



Transportation Policy Body (TPB) Meeting Agenda

Tuesday, March 8, 2022 at 3:00 pm

<https://meet.goto.com/434184749>

Please call us at 316-779-1313 at least 48 hours in advance if you require special accommodations to participate in this meeting. We make every effort to meet reasonable requests.

Meeting Agenda

[Note: Meeting agenda is subject to change during the meeting.]

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Chad Parasa, TPB Secretary

March 2, 2022



Meeting Summary
Transportation Policy Body (TPB) Meeting Summary
Tuesday, February 8, 2022 @ 3:00 PM
Hybrid Meeting

Meeting Duration: 98 minutes

Members in Attendance:

David Dennis, TPB Chair
Jim Benage, Bel Aire
Ron Colbert, Valley Center
Bryan Frye, Wichita
Tom Hein, KDOT
Jack Hezlep, Derby
Michael Hoheisel, Wichita
Tom Jones, Park City
Russ Kessler, Haysville

Richard LaMunyon, Maize
Hunter Larkin, Goddard
Sarah Lopez, Sedgwick County
Pete Meitzner, Sedgwick County
Mike Moriarty, KDOT
Warren Porter, Rose Hill
Kamme Sroufe, Kechi
Tom Stolz, Sedgwick County
Troy Tabor, Andover

Becky Tuttle, TPB Vice Chair
Burt Ussery, Clearwater
Dan Woydziak, Butler County

Alt:

Robert Layton, Wichita
Ben Saucedo, Park City
Anne Stephens, Bel Aire

Other Attendees:

Richard Backlund, FHWA
Ashley Bryers, WAMPO
Brent Chesnut, Alfred Benesch & Co.
Cecelie Cochran, FHWA
Nick Flanders, WAMPO
Sean Fox, Park City
Danielle Gabor, Haysville
Michael Gerber, BKD
Theresa House, WAMPO
Tonja Howard, Wichita
Gary Janzen, Wichita

Mark Kruep, WAMPO
Brett Letkowski, TranSystems
Matt Messina, KDOT
Andrew Nave, Greater Wichita
Partnership
Lynn Packer, Sedgwick County
Chad Parasa, WAMPO
Tia Raamot, MAPD
Kelly Rundell, Hite, Fanning &
Honeyman LLP
ThaiBinh Ninh, MAPD

Teresa Seymour, BKD
Patty Sykes, WAMPO
Tyler Voth, WSP
James Wagner, Wichita
Jessica Warren, Sedgwick County
Jim Weber, Sedgwick County
Kristi Wilson, KDOT
Kristen Zimmerman, PEC

1. Mr. Dennis called the meeting to order at 3:00 PM.

2. Regular Business

A. Approval of February 8, 2022 Agenda

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (20-0).¹

Motion: D. Dennis

Second: B. Tuttle

B. Approval of December 14, 2021 Minutes

Discussion: None

Action: Moved to approve minutes. Motion passed (20-0).

Motion: D. Dennis

Second: B. Tuttle

C. TPB Chairman's Report

i. Director's Report

New Staff Introductions

WAMPO staff members were introduced: Nick Flanders – GIS Analyst/Transportation Planner; Patty Sykes – Senior Accountant/Financial Analyst; Ashley Bryers – Transportation Planning Manager (new);

¹ One representative joined the meeting after votes to approve the February 8, 2022 agenda and December 14, 2021 minutes had occurred, but before votes to elect officers had occurred.

Mark Kruep – GIS Analyst/Transportation Planner (new); and Teri House – Administrative Assistant (new).

Overview – Year 2022 Tasks

Chad Parasa presented an overview of WAMPO tasks for Year 2022, which has previously been reviewed by the Executive Committee:

- A. Year 2021 Audit
- B. TIP tasks in 2022, including (i) Current TIP 2021-2024 amendments and (ii) Next TIP 2023-2026 update
- C. Travel Demand Forecasting Model update
- D. Working with Safety Steering committee members to develop a Safety Plan
- E. Study of economic trends and indicators and their relationship to the transportation system
- F. Title VI, LEP, and Public Participation Plan
- G. Transportation Performance Management (Federal Requirements)
- H. Ongoing tasks on Data Development and coordination among jurisdictions
- I. Partnering with Wichita Bike/Ped Study

Mr. Parasa will keep the TPB and Executive Committee posted on important benchmarks and the advancement of these tasks. Vice Chair Becky Tuttle requested that TPB members be provided with a version of this 2022 overview of tasks that includes timeframes for each task.

Nick Flanders noted that, on December 14, 2021, the TPB approved Amendments 5 and 5.5 to the 2021-2024 TIP, as recommended by the TAC. The Call for Changes for Amendment 6 began on January 31, 2022 and email notifications of the February 11, 2022 deadline were delivered to all jurisdictions that currently have projects in the TIP, along with MS-Access databases or, upon request, Excel workbooks in which to record and return requests for amendments and administrative adjustments. Following the public comment period, and upon receiving TAC's recommendation, the TPB will vote on Amendment 6 at its April 12, 2022 meeting.

3. Public Comment Opportunity – None

4. New Business

A. Election of Officers

TPB Chair

Motion made to nominate Mr. David Dennis, there were no other nominations made, there was a motion to close the nominations

Action: Moved to close nominations and appoint David Dennis to second one-year term as TPB Chair.

Motion passed (21-0)

Motion: B. Tuttle

Second: D. Woydziak

TPB Vice Chair

Motion made to nominate Ms. Becky Tuttle, there were no other nominations made, there was a motion to close the nominations

Action: Moved to appoint Becky Tuttle to second one-year term as TPB Vice Chair. Motion passed (21-0)

Motion: Tom Jones

Second: Bryan Frye

TAC Chair

Motion made to nominate Mayor Burt Ussery, there were no other nominations made, there was a motion to close the nominations

Action: Moved to appoint Burt Ussery as TAC Chair. Motion passed (21-0)

Motion: D. Dennis

Second: Tom Jones

Mr. Dennis thanked Troy Tabor for his work as TAC Chair and noted that Mr. Tabor will be appointed as a member of the Executive Committee. Executive committee members and Project Selection Committee members were appointed by the TPB Chair.

B. Update: Draft 2021 WAMPO Audit Report

Teresa Seymour and Michael Gerber of BKD, LLP presented the draft 2021 independent auditor's report and WAMPO's financial statements. Ms. Seymour explained the 'Statement of Activities' and the 'Balance Sheet based on modified accrual basis'. Ms. Seymour also explained the 'Statement of Net Position'. Furthermore Ms. Seymour explained the 'Reconciliation of the Balance Sheet of Governmental Funds to the Statement of Net Position'. Ms. Seymour presented 'Reconciliation of the Statement of Revenues, Expenditures, and Changes in Fund Balance of Governmental Funds to the Statement of Activities' during the year 2021. Ms. Seymour presented qualitative look on financial statements called as 'Notes to the Financial Statements'. The financial statements of the Wichita Area Metropolitan Planning Organization (WAMPO) have been prepared in conformity with accounting principles generally accepted in the United States of America, as applied to government units (hereinafter referred to as generally accepted accounting principles (GAAP)). The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. In 2021, WAMPO adopted Governmental Accounting Standards Board Statement No. 84, Fiduciary Activities. Upon evaluation by WAMPO, it was determined that WAMPO has no fiduciary activities required to be reported under these standards, hence very similar to last year with respect to line items reported.

It was noted that, while WAMPO was previously required to have a single audit, this year had federal expenditures that did not need to prepare a Single Audit. Single audit is required if federal expenditures exceed \$750,000 per year. This year WAMPO is not required to develop Single Audit due to the annual expenditures were less than \$750,000. However WAMPO staff requested to test findings of prior year Single Audit, and provide comparison for this year. The two finding tested this year were (1) segregation of duties (2) reporting and approval process of UPWP report. Additional procedures were conducted to look into these two items for this audit year 2021. Internal control testing was conducted looking into: what mitigation controls were in place, what approvals were in place. Ms. Seymour noted that there was no finding on 'Segregation of duties'. Monthly and quarterly reports, of UPWP to KDOT, were looked into as part of this testing, also looked at approval process. We noted that there is an approval process, therefore there is no finding on the second item of reporting as well.

Additional clarification was provided on the management letter. There was a recommendation that internal review of monthly finances could be signed, that way there is evidence of monthly internal staff review, and this is called as "observed deficiency communicated orally to the management". This recommendation was noted in the section of 'Other Material Communications' as part of the management letter.

Ms. Seymour also clarified that the net position as of December 31, 2021 is unrestricted.

Once the final version of the Independent Auditor's Report is ready, it will be sent to WAMPO.

C. Update: WAMPO TIP Fees

Last year in 2021, TPB had approved 3% TIP fees for the projects programmed in the year 2022. This update today is to provide you the need for reserves and gaining financial stability for WAMPO. When there was a loan from City of Wichita, there were reserves, now with this 3% TIP fees for next couple of years (as illustrated in the following table), the goal is to gain the reserves and financial stability for WAMPO.

Discussion and comments were heard from members and the Executive committee will look into the fee structure. Today this item is an update item. This item will be presented for approval during the next TPB meeting in March 8, 2022.

FFY	2019	2020	2021	2022	2023	2024	2025	2026
Previous	1.3%	1.4%	1.5%	1.6%	1.7%	1.8%	1.9%	2.0%
Proposed				3%*	3%	3%		

*Approved February 9, 2021

D. Update: Regional Economic Development

TPB Chair David Dennis moved this item up in the agenda order.

Andrew Nave, Executive Vice President of Economic Development for the Greater Wichita Partnership, a non-profit organization with partners consisting of 10 South Central Kansas counties and their municipalities, including the City of Wichita and Sedgwick County, presented an overview of its strategy to grow the Wichita region’s economy by attracting new businesses and expanding existing industries (“Regional Growth Plan”). Mr. Nave’s presentation showed that 2021 was a very strong year for Wichita and surrounding counties, with numerous expansions and economic-development investments, as well as strong growth for existing companies. Mr. Nave also referenced multiple projects that are currently in the works and which have a positive outlook for 2022.

Following the presentation, Mr. Dennis reminded the Members that he had previously requested each Member to report to the TPB on projects and developments that are taking place in their communities and on how their communities are impacted by transportation. The purpose of these reports is so that the Members can make sure that demands relating to transportation issues are being met in order to allow the movement of goods, services and personnel and ensure community growth.

E. Update: 2023-2026 TIP Call for Projects: February 8, 2022 – March 8, 2022

Ms. Bryers and Mr. Flanders reported that work on the 2023-2026 TIP is beginning on the following tentative schedule:

Call for Projects	02/08/2022 – 03/08/2022
Staff review & Project Section Committee meetings	Spring 2022
Document development & Public Comment period	Summer 2022
TAC recommendation	Summer/Fall 2022
Deadline for TPB Approval	October 1, 2022

F. Travel Demand Model and Its Applications

Mr. Parasa and Mr. Flanders presented on the WAMPO Travel Demand Model (TDM), which forecasts future travel patterns by various modes throughout the metropolitan area. It is a tool that MPOs are required to maintain and which member jurisdictions may use for various transportation-planning tasks. Examples were presented of requests for TDM outputs and the data provided in response to those requests. TDM updates are an ongoing effort by WAMPO staff and member jurisdictions.

G. Discussion: Safety Plan Development & Steering Committee Formation Ideas

The Safety & Health Committee was formed in 2021 for the purpose of identifying and strategizing feasible options to improve the safety and health of each member jurisdiction’s community. Ms. Bryers summarized the topics discussed at the Committee’s meetings to date and, in order for the Committee to develop and implement a safety plan, she proposed a two-tier process - staff providing technical input and a steering committee of non-staff to provide goals and policy suggestions. The Committee has

identified potential organizations which could be represented on the proposed Steering Committee, and has asked the Members to suggest additional organizations to be invited to participate. Discussion was had regarding potential Steering Committee members and the Committee will reach out to potential Steering Committee members prior to the next TPB meeting. At its next meeting, the TPB will review and approve the Steering Committee.

5. Committee & Partnership Updates

A. Executive Committee

At its last meeting on January 14, 2022, the Executive Committee discussed TIP fees, WAMPO staff tasks, and the upcoming performance evaluation of WAMPO Director. Other issues relating to the audit were also discussed at this meeting.

B. Committees: Active Transportation; Safety & Health

The next Active Transportation Committee meeting will be held on March 2, 2022, at 9:30 a.m. The next Safety & Health Committee meeting will be held on May 6, 2022, at 9:30 a.m.

C. KDOT, Wichita Metro

Tom Hein reported that maintenance crews continue to be busy finishing the cleanup on the highways from the previous week's snowstorm.

Work continues to take place at the North Junction, and it is anticipated scheduling for opening bids on the final portion of the Gold Phase of the North Junction Project will take place later in 2022.

Jim Benage asked for information regarding a fire that took place last week at the North Junction site. Mr. Hein responded that the fire was the result of a maintenance team using a heater on the concrete poured on top of one of the bridge pier caps to keep it curing. The Wichita Fire Department put out the fire, resulting in water flow onto the highway. While northbound traffic was diverted from I-135 onto Eastbound K-254, KDOT crews arrived at the scene, and cleaned and treated the highway. Mr. Hein noted that structural engineers will investigate the cap to determine if the concrete needs to be removed and re-poured. Mr. Hein is waiting for this report.

D. KDOT

Mike Moriarty reported that, as a result of letters from Community partners, KDOT has decided to move forward with a study along the K-254 corridor. However, there is no schedule for the study at this time.

Hunter Larkin asked for a status of Goddard's RCUT intersection design project on US 54/Kellogg Ave. Mr. Moriarty will meet with the KDOT team, and contact Mr. Larkin as soon as he obtains additional information.

E. FHWA

Richard Backlund reported that FHWA is currently under a continuing resolution for federal programs until February 18, 2022 and waiting to see if Congress will approve funding for the entire program through the end of the fiscal year, reflecting the Bipartisan Infrastructure Law that was passed in late 2021.

He is optimistic, as he is seeing progress relating to various parts of the new infrastructure program and reports more money will be coming to Kansas for electric-vehicle charging stations, with a requirement that a plan will be developed by the end of September 2022.

FHWA has one billion dollars available and has announced the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants for local programs, local projects, and regional projects. Webinars will be available, with instructions on how to apply for these grants. It is anticipated that additional grants will be coming through the year.

6. Other Business

7. Meeting adjourned at 4:38 PM.

The next regular meeting will be held on Tuesday, March 8, 2022 at 3:00 PM.



Background:

At the February 8, 2022 Transportation Policy Body (TPB) meeting, Chad Parasa presented a list of projects WAMPO staff will work on in 2022. It was requested that the quarters of the year in which each project will be undertaken be added to the list, so that TPB members can track their progress.

The table below shows the projects and the quarters in which each project will be completed. Several projects will continue into 2023 and two are ongoing projects, which do not have end dates.

Project	Quarters*	Status
Year 2021 Audit	1	Completed
TIP 2021-2024 amendments	1, 2, 3	Amendment 6 public comment period 2/26 – 3/27
TIP 2023-2026 update	1, 2, 3	Call for projects
Travel Demand Forecasting Model update	2, 3, 4, 2023	RFP closes 3/1
Safety Plan	1, 2, 3, 4, 2023	Setting up steering committee
Economic trends/indicators + transportation study	1, 2, 3, 4, 2023	Reviewing existing data/scoping study
LEP	2	-
Title VI	2, 3	-
Public Participation Plan	2, 3, 4	-
Transportation Performance Management (Federally Required)	1, 2, 3, 4, ongoing	In-progress
Data development and coordination among jurisdictions	1, 2, 3, 4, ongoing	In-progress
Partnering with Wichita Bike/Ped Study	2, 3, 4, 2023	-

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



Agenda Item 3
Public Comment Opportunity
Commissioner David Dennis, TPB Chair

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.

Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting. Comments are limited to two (2) minutes per individual during the meeting.



Agenda Item 4A: Update
Final 2021 WAMPO Audit Report
Teresa Seymour and Michael Gerber, BKD

WAMPO 2021 audit final reports attached.

1. WAMPO Single Audit Report, year ending December 31, 2021
2. WAMPO Financial Statements with Supplementary Information, year ending December 31, 2021

Action Options:

Receive and file.

Attachment:

- **[WAMPO 2021 Audit Final Reports](#)**

Transportation Policy Body
Wichita Area Metropolitan Planning Organization
Wichita, Kansas

As part of our audit of the financial statements of Wichita Area Metropolitan Planning Organization (WAMPO) as of and for the year ended December 31, 2021, we wish to communicate the following to you.

AUDIT SCOPE AND RESULTS

Auditor's Responsibility Under Auditing Standards Generally Accepted in the United States of America

An audit performed in accordance with auditing standards generally accepted in the United States of America is designed to obtain reasonable, rather than absolute, assurance about the financial statements. In performing auditing procedures, we establish scopes of audit tests in relation to the opinion unit being audited. Our engagement does not include a detailed audit of every transaction. Our contract more specifically describes our responsibilities.

These standards require communication of significant matters related to the financial statement audit that are relevant to the responsibilities of those charged with governance in overseeing the financial reporting process. Such matters are communicated in the remainder of this letter or have previously been communicated during other phases of the audit. The standards do not require the auditor to design procedures for the purpose of identifying other matters to be communicated with those charged with governance.

An audit of the financial statements does not relieve management or those charged with governance of their responsibilities. Our contract more specifically describes your responsibilities.

Qualitative Aspects of Significant Accounting Policies and Practices

Significant Accounting Policies

WAMPO's significant accounting policies are described in *Note 1* of the audited financial statements.

Alternative Accounting Treatments

We had discussions with management regarding alternative accounting treatments within accounting principles generally accepted in the United States of America for policies and practices for material items, including recognition, measurement, and disclosure considerations related to the accounting for specific transactions as well as general accounting policies, as follows:

No matters are reportable.

Management Judgments and Accounting Estimates

Accounting estimates are an integral part of financial statement preparation by management, based on its judgments. The following areas involve significant estimates for which we are prepared to discuss management's estimation process and our procedures for testing the reasonableness of those estimates:

No matters are reportable.

Significant Unusual Transactions

Significant unusual transactions represent significant transactions that are outside the normal course of business for WAMPO or that otherwise appear to be unusual due to their timing, size, or nature. We have identified the following transactions that we consider to be significant and unusual.

No matters are reportable.

Financial Statement Disclosures

The following areas involve particularly sensitive financial statement disclosures for which we are prepared to discuss the issues involved and related judgments made in formulating those disclosures:

- Compensated absences

Audit Adjustments

During the course of any audit, an auditor may propose adjustments to financial statement amounts. Management evaluates our proposals and records those adjustments which, in its judgment, are required to prevent the financial statements from being materially misstated. A misstatement is a difference between the amount, classification, presentation, or disclosure of a reported financial statement item and that which is required for the item to be presented fairly in accordance with the applicable financial reporting framework.

