



Transportation Policy Body (TPB) Meeting Notice

Tuesday, June 11, 2024, @ 3:00 pm

In-Person

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

Virtual

*Click the link below for
online meeting access.*

[JOIN HERE](#)

Tentative Meeting Agenda	Page #
I. Welcome	
II. Regular Business	
A. Approval of TPB Agenda: June 11, 2024	
B. Approval of TPB Meeting Minutes: May 14, 2024	3 to 10
C. Director’s Report	
i. Requests for Proposals (RFPs)	11
ii. K-96 Improvements Project: Status in WAMPO TIP	12 to 13
iii. Quarterly Transit Update: Ridership Numbers	14
iv. Safety Updates	15 to 16
v. Heartland Flyer Extension Update	17
vi. MTP 2050 Public Engagement Round 3: May 20-June 30, 2024 - www.wampo.org/mtp2050	
vii. FFY2025-FFY2028 Transportation Improvement Program (TIP) Public Comment Period: June 12-July 11, 2024 (tentative) - www.wampo.org/transportation-improvement-program	
D. Consent Agenda	
i. Regional Asset Inventory Cancellation of Agreement	18 to 20
III. Public Comments	
Open forum for the public to provide comments about specific items on this month’s agenda, as well as any other issues directly pertaining to WAMPO’s policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.	21
IV. Action	
A. FFY2025-FFY2028 TIP: Project Selection Committee (PSC) WAMPO-Suballocated Funding Recommendations – Peter Mohr, WAMPO	
<i>From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). Submissions during that period led to a list of scored, candidate projects that were considered by the Project Selection Committee (PSC) at meetings in April-May 2024 for recommendations to the TAC and TPB on which projects to award FFY2025-FFY2028 WAMPO-suballocated funding. The TAC has endorsed the PSC-recommended FFY2025-FFY2028 funding awards, which the TPB is now asked to consider for formal approval.</i>	22 to 27

<p>B. FFY2023-FFY2026 Transportation Improvement Program Amendment #8 – Peter Mohr, WAMPO</p> <p><i>The TPB is asked to take action on proposed Amendment #8 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #8 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. Among other things, this amendment would enact some, but not all, of the Project Selection Committee’s (PSC’s) WAMPO-suballocated funding recommendations from the previous action item, provided the TPB approves those recommendations. The Public Comment period for Amendment #8 opened on May 3, 2024, and ran through May 17, 2024. No public comments were received.</i></p>	28 to 31
<p>V. Discussion/Updates</p>	
<p>A. Population Projections – Jeremy Hill, CEDBR</p> <p><i>WAMPO, in collaboration with Wichita State University’s Center for Economic Development and Business Research (CEDBR), recently developed population projections to the year 2050 that utilized projections calculated by/for WAMPO’s individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants are developing population projections based on a new methodology. TAC and TPB feedback on these projections is sought before they are submitted for formal approval.</i></p>	32 to 34
<p>B. Regional Transit Implementation Plan Update – Bill Troe, SRF</p> <p><i>This presentation will provide an update on the status of the Regional Transit Implementation Plan.</i></p>	
<p>VI. Committee & Partnership Updates</p> <p>A. Executive Committee</p> <p>B. Kansas Department of Transportation (KDOT)</p> <p>C. Wichita Metro Division, KDOT</p> <p>D. Federal Highway Administration (FHWA)</p>	
<p>VII. Other Business</p>	
<p>VIII. Adjournment</p>	
<p>IX. WAMPO Reference Material</p> <p>A. WAMPO Region Population Table and Map</p> <p>B. WAMPO Area Public Transit Ridership Table</p> <p>C. MTP 2050 Development Progress</p> <p>D. WAMPO Acronym Glossary</p> <p>E. Transportation Policy Body Roster</p> <p>F. 2024 WAMPO Meeting Schedule</p>	<p>35 to 36</p> <p>37</p> <p>38 to 39</p> <p>40</p> <p>41</p> <p>42</p>

