>

Roundabouts - <https://highways.dot.gov/safety/intersection-safety/intersection-types/roundabouts>

Roundabout Rules Video - <https://youtu.be/peUf2NRdWxs>

Modern Roundabouts: A Safer Choice Video - https://www.youtube.com/watch?v=uhHzly_6LWM

D. Coordinated Transit District #9

Rene Hart, KDOT CTD #9 Representative, presented the history of Coordinated Transit Districts in Kansas, sharing their strategies, priorities, and purposes. A Coordinated Transit District (CTD) is a public or private agency responsible for distributing funds and overseeing passenger transportation services in a designated area.

Jennifer Wolff, Harper County Department on Aging, CTD #9 Chair, spoke about CTD #9, specifically. It is the South-Central Kansas Regional Transit District, serving Butler, Cowley,

Harper, Harvey, Kingman, Sedgwick, and Sumner Counties. Ms. Wolff explained the Section 5310 and Section 5311 Funding Programs within CTD #9.

Coordinated Transit District #9 - <https://kutc.ku.edu/coordinated-transit-district-9>

Discussion:

Chair Tuttle shared that the City of Wichita has been making a very intentional effort for the next generation of ridership of public transportation in the greater Wichita community and is really focusing on the student population to help with that.

Mr. Gregory asked if the transit-providers in Sedgwick County provide service to locations countywide. Ms. Wolff explained that it varies by provider, sharing that Harper County will take riders up to 70 miles, including trips to Wichita three times a week. Mr. Gregory noted the importance of the smaller transit-service providers and expressed appreciation for the connectivity CTD #9 fosters between communities.

6. Committee & Partnership Updates

Chair Tuttle announced that the next meeting of the Executive Committee will be at 11:00 AM on May 2, in the MAPD conference room of the Ronald Reagan Building (271 W 3rd St. N, Room 237, Wichita, KS 67202). It will be an open meeting; anyone is welcome to attend.

Allison Smith, KDOT, announced that KDOT just initiated a Transportation Alternatives (TA) call for projects and that all areas outside of the newly approved Urban Area Boundary are eligible to apply.

Nick Squires, KDOT Wichita Metro Division, gave updates about ongoing construction projects.

Rick Backlund, FHWA, mentioned that at the upcoming Kansas Transportation Engineering Conference on April 9-10, 2024, there are plans for the FHWA Administrator, Shailen Bhatt, to provide closing remarks.

7. Other Business

Chair Tuttle gave a reminder about the Economic Lifelines 2024 Transportation Day at the Kansas Capitol on March 6, 2024, in Topeka, KS, and shared that there will be new TPB members representing the City of Wichita at the next TPB meeting. In the past there have been new member orientation meetings with the TPB Chair and WAMPO staff; if anyone/any jurisdiction is interested, please let Chair Tuttle or WAMPO staff know so they can be invited to the orientation, once it is scheduled.

8. The meeting was adjourned at 4:43 PM.

The next regular meeting will be held on Tuesday, March 12, 2024, at 3:00 PM.

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