No matters are reportable.

Auditor's Judgments About the Quality of the Entity's Accounting Principles

During the course of the audit, we made the following observations regarding WAMPO's application of accounting principles:

- In 2021, WAMPO adopted Governmental Accounting Standards Board Statement No. 84, *Fiduciary Activities* and Governmental Accounting Standards Board Statement No. 97, *Certain Component Unit Criteria, an Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans, an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32*. These standards, among other things, provide guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. Criteria for identifying activities in government should report as fiduciary, focus on whether component units, if any, are fiduciary component units and whether the assets of other activities meet certain control and other criterion. Upon evaluation by WAMPO, it was determined that none of the potential fiduciary activities met the established criteria and thus are not required to be reported under these standards.

Other Material Communications

Listed below are other material communications between management and us related to the audit:

- Management representation letter (attached)
- We observed matters that we consider to be deficiencies that we communicated to management orally

OTHER MATTERS

We observed the following matters and offer these comments and suggestions with respect to matters which came to our attention during the course of the audit of the financial statements. Our audit procedures are designed primarily to enable us to form an opinion on the financial statements and, therefore, may not bring to light all weaknesses in policies and procedures that may exist. However, these matters are offered as constructive suggestions for the consideration of management as part of the ongoing process of modifying and improving financial and administrative practices and procedures. We can discuss these matters further at your convenience and may provide implementation assistance for changes or improvements.

GASB Statement No. 87, Leases

In June 2017, GASB published Statement No. 87, *Leases*. The standard was the result of a multi-year project to reexamine the accounting and financial reporting for leases. The new standard establishes a single model for lease accounting based on the principle that leases represent the financing of the right to use an underlying asset. Specifically, GASB 87 includes the following accounting guidance for lessees and lessors:

Lessee Accounting – A lessee will recognize a liability measured at the present value of payments expected to be made for the lease term, and an intangible asset measured at the amount of the initial lease liability, plus any payments made to the lessor at or before the beginning of the lease and certain indirect costs. A lessee will reduce the liability as payments are made and recognize an outflow of resources for interest on the liability. The asset will be amortized by the lessee over the shorter of the lease term or the useful life of the asset.

Lessor Accounting – A lessor will recognize a receivable measured at the present value of the lease payments expected for the lease term and a deferred inflow of resources measured at the value of the lease receivable plus any payments received at or prior to the beginning of the lease that related to future periods. The lessor will reduce the receivable as payments are received and recognize an inflow of resources from the deferred inflow of resources in a systematic and rational manner over the term of the lease. A lessor will not derecognize the asset underlying the lease. These is an exception for regulated leases for which certain criteria are met, such as airport-aeronautical agreements.

The lease term used to measure the asset or liability is based on the period in which the lessee has the noncancelable right to use the underlying asset. The lease term also contemplates any lease extension or termination option that is reasonably certain of being exercised.

GASB 87 does not apply to leases for intangible assets, biological assets (*i.e.* timber and living plants and animals), service concession agreements or leases in which the underlying asset is financed with conduit debt that is reported by the lessor. Additionally, leases with a maximum possible term of 12 months or less are excluded.

The effective date is for periods beginning after June 15, 2021.

This communication is intended solely for the information and use of management, the Transportation Policy Body, others within WAMPO, and is not intended to be and should not be used by anyone other than these specified parties.

BKD, LLP

Wichita, Kansas
February 15, 2022

Representation of:
Wichita Area Metropolitan Planning Organization (WAMPO)
271 West 3rd Street, Suite 208
Wichita, Kansas 67202

Provided to:
BKD, LLP
Certified Public Accountants
1551 North Waterfront Parkway, Suite 300
Wichita, Kansas 67206

The undersigned (“We”) are providing this letter in connection with BKD’s audit of our financial statements as of and for the year ended December 31, 2021.

Our representations are current and effective as of the date of BKD’s report: February 15, 2022.

Our engagement with BKD is based on our contract for services dated: July 26, 2021.

Our Responsibility and Consideration of Material Matters

We confirm that we are responsible for the fair presentation of the financial statements subject to BKD’s report in conformity with accounting principles generally accepted in the United States of America.

We are also responsible for adopting sound accounting policies; establishing and maintaining effective internal control over financial reporting, operations, and compliance; and preventing and detecting fraud.

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement.

Confirmation of Matters Specific to the Subject Matter of BKD’s Report

We confirm, to the best of our knowledge and belief, the following:

1. We have fulfilled our responsibilities, as set out in the terms of our contract, for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America.
2. We acknowledge our responsibility for the design, implementation, and maintenance of:
 - a. Internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
 - b. Internal control to prevent and detect fraud.

3. We have reviewed and approved a draft of the financial statements and related notes referred to above, which you prepared in connection with your audit of our financial statements. We acknowledge that we are responsible for the fair presentation of the financial statements and related notes.
4. We have provided you with:
 - a. Access to all information of which we are aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, and other matters.
 - b. Additional information that you have requested from us for the purpose of the audit.
 - c. Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.
 - d. All minutes of meetings of the governing body held through the date of this letter or summaries of actions of recent meetings for which minutes have not yet been prepared. All unsigned copies of minutes provided to you are copies of our original minutes approved by the governing body, if applicable, and maintained as part of our records.
 - e. All significant contracts and grants.
5. All transactions have been recorded in the accounting records and are reflected in the financial statements.
6. We have informed you of all current risks of a material amount that are not adequately prevented or detected by our procedures with respect to:
 - a. Misappropriation of assets.
 - b. Misrepresented or misstated assets, liabilities, or net position.
7. We have no knowledge of any known or suspected fraudulent financial reporting or misappropriation of assets involving:
 - a. Management or employees who have significant roles in internal control, or
 - b. Others, where activities of others could have a material effect on the financial statements.
8. We have no knowledge of any allegations of fraud or suspected fraud affecting the entity received in communications from employees, customers, regulators, suppliers, or others.
9. We have assessed the risk that the financial statements may be materially misstated as a result of fraud and disclosed to you any such risk identified.
10. We have disclosed to you the identity of all of the entity's related parties and all the related-party relationships of which we are aware. The entity has not entered into any new agreements with a related party or modified terms related to an existing related-party transaction during the year under audit, or as of the date of this letter. Further, we do not have any existing or ongoing agreements with related parties that are still in effect as of the date of this letter.

We understand that the term related party refers to an affiliate, management and members of their immediate families, component units, and any other party with which the entity may deal if the entity can significantly influence, or be influenced by, the management or operating policies of the other. The term affiliate refers to a party that directly or indirectly controls, or is controlled by, or is under common control with, the entity.

11. We are not aware of any side agreements or other arrangements (either written or oral) that are in place.
12. Except as reflected in the financial statements, there are no:
 - a. Plans or intentions that may materially affect carrying values or classifications of assets and liabilities.
 - b. Material transactions omitted or improperly recorded in the financial records.
 - c. Material gain/loss contingencies requiring accrual or disclosure, including those arising from environmental remediation obligations.
 - d. Events occurring subsequent to the statement of net position date through the date of this letter requiring adjustment or disclosure in the financial statements.
 - e. Agreements to purchase assets previously sold.
 - f. Restrictions on cash balances or compensating balance agreements.
 - g. Guarantees, whether written or oral, under which the entity is contingently liable.
13. We have disclosed to you all known instances of noncompliance or suspected noncompliance with laws and regulations whose effects should be considered when preparing financial statements.
14. We have no reason to believe the entity owes any penalties or payments under the Employer Shared Responsibility Provisions of the *Patient Protection and Affordable Care Act* nor have we received any correspondence from the IRS or other agencies indicating such payments may be due.
15. We are not aware of any pending or threatened litigation or claims whose effects should be considered when preparing the financial statements. We have not sought or received attorney's services related to pending or threatened litigation or claims during or subsequent to the audit period. Also, we are not aware of any litigation or claims, pending or threatened, for which legal counsel should be sought.
16. Adequate provisions and allowances have been accrued for any material losses from:
 - a. Uncollectible receivables.
 - b. Reducing obsolete or excess inventories to estimated net realizable value.
 - c. Sales commitments, including those unable to be fulfilled.
 - d. Purchase commitments in excess of normal requirements or above prevailing market prices.

17. Except as disclosed in the financial statements, the entity has:
 - a. Satisfactory title to all recorded assets, and they are not subject to any liens, pledges, or other encumbrances.
 - b. Complied with all aspects of contractual and grant agreements, for which noncompliance would materially affect the financial statements.
18. The financial statements disclose all significant estimates and material concentrations known to us. Significant estimates are estimates at the statement of net position date that could change materially within the next year. Concentrations refer to volumes of business, revenues, available sources of supply, or markets for which events could occur that would significantly disrupt normal finances within the next year. Significant assumptions used by us in making accounting estimates, including those measured at fair value, are reasonable.
19. The fair values of financial and nonfinancial assets and liabilities, if any, recognized in the financial statements or disclosed in the notes thereto are reasonable estimates based on the methods and assumptions used. The methods and significant assumptions used result in measurements of fair value appropriate for financial statement recognition and disclosure purposes and have been applied consistently from period to period, taking into account any changes in circumstances. The significant assumptions appropriately reflect market participant assumptions.
20. We have not been designated as a potentially responsible party (PRP or equivalent status) by the Environmental Protection Agency (EPA) or other cognizant regulatory agency with authority to enforce environmental laws and regulations.
21. With respect to any nonattest services you have provided us during the year, including preparing a draft of the financial statements and related notes, preparing a draft of the supplementary information, and proposed conversion entries:
 - a. We have designated a qualified management-level individual to be responsible and accountable for overseeing the nonattest services.
 - b. We have established and monitored the performance of the nonattest services to ensure they meet our objectives.
 - c. We have made any and all decisions involving management functions with respect to the nonattest services and accept full responsibility for such decisions.
 - d. We have evaluated the adequacy of the services performed and any findings that resulted.
22. With regard to deposit activities:
 - a. All deposit have been made in accordance with legal and contractual requirements.
 - b. Disclosures of deposit and risks in the financial statements are consistent with our understanding of the applicable laws regarding enforceability of any pledges of collateral.
 - c. We understand that your audit does not represent an opinion regarding the enforceability of any collateral pledges.

23. The supplementary information required by the Governmental Accounting Standards Board, consisting of management's discussion and analysis, has been prepared and is measured and presented in conformity with the applicable GASB pronouncements, and we acknowledge our responsibility for the information. The information contained therein is based on all facts, decisions, and conditions currently known to us and is measured using the same methods and assumptions as were used in the preparation of the financial statements. We believe the significant assumptions underlying the measurement and/or presentation of the information are reasonable and appropriate. There has been no change from the preceding period in the methods of measurement and presentation.
24. With regard to supplementary information:
- a. We acknowledge our responsibility for the presentation of the supplementary information in accordance with the applicable criteria.
 - b. We believe the supplementary information is fairly presented, both in form and content, in accordance with the applicable criteria.
 - c. The methods of measurement and presentation of the supplementary information are unchanged from those used in the prior period.
 - d. We believe the significant assumptions or interpretations underlying the measurement and/or presentation of the supplementary information are reasonable and appropriate.
 - e. If the supplementary information is not presented with the audited financial statements, we acknowledge we will make the audited financial statements readily available to intended users of the supplementary information no later than the date such information and the related auditor's report are issued.
25. We acknowledge the current economic volatility presents difficult circumstances and challenges for our industry. Entities are potentially facing constraints on liquidity, difficulty obtaining financing, etc. We understand the values of the assets and liabilities recorded in the financial statements could change rapidly, resulting in material future adjustments that could negatively impact the entity's ability to meet debt covenants or maintain sufficient liquidity.

We acknowledge that you have no responsibility for future changes caused by the current economic environment and the resulting impact on the entity's financial statements. Further, management and governance are solely responsible for all aspects of managing the entity, including evaluating capital needs and liquidity plans.

26. In conjunction with Governmental Accounting Standards Board guidance and our adoption of GASB Statement No. 84, *Fiduciary Activities*, and GASB Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans*, an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32, during the year ended June 30, 2021, we have evaluated all known potential fiduciary activities of WAMPO and have determined we have no activities that would be required to be reported as fiduciary activities under these standards.



Chandra "Chad" Parasa
Executive Director



Patricia Sykes
Senior Accountant/Financial Analyst

Wichita Area Metropolitan Planning Organization

Independent Auditor's Report and Financial Statements

December 31, 2021

Wichita Area Metropolitan Planning Organization

December 31, 2021

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Independent Auditor's Report

Transportation Policy Body
Wichita Area Metropolitan Planning Organization
Wichita, Kansas

Opinions

We have audited the financial statements of the governmental activities and the major fund of the Wichita Area Metropolitan Planning Organization (WAMPO), as of and for the year ended December 31, 2021, and the related notes to the financial statements, which collectively comprise WAMPO's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of WAMPO, as of December 31, 2021, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the *Kansas Municipal Audit and Accounting Guide* (KMAAG). Our responsibilities under those standards are further described in the "Auditor's Responsibilities for the Audit of the Financial Statements" section of our report. We are required to be independent of WAMPO and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about WAMPO's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and KMAAG will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and KMAAG, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of WAMPO's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about WAMPO's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis as listed in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise WAMPO's basic financial statements. The schedule of revenues, expenditures and changes in fund balance – budget and actual – budgetary basis is presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of revenues, expenditures and changes in fund balance – budget and actual – budgetary basis is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

BKD, LLP

Wichita, Kansas
February 15, 2022

Wichita Area Metropolitan Planning Organization

Management's Discussion and Analysis (Unaudited)

Year Ended December 31, 2021

As management of Wichita Area Metropolitan Planning Organization (WAMPO), we offer readers of WAMPO's financial statements this narrative overview and analysis of the financial activities of WAMPO for the fiscal year ending December 31, 2021.

Financial Highlights

The assets of WAMPO exceeded its liabilities at the close of the fiscal year ended December 31, 2021, by \$386,029. This full amount was unrestricted. WAMPO's total net position increased by \$319,267. The increase is attributed to a combination of grant revenue reimbursements and the timing of related accounts payable. As of the close of the fiscal year, WAMPO's governmental fund reported an ending fund balance of \$389,099.

Overview of the Financial Statements

Management's Discussion and Analysis is intended to serve as an introduction to WAMPO's basic financial statements, which include three components: 1) Government-wide financial statements, 2) Fund financial statements and 3) Notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Government-Wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of WAMPO's finances, in a manner similar to a private-sector business.

The statement of net position presents information on all of WAMPO's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of WAMPO is improving or deteriorating.

The statement of activities presents information showing how the government's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

Both government-wide financial statements present the activities of WAMPO that are principally supported by intergovernmental revenues (governmental activities). The governmental activities of WAMPO include general government, pavement monitoring, short- and long-range planning assistance to local entities, economic development, and transportation planning.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. WAMPO, like other state and local government uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of WAMPO consist of governmental funds.

Wichita Area Metropolitan Planning Organization

Management's Discussion and Analysis (Unaudited)

Year Ended December 31, 2021

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental funds balance sheet and the governmental funds statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities. WAMPO maintains one individual governmental fund, which is reported as the organization's general fund.

Notes to the Financial Statements

The notes to the financial statements are an integral part of the basic financial statements. They provide additional information that is essential to a full understanding of the data provided in the governmentwide and fund financial statements. The notes can be found immediately following the financial statements in this report.

Budgets

WAMPO adopts an annual appropriated budget. A budgetary comparison statement has been provided for the fund to demonstrate compliance with this budget. WAMPO's actual revenues were \$280,115 less than the final budgeted amounts for WAMPO. WAMPO's actual expenditures were \$603,665 less than the final expenditure budget, primarily due to the number of projects that were being carried out in 2021.

Government-Wide Financial Analysis

Analysis of Net Position

As previously noted, net position may serve over time as a useful indicator of a government's financial position. In the case of WAMPO, assets exceeded liabilities by \$386,029 at the close of the fiscal year.

Wichita Area Metropolitan Planning Organization

Management's Discussion and Analysis (Unaudited)

Year Ended December 31, 2021

Governmental Activities

Significant changes in governmental activities on the statements of net position included the following:

- Assets decreased by \$208,276 and liabilities decreased by \$531,826, due primarily to a full repayment of the cash advance received from its fiscal agent.
- Net position increased by \$319,267 due primarily to a decrease in current year expenditures and the timing of related accounts payable. WAMPO did not have any restricted net position balances.

Significant changes in governmental activities on the statement of activities included the following:

- Operating grants and contributions decreased by \$361,727 as a result in grant revenue reimbursement.
- Expenses decreased by \$721,948 primarily due to a decrease in the number of projects carried out during the year.

Financial Analysis of the Government's Funds

As noted earlier, WAMPO uses fund accounting to ensure and demonstrate compliance with finance related legal requirements.

Governmental Fund

The focus of WAMPO's governmental fund is to provide information on the near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing WAMPO's financing requirements. In particular, assigned fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year. As of December 31, 2021, WAMPO's governmental fund reported ending fund balance of \$398,099, an increase of \$323,550 from the prior year. The ending fund balance is assigned fund balance, which is available for spending at the government's discretion.

Economic Factors

As a metropolitan planning organization, WAMPO's focus is on multimodal transportation planning. WAMPO will focus on administering its work program in a manner that reduces traffic accidents, transportation related fuel consumption, air pollution, and greenhouse gases, while increasing transportation safety clean energy, air quality and supporting sustainable communities, trade, and tourism.

Requests for Information

This financial report is designed to provide a general overview for all those with an interest in WAMPO finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Executive Director, Wichita Area Metropolitan Planning Organization, 271 West 3rd Street North, Wichita, Kansas 67202.