Chad Parasa, TPB Secretary

June 4, 2024



Meeting Minutes

Transportation Policy Body (TPB) Meeting Minutes

Tuesday, May 14, 2024, @ 3:00 PM

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

Meeting Duration: 72 minutes

Voting Members in Attendance		
Becky Tuttle, <i>TPB Chair</i> Ryan Baty, <i>Sedgwick County</i> Jim Benage, <i>Bel Aire</i> Ronald Colbert, <i>Valley Center</i> David Dennis, <i>Sedgwick County</i> Nick Engle, <i>Derby</i> Dalton Glasscock, <i>Wichita</i> Mike Hoheisel, <i>Wichita</i>	Jim Howell, <i>Sedgwick County</i> J.V. Johnston, <i>Wichita</i> Russ Kessler, <i>Haysville</i> Pete Meitzner, <i>Sedgwick County</i> Ben Saucedo, <i>Park City</i> Nick Squires, <i>KDOT</i> Mike Warrington, <i>Andover</i> Dan Woydziak, <i>Butler County</i>	Alternates Nick Gregory, <i>Maize (voting)</i> Ted Henry, <i>Bel Aire (non-voting)</i> Warren Porter, <i>Rose Hill (voting)</i> J.B. Wilson, <i>KDOT (non-voting)</i>
Other Attendees		
Jacob Borchers, <i>WSP</i> Lonnie Burklund, <i>JEO</i> Dylan Cossaart, <i>WAMPO</i> Liz DiPaola, <i>WSP</i> Chaitanya Dodda, <i>WAMPO</i> Nick Flanders, <i>WAMPO</i> Duane Flug, <i>KDOT</i> Dora Gallo, <i>WAMPO</i> Paul Gunzelman, <i>Wichita</i> Evan Hathaway, <i>Hite, Fanning & Honeyman L.L.P.</i>	Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Mike Malone, <i>JEO</i> Mike McKenna, <i>Affinis Corp</i> ThaiBinh Mursch, <i>MAPD</i> Peter Mohr, <i>WAMPO</i> Kim Neufeld, <i>WAMPO</i> Fernando Oliveira, <i>Affinis Corp</i> Lynn Packer, <i>Sedgwick County</i> Chad Parasa, <i>WAMPO</i> Paul Ricotta, <i>Caliper</i>	Kelly Rundell, <i>Hite, Fanning & Honeyman L.L.P.</i> Riley Schmitz, <i>Wichita</i> Allison Smith, <i>KDOT</i> Kyle Thomas, <i>WAMPO</i> James Wagner, <i>Wichita</i>

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

2. Regular Business

A. Approval of the May 14, 2024, Agenda

Discussion: None.

Action: Approve the May 14, 2024, agenda, as presented. (17-0)¹

Motion: Ben Saucedo

Second: Jim Benage

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

Discussion: None.

Action: Approve the April 9, 2024, meeting minutes, as presented. (17-0)

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

Motion: Nick Gregory

Second: J.V. Johnston

C. Director's Report

i. Bimonthly TIP Project Statuses Report

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

May 2024 TIP Project Statuses - <https://bit.ly/May2024-TIP-Project-Statuses>

- #### **ii. Updates From May 1, 2024, ICT Safe: A Regional Transportation Coalition Meeting**
- Kim Neufeld, WAMPO, shared that ICT Safe: A Regional Transportation Coalition held its quarterly meeting on May 1, 2024. The mission of ICT Safe is to reduce transportation-related fatalities and serious injuries in the WAMPO region by implementing the Comprehensive Safety Action Plan (CSAP). It includes a diverse range of stakeholders involved in education, engineering, enforcement, and emergency response, and has several smaller entities under the overarching ICT Safe umbrella. The next meeting will be held virtually on August 7, 2024, at 9:30 AM. For more information about the Coalition, please visit www.wampo.org/ict-safe.

Ms. Neufeld also gave an update on the Safe Streets and Roads for All (SS4A) grants, saying that WAMPO is working with the Federal Highway Administration (FHWA) to identify projects eligible for the SS4A demonstration-grant funding that WAMPO was awarded in December 2023. Although WAMPO had originally intended to submit an SS4A implementation grant application on May 16, 2024, the FHWA suggested WAMPO add a few additional strategies to its CSAP before applying for the 2025 round of SS4A funding.

iii. KDOT/WAMPO Behavioral Safety Grant Opportunity

Ms. Neufeld announced that the Behavioral Safety Office of the Kansas Department of Transportation (KDOT) and WAMPO are jointly conducting a Call for Projects for Behavioral Safety Grants in the WAMPO region. These are reimbursement grants and construction projects are not eligible. Funding for the grants comes from the National Highway Traffic Safety Administration (NHTSA) and will be administered by KDOT. The total amount available for all projects in 2024 is \$50,000. Grant applications need to address the concerns of ICT Safe, the Drive to Zero Coalition, the WAMPO Comprehensive Safety Action Plan (CSAP), and/or the Kansas Strategic Highway Safety Plan. The application deadline is June 30, 2024. The grant guidelines, scoring rubric, and application can be downloaded from www.wampo.org/safety.