Wichita Area Metropolitan Planning Organization

Statement of Net Position

December 31, 2021

	Governmental Activities
Assets	
Cash	\$ 299,388
Receivables	113,370
Other	3,960
	<hr/>
Total assets	\$ 416,718
	<hr/> <hr/>
Liabilities and Net Position	
Liabilities	
Accounts payable	\$ 12,496
Accrued expenses	6,123
Compensated absences, current	7,449
Compensated absences, long-term	4,621
	<hr/>
Total liabilities	30,689
	<hr/>
Net Position	
Unrestricted	386,029
	<hr/>
Total net position	386,029
	<hr/>
Total liabilities and net position	\$ 416,718
	<hr/> <hr/>

Wichita Area Metropolitan Planning Organization
Statement of Activities
Year Ended December 31, 2021

Funds/Programs	Expenses	Program Revenues		Net (Expense) Revenue and Changes in Net Position Total Governmental Activities
		Charges for Services	Operating Grants and Contributions	
Governmental Activities				
Administrative	\$ 368,307	\$ -	\$ -	\$ (368,307)
Highway and transit planning	<u>186,061</u>	<u>-</u>	<u>440,234</u>	<u>254,173</u>
Total governmental activities	<u>\$ 554,368</u>	<u>\$ -</u>	<u>\$ 440,234</u>	<u>(114,134)</u>
General Revenues				
				50,000
				<u>383,401</u>
			Total general revenues	<u>433,401</u>
			Change in net position	<u>319,267</u>
			Net position, beginning of year	<u>66,762</u>
			Net position, end of year	<u>\$ 386,029</u>

Wichita Area Metropolitan Planning Organization

Balance Sheet Governmental Funds December 31, 2021

	Metropolitan Planning Fund
Assets	
Cash	\$ 299,388
Receivables - intergovernmental	113,370
Other	3,960
	<hr/>
Total assets	\$ 416,718
	<hr/> <hr/>
Liabilities and Net Position	
Liabilities	
Accounts payable	\$ 12,496
Accrued expenses	6,123
	<hr/>
Total liabilities	18,619
	<hr/>
Fund Balance	
Assigned to - Highway and transit planning	398,099
	<hr/>
Total fund balance	398,099
	<hr/>
Total liabilities and fund balance	\$ 416,718
	<hr/> <hr/>

Wichita Area Metropolitan Planning Organization
Reconciliation of the Balance Sheet of Governmental
Funds to the Statement of Net Position
December 31, 2021

Amounts reported for governmental activities in the statement of net position are different because:

Total Fund Balance - Total Governmental Funds	\$ 398,099
Compensated absences are not due and payable in the current period and, therefore, are not reported in the governmental fund	<u>(12,070)</u>
Total Net Position - Governmental Activities	<u><u>\$ 386,029</u></u>

Wichita Area Metropolitan Planning Organization
Statement of Revenues, Expenditures, and Changes in Fund Balance
Governmental Funds
Year Ended December 31, 2021

	Metropolitan Planning Fund
Revenues	
Intergovernmental	
Kansas Department of Transportation/Federal Highway Administration	
Federal Transit Administration	\$ 440,234
Member fees	50,000
TIP fees	383,401
	873,635
Total revenues	873,635
Expenditures	
Current	
Administration	364,024
Highway and transit planning	186,061
	550,085
Total expenditures	550,085
Change in fund balance	323,550
Fund balance, beginning of year	74,549
Fund balance, end of year	\$ 398,099

Wichita Area Metropolitan Planning Organization
Reconciliation of the Statement of Revenues, Expenditures, and Changes in
Fund Balance of Governmental Funds to the Statement of Activities
Year Ended December 31, 2021

Amounts reported for governmental activities in the statement of activities are different because:

Net Change in Fund Balance - Governmental Funds	\$ 323,550
Expenses for compensated absences reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds	<u>(4,283)</u>
Net Change in Net Position - Governmental Activities	<u><u>\$ 319,267</u></u>

Wichita Area Metropolitan Planning Organization

Notes to the Financial Statements

Year Ended December 31, 2021

Note 1: Summary Of Significant Accounting Policies

The financial statements of the Wichita Area Metropolitan Planning Organization (WAMPO) have been prepared in conformity with accounting principles generally accepted in the United States of America, as applied to government units (hereinafter referred to as generally accepted accounting principles (GAAP)). The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. WAMPO's significant accounting policies are described below.

Reporting Entity

WAMPO is a quasi-governmental entity which was established as Wichita Metropolitan Area's designated Metropolitan Planning Organization under federal law. The membership of the Executive Board consists of members from towns and cities in the Wichita Metropolitan Area. The Transportation Policy Body acts as a policy body coordinating transportation planning, traffic engineering, air quality conformity, and related implementation activities. It prepares reports to meet the requirements of several transportation and environmental oversight entities at the federal level. The Transportation Policy Body also has broad financial responsibilities, including the approval of the annual budget and the establishment of a system of accounting and budgetary controls.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide financial statements (*i.e.* the Statement of Net Position and the Statement of Activities) present financial information about WAMPO as a whole. The reported information includes all of the nonfiduciary activities of WAMPO. These statements are to distinguish between the governmental and business-type activities of WAMPO. Governmental activities normally are supported by taxes and intergovernmental revenues and are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. WAMPO did not report any business-type activities.

Government-Wide Financial Statements – The government-wide financial statements are reported using the “economic resources” measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the grantor or provider have been met.

Fund Financial Statements – Governmental fund financial statements are reported using the “current financial resources” measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, WAMPO considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

Wichita Area Metropolitan Planning Organization

Notes to the Financial Statements

Year Ended December 31, 2021

However, compensated absences are recorded only when payment is due. General capital asset acquisitions are reported as expenditures in the governmental fund. Member fees associated with the current fiscal period are all considered to be susceptible to accrual and, accordingly, have been recognized as revenue of the current fiscal period. Miscellaneous revenues are not susceptible to accrual because generally they are not measurable until received in cash.

Grants and similar awards are recognized as revenue as soon as all eligibility requirements imposed by the grantor or provider have been met. Unearned revenues also arise when resources are received by WAMPO before it has legal claim to them, as when grant monies are received prior to meeting all eligibility requirements imposed by the provider. Receivables that will not be collected within the available period have also been reported as unavailable revenue on the governmental fund financial statements.

WAMPO reports the following major governmental fund: WAMPO Fund – Accounts for all resources used to finance WAMPO’s highway and transportation planning activities.

Compensated Absences

All regular full-time employees of WAMPO are entitled to paid time off. Annual leave begins to accrue according to the following schedule:

Completed Years of Service	Vacation Days Earned Per Year
Less than 4	10 days
4 - Less than 10	15 days
10 - Less than 15	17 days
15 - Less than 20	20 days
20 or more	24 days

The maximum vacation hours an employee can carryforward is 240 hours. Unused annual leave will be paid at the time of termination up to this maximum at their current rate of pay at the time of termination. The current and long-term liabilities, including related benefits, for accumulated vacation and sick leave are reported on the government-wide financial statements. A liability for these amounts, including related benefits, is reported in governmental funds only if they have matured, for example, as a result of employee leave, resignations, and retirements.

Estimates

The preparation of the financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results may differ from those estimates.

Wichita Area Metropolitan Planning Organization

Notes to the Financial Statements

Year Ended December 31, 2021

Net Position/Fund Balance Classifications

Net Position – Government-wide financial statements classify net position as invested in capital assets; restricted; and unrestricted. Restricted net position represents constraints on resources that are either a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or b) imposed by law through state statute.

Fund Balance – In the governmental fund financial statements, fund balance is composed of five classifications based on a hierarchy of the constraints placed on the use of those resources. The classifications are based on the relative strength of the constraints that control how the specific amounts can be spent. The governmental fund types classify fund balances as follows:

- *Nonspendable* – The nonspendable fund balance classification includes amounts that cannot be spent because they are not in spendable form, (such as prepaid items), or legally or contractually required to be maintained intact.
- *Restricted* – Fund balance is reported as restricted when constraints placed on the use of resources are either externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or is imposed by law through constitutional provisions or enabling legislation.
- *Committed* – The committed fund balance classification includes amounts that can be used only for the specific purposes imposed by formal action of the Executive Committee of the Transportation Policy Board (Executive Committee). Those committed amounts cannot be used for any other purpose unless the Executive Committee removes or changes the specified use by taking the same type of action it employed to previously commit those accounts through ordinances or resolutions.
- *Assigned* – Amounts in the assigned fund balance classification are intended to be used by WAMPO for specific purposes but do not meet the criteria to be classified as restricted or committed. In governmental funds assigned fund balance represents the remaining amount that is not restricted or committed. Assigned amounts represent intended uses established by the Executive Committee or a management official delegated that authority by the formal Executive Committee action. The Executive Committee has delegated this authority to the Executive Director.
- *Unassigned* – The unassigned classification is the portion of fund balance that has not been restricted, committed, or assigned to specific purposes or other funds.

Fund Balance Policies

WAMPO applies restricted resources first when expenditures are incurred for purposes for which either restricted, committed, assigned, and unassigned amounts are available. Similarly, committed amounts are reduced first followed by assigned, and then unassigned amounts when expenditures are incurred for purposes for which amounts in any of the remaining fund balance classifications could be used.

Wichita Area Metropolitan Planning Organization
Notes to the Financial Statements
Year Ended December 31, 2021

Program Revenues

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and fees that are restricted to meeting the operational or capital requirements of a particular function or segment. Member fees for general purposes and other items not included among program revenues are reported instead as general revenues.

Note 2: Detailed Notes on All Activities and Funds

Deposits

Custodial Credit Risk – For deposits, custodial credit risk is the risk that, in the event of a bank failure, WAMPO will not be able to recover the value of its deposits. State statutes require pledged collateral with a fair value equal to 100% of the funds on deposit, less insured amounts, and that the collateral be held in safekeeping in WAMPO’s name at other than the depository financial institution.

At December 31, 2021, WAMPO’s deposits of \$303,300 were fully covered by federal depository insurance or collateralized by securities held by WAMPO’s agent in WAMPO’s name.

Receivables

Receivable balances are due from intergovernmental agencies. Intergovernmental receivables as of year-end for WAMPO in the aggregate, were \$113,370. The full amount due from the Kansas Department of Transportation is \$65,483. Management considers all receivables at December 31, 2021, to be fully collectible; therefore, no allowance for doubtful accounts was included.

Long-term Liabilities

Long-term liability activity for the year ended December 31, 2021, was as follows:

	Compensated Absences
Governmental Activities	
Balance at January 1, 2021	\$ 7,787
Additions	9,042
Reductions	(4,759)
Balance at December 31, 2021	\$ 12,070
Due within one year	\$ 7,449

Wichita Area Metropolitan Planning Organization

Notes to the Financial Statements

Year Ended December 31, 2021

As of December 31, 2021, WAMPO had an outstanding cash advance in the amount of \$0 from its fiscal agent. Interest is charged on the outstanding balance at a variable rate based on the greater of the fiscal agent's weighted average yield to maturity on its pooled cash and investments or the 91-day Treasury Bill yield. As of December 31, 2021, the effective interest rate on the cash advance was .80% and interest expense for the year ended December 31, 2021, was \$243. In the event of termination of the fiscal agent agreement, the cash advance will become due and payable within thirty days of termination.

Economic Dependency

WAMPO received approximately 50% of its revenues from the Federal Transit Administration and the Federal Highway Administration passed through the Kansas Department of Transportation.

Risk Management

WAMPO is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. WAMPO carried commercial insurance for all risks of loss, including property and liability, workers' compensation, and employee health and accident insurance. Settled claims resulting from these risks have not exceeded commercial insurance coverage in any of the past three fiscal years.

Retirement Plans

WAMPO participates in a voluntary defined contribution retirement plan (Plan), as authorized by Internal Revenue Services (IRS) Code Section 457. Salary reduction agreements are made with eligible employees whereby prescribed amounts are withheld from the employee's pay and remitted to the Trustee, American United Life Insurance Company, which invests the withholdings in allowable investments in accordance with the investment instructions of the employees. These monies are not available to employees until termination or retirement from employment, death, or unforeseeable emergency. Any classified or unclassified employees, except those employed on an emergency, temporary, or intermittent basis, are eligible on their first day of employment to participate in the Plan. For the year-ended December 31, 2021, WAMPO made contributions to the Plan totaling \$3,321 and six employees of WAMPO participated in the Plan. All assets under this Plan are held in trust for the exclusive benefit of participants and their beneficiaries. For this purpose, an annuity contract or custodial account described in IRS Code Section 497(g) is treated as a trust.

Adoption of Governmental Accounting Standards Board Statements

In 2021, WAMPO adopted Governmental Accounting Standards Board Statement No. 84, *Fiduciary Activities*, and Governmental Accounting Standards Board Statement No. 97, *Certain Component Unit Criteria*, and Accounting and Financial Reporting for Internal Revenue Code Section 457, *Deferred Compensation Plans*, an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32. These standards, among other things, provide guidance regarding the identification of activities a government should report as fiduciary, focus on whether component units, if any, are fiduciary component units and whether the assets of other activities meet certain control and other criterion. Upon evaluation by WAMPO, it was determined that WAMPO has no fiduciary activities required to be reported under these standards.

Wichita Area Metropolitan Planning Organization

Notes to the Financial Statements

Year Ended December 31, 2021

Pending Governmental Accounting Standards

The effect on WAMPO's financial statements of the following statements issued, but not yet adopted, has not yet been determined.

GASB Statement No. 87, *Leases*, improves accounting and financial reporting for leases by governments. This statement requires recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resource based on the payment provisions of the contract. It establishes a single model for lease accounting based on foundational principle that leases are financings of the right to use an underlying asset. Under this statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. Provisions of this statement were originally effective for financial statements for WAMPO's fiscal year ending December 31, 2020, now postponed until December 31, 2022, per the provisions of GASB Statement No. 95.

GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, improves financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs). A PPP is an arrangement in which a government contracts with an operator to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset, for a period of time in an exchange or exchange-like transaction. This statement also provides guidance for accounting and financial reporting for availability payment arrangements (APAs), which is an arrangement in which a government compensates an operator for services that may include designing, constructing, financing, maintaining, or operating an underlying nonfinancial asset for a period of time in an exchange or exchange-like transaction. The provisions of this statement are effective for financial statements for WAMPO's fiscal year ending December 31, 2023.

GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*, which provides new accounting and financial reporting guidance for subscription-based information technology arrangements (SBITAs), which have become increasingly common among state and local governments in recent years. Statement 96 is based on the standards established in Statement 87, *Leases*. The new defines a SBITA as a contract that conveys control of the right to use a SBITA vendor's IT software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time in an exchange or exchange-like transaction. The guidance requires governments with SBITAs to recognize a right-to-use subscription asset, an intangible asset, and a corresponding subscription liability (with an exception for short-term SBITAs, those with a maximum possible term of 12 months) and provides guidance related to outlays other than subscription payments, including implementation costs, and requirements for note disclosures related to a SBITA. The provisions of this statement will be effective for financial statements for WAMPO's fiscal year ending December 31, 2023.

Supplementary Information

Wichita Area Metropolitan Planning Organization
Schedule of Revenues, Expenditures and Changes in Fund Balance –
Budget and Actual – Budget Basis
WAMPO Fund
Year Ended December 31, 2021

	Budgeted Amounts Final	Actual Amounts Budgetary Basis	Variance with Final Budget Over/ (Under)
Revenues			
Intergovernmental			
Kansas Department of Transportation/ Federal Highway Administration/ Federal Transit Administration	\$ 923,000	\$ 440,234	\$ (482,766)
Member fees	50,000	50,000	-
TIP fees	180,750	383,401	202,651
	<u>1,153,750</u>	<u>873,635</u>	<u>(280,115)</u>
Total revenues			
Expenditures			
Administration	591,250	364,024	(227,226)
Highway and transit planning			
Long-range planning	135,000	55,447	(79,553)
Multimodal planning	39,000	24,315	(14,685)
Community engagement	70,000	6,150	(63,850)
Short range programming	54,000	37,241	(16,759)
Transportation data and modeling	264,500	62,908	(201,592)
	<u>1,153,750</u>	<u>550,085</u>	<u>(603,665)</u>
Total expenditures			
Net change in fund balance	<u>\$ -</u>	323,550	<u>\$ 323,550</u>
Fund balance, beginning of year		<u>74,549</u>	
Fund balance, end of year		<u>\$ 398,099</u>	

Due to its nature as a recipient of grant funding, WAMPO does not legally adopt a budget. As such, the budgetary schedule is presented as supplementary information.

The accompanying budgetary comparison schedule is presented using the modified accrual basis of accounting.



Background

WAMPO's primary funding sources are Consolidated Planning Grant (CPG) funds, membership dues, and Transportation Improvement Program (TIP) fees. CPG funds are made available to WAMPO from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for transportation planning purposes, as outlined in the annual Unified Planning Work Program (UPWP), with the requirement that a 20% local match be provided.

The membership dues and TIP fees that WAMPO collects serve to meet this 20% local match requirement. However, WAMPO has expenses that do not recur every year, including studies that are only conducted once every five years, for the development of the Metropolitan Transportation Plan (MTP). So that these non-annual expenses (whose exact amounts are difficult to predict years ahead of time) can be met, it is necessary for WAMPO to not limit the membership dues and TIP fees it collects to only what is needed to meet its expenses for the current year. Instead, in years when expenditures are low, enough funds must be collected so some of the funds can be saved for future, larger expenses, even if those expenses are five or ten years away.

When the WAMPO Fiscal Policy was adopted in 2013, it established a 1% TIP fee on federal funds distributed to local jurisdictions through WAMPO, which proved to be inadequate for the agency's needs. Consequently, in December 2017, the TPB voted to increase the TIP fee to 1.3% for Federal Fiscal Year (FFY) 2019 (October 1, 2018 through September 30, 2019), with automatic increases of 1/10th of a percentage point per year through FFY2031. However, between the need to address past-year deficits and the need to anticipate future-year costs, this still left WAMPO in poor fiscal shape as of 2021.

In light of the above, on February 9, 2021, the TPB approved a 3% TIP fee on federal funds programmed for local-jurisdiction projects in the TIP in FFY2022 (October 1, 2021 through September 30, 2022), with the understanding that TIP-fee rates would be considered again one year later.

Staff discussed applying the same 3% TIP fee for FFY2023 and FFY2024 (i.e., extending it by two years, until September 30, 2024) at the February 8, 2022 TPB meeting. Staff were directed to work with the Executive Committee to develop a revised TIP fee proposal.

Proposed Options for TIP Fees after FFY2022

At their February 24, 2022 meeting, the Executive Committee discussed various options. Two of the options include:

- Apply the same 3% TIP fee for FFY2023 and FFY2024 (i.e., extending it by two years, until September 30, 2024) (Table 1).
- Apply the same 3% TIP fee for FFY2023, but reset to 2.4% per year through FFY2032 (Table 2).

In Tables 1 and 2, below, the *Combined Budget* column shows conservative estimates of WAMPO expenses over the next ten years and the *Match* column calculates, for each year, the size of the 20% local match that will not be covered by CPG funds. The *Current TIP Fees* column shows the



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WAMPO TIP Fees
 Chad Parasa, WAMPO

total fees collected if the *TIP Rate* (in the next column) is multiplied by an estimated \$10,000,000 per year in total local-jurisdiction TIP-project federal funding. The *Annual Budget* adds the *Current TIP Fees* and the *Member Dues* together to create the total amount of local match. The *Yearly Variance* calculates the difference between the required *20% local match* and the *Annual Budget*. The *Accumulated Variance* is the total of the extra local match aggregated over 10 years. WAMPO would like to develop a local reserve of \$450,000. Neither table accomplishes the \$450,000 reserves goal, but Table 2 comes closer than Table 1.

Table 1: 3% TIP fee for FFY2023 and FFY2024

Year	UPWP Budget (allocation)	Studies Budget	Combined Budget	Match 20%	Current TIP Fees	TIP Rate	Member Dues	Annual Budget	Yearly Variance	Accumulated Variance
2022	\$ 1,687,100		\$ 1,687,100	\$ 337,420	\$ 300,000	3.0%	\$ 50,000	\$ 350,000	\$ 12,580	\$ 12,580
2023	\$ 1,000,000	\$ 100,000	\$ 1,100,000	\$ 220,000	\$ 300,000	3.0%	\$ 50,000	\$ 350,000	\$ 130,000	\$ 142,580
2024	\$ 1,000,000	\$ 300,000	\$ 1,300,000	\$ 260,000	\$ 300,000	3.0%	\$ 50,000	\$ 350,000	\$ 90,000	\$ 232,580
2025	\$ 1,100,000	\$ 200,000	\$ 1,300,000	\$ 260,000	\$ 190,000	1.9%	\$ 50,000	\$ 240,000	\$ (20,000)	\$ 212,580
2026	\$ 1,100,000		\$ 1,100,000	\$ 220,000	\$ 200,000	2.0%	\$ 50,000	\$ 250,000	\$ 30,000	\$ 242,580
2027	\$ 1,200,000		\$ 1,200,000	\$ 240,000	\$ 210,000	2.1%	\$ 50,000	\$ 260,000	\$ 20,000	\$ 262,580
2028	\$ 1,200,000	\$ 100,000	\$ 1,300,000	\$ 260,000	\$ 220,000	2.2%	\$ 50,000	\$ 270,000	\$ 10,000	\$ 272,580
2029	\$ 1,200,000	\$ 300,000	\$ 1,500,000	\$ 300,000	\$ 230,000	2.3%	\$ 50,000	\$ 280,000	\$ (20,000)	\$ 252,580
2030	\$ 1,250,000	\$ 200,000	\$ 1,450,000	\$ 290,000	\$ 240,000	2.4%	\$ 50,000	\$ 290,000	\$ -	\$ 252,580
2031	\$ 1,250,000	\$ 2,000,000	\$ 3,250,000	\$ 650,000	\$ 250,000	2.5%	\$ 50,000	\$ 300,000	\$ (350,000)	\$ (97,420)
2032	\$ 1,250,000		\$ 1,250,000	\$ 250,000	\$ 250,000	2.5%	\$ 50,000	\$ 300,000	\$ 50,000	\$ (47,420)
				\$3,287,420	\$ 2,690,000			\$ 3,240,000		

Table 2: 3% TIP Fee for FFY2023 & Reset at 2.4% per year until FFY2032

Year	UPWP Budget (allocation)	Studies Budget	Combined Budget	Match 20%	Current TIP Fees	TIP Rate	Member Dues	Annual Budget	Yearly Variance	Accumulated Variance
2022	\$ 1,687,100		\$ 1,687,100	\$ 337,420	\$ 300,000	3.0%	\$ 50,000	\$ 350,000	\$ 12,580	\$ 12,580
2023	\$ 1,000,000	\$ 100,000	\$ 1,100,000	\$ 220,000	\$ 300,000	3.0%	\$ 50,000	\$ 350,000	\$ 130,000	\$ 142,580
2024	\$ 1,000,000	\$ 300,000	\$ 1,300,000	\$ 260,000	\$ 240,000	2.4%	\$ 50,000	\$ 290,000	\$ 30,000	\$ 172,580
2025	\$ 1,100,000	\$ 200,000	\$ 1,300,000	\$ 260,000	\$ 240,000	2.4%	\$ 50,000	\$ 290,000	\$ 30,000	\$ 202,580
2026	\$ 1,100,000		\$ 1,100,000	\$ 220,000	\$ 240,000	2.4%	\$ 50,000	\$ 290,000	\$ 70,000	\$ 272,580
2027	\$ 1,200,000		\$ 1,200,000	\$ 240,000	\$ 240,000	2.4%	\$ 50,000	\$ 290,000	\$ 50,000	\$ 322,580
2028	\$ 1,200,000	\$ 100,000	\$ 1,300,000	\$ 260,000	\$ 240,000	2.4%	\$ 50,000	\$ 290,000	\$ 30,000	\$ 352,580
2029	\$ 1,200,000	\$ 300,000	\$ 1,500,000	\$ 300,000	\$ 240,000	2.4%	\$ 50,000	\$ 290,000	\$ (10,000)	\$ 342,580
2030	\$ 1,250,000	\$ 200,000	\$ 1,450,000	\$ 290,000	\$ 240,000	2.4%	\$ 50,000	\$ 290,000	\$ -	\$ 342,580
2031	\$ 1,250,000	\$ 2,000,000	\$ 3,250,000	\$ 650,000	\$ 240,000	2.4%	\$ 50,000	\$ 290,000	\$ (360,000)	\$ (17,420)
2032	\$ 1,250,000		\$ 1,250,000	\$ 250,000	\$ 240,000	2.4%	\$ 50,000	\$ 290,000	\$ 40,000	\$ 22,580
				\$3,287,420	\$ 2,760,000			\$ 3,310,000		

Executive Committee Recommendation

The Executive Committee recommends adopting the TIP Fee rates shown in Table 2, because they are closer to achieving the \$450,000 reserves goal than Table 1.



Agenda Item 4B: Action

WAMPO TIP Fees

Chad Parasa, WAMPO

Action Options:

- Approve 3% TIP fees on federal funds programmed for local-jurisdiction projects in the TIP in FFY2023 (October 1, 2022 through September 30, 2023) and reset the TIP Fees to 2.4% per year thereafter through FFY2032, as recommended by the Executive Committee (Table 2).
- Approve 3% TIP fees on federal funds programmed for local-jurisdiction projects in the TIP in FFY2023 and FFY2024 (October 1, 2022 through September 30, 2024). Revert to the previous TIP Fees approved in December 2017, which includes an automatic increase of 1/10th of a percentage point per year through FFY2031 (Table 1).
- Not approve any changes to TIP fee rates.

Attachments:

- [WAMPO Fiscal Agreement \(2013\)](#)
- [Earlier discussions on local match needs:](#)
 - [Minutes from 12/12/2017 TPB meeting, page 4 of 5](#)
 - [Minutes from the 2/8/2022 TPB meeting \(earlier in this packet\)](#)

**FISCAL AGREEMENT FOR THE OPERATION OF THE WICHITA AREA METROPOLITAN
PLANNING ORGANIZATION**

BY AND AMONG

**THE WICHITA AREA METROPOLITAN PLANNING ORGANIZATION AND ITS MEMBER
JURISDICTIONS**

This Fiscal Agreement for the Operation of the Wichita Area Metropolitan Planning Organization (“Fiscal Agreement”), by and among the Wichita Area Metropolitan Planning Organization (“WAMPO”), and by WAMPO Member Jurisdictions (“Jurisdictions”) (jointly called the “Parties”).

WHEREAS, WAMPO is the designated Metropolitan Planning Organization (“MPO”) for the greater Wichita metropolitan area and is responsible for the continuing, cooperative, and comprehensive transportation planning process mandated by federal law and state regulations; and

WHEREAS, WAMPO is synonymous with the MPO and is a legally independent government entity distinct from any of its Jurisdictions and is governed by the Transportation Policy Body (“TPB”); and

WHEREAS, WAMPO is comprised of Member Jurisdictions (“Jurisdictions”) representing at a minimum the units of general purpose local government that together represent at least 75 percent of the existing Metropolitan Planning Area Boundary (“MPAB”) population (including the City of Wichita which is the largest incorporated city); and

WHEREAS, the MPO receives operating assistance through federal transportation planning funds identified annually in a Consolidated Planning Grant Agreement (“CPG”) between the MPO and the Kansas Department of Transportation (“KDOT”) and KDOT will reimburse WAMPO the eligible federal share of authorized UPWP expenditures, with the balance (the non-federal participation) to be provided by WAMPO Jurisdictions; and

WHEREAS, WAMPO wishes to obtain certain financial support from its Jurisdictions in providing local match and to supplement the operations of the MPO, when necessary; and

WHEREAS, the WAMPO Redesignation Agreement for Cooperative Transportation Planning of 2013 (“Redesignation Agreement”) provides for a separate Fiscal Agreement to collect local, non-federal funds for the operation of the MPO; and

WHEREAS, the Jurisdictions wishing to participate in this Fiscal Agreement agree to provide local, non-federal funding to the MPO to meet the local match requirement for federal transportation planning funds identified in the CPG Agreement and to, as may be needed from time to time, supplement deficiencies in the annual operating expenses experienced by WAMPO, and

WHEREAS, the participating Jurisdictions have the authority to enter into this agreement and to provide the financial support to WAMPO hereinafter described; and

NOW, THEREFORE, be it declared that the purpose of this Agreement is to define the financial contributions provided to WAMPO by the participating Jurisdictions and to act as the Fiscal Agreement identified in the *WAMPO Redesignation Agreement for Cooperative Transportation Planning of 2013*.

Article 1 WAMPO FISCAL AGENT

The Member Jurisdictions acknowledge WAMPO as a separate legal entity, and an agency or instrumentality of the Member Jurisdictions. The Member Jurisdictions recognize WAMPO as having the power to enter into contracts, and as being independently subject to the obligations and protections of the Kansas Tort Claims Act, K.S.A. 75- 6101 et seq. WAMPO will contract the services of a Fiscal Agent(s) from the pool of Member Jurisdictions to provide itemized services for WAMPO. The duties of the designated Fiscal Agent(s) will be determined by agreement between WAMPO and the designated Fiscal Agent(s). The Fiscal Agent is neither a guarantor of funds for WAMPO operations, nor an indemnitor for any contractual or tort liability to which WAMPO may become subject. The responsibility of Member Jurisdictions for obligations incurred outside the regular budget of WAMPO shall be through use of the Type B Special Assessment procedure established in this Fiscal Agreement.

Article 2 FINANCIAL CONTRIBUTIONS

Financial contributions to WAMPO will be provided by Jurisdictions participating through two (2) separate and distinct methods; 1) Local Assessments (“Assessments”) each year for the annual WAMPO Budget and 2) a percentage-based fee (“TIP Fee”) based on the amount of the federal participation in projects programmed in the annual WAMPO Transportation Improvement Program (“TIP”).

2.1 Member Jurisdiction Annual Assessments

Per this Fiscal Agreement, Assessments will be paid annually to WAMPO by participating Jurisdictions. Annual Assessments will be based on the needs of WAMPO to provide local match for federal transportation planning funds, as well as the need to maintain operations of the MPO.

Assessments will be based on a three-tiered contribution schedule: the first tier consisting of the City of Wichita who will provide forty percent (40%) of the annual Assessments; the second tier consisting of Sedgwick County who will provide forty percent (40%) of the Annual Assessments; and the third tier consisting of the remaining Jurisdictions who will contribute the remaining twenty percent (20%), based on the most current population of each Jurisdiction as identified by the U.S. Census Bureau. *Attachment 1* provides an example of the 3-tier system based on the 2010 Census of the Population and if all jurisdictions subscribe to this Fiscal Agreement.

WAMPO will provide annually to each Jurisdiction a five-year projection of estimated Assessments required to maintain the required local match for funds identified in the CPG agreement between WAMPO and KDOT and to meet the financial need for operating the MPO. Each Jurisdiction will be responsible for providing to WAMPO annually Assessments in the amounts stated in the first year of this estimate.

Assessments will be levied annually. This obligation starts upon approval of this agreement by the TPB. All current and past, unpaid assessments must be paid in full prior to the Jurisdiction being in “Good Standing” with WAMPO.

Full and on-time payment of the Assessments will present the Jurisdiction in “Good Standing” with WAMPO, and will entitle the Jurisdiction to the full benefits and privileges of that standing, as stated in the *WAMPO TPB Bylaws*. Non-payment of Assessments will result in that Jurisdiction being declared “Not in Good Standing” and they shall forfeit all benefits and privileges of being in “Good Standing”.

Assessments will be paid to WAMPO by the thirty-first (31) day of January of each year. Preferred method of payment will be negotiated between the Jurisdiction and the WAMPO Fiscal Agent.

2.1.1 Special Assessments

Special Assessments may be issued in response to an emergency or unforeseen event related to WAMPO operations or local match requirements for federal funds. Special Assessments shall be governed by procedures identified in this Fiscal Agreement.

The TPB will make every effort to avoid the need to make a Special Assessment on its Member Jurisdictions. Special Assessments may, however, be required in response to an emergency or unforeseen event. Such Special Assessments shall be authorized by the TPB and shall be requisitioned of the Jurisdictions. Special Assessments approved by the TPB shall be due and payable to WAMPO within six months of the date of the requisition.

2.1.2 Type A Special Assessment

The TPB may ask Jurisdictions for funding above that identified in the annual estimate in the event that local funds are not provided in amounts to meet the minimum twenty percent (20%) local match requirements. A majority (51%) of the TPB members in “Good Standing” is required to approve such a request.

2.1.3 Type B Special Assessment

The TPB may ask Jurisdictions for additional funding in the event that funds are not provided in amounts to meet WAMPO operational expenses. A vote of two-thirds (2/3) of the WAMPO TPB members in “Good Standing” is required to approve such a request.

2.1.4 Default on Requisitioned Assessments

The WAMPO TPB may withhold TPB voting and other privileges of a Jurisdiction if that Jurisdiction defaults on its Assessment for support of the WAMPO annual budget or support of requisitioned Special Assessments. The Jurisdiction shall be in default and shall surrender its status as Jurisdiction in “Good Standing”. Jurisdictions not in good standing may have their membership reinstated by the TPB upon satisfactory payment of outstanding Assessment balances.

2.1.5 Exceptions to the Annual Assessment

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), KDOT, and Wichita Transit are exempt from the required annual Assessment and Special Assessments of local funds.

2.1.6 Assessment Appeals

The TPB shall address any and all appeals related to the Assessment for each Jurisdiction. Jurisdictions will have thirty (30) days to appeal the requested Assessment. The thirty-day appeal window shall start the day after Assessment is due. The TPB will have thirty (30) days to respond to the Jurisdiction's request for appeal. The Jurisdiction's status of "Good Standing" will be retained until such time that the TPB renders a decision on the appeal.

2.2 TIP Fee

WAMPO will collect a percentage-based fee for all projects programmed in the first program year of the TIP that are proposed to be funded with federal transportation funds.

2.2.1 Applicable Funding Programs

The TIP Fee will consist of a one-time fee of one percent (1%) of the total federal participation of each project, both competitive and noncompetitive, that is approved for programming in the first year of the annual WAMPO TIP. Federal funding programs subject to this fee will include:

- Surface Transportation Program (STP) funds attributable to both WAMPO and member counties;
- Congestion Mitigation Air Quality (CMAQ) funds allocated to WAMPO;
- All other federal transportation funds attributable, allocated, or afforded to WAMPO and WAMPO Jurisdictions.

With the exception of provisions contained in Section 2.2.4, the TIP Fee will apply to federal participation of \$100,000 or more on a project or combined project.

Projects will be accepted for inclusion in the TIP only if the Jurisdiction is in "Good Standing" with WAMPO. All delinquent Assessments and TIP Fees must be made current and paid in full prior to inclusion of a project in the TIP.

2.2.2 Exceptions to the TIP Fee

All projects programmed with federal transportation funds identified in 2.2.1 are subject to the TIP Fee, with the following exceptions:

- KDOT-sponsored projects that are located on State-owned/operated facilities; and
- A project, or that portion of a project using FTA program funds (e.g. Section 5307, 5309, 5310, 5311, 5316, and 5317).

2.2.3 Fee Collection

The TIP Fee will be collected for each program/project after they are selected and approved for inclusion in the TIP, but before the final TIP is approved by the WAMPO Transportation TPB. The TIP Fee will be based on the amount of federal funds programmed in the TIP.

The TIP Fee must be paid by the project sponsor prior to the project being programmed in the approved TIP. All TIP Fee payments will be due by the thirty-first (31) day of August of each year.

2.2.4 Advance Construction Projects

TIP Fees on split-funded or Advance Construction (AC) projects will be collected prior to inclusion of a partial or full conversion of federal funds programmed in the TIP. The Jurisdiction must be in “Good Standing” with the MPO prior to including a conversion of federal transportation funds for the project.

2.2.5 Reprogramming of TIP Projects

Projects omitted from the TIP due to failure to provide the TIP Fee or due to a Jurisdiction not being in “Good Standing” with WAMPO may be amended into the TIP, by a quarterly or special amendment, once all financial obligations to WAMPO are resolved. Projects amended into the TIP are contingent on the TIP maintaining fiscal constraint, as such the project may be delayed, deferred, or reprogrammed to another fiscal year and may be required to be resubmitted in the annual TIP Call for Projects. Procedures and timelines for presenting projects for amendment are identified in the TIP Policy.

2.2.6 TIP Fee Refunds

TIP Fees will be based on the amount of federal transportation funds programmed in the annual TIP, or subsequent amendments. TIP Fees submitted for projects that are not obligated by KDOT will be refunded in full by the TPB to the sponsoring Jurisdiction.

No refund will be granted to a jurisdiction in which a project obligates at a level less than that programmed in the TIP. WAMPO will retain the balance between what was programmed and that which was obligated.

Projects obligating at a cost that is more than that identified in the TIP will need to follow procedures contained in the TIP Policy to amend the project cost. A TIP Fee will be applied to any increases to the programmed amount contained in the TIP or amended TIP and will be collected prior to approval of the TIP or TIP amendment.

Article 3 PAYMENTS

WAMPO shall designate a Fiscal Agent to function as an official depository for the receipt, deposit, and disbursement of WAMPO, state, federal, local, and other funds entrusted to WAMPO; to solicit and receive funds from Jurisdictions as per this agreement; to provide for a fiscal accounting and record system.

Payments will be made payable to WAMPO for deposit to a dedicated account attributable and accountable to only the TPB, as governing body of WAMPO, and will be administered by the WAMPO Fiscal Agent.

3.1 Payment Due Date

Jurisdiction Assessments and TIP Fees are due as stated in Article 1 of this Agreement.