Discussion:

Chair Tuttle asked for clarification about the types of projects that are eligible. Ms. Neufeld shared that projects should fall under the Safer People element of the USDOT Safe System Approach, and all grants under this program must focus on improving road-user behavior. Examples of eligible expenses include helping fund ride-share programs, purchasing bicycle helmets, and media campaigns.

iv. Regional Transit Implementation Plan: Status & Public Meetings June 5, 2024

Dora Gallo, WAMPO, shared an overview of draft regional transit alternate service concepts and promoted the three Regional Transit Implementation Plan public meetings that will be held on June 5, 2024. The draft alternate-service-concepts document and the public-meetings flyer are available online at www.wampo.org/regional-transit.

Discussion: Chair Tuttle requested that a PDF of the meeting flyer be shared so that TPB members can help promote the meetings.

v. Upcoming Requests for Proposals (RFPs)

Mr. Mohr announced that WAMPO has issued or is preparing to issue several Requests for Proposals (RFPs) for consultants to assist with the region's Intelligent Transportation Systems (ITS) architecture, Travel Demand Model (TDM) update (phase 2), Safe Routes to School (SRTS) planning assistance, and a Safe Streets and Roads for All (SS4A) implementation-grant application (in 2025). Active Requests for Proposals can be viewed at <https://www.wampo.org/wampo-is-hiring> and RFP submissions can be emailed to wampo@wampo.org.

vi. Population Projections

Mr. Mohr explained that in collaboration with Wichita State University's Center for Economic Development and Business Research (CEDBR), WAMPO recently developed population projections to the year 2050, incorporating projections calculated by/for WAMPO's individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants have worked together to develop a new methodology for creating projections. The methodology, as well as a set of revised projections, will be presented to the TAC and TPB for feedback before seeking approval.

Discussion:

Mike Warrington asked if the TPB would have an opportunity to review the draft projections before they are taken to a vote and inquired about the methodology being used. Mr. Mohr confirmed that the projections would be a discussion/update agenda item before being an action item and that the methodology uses an age-cohort-survival model.

vii. FFY2023-FFY2026 TIP Amendment 8 Public Comment Period 05/03/2024 – 05/17/2024

Mr. Mohr discussed the Public Comment period for Amendment 8 to the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2023-2026 (October 1, 2022, through September 30, 2026). The 15-day Public Comment period is from May 3, 2024, through May 17, 2024. TIP Amendment 8 will be brought to the Technical Advisory Committee (TAC) for a recommendation on May 20, 2024, and to the Transportation Policy Body (TPB) for approval on June 11, 2024. The FFY2023-FFY2026 TIP and its amendment schedule can be viewed at <https://www.wampo.org/transportation-improvement-program>.

viii. AMPO Conference Presentation

Mr. Parasa shared that he and Mr. Mohr attended and spoke at the Association of Metropolitan Planning Organization (AMPO) Planning Tools and Training Symposium in Albuquerque, New Mexico, in early May 2024.

Chair Tuttle highlighted that Mr. Parasa and Mr. Mohr had to submit an abstract and were selected to present at the national conference and offered her congratulations.

D. Consent Agenda

i. Intelligent Transportation Systems (ITS) Steering Committee Roster Changes

WAMPO is in the initial stages of updating its Intelligent Transportation Systems (ITS) regional architecture. On October 10, 2023, the TPB approved a roster for an ITS steering committee, but careful evaluation has since indicated that the ITS-architecture update would benefit from the involvement of a consultant. In light of this, staff changes, and project-scope adjustments, WAMPO staff recommended the following changes to the membership of the ITS steering committee: Replace Tom Hein, KDOT, with J. B. Wilson, KDOT; add Chad Parasa, WAMPO; remove Slade Engstrom, TranSystems.

ii. Executive Director 3% Salary Increase, Retroactive to January 1, 2024

The WAMPO Executive Committee met on Thursday, May 2, 2024. During this meeting, the Executive Committee unanimously voted to approve a 3% salary increase for the WAMPO Executive Director, retroactive to January 1, 2024. The TPB was asked to approve this increase in salary.

Discussion: None.