3.2 Late Payment Penalty

The TPB may, at their discretion, assess a penalty for late payment of either the Assessment or TIP Fee and seek to recover interest on any outstanding balances. Such penalties must be paid to remain in “Good Standing” and to afford the Jurisdiction the opportunity to program projects in the TIP.

3.3 Surplus Funds

WAMPO will retain any surplus funds collected from the Assessments, Tip Fee, or penalties, as well as any interest earned and accrued on the balances of the WAMPO account. The WAMPO TPB shall have total discretion as to the disposition of such funds.

Article 4 TPB MEMBERSHIP

To ensure that Jurisdictions subscribing to this Fiscal Agreement receive proper representation on the TPB, voting membership on the TPB will be contingent on that Jurisdiction being in “Good Standing” with WAMPO. Jurisdictions in “Good Standing” are those that provide financial support for WAMPO, as provided for in this Fiscal Agreement.

4.1 TPB Votes

TPB votes assigned to each Jurisdiction in “Good Standing” are established under the Redesignation Agreement and revised, as needed, under the TPB Bylaws.

4.1 Weighted Votes

Weighted voting will be allowed when and if one (1) TPB voting representative from three (3) separate jurisdictions calls for a weighted vote. Weighted votes may only be called in reference to issues related to WAMPO expenditures such as the annual budget, staffing, and other resource management issues.

The proposed weighted vote would need to be presented for consideration, and approved at two consecutive TPB meetings. The call for a weighted vote would constitute the first occurrence.

A special notice announcing the call for a weighted vote will be provided to each Jurisdiction and to each TPB representative prior to the mandatory second meeting. A special TPB meeting may be called to facilitate the weighted vote and to meet this requirement but only after each Jurisdiction and TPB representative has been contacted and apprised of the call for weighted vote.

A pool of 100 total votes will be used as the basis for the weighted vote. Each representative of jurisdictions “in Good Standing” with WAMPO, with the exception of the Kansas Department of Transportation, will receive a portion of 100 votes from this pool based on the population of that representative’s sponsoring jurisdiction divided by the number of that jurisdiction’s representatives. The Kansas Department of Transportation, as per agreement of member jurisdictions, will receive one (1) weighted vote to be used only as a tie-breaker in the event that any action results in a tie vote. A majority of the weighted vote is required to carry an action. A jurisdiction’s representative absent from the voting will result in a vote of “no”. An example of the weighted vote distribution is included in Attachment 2. The example is based on all member jurisdictions being “in Good Standing.”

Article 5 AMENDING THIS FISCAL AGREEMENT

WAMPO or a participating Jurisdiction may, upon initiation of either party(s), amend this Agreement to cure any ambiguity, defect, or omissions contained herein, or for cause as determined by the TPB. A motion to address changes to this Fiscal Agreement and a valid second by voting members of the TPB will be required to initiate any proposal. The provisions of this Fiscal Agreement may be amended for cause through a two-thirds (2/3) majority vote of the TPB. A weighted TPB vote may not be called to amend this Fiscal Agreement.

All amendments to this Fiscal Agreement shall be presented to the TPB for its consideration at least twice before final action is taken.

Article 6 DURATION AND TERMINATION

The provisions of this Fiscal Agreement shall remain in effect until such time as it is revised or superseded by a new Fiscal Agreement or in the event that WAMPO no longer serves in the capacity of the MPO for the greater Wichita metropolitan area.

This Fiscal Agreement will renew from year to year unless the governing body of one of the Parties rescinds or terminates this Agreement prior to October first of any year for which this Agreement renews. The parties may rescind or terminate this Fiscal Agreement by:

- Obtaining approval from the governing body of the party wishing to terminate or rescind this Agreement; and
- Provide ninety (90) days' written notice to the other parties to this Fiscal Agreement.

Article 7 SEVERABILITY

Should any section, paragraph, sentence, or clause of this Fiscal Agreement be deemed unlawful by a Court of competent jurisdiction, no other provision hereof shall be affected and all other provisions of this agreement shall continue in full force and effect.

Article 8 EFFECTIVE DATE

This Agreement shall be effective and applicable to all WAMPO Jurisdictions upon approval by the TPB.

Article 9 CASH BASIS LAW DISCLAIMER

Nothing herein is intended, nor shall it be interpreted to violate the Kansas Cash Basis and Budget Law, and should it ever be concluded that any obligation is in violation of the such requirements, that such provision shall be null and void, without effecting the enforceability of the remainder of this agreement.

Attachment 1.

Example - WAMPO Tiered Jurisdictional Assessment Fee Schedule				
Based on \$50,000 and \$100,000 Assessments and Full Jurisdiction Participation				
Tier 1 - City of Wichita (40% of Total Assessment)				
Jurisdiction	2010 Population	% of Population by Tier	@ \$50,000	@ \$100,000
Wichita	382,368	100%	\$20,000.00	\$40,000.00
Tier 2 -Sedgwick County (40% of Total Assessment)				
Jurisdiction	2010 Population	% of Population by Tier	@ \$50,000	@ \$100,000
Sedgwick County	498,365	100%	\$20,000.00	\$40,000.00
Tier 3 - Remaining Jurisdictions (20% of Total Assessment)				
Jurisdiction	2010 Population	% of Population by Tier	@ \$50,000	@ \$100,000
Andale	928	0.96%	\$95.74	\$191.48
Andover/Butler County*	11,791	12.16%	\$1,216.44	\$2,432.89
Bel Aire	6,769	6.98%	\$698.34	\$1,396.68
Bentley	530	0.55%	\$54.68	\$109.36
Cheney	2,094	2.16%	\$216.03	\$432.06
Clearwater	2,481	2.56%	\$255.96	\$511.92
Colwich	1,327	1.37%	\$136.90	\$273.81
Derby	22,158	22.86%	\$2,285.98	\$4,571.96
Eastborough	773	0.80%	\$79.75	\$159.50
Garden Plain	849	0.88%	\$87.59	\$175.18
Goddard	4,344	4.48%	\$448.16	\$896.32
Haysville	10,826	11.17%	\$1,116.89	\$2,233.78
Kechi	1,909	1.97%	\$196.95	\$393.89
Maize	3,420	3.53%	\$352.83	\$705.66
Mount Hope	813	0.84%	\$83.87	\$167.75
Mulvane/Sumner County*	6,111	6.30%	\$630.45	\$1,260.91
Park City	7,297	7.53%	\$752.81	\$1,505.62
Rose Hill/Butler County*	5,366	5.54%	\$553.60	\$1,107.19
Sedgwick	192	0.20%	\$19.81	\$39.62
Valley Center	6,822	7.04%	\$703.81	\$1,407.61
Viola	130	0.13%	\$13.41	\$26.82
Total	96,930	100%	\$10,000.00	\$20,000.00
		Grand Total	\$50,000.00	\$100,000.00
Note: population based on 2010 Census of the Population (SF1).				
*Figure based City population and the population of the portion of the county within the WAMPO MPAB.				

Attachment 2.

TPB Votes, Normal and Weighted, by WAMPO Member Jurisdictions#				
Member Jurisdiction	2010 Population	City Class	TPB Representatives (If in Good Standing)	Total TPB Weighted Votes***
Andale	928	3rd	0	0.18
Andover/Butler County*	12,960	2nd	1	2.56
Bel Aire	6,769	2nd	1	1.34
Bentley	530	3rd	0	0.10
Cheney	2,094	3rd	1	0.41
Clearwater	2,481	3rd	1	0.49
Colwich	1,327	3rd	0	0.26
Derby	22,158	2nd	1	4.38
Eastborough	773	3rd	0	0.15
Garden Plain	849	3rd	0	0.17
Goddard	4,344	2nd	1	0.86
Haysville	10,826	2nd	1	2.14
KDOT	0	N/A	2	0.00
Kechi	1,909	3rd	0	0.38
Maize	3,420	3rd	1	0.68
Mount Hope	813	3rd	0	0.16
Mulvane /Sumner County	6,869	2nd	1	1.36
Park City	7,297	2nd	1	1.44
Rose Hill/Butler County*	5,366	2nd	1	1.06
SCAC	0	N/A	1	0.00
Sedgwick	192	3rd	0	0.04
Sedgwick County **	37,214	N/A	4	23.59
Valley Center	6,822	2nd	1	1.35
Viola	130	3rd	0	0.03
Wichita	382,368	1st	4	56.88
WAMPO Transportation Study Area	518,439	N/A	23	100.00
Quorum needed to carry vote			Q = 12	Q = 61****
Notes:				
SCAC has one (1) member to represent jurisdictions under 2,000 population.				
The City of Wichita and Sedgwick County have four (4) representatives based on financial contribution.				
KDOT has two (2) representatives per the Redesignation Agreement.				
Weighted vote calculated based on the formula: (city population/total WAMPO population) * 119				
Total weighted vote pool = 100				
# Assumes all member jurisdictions are "In Good Standing" as defined in the Fiscal Agreement.				
* Population reflects City and area of County within the MPAB. a majority within the MPAB.				
Related County population based on whole or partial Census Blocks contained within the MPAB.				
** Sedgwick County population identified reflects only the unincorporated population.				
*** Weighted votes are rounded to two significant digits.				
**** Jurisdictions with multiple representatives may vote independently and not as one combined block.				



Transportation Policy Body (TPB) Summary

You can request a recording of the entire meeting by calling 316.268.4315. Thank you.

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION Transportation Policy Body (TPB) Meeting Summary		
12.12.17	Meeting Time: 3:01 p.m.	Meeting Location: 271 W. 3rd Street Suite 203 Wichita, KS 67202
Type of Meeting:	Regular	
Members Present:	Pete Meitzner, City of Wichita (Chair) Bruce Armstrong, City of Haysville Bob Conger, SCAC Clair Donnelly, City of Maize Jack Hezlep, City of Derby Tim Johnson, City of Goddard Dan Woydziak, Butler County Tom Jones, City of Park City Carl Koster, City of Cheney Mike Moriarty, KDOT Anne Stephens, City of Bel Aire Mark Detter, City of Andover Burt Ussery, City of Clearwater James Clendenin, City of Wichita	
Other Attendees:	Phil Nelson, WAMPO Gloria J. Jeff, WAMPO Katherine Newby, WAMPO Carol Gilchrist, WAMPO Chris Upchurch, WAMPO Kristen Zimmerman, WAMPO Tricia Thomas, WAMPO Vicki Forbes, WAMPO Lynn Packer, Sedgwick County Brett Letkowski, TranSystems Austin Parker, Attorney at Law Jim Weber, Sedgwick County Steve Lackey, TranSystems Marla Canfield, REAP Kurt Yowell, MKEC Jane Byrnes, Citizen Mitch Coffman, PEC Ron Marsh, City of Clearwater Gary Janzen, City of Wichita Paul Gunzelman, City of Wichita Scott Knebel, MAPD	
1. Call Meeting to Order and Welcome		
	Dan Woydziak, Vice Chair, TPB	
Discussion	Mr. Woydziak called the meeting to order at 3:01 p.m. Mr. Meitzner arrived shortly after the meeting was called to order and took over leading the meeting.	
2. Regular Business		
A. Approval of December 12, 2017 Agenda		
Discussion	Motion was made to amend the agenda to include the City of Derby's Planning Walkable Places Agreement to Consent Agenda item 2Di.	
Action	Motion	Second
	Ussery	Donnelly
B. Approval of November 14, 2017 Meeting Minutes		
Discussion	None.	
Action	Motion	Second
	Stephens	Donnelly
C. Director's Report		
	Phil Nelson, Director, WAMPO	
Discussion	Ms. Jeff reported that the Kansas Statewide Freight Plan was adopted in November 2017 and looks at a 20-year planning horizon which includes freight shipping trends and prioritizes freight projects to be completed in the next 5 years. A key component of the planning effort has been the designation of critical urban and rural freight corridors. KDOT identified the state's critical urban and rural freight corridor routes through coordination with MPO's and apply the FACT Act requirements. Ms. Jeff distributed a list of the Kansas Critical	



Transportation Policy Body (TPB) Summary

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Discussion, continued	<p>Urban and Rural Freight Corridor's and explained to the group that this makes WAMPO eligible for funding. Board members asked several questions regarding federal funding requirements.</p> <p>Ms. Jeff gave a year end update on the Scenario Planning Initiative. She stated that this is the first step in the preparation process to develop the next Metropolitan Long Range Plan. Ms. Jeff reported that the Scenario Planning Initiative is a component of the Implementation Phase of MOVE 2040. The work group is composed of representatives of the area's transportation stakeholders which includes elected officials, representatives from the Wichita Area Metropolitan Planning Organization's Transportation Advisory Committee, the Metropolitan Area Planning Department, the economic development community, the areas for profit business sector, and the academic community. The working group has begun the public engagement process by giving presentation to 24 different groups in the region. The purpose of this public engagement is to assist in creating transportation scenarios for the region based on public input of needs and desires.</p> <p>Ms. Jeff also gave year end update on the Freight Round Table. She reported that this group was established to advise the Transportation Policy Body on policies, proposed projects, and freight related matters. The Freight Round Table is composed of representatives from the freight operations, delivery, supply chain sectors, the regulatory and safety agencies (state and federal), export business sector, economic development sector, the United States Air Force, the Wichita Area Metropolitan Area Planning Organization Transportation Policy Body and Transportation Advisory Committee. The group, along with staff, has worked to outline, collect data, and identify resources for the publication of a Regional Freight Profile. The document will provide a snapshot of conditions, facilities, services and the economic impact of the freight sector to the region. This group has also gone through a prioritization process similar to the Scenario Planning Work Group to identify and prioritize the driving forces, challenges/issues, opportunities and matters associated with equity for the freight/goods movement sector. The outcome of this activity will lead the near and short term activities of the group.</p>		
D. Consent Agenda			
Discussion	Item 2Dii – Planning Walkable Places Consultant Contract – Wichita Walkable Development Plan, was removed from the consent agenda and acted upon as a standalone agenda item.		
Action	Motion	Second	
	<i>Moved to approve the consent agenda, as amended. Motion was unanimous (14-0).</i>	Ussery	Koster
Dii. Action: Planning Walkable Places Consultant Contract – Wichita Walkable Development Plan			
Discussion	Mr. Meitzner stated that the Kansas Department of Transportation is currently in the process of completing their review of this contract and requested that the Planning Walkable Places Consultant Contract – Wichita Walkable Development Plan be approved contingent upon the final review and approval by the Kansas Department of Transportation.		
Action	Motion	Second	
	<i>Motion to approve the Planning Walkable Places Consultant Contract – Wichita Walkable Development Plan contingent upon the final review and approval of the contract by the Kansas Department of Transportation. Motion was unanimous (14-0).</i>	Woydziak	Stephens
3. Public Comment Opportunity			
	Pete Meitzner, Chair, TPB		
Discussion	None.		
4. Planning Considerations			
A.	Update: 95th Street South (ARC95) Corridor Plan Lynn Packer, Engineering Manager, Sedgwick County Public Works Brett Letkowski, Transystems		



Transportation Policy Body (TPB) Summary

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Discussion	<p>Sedgwick County initiated a study last year to look deeper into the possibility of developing corridor improvements along existing roads in south Sedgwick County. 95th St S had been previously identified as a strong candidate for improvements. Over the years, there have been several transportation studies covering the south half of Sedgwick County (SATS – 2008 – This study is the basis of the ARC95 Study; S Meridian Corridor Plan – 2012; S Broadway Corridor Plan – 2012; Casino Area Transportation Plan – 2013; Sedgwick Co Quad Cities Joint Area Plan – 2013). The current study limits go from Meridian to Greenwich, with concentration between Broadway and Woodlawn. There is a large gap in the middle of the study area which is the reason why this corridor has not been well developed to this point.</p> <p>The South Area Transportation Study (SATS) was published in 2008, therefore, one of the first tasks was to confirm that development of this location still worked well for the south area. The main goal was to develop a long-range plan, which includes determining the anticipated number of traffic lanes and appropriate road cross sections, look at the needs for interchanges, intersections, and driveways, development of a new crossing over the Arkansas River, investigating and development of a potential interchange with KTA, recommended project phasing to include the number of projects and the potential order of the projects, development of the cost estimates, and help in identifying potential funding sources.</p> <p>A steering committee was formed consisting of elected officials and professional managers. A project technical committee consisting mainly of local engineers and planners, was also utilized. Both committees were staffed with members from our study partners. The City of Wichita and the City of Mulvane were invited to be part of this study, but they were unable to participate at this time.</p> <p>The study process included a series of public meetings, traffic projections, and proposed improvements. Mr. Letkowski reviewed the four different development options presented to the public at the second round of public meetings. The fourth alternative development option, which places a roadway over roadway and rail, was the most favored option from all parties. The Kansas Turnpike Authority (KTA) interchange was also looked at for development. Funding sources that were suggested include MOVE 2040, the highway safety improvement program, the railway-highway crossing program, Fastlane grant, KTA interchange tolling, and the City of Derby and City of Haysville.</p> <p>The board members asked questions regarding funding, right of way acquisitions, and connection to the Northwest Bypass project.</p>
5. New Business	
A.	Action: 2018 Unified Planning Work Program Phil Nelson, Director, WAMPO
Discussion	<p>Each year, Metropolitan Planning Organization's (MPO's) are required to prepare an annual Unified Planning Work Program (UPWP). The work program provides details of what the MPO will accomplish and is intended to show planning partners and community members how WAMPO intends to provide services for the region; and, how federal and state funds will be used to support planning activities and goals of the regional member communities.</p> <p>The proposed UPWP will be the second in a three phased plan to develop the next Metropolitan Transportation Plan that is required for the year 2020. Phase 1 uses the UPWP as the primary planning document for developing the approach to programming and planning for the very real probabilities of change. Phase 2 is focused on the best use of federal money indicated as suballocated funds and preparing systems and transportation modes for future generations. Phase 3, is intended to utilize Phases 1 and 2 as the primary infrastructure for the development of the next Metropolitan Transportation Plan.</p> <p>The proposed UPWP calls for expenditures of \$1,314,335 for 2018. This is compared to the amended expenditures of \$999,195 in 2017. Primary reasons for the increases in spending is use of sub-allocated STP funds for various planning activities, including:</p> <ul style="list-style-type: none"> • \$100,000 for some form of asset management • \$27,421 for the development of mandated Performance Measures • \$25,000 for the development of a new Transportation Improvement Program (TIP) • \$75,000 for the development of an update to the 2010 Freight Plan • \$40,000 for the development of a regional transit plan



Transportation Policy Body (TPB) Summary

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Discussion, Continued	<p>Total proposed budgeted expenditures including Comprehensive Planning Grant (CPG) Funds, Planning Walkable Places and Transit Expenditures total \$3,133,416. Broken down, expenditures include \$1,314,335 for CPG, \$1,664,081 for Planning Walkable Places, and \$155,000 for Transit Related programs.</p> <p>WAMPO's primary funding sources are CPG funds, membership dues, and TIP fees. One of the primary challenges for WAMPO is that we have to match the CPG funds with a 20% match, and WAMPO does not have the mandatory amount of matching funds to take advantage of the full allocation of CPG funds. The proposed use of STP funds is planned as a one-time "fix" to get the WAMPO budget back on track, and try to meet some of the trend related probabilities in the coming years. Another proposal to get the budget back on track is to increase TIP fees from 1% of obligated STP funds to 1.3% starting in 2018. Thereafter, TIP fees would automatically increase by 1/10th percent per year through the year 2030.</p> <p>With more independence, WAMPO is also paying a greater share of employee benefit costs, estimated in the budget at \$65,000 over the course of the budget year. WAMPO also has a vacant planner position that will not be filled next year. WAMPO is planning on restructuring current positions to better meet shorter-term planning needs, while preparing for the future. WAMPO will also more deeply investigate grant possibilities.</p> <p>Other planning platforms that are included in the preliminary UPWP are: Trends, Generational Analysis & Scenario Planning; Transportation Related Quality of Place Factors; Smart Region-Infrastructure/Data Needs; Meeting Performance Based Planning Mandates; and Multimodal Planning.</p> <p>While the majority of planning activities revolve around preservation and maintenance of existing infrastructure, the proposed document also focuses on developing systems and transportation modes that are intended to prepare the region for the future. It will also focus on planning activities that are intended to increase mobility for those services that are based on speed of travel, as well as, enhancing accessibility for those people and businesses that rely on "having" to get to where they want to be in a timely and effective manner. Time will also be given to investigating what types of infrastructure enhancements will be required for connected and autonomous vehicles. Attention is also being paid to meeting the new FHWA mandates to have more focus on performance based planning.</p> <p>The document will also concentrate on the costs of changing the focus of what types of infrastructure and modes of transportation changes, but also, just as importantly, estimating the costs of not preparing for the very real probabilities of change. In leading up to the development of the MTP, WAMPO will provide for more civic engagement in the planning process as well as seeking more guidance and ownership in the documents preparation by both the TAC and TPB.</p> <p>Staff is seeking TPB approval of the 2018 Unified Planning Work Program.</p>			
	Action	Motion	Second	
	Motion to approve the 2018 Unified Planning Work Program, as presented. Motion was unanimous (14-0).		Ussery	Donnelly
	B.	Update: MOVE 2040 Amendment #3 Chris Upchurch, Senior Planner II, WAMPO		
	Discussion	<p>The 2018 UPWP includes using some of our suballocated funds to support WAMPO planning projects and ongoing operations. As with all uses of WAMPO's suballocated funds, this needs to be included in our long range transportation plan, MOVE 2040, as well as the TIP. These projects will be amended into the TIP as part of our next regularly scheduled amendment, and we will be conducting a special MOVE 2040 amendment to create a new WAMPO operations project in MOVE 2040. Funding for this new project will be transferred from two existing WAMPO projects: Air Quality (less funding necessary due to not getting designated), and Turnpike Network Contribution (to be subsumed by the Freight Plan). This will not impact MOVE 2040 funding.</p> <p>Mr. Deter requested that a project from Andover be included in the upcoming amendment. Mr. Upchurch stated that any amendments to the plan need to be submitted to WAMPO staff by Friday, December 15, 2017. The MOVE 2040 Amendment #3 will be brought to the board for action at an upcoming meeting.</p>		



Transportation Policy Body (TPB) Summary

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6. Committee and Partnership Status Reports and Updates	
A.	Committee Updates
i.	Executive Committee: Pete Meitzner, TPB Chair
Discussion	Mr. Meitzner reported that the Executive Committee met and discussed the expansion of the Transportation Advisory Committee (TAC). The Executive Committee is appointing Dale Miller as a land use representative; Jeremy Hill as an economist representative; and Rebecca Bouska as a technology representative. The Executive Committee is waiting to hear from two additional individuals who have been asked to serve on the TAC. These additional appointments will be presented at an upcoming meeting. The Executive Committee also discussed the Kansas Statewide Freight Plan that was presented during the Director's Report. Mr. Meitzner reported on his continued representation of WAMPO at the Chamber of Commerce and BREG.
ii.	Transportation Advisory Committee (TAC): Tom Jones, TAC Chair
Discussion	Mr. Jones reported that the TAC heard the presentation by Sedgwick County on the ARC95 Plan, and also received an update on the upcoming MOVE 2040 Amendment #3.
B.	Partnership Reports
i.	Kansas Department of Transportation (KDOT), Headquarters Mike Moriarty, Chief of Transportation Planning
Discussion	Mr. Moriarty reported that Mike Floberg has been selected to lead the newly-created Division of Innovative Technologies for KDOT. Mr. Moriarty also reported that he will be giving a more detailed end of year report at the January TPB meeting.
7. Other Business	
	Pete Meitzner, Chair, TPB
Discussion	None.
8. Adjournment	
	Pete Meitzner, Chair, TPB
Discussion	The meeting adjourned at 4:15 p.m.



Background:

WAMPO opened a Transportation Improvement Program (TIP) Call for Projects for FFY2025 and FFY2026 funds (and, if there is a surplus, FFY2023 and FFY2024 funds) on February 9, 2022, which will close on March 9, 2022. Historically, only projects in the MTP Funding Menu have been eligible for selection by the Project Selection Committee (PSC) to be awarded WAMPO suballocated funding.

Since MTP projects were last selected in 2018-2019 and approved in 2020, the WAMPO region's transportation system has seen significant disruptions and opportunities resulting from the ongoing pandemic, the recently enacted Bipartisan Infrastructure Law, and new developments specific to the WAMPO area.

In light of requests from member jurisdictions and the above considerations, WAMPO staff decided, for the FFY2023-FFY2026 TIP, to accept applications for MTP-Funding-Menu projects, projects that are in the MTP but not in the Funding Menu, and projects that are not included in the MTP (but meet MTP goals) as part of this Call for Projects.

At their February 28 meeting, the TAC discussed two proposals for the FFY2023-FFY2026 TIP development process:

- A. Staff score all submitted projects (regardless of MTP status) and the PSC reviews all submitted projects. If the PSC recommends awarding funds to a project that is not in the MTP Funding Menu or that is not individually listed in the MTP (but meets MTP goals) at all, an MTP amendment will be necessary. Such an amendment could be completed concurrently with the TIP update.
- B. Staff only score projects that are in the MTP Funding Menu and the PSC only selects from projects in the MTP Funding Menu (in which case, no MTP amendment is required).

TAC Recommendation:

After a discussion, the TAC voted to recommend to the TPB that they have WAMPO staff score all projects, regardless of their MTP status. Then, the PSC will review the scores and evaluate all submitted projects, without distinction on the basis of MTP status. If the PSC recommends awarding funds to a project that is not in the MTP Funding Menu or that is not in the MTP at all (but meets MTP goals), an MTP amendment will be necessary. Such an amendment could be completed concurrently with the TIP update. This recommendation is for the FFY2023-FFY2026 TIP, due to disruptions and opportunities resulting from the ongoing pandemic, the recently enacted Bipartisan Infrastructure Law, and new developments specific to the WAMPO area since MTP projects were last selected in 2018-2019 and approved in 2020.

Action Options:

- For the FFY2023-FFY2026 TIP development process, only, direct staff to score all projects submitted for the TIP Call for Projects, regardless of whether or not they are in the MTP or its Funding Menu, all of which the PSC will have the option of recommending for funding in the TIP. If a project that is not in the MTP (but meets MTP goals) is selected to be included in the TIP or a project that is not in the MTP Funding Menu is selected to receive WAMPO suballocated funds, an MTP amendment will be developed concurrently with the FFY2023-FFY2026 TIP.
- Direct staff to only score projects that are in the existing MTP Funding Menu.



Background:

The WAMPO Safety & Health Committee was formed in August 2020 to review data and help develop information to feed into the next Metropolitan Transportation Plan (MTP), which is due in 2025. Through Committee discussions, it was determined a Safety Plan needed to be developed for the WAMPO region. WAMPO will solicit for a consultant to develop the Safety Plan in 2022-2023.

In preparation for this consultant-lead work, WAMPO staff propose a two-tiered structure for stakeholder involvement. The first tier would be a Steering Committee comprised of governmental staff from various jurisdictions acting as technical experts. This group would provide guidance on plan development and assist WAMPO staff in developing appropriate solutions for the region. The second tier would be a Focus Group comprised of Safety and Health Committee members and representatives of other organizations identified as important stakeholders in the process. The Focus Group would meet as necessary throughout the planning process, but would not meet as often as the Steering Committee.

The Steering Committee and Focus Group would guide the consultant's planning process and would be limited to the scope of that planning process; both would discontinue after the Safety Plan is developed. The existing Safety and Health Committee would continue meeting quarterly throughout the development of the next MTP (completed in 2025) and would work on implementing the Safety Plan.

1. Steering Committee

- **Design Solutions**
 - Engineers, planners, any staff knowledgeable on safety projects
- **Enforcement Solutions**
 - Law enforcement staff, any staff knowledgeable on safety issues
- **Education & Awareness Solutions**
 - Communications managers, community outreach coordinators, staff knowledgeable about ITS, technology, or communications

2. Focus Group

- **Safety & Health Committee (not staff)**
- **Other Organizations**



Discussion:

The proposed Safety Plan Steering Committee, as of February 28, 2022, is shown below:

Steering Committee	
Design Solutions	
<i>Engineers, Planners, staff knowledgeable on safety projects</i>	
Mike Armour	City of Wichita - Traffic Engineer
Dan Squires	City of Derby - Engineer
Mark Borst	Sedgwick County - Traffic Engineer
David Schwartz	KDOT - Assistant to the Director of Planning & Development
Georgie Carter	City of Haysville - Deputy Admin Officer
	Wichita-Sedgwick County Planning Staff
Enforcement Solutions	
<i>Law enforcement staff, staff knowledgeable on safety issues</i>	
SGT Kelly O'Brien	Wichita Police
Education and Awareness Solutions	
<i>Communications managers, community outreach coordinators, staff knowledgeable on ITS, technology, communications</i>	
Jessica Warren	Sedgwick County - Mobility Manager
Jolene Graham	City of Maize - Deputy City Administrator
Lisa Frey-Blume	KDHE - Community Health Manager
Nina Rasmussen	City of Wichita - Environmental Quality Specialist
Raven Alexander	Wichita Transit - Transportation Coordinator
Tom Hein	WICHway - WICHway Manager
Joe Samaniego	Sedgwick County - Diabetes Education and Wellness Coordinator

The proposed organizations to invite to participate in the Focus Group, as of February 28, 2022, are shown below. The starting point for this list was the membership of the existing Safety and Health Committee. Other organizations were added following discussions about missing stakeholder input.



Focus Group	
Organization	Existing Safety & Health Committee Member
Bike Walk Wichita	Yes
Health and Wellness Coalition of Wichita	No
K254 Corridor Development Association	No
Kansas Business Group on Health	No
Kansas Health Foundation	No
KU Medicine	Yes
League of Women Voters	Yes
Safe Kids Wichita	No
Sedgwick County Association of Cities	No
Sedgwick County/Wichita Access Advisory Board	No
USD 259 + Other Schools	Yes
Wichita Bike/Pedestrian Advisory Board	No
Wichita Pedestrian Board	No
Other Interested Organizations	No

Are there other stakeholders or organizations the TPB would like to involve in this planning process?

TAC Recommendation:

After a lengthy discussion regarding the purpose of the Steering Committee/Focus Group, how they would interact with the existing Safety and Health Committee, and various organizations to include, the TAC recommended:

- Forming a Steering Committee and Focus Group for the development of a WAMPO Safety Plan, as proposed, without suggestions of specific names/organizations to include.

Action Options:

- Form a Steering Committee and Focus Group structure for the development of a WAMPO Safety Plan, as proposed.
- Form a differently structured Steering Committee and Focus Group for the development of a WAMPO Safety Plan.
- Do not form a Steering Committee and Focus Group structure for the development of a WAMPO Safety Plan.



Background:

WAMPO uses the Federal Highway Administration (FHWA) Functional Classification (FC) system to categorize public highways, roads, and streets into the following categories: Interstates, Other Highways and Freeways, Other Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors, and Local Roads. These categories are based on characteristics such as traffic volumes, lane and shoulder widths, surrounding land uses, and degrees of access to surrounding homes and businesses. The FHWA provides guidance on classification definitions and characteristics and on mileage distribution among categories. In general, roads with higher volumes, such as interstates, highways, and freeways, carry higher traffic volumes and are intended for longer-distance travel, whereas roads with lower traffic volumes, such as collectors and local roads, are intended to provide direct access to homes and businesses. Depending on all of these factors, different segments of the same roadway may have different Functional Classifications.

Adopting an accurate Federal Functional Classification Map is important for determining what funding sources can be used to improve a given roadway segment, as well as for determining what sort of land-use development will be allowed alongside it.

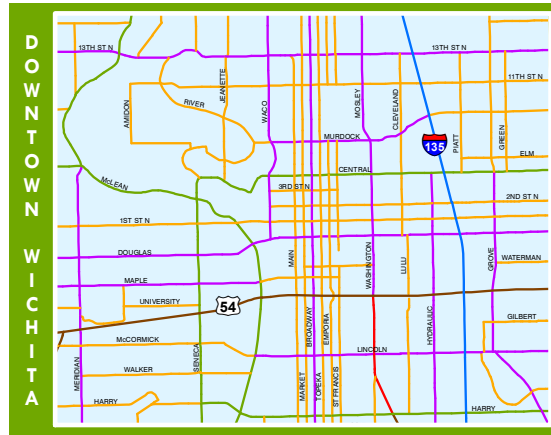
The classifications in the WAMPO region were most recently updated in 2019, after changes were primarily proposed in Butler County and in the City of Derby, to better align the classifications to the actual functions of these roads (an interactive version of the current, approved map is available at <https://www.wampo.org/fun-class>). Since then, new residential and commercial development and changes in the road network in the WAMPO region necessitated a few minor changes in the functional classification system, as well as the inclusion of the 95th Street South corridor where it is planned to cross the Arkansas River. Over the last several months, WAMPO staff solicited suggestions for changes in the classification system from member jurisdictions and reviewed all of the proposed changes with Kansas Department of Transportation (KDOT) staff. The jurisdictions suggesting the changes and KDOT are in agreement on each change.

Next Steps:

WAMPO staff will continue to check with cities/jurisdictions on whether any roads within their boundaries require a functional classification update. It is requested that jurisdictions propose any additional updates to the Functional Classification map by the April meeting of the TPB.

Attachment(s):

- [2019 Approved Federal Roadway Functional Classification Map](#)
- [2022 Proposed Federal Roadway Functional Classification Map](#)
- [2022 Proposed Federal Roadway Functional Classification Map Views Showing Locations of Changes from 2019 Approved Map](#)
- [2022 Proposed Federal Roadway Functional Classification Changes List](#)



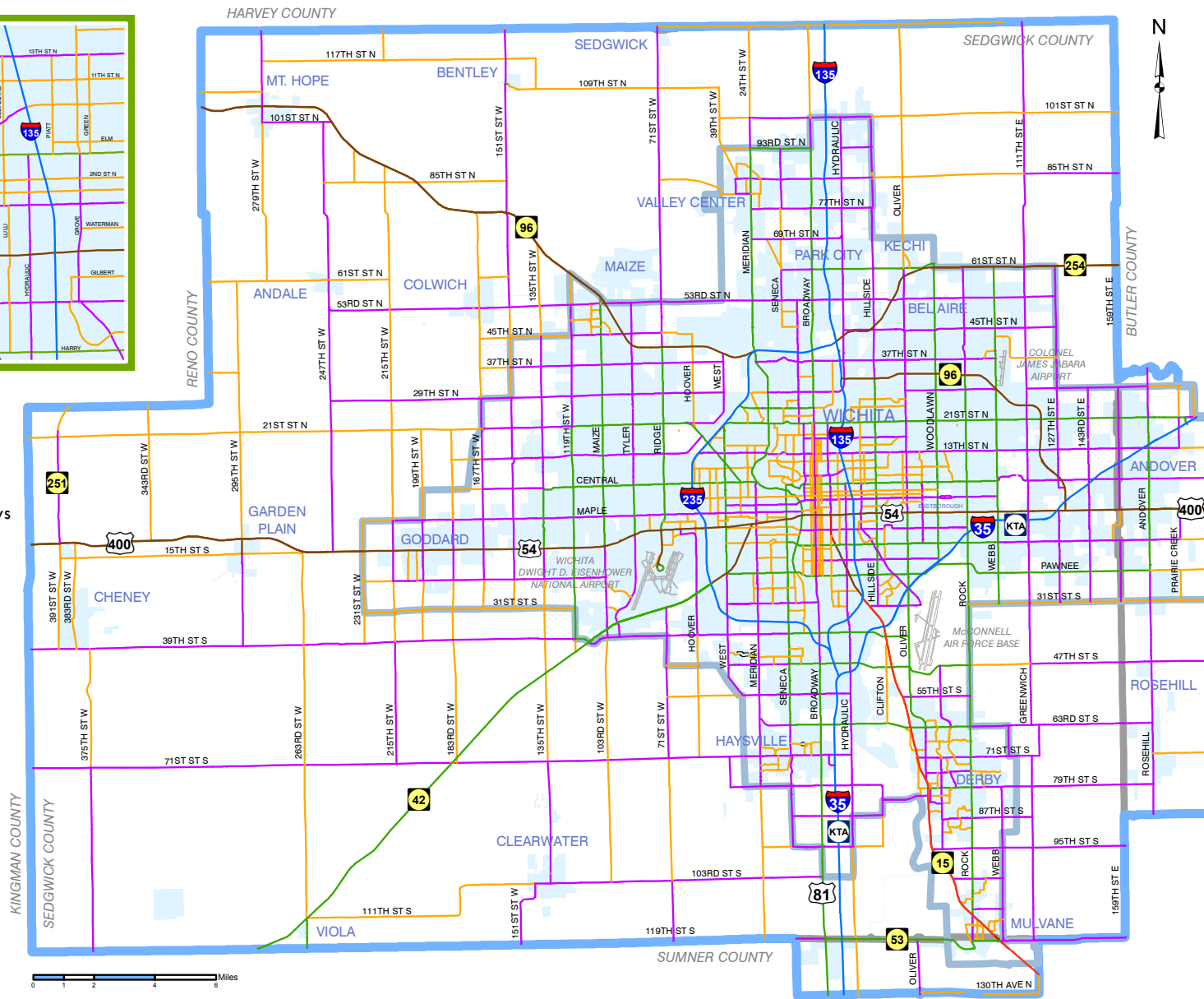
Functional Classification

- Interstates
- Other Urban Freeways/Expressways
- Other Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors

Plan Boundaries

- WAMPO Planning Area
- County Boundaries
- Cities Boundaries
- Urbanized Area Boundary

Approved by WAMPO
TPB on May 14, 2019



What is Functional Classification?