Action: Approve all Consent Agenda items, as presented. (18-0)

Motion: Jim Benage

Second: Dalton Glasscock

3. Public Comments

There were no public comments.

4. Action

A. Congestion Management Process (CMP)

Mike Malone, JEO, introduced one of the subtasks of the Travel Demand Model update project, the development of a Congestion Management Process (CMP), sharing that CMPs are Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO is actively collaborating with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. A CMP represents an invaluable planning asset, as it describes a structured framework to systematically identify, analyze, and manage congestion. As the region continues to experience growth in population, economic activity, and transportation demand, ensuring efficient and reliable transportation networks is vital. Congestion on the transportation network not only hampers economic development but also diminishes the overall quality of life of residents. Addressing congestion challenges requires a strategic and comprehensive approach, including the utilization of a CMP.

Lonnie Burklund, JEO, provided a detailed review of the CMP and its development, a comprehensive effort involving various stakeholders and coordination with the development of Metropolitan Transportation Plan 2050 (MTP 2050). The CMP serves as a guiding framework to manage congestion systematically, relying on accurate and up-to-date data to evaluate projects' impacts on congestion. The process involves defining the network, analyzing survey responses, and establishing performance measures aligned with regional objectives. The presentation emphasized the importance of strategies like traffic flow optimization, signal timing enhancements, and public transportation improvements to reduce congestion and improve overall mobility in the WAMPO region. The CMP aims to create a cyclical process of programming, evaluation, and implementation to continually improve congestion management efforts and inform future planning. On April 22, 2024, the TAC recommended the TPB approve the CMP.

Congestion Management Process – <https://bit.ly/CongestionManagementProcess>

Discussion: None.

Action: Approve the Congestion Management Process, as presented. (18-0)

Motion: Ben Saucedo

Second: David Dennis

5. Discussion/Updates

A. Travel Demand Model (TDM) Update

Mr. Malone shared that WAMPO maintains a Travel Demand Model (TDM) for the region. The TDM forecasts travel demand and predicts future performance of the transportation network. To aid in the development of MTP 2050, WAMPO is working with consulting firm JEO and subcontractor Caliper to update the TDM and train WAMPO staff on its numerous functions and features.

Paul Ricotta, Caliper, explained what goes into a Travel Demand Model update and gave details on the software used, factors taken into account, data sources, and the approaches that were

implemented. The TDM is used on a regional scale and helps with the development of the long-range Metropolitan Transportation Plan (MTP), the short-range Transportation Improvement Program (TIP), and the Congestion Management Process (CMP), which is used during metropolitan transportation planning for managing congestion with accurate, up-to-date information on system performance. The model has undergone final calibrations, WAMPO staff have been trained to use the completed model, and there will be ongoing model upkeep and usage training.

Mr. Burkland presented details about the use of a TDM for Environmental Justice (EJ) analyses, calculating equity and accessibility measures. EJ analyses help ensure that transportation projects will not have disproportionate negative impacts on disadvantaged communities.

Mr. Malone gave examples of TDM data requests and shared big-picture and comparative analysis tasks that the TDM can complete, including post-processing and certified traffic counts.

Discussion:

Chair Tuttle asked how the Environmental Justice analysis data will be used. Mr. Parasa shared that the EJ analysis is one of the required components of MPO planning documents and is used to ensure that projects selected to receive funding will not have disproportionate negative impacts on disadvantaged communities.

Nick Gregory asked how the model can guide smaller jurisdictions and Mr. Malone said that it can help determine capacity considerations and help estimate expected traffic volumes added by large, new developments.

Mr. Warrington asked if the TDM will be available on the WAMPO website, Mr. Parasa shared that WAMPO staff will use the TDM to develop maps that will be uploaded.

B. MTP 2050 Public Engagement Round 2 Results Report

Markey Jonas, WAMPO, presented a summary of MTP 2050 Public Engagement Round 2, which was conducted from December 2023 through February 2024. During Round 2, a refined version of the Round 1 survey was introduced. Staff curated the survey based on feedback and insights gathered during Round 1, adding clarity to ensure specific and clear input on transportation issues, and expanding the survey to include questions pertaining to local performance measures. WAMPO staff utilized several strategies to engage with the public about the upcoming MTP 2050 document and how it will help shape the transportation network. The second MTP 2050 survey was made available to the public in English, Spanish, and Vietnamese, posted on the WAMPO website, and advertised through social media posts on a wide range of platforms. WAMPO staff attended numerous events throughout the region where they informed members of the public about WAMPO and the long-range transportation planning process.