Functional Classification is the process by which roadways are classified by the service they provide. The two services they provide are access and mobility. The amount of each service that the specific roadway provides determines how it is classified.

Functional Classification Systems

Arterial System

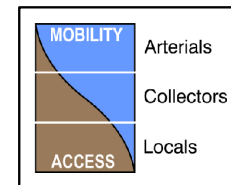
The arterial system is comprised of the Principal Arterial System and the Minor Arterial System. The Principal Arterial System, which includes interstates, other freeways and expressways, and other principal arterials, is a network designated for the highest traffic volumes, the longest trips, serves major centers of activity, and/or connects major urban areas. The Minor Arterial System should interconnect with the Principal Arterial System and provide service to trips of moderate length at somewhat of a lower level of travel mobility than principal arterials.

Collector System

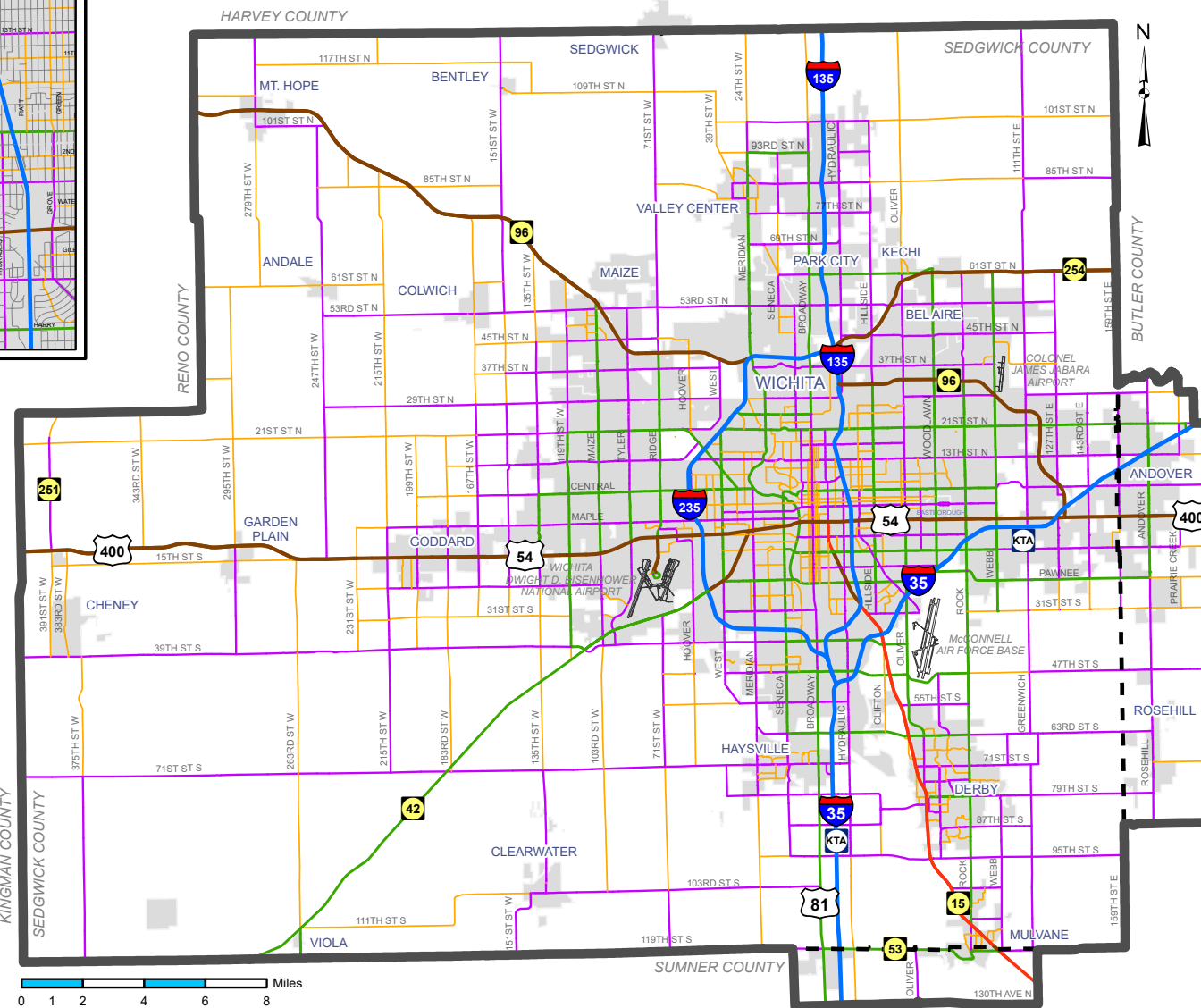
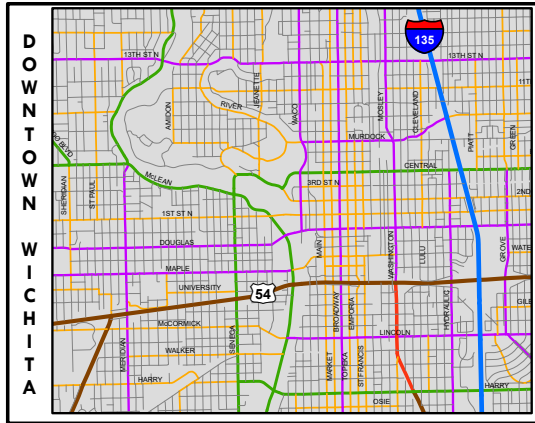
The collector system provides land access and traffic circulation within residential neighborhoods, commercial and industrial areas.

Local System (Not shown on this map.)

The local system is comprised of all roadways not on one of the higher systems. The purpose of this system is to provide access to land and the higher order systems.



Federal Roadway Functional Classification Map



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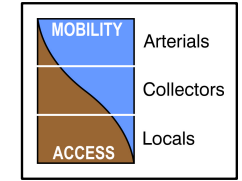
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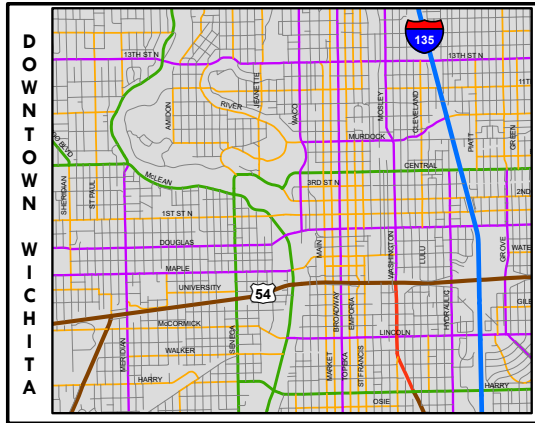


- Functional Classification**
- Interstates
 - Other Urban Freeways/Expressways
 - Other Principal Arterials
 - Minor Arterials
 - Major Collectors
 - Minor Collectors
- Plan Boundaries**
- WAMPO Planning Area
 - County Boundaries
 - Cities Boundaries

Produced by: WAMPO
 Exported: February 15, 2022
 T:\Plans & Projects\Functional Classification\FunClassKDOT2021
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



2022 Proposed Federal Roadway Functional Classification Map

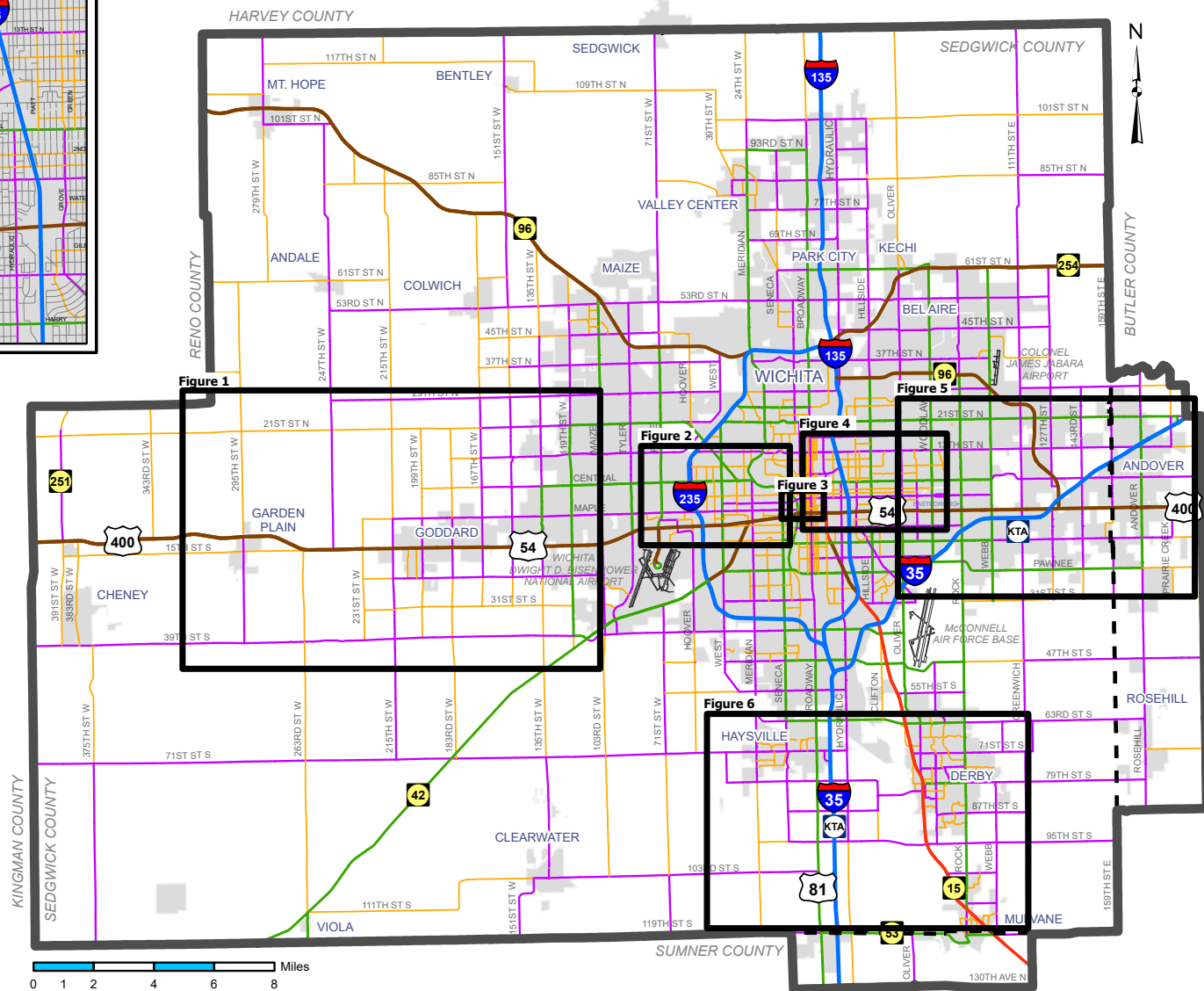


Functional Classification

- Interstates
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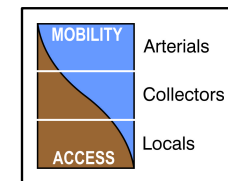
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2022 Proposed Federal Roadway Functional Classification Map



2022 Proposed Federal Roadway Functional Classification Map

Figure 1:

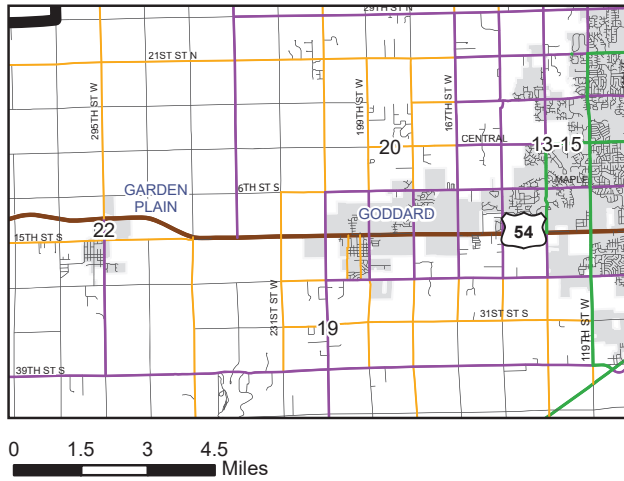


Figure 2:

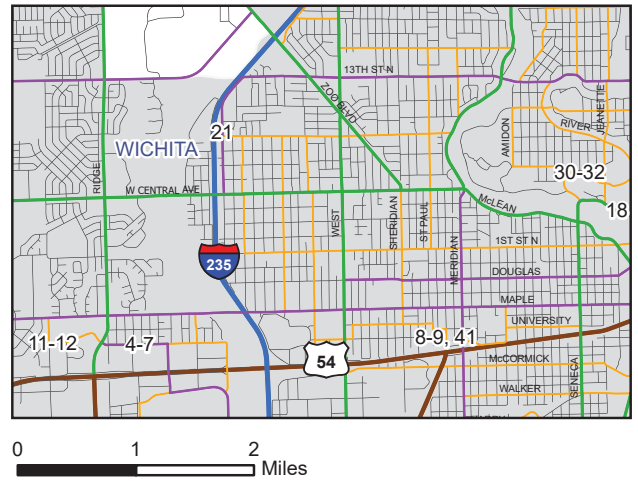


Figure 3:

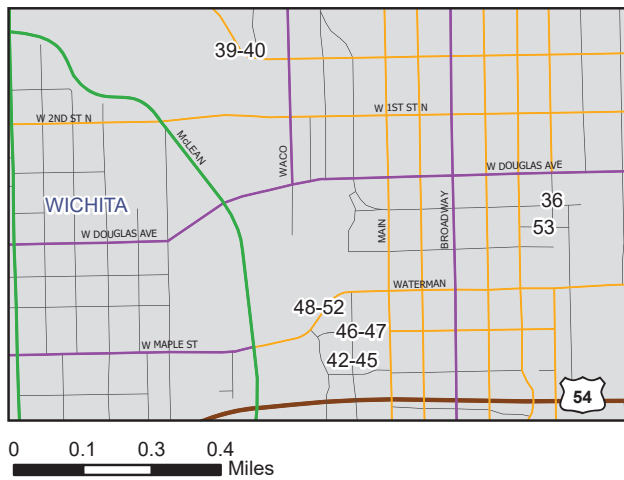


Figure 4:

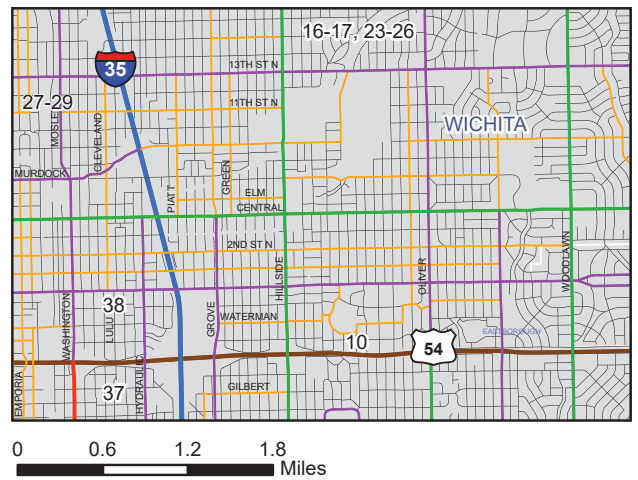


Figure 5:

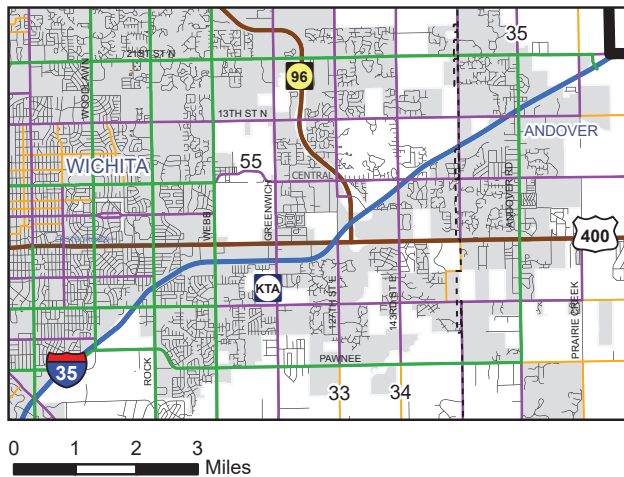
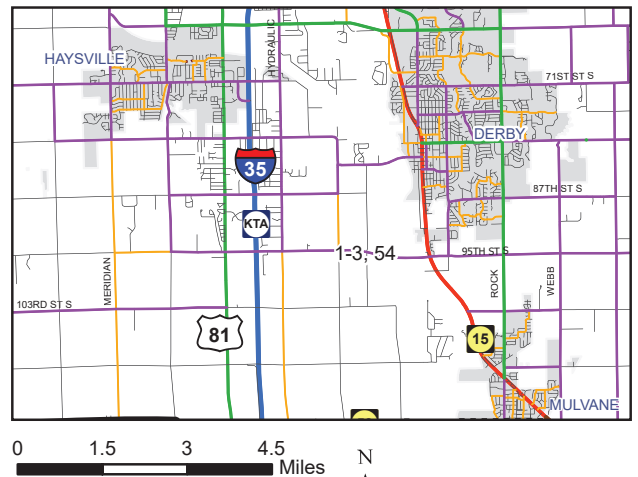


Figure 6:



DISCLAIMER NOTICE The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness.