The Metropolitan Transportation Plan 2050 (MTP 2050) Public Engagement Round 2 survey consisted of ten (10) questions about transportation statistics and attitudes toward the current transportation network, plus five (5) demographic questions. The survey was an engagement tool for collecting feedback from the public; it was not intended to express a scientific, statistically valid representation of all the region's residents. Staff also facilitated an activity at

popup/tabling events in which attendees could mark on a map of the WAMPO region locations where they had transportation safety or congestion concerns. Ms. Jonas honed in on three (3) of the survey questions that provide a condensed snapshot of the overall survey results, which reveal themes of how the current transportation system is used and of a regional desire to shift towards increased usage of alternative modes of transportation over the next 25 years. The full MTP 2050 Public Engagement Round 2 Summary includes a description of WAMPO staff's efforts, details about popup/tabling events that were held, and charts/figures summarizing the results of each survey question. MTP 2050 Public Engagement Round 1 and Round 2 Summaries are available at www.wampo.org/mtp2050 and will be incorporated into MTP 2050 in an appendix.

WAMPO is conducting the third round of public engagement for MTP 2050 from May 20, 2024, through June 30, 2024. Staff will attend events to engage with the community and a survey will be available online at www.wampo.org/mtp2050.

Discussion:

Chair Tuttle asked if the same survey would be used for the upcoming round of public engagement. Ms. Jonas said that there will be a new survey focused on multimodal use trends in the region, including a section about public transit that will be used to help inform the Regional Transit Implementation Plan.

Mr. Gregory asked if the survey would dive into transit connectivity to the smaller cities in the WAMPO region. Ms. Jonas explained that it would not get into many specifics but that the survey will include a question about the draft regional transit service alternate concepts and questions to better understand the population that would use transit if more services were available.

Mr. Warrington asked if a percentage had been calculated for the possible skew in the survey responses collected during Round 2. Ms. Jonas shared that it had not, but that the upcoming survey was designed so that more in-depth analyses would be possible.

Chair Tuttle and Mr. Gregroy asked what types of engagement WAMPO will seek and how member jurisdictions can help spread the word. Ms. Jonas shared that the survey will be available online and advertised through a WAMPO press release, as well as social media posts, and WAMPO staff will attend community events to engage with the public and collect responses to paper surveys. Jurisdictions are requested to help extend WAMPO's reach by reposting on social media or mentioning the survey in upcoming communications, and to please reach out to her (markey.jonas@wampo.org) with any engagement ideas or to invite WAMPO to attend an event.

C. MTP 2050/FFY2025-FFY2028 TIP: Project Selection Committee (PSC)

Meetings/Recommendations

Mr. Mohr explained that from September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). Submissions during that period led to a list of scored, candidate projects that were considered by the Project Selection Committee (PSC) at meetings in April-May 2024 for recommendations to the TAC and TPB on which projects to award FFY2025-FFY2028 WAMPO-suballocated funding. The PSC-recommended FFY2025-FFY2028 funding awards were presented to the TPB. The TAC and TPB will be asked to

take formal action on the project-selection recommendations on May 20, 2024, and June 11, 2024, respectively.

D. K-96 Improvements Project Update

Nick Squires, KDOT, shared an overview of the K-96 Improvements Project and the progress that has been made since the last presentation was given to the TPB in March 2023. The K-96 Improvements Project aims to upgrade the K-96 corridor between I-135 and I-35. The project team recently presented Preferred Design Alternatives and Draft Environmental Assessment findings for the corridor at an open house on April 11, 2024.

Jacob Borchers, WSP, presented more details about the project including the scope and the planned designs for the interchanges. Improvements are needed to enhance safety, relieve traffic congestion, and increase capacity. The project includes upgrading the freeway between the I-135 and I-35 interchanges, expanding the highway from 4 to 6 lanes, and improving interchanges with seven streets: Hillside, Oliver, Woodlawn, Rock, Webb, Greenwich, and 21st. More details about the project are available at <https://k96improvements.ksdot.gov/>.

Discussion:

Mr. Warrington asked for clarification about the anticipated construction start date, Mr. Borchers said that it would likely start around 2027, after the North Junction project is completed, but that it will depend on when it enters the KDOT project pipeline.