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Exported: February 15, 2022



2022 Proposed Federal Roadway Functional Classification

Change Number	County	City	Street	From	To	Current FC	Proposed FC	Change Description	Distance
1	Sedgwick	Unincorporated	E 95th St S before S Hillside St	S Hydraulic St	S Hillside St	6	5	From minor collector to major collector	5,308.34
2	Sedgwick	Unincorporated	E 95th St S after S Hillside St	S Hillside St	S Bluff St	7	5	From local to major collector	901.20
3	Sedgwick	Derby/Unincorporated	Arc-95	S Bluff St	E 95 St S	-	5	Add road as a major collector	8,110.95
4	Sedgwick	Wichita	S Dugan RD	W Kellogg Dr	W Taft St	6	5	From minor collector to major collector	1,198.32
5	Sedgwick	Wichita	W Taft St	Dugan RD	Eisenhower Airport Pkwy	6	5	From minor collector to major collector	2,979.07
6	Sedgwick	Wichita	W Taft St	Eisenhower Airport Pkwy	W University St	7	6	From local to minor collector	764.25
7	Sedgwick	Wichita	S Airport RD	W Pueblo Dr	W Kellogg Dr	6	7	From minor collector to local	1,199.96
8	Sedgwick	Wichita	W University St/W 32nd St S by S Edward St	S Edwards St	Dead End	6	7	From minor collector to local	657.20
9	Sedgwick	Wichita	S Edward St	W University St/W 32nd St	W Kellogg Ave	7	6	From local to minor collector	798.08
10	Sedgwick	Wichita	S Bluff St	S Circle Dr	Dead End	6	7	From minor collector to local	710.93
11	Sedgwick	Wichita	S Woodchuck St by W University St/W Taft St	W University St	W Kellogg Dr	6	7	From minor collector to local	1,488.58
12	Sedgwick	Wichita	W University St by S Woodchuck	W Taft St	S Woodchuck St	7	6	From local to minor collector	1,915.06
13	Sedgwick	Wichita	W 4th St N to W Central Ave	W Central Ave	N 135 St S	4	7	From minor arterial to local	1,854.89
14	Sedgwick	Wichita	W Central Ave to W 4th St N	W 4th St N	N 135 St W	4	4	Realignment	-
15	Sedgwick	Wichita	N 135th St W	W 4th St N	W Central Ave	5	4	From major collector to minor arterial	284.13
16	Sedgwick	Wichita	E 15th St N	N Fairmount St	N Fairmount St	6	-	Remove segment	24.00
17	Sedgwick	Wichita	N Fairmount St	E 15th St N	E 15th St N	7	-	Remove segment	28.50
18	Sedgwick	Wichita	West Central Ave from Seneca to Veterans Pkwy	S Seneca St	Veterans Pkwy	4	4	Realignment	-
19	Sedgwick	Unincorporated	S 215 St W from MacArthur to 23rd	W MacArthur Rd S	W 23 St S	6	5	From minor collector to major collector	10,593.85
20	Sedgwick	Unincorporated	W Central St from N 199th St W to N 183rd St W	N 199 St W	N 183 St W	7	6	From local to minor collector	5,264.11
21	Sedgwick	Wichita	N Hoover Rd from Central to W 13 St N	W Central Ave	W 13 St N	6	5	From minor collector to major collector	5,531.41
22	Sedgwick	Garden Plain	S 295th St. West	W 15th St S	US 54	2	5	From Other Urban Freeways/Expressways to major collector	2,525.35
23	Sedgwick	Wichita	E 15th St N	N Hillside St	N Fairmount St	6	7	From minor collector to local	709.44
24	Sedgwick	Wichita	E 15th St N	N Fairmount St	E Regents Ln	6	7	From minor collector to local	1,822.94
25	Sedgwick	Wichita	E Regents Ln	E 15 St N	N Belmont St	6	7	From minor collector to local	1,725.51
26	Sedgwick	Wichita	N Belmont St	E Regents Ln	E 17 St N	6	7	From minor collector to local	312.38
27	Sedgwick	Wichita	East 11th St	N St Francis St	N Santa Fe St	6	7	From minor collector to local	341.80
28	Sedgwick	Wichita	East 11th St	N Santa Fe St	N Mead St	6	-	Remove segment	472.42
29	Sedgwick	Wichita	East 11th St	N Mead St	N Mosley St	6	7	From minor collector to local	590.70
30	Sedgwick	Wichita	W Murdock St	N Spaulding St	W Stackman Drive	6	7	From minor collector to local	547.65
31	Sedgwick	Wichita	W Spaulding St	W Stackman Dr	W Murdock St	6	7	Realignment and change from minor collector to local	315.66
32	Sedgwick	Wichita	W Stackman Dr	N Spaulding St	W Murdock St	7	6	From local to minor collector	620.12
33	Sedgwick	Wichita/Unincorporated	S 127 E from E 31st S to E Pawnee	E 31 St S	E Pawnee	5	6	From major collector to minor collector	5,239.47
34	Sedgwick	Unincorporated	S 143rd St E from E 31st S to E Pawnee	E 31 St S	E Pawnee	5	6	From major collector to minor collector	5,278.09
35	Butler Co	Andover	Sliver of Andover RD near Cornerstone	N Cornerstone Pkwy	N Cornerstone Pkwy	4	5	From minor arterial to major collector/Realignment	46.58
36	Sedgwick	Wichita	S St Francis St South of Douglas	E English St	E Douglas Ave	6	7	From minor collector to local	624.90
37	Sedgwick	Wichita	S Lulu St south of Kellogg	E Kellogg Dr S	E Lincoln St	6	7	From minor collector to local	2,471.77
38	Sedgwick	Wichita	S Lulu St north of Kellogg	E Kellogg Dr N	E Douglas Ave	6	7	From minor collector to local	2,587.28
39	Sedgwick	Wichita	Veterans Pkwy from Central to Riverview	Central Ave	Riverview St	7	6	From local to minor collector/Realignment	864.39
40	Sedgwick	Wichita	W 2nd St N from Riverview to N Waco St	Riverview St	N Waco St.	7	6	From local to minor collector	338.39
41	Sedgwick	Wichita	W University	Dead end	Meridian	6	-	Removed non existent road	81.60
42	Sedgwick	Wichita	S Wichita St	W Waterman St	W Kellogg Ave	7	7	Realignment	-
43	Sedgwick	Wichita	W Dewey St	S Wichita St	Dead End	7	-	Remove segment	267.32
44	Sedgwick	Wichita	W Dewey St	S Wichita St	S Main St	7	7	Realignment	-
45	Sedgwick	Wichita	S Water St	W Waterman St	W Kellogg Ave	7	7	Realignment	-
46	Sedgwick	Wichita	Waterwalk Pl	S Wichita St	S Water St	-	7	Add segment	407.38
47	Sedgwick	Wichita	W Lewis St	S Wichita St	S Main St	6	-	Remove segment	372.45
48	Sedgwick	Wichita	W Lewis St	S McLean Blvd	S Wichita St	6	6	Realignment	-
49	Sedgwick	Wichita	W Waterman St	S Water St	S Market St	7	6	From local to minor collector	384.93
50	Sedgwick	Wichita	W Waterman St	S Wichita St	Dead End	7	-	Remove segment	379.92
51	Sedgwick	Wichita	W Waterman St	S Water St	S Wichita St	7	6	Realignment/From local to minor collector	-
52	Sedgwick	Wichita	S Wichita St	W Waterman St	W Lewis St	7	-	Remove segment	451.94
53	Sedgwick	Wichita	E English St	S Emporia St	S Commerce St	-	7	Add road as local	567.82
54	Sedgwick	Derby	E 95th St S	S Woodlawn Blvd	K-15	5	5	Realignment	-
55	Sedgwick	Unincorporated	E Central Ave between Webb and Greenwich	Dead end	Dead End	-	5	Add missing segment	545.96



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside of 2021 WAMPO boundary

**Portion of city inside of 2021 WAMPO Boundary

	Last Census year before incorporation
	El Paso City

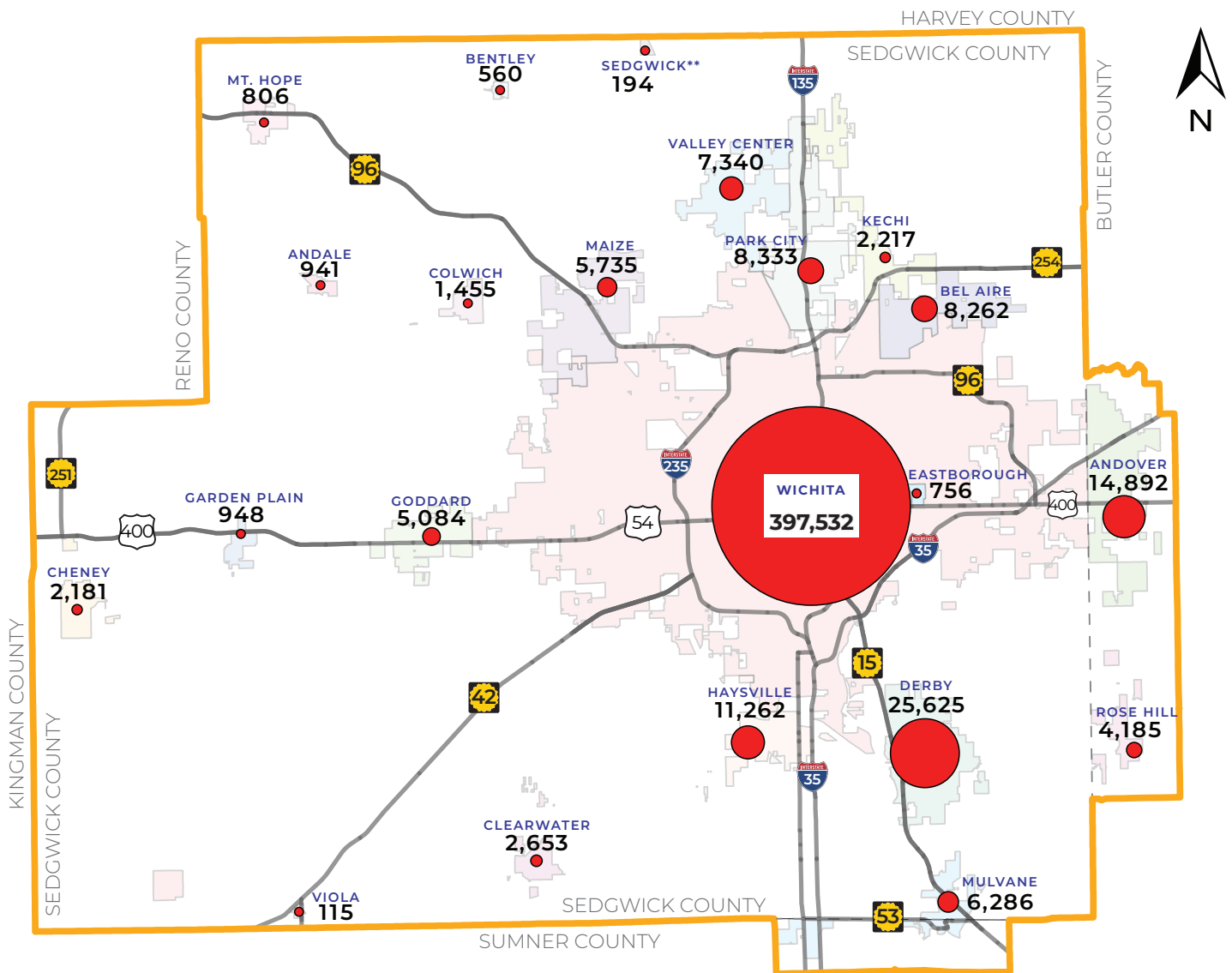
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO Transportation Acronym Glossary

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	MPO	Metropolitan Planning Organization
<u>AASHTO</u>	American Association of State Highway and Transportation Officials	MSA	Metropolitan Statistical Area
ADA	Americans with Disabilities Act	MTP	Metropolitan Transportation Plan (same as LRTP)
ALOP	Annual List of Obligated Projects	NAAQS	National Ambient Air Quality Standards
<u>AMPO</u>	Association of Metropolitan Planning Organizations	NEPA	National Environmental Policy Act
<u>APA</u>	American Planning Association	NHS	National Highway System
<u>ASCE</u>	American Society of Civil Engineers	<u>NHTSA</u>	National Highway Traffic Safety Administration
ATC	Active Transportation Committee	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
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act	REAP	Regional Economic Area Partnership
CUFC	Critical Urban Freight Corridor	RFP	Request for Proposals
DBE	Disadvantaged Business Enterprise	ROW	Right of Way
<u>DOT</u>	Department of Transportation	RPSP	Regional Pathways System Plan
EIS	Environmental Impact Statement	<u>SCAC</u>	Sedgwick County Association of Cities
EJ	Environmental Justice	SOV	Single Occupancy Vehicle
<u>EPA</u>	Environmental Protection Agency	SRTS	Safe Routes to School
FC	Functional Classification	STBG	Surface Transportation Block Grant (previously Surface Transportation Program - "STP")
FFY	Federal Fiscal Year (October 01 - September 31)	STIP	Statewide Transportation Improvement Program
<u>FHWA</u>	Federal Highway Administration	TA	Transportation Alternatives
<u>FTA</u>	Federal Transit Administration	TAB	Transit Advisory Board
GIS	Geographic Information System	TAC	Technical Advisory Committee
HIP	Highway Infrastructure Program	TAM	Transit Asset Management
HOV	High Occupancy Vehicle	TAZ	Traffic Analysis Zone
HSIP	Highway Safety Improvement Program	TDM	Travel Demand Model
<u>IKE</u>	Kansas Eisenhower Legacy Program (KDOT Program)	TIP	Transportation Improvement Program
<u>ITE</u>	Institute of Transportation Engineers	TMA	Transportation Management Area
ITS	Intelligent Transportation System	TPB	Transportation Policy Body
<u>KDOT</u>	Kansas Department of Transportation	<u>TRB</u>	Transportation Research Board
LEP	Limited English Proficiency	UAB	Urbanized Area Boundary
LOS	Level of Service	UPWP	Unified Planning Work Program
LRTP	Long Range Transportation Plan (same as MTP)	VMT	Vehicle Miles Traveled
<u>MAPC</u>	Wichita-Sedgwick County Metropolitan Area Planning Commission	<u>WAMPO</u>	Wichita Area Metropolitan Planning Organization
<u>MAPD</u>	Wichita-Sedgwick County Metropolitan Area Planning Department	<u>WSCAAB</u>	Wichita-Sedgwick County Access Advisory Board
MPA	Metropolitan Planning Area		

2022 TPB Representatives and Contact Information			
VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	REPRESENTATIVES	REPRESENTATIVES
City of Andover	*Troy Tabor, TAC Chair , alt. Jennifer McCausland	ttabor@andoverks.com	jmccausland@andoverks.com
City of Bel Aire	Jim Benage, alt. Anne Stephens	jbenage@belaireks.gov	astephens@belaireks.gov
Butler County	*Dan Woydziak, Ex Officio, Past Chair	dwoydzia@bucoks.com	
City of Clearwater	Burt Ussey, alt. Justin Shore	bussery@clearwaterks.org	jshore@clearwaterks.org
City of Derby	*Jack Hezlep, alt. Dan Squires	jhezlep@gmail.com	dansquires@derbyweb.com
City of Goddard	Hunter Larkin, alt. Micah Scoggan	larkin@goddardks.gov	msscoggan@goddardks.gov
City of Haysville	Russ Kessler alt. William Black	rkessler@haysville-ks.com	wblack@haysville-ks.com
Kansas Department of Transportation	Mike Moriarty, alt. Cory Davis	michael.moriarty@ks.gov	cory.davis@ks.gov
Kansas Department of Transportation	Brent Terstriep alt. Tom Hein	brent.terstriep@ks.gov	tom.hein@ks.gov
City of Kechi	John Speer, alt. Bob Conger	jspeer@kechiks.gov	rconger@kechiks.gov
City of Maize	Pat Stivers, alt. Richard LaMunyon	pstivers@cityofmaize.org	rlamunyon@cityofmaize.org
City of Mulvane	Nancy Faber-Mottola, alt. Joel Pile	nmottola@mulvane.us	jpile@mulvane.us
City of Park City	Tom Jones, alt. Ben Saucedo	tjones@parkcityks.com	bsaucedo@parkcityks.com
City of Rose Hill	Gary Weaver, alt. Warren Porter	gweaver@cityofrosehill.com	wporter@cityofrosehill.com
Sedgwick County Association of Cities (SCAC)	Terry Somers, alt. Vacant	tsomers1@gmail.com	
Sedgwick County	*David Dennis, TPB Chair	david.dennis@sedgwick.gov	
Sedgwick County	Jim Howell, alt. Tom Stolz	jim.howell@sedgwick.gov	thomas.stolz@sedgwick.gov
Sedgwick County	Pete Meitzner, alt. Tim Kaufman	pete.meitzner@sedgwick.gov	tim.kaufman@sedgwick.gov
Sedgwick County	Sarah Lopez, alt. Tania Cole	sarah.lopez@sedgwick.gov	tania.cole@sedgwick.gov
City of Valley Center	Ronald Colbert, alt. Brent Clark	frdmeagl@aol.com	bclark@valleycenterks.org
City of Wichita	Maggie Ballard, alt. Vacant	MBallard@wichita.gov	
City of Wichita	Michael Hoheisel, alt. Robert Layton	MHHoheisel@wichita.gov	rlayton@wichita.gov
City of Wichita	Bryan Frye, alt. Brandon Johnson	bfrye@wichita.gov	bjjohnson@wichita.gov
City of Wichita	*Becky Tuttle, TPB Vice Chair	btuttle@wichita.gov	
NON-VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	REPRESENTATIVES	REPRESENTATIVES
Federal Highway Administration	Rick Backlund, alt. Cecelie Cochran	richard.backlund@dot.gov	cecelie.cochran@dot.gov
Federal Transit Association	Eva Steinman, alt. Daniel Nguyen	eva.steinman@dot.gov	daniel.nguyen@dot.gov
KDOT	Matt Messina	Matthew.Messina@ks.gov	
KDOT	Kristi Wilson	kristi.d.wilson@ks.gov	
WAMPO Representative	Chad Parasa	chad.parasa@wampo.org	
WAMPO Representative	Ashley Bryers	Ashley.Bryers@wampo.org	
WAMPO Representative	Nicholas Flanders	Nicholas.Flanders@wampo.org	
WAMPO Representative	Mark Kruep	Mark.Kruep@wampo.org	

*denotes Executive Committee Members

Rev. 02/04/2022

2022 WAMPO Meeting Schedules



Meeting Location: 271 W. 3rd Street, Suite 203, Wichita, KS 67202 (Or Online)

Transportation Policy Body	Technical Advisory Committee
<i>3:00 pm (unless otherwise stated)</i>	<i>10:00 am (unless otherwise stated)</i>
No January Meeting	January 24, 2022
February 8, 2022	February 28, 2022
March 8, 2022	March 28, 2022
April 12, 2022	April 25, 2022
May 10, 2022	May 23, 2022
June 14, 2022	June 27, 2022
July 12, 2022	July 25, 2022
August 9, 2022	August 22, 2022
September 13, 2022	September 26, 2022
October 11, 2022	October 24, 2022
November 8, 2022	November 28, 2022
December 13, 2022	No December Meeting