Mr. Dennis asked if any improvements are planned for K-96 between Wichita and Hutchinson. Mr. Squires said that there is not anything planned as part of this project.

6. Committee & Partnership Updates

Chair Tuttle announced that the next meeting of the Executive Committee will be at 11:00 AM on August 15, 2024, in the MAPD Conference Room in the Ronald Reagan Building (271 W 3rd St. N, Room 237, Wichita, KS 67202). It will be an open meeting; anyone is welcome to attend.

J.B. Wilson, KDOT Wichita Metro, shared that the southbound I-35 to West Kellogg construction should be completed soon.

Mr. Parasa said that there is a K-254 Corridor Management Plan public meeting on May 22, 2024, from 5:30 -7:00 PM at Circle Middle School (14697 SW 20th St., Benton, KS 67017). More information can be viewed at <https://ike.ksdot.gov/k-254-corridor>.

7. Other Business

None.

8. The meeting was adjourned at 4:15 PM.

The next regular meeting will be held on Tuesday, June 11, 2024, at 3:00 PM.



Agenda Item 2Ci: Director's Report **Requests for Proposals (RFPs)**

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

WAMPO has issued or is preparing to issue several Requests for Proposals (RFPs) for consultants to help with the following projects: Developing an Intelligent Transportation Systems (ITS) architecture for the region; phase-2 updating of the Travel Demand Model (TDM); Safe Routes to School (SRTS) planning assistance; and preparing an application for a Safe Streets and Roads for All (SS4A) implementation grant in 2025.

Background

A Request for Proposals (RFP) is a document issued by an organization to solicit proposals from potential providers of goods or professional services. WAMPO has issued or is preparing to issue several RFPs for assistance on the following projects:

Intelligent Transportation Systems (ITS) Architecture

The purpose of developing a regional Intelligent Transportation Systems (ITS) architecture is to illustrate and document the integration of ITS across the regional transportation network, so that the planning and deployment thereof can take place in an organized and coordinated fashion. A consultant will be hired to assist in the development of an updated ITS regional architecture and to complete a comprehensive assessment and inventory of the current architecture. The RFP was issued on May 2, 2024, and the deadline for proposals was May 24, 2024. Two consultants submitted proposals, which are now under review.

Travel Demand Model (TDM) Update Phase 2

Because of the complexity of WAMPO's Travel Demand Model, which simulates current and future transportation scenarios, ongoing technical assistance is crucial for maintaining it and ensuring its effectiveness and accuracy. This project will secure expert technical support from a consultant to keep the model up-to-date, train WAMPO staff on its use, provide on-call technical support, generate model outputs as needed, and recommend improvements. The RFP was issued on May 9, 2024, and proposals will be accepted through June 7, 2024.

Safe Routes to School (SRTS) Planning Assistance

The Safe Routes to School (SRTS) program is a national initiative designed to enhance the safety and accessibility of walking and bicycling for students traveling to and from K-12 schools. WAMPO is seeking a consultant to assist in the development of SRTS plans for all schools/school districts in the region. The RFP was issued on May 31, 2024, and the deadline for proposals is June 28, 2024.

Safe Streets and Roads for All (SS4A) Implementation Grant Application

Safe Streets and Roads for All (SS4A) implementation grants are highly competitive federal grants for major safety-related infrastructure improvements. According to the FHWA, award amounts may vary between \$1 million and \$25 million dollars, depending on the project. Because the grants are so competitive, WAMPO will issue an RFP for a consultant to help develop a grant application for the 2025 round of funding.

Active Requests for Proposals can be viewed at <https://www.wampo.org/wampo-is-hiring> and RFP submissions can be emailed to wampo@wampo.org.



Executive Summary

On May 14, 2024, the TPB received an update from KDOT staff and consultants on the status of the K-96 Improvements Project. The Preliminary Engineering, ROW-acquisition, and Utility Relocation phases of the project are currently programmed in the WAMPO Transportation Improvement Program (TIP), but not the Construction and Construction Engineering phases, under the WAMPO I.D. R-21-06 and title "K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane".

Background

On May 14, 2024, the WAMPO Transportation Policy Body (TPB) received an update from Kansas Department of Transportation (KDOT) staff and consultants on the status of the K-96 Improvements Projects. This project, which covers the portion of state highway K-96 between I-135 and I-35 in Wichita, will widen the highway from four lanes (two in each direction) to six lanes (three in each direction), and make improvements to the interchanges between K-96 and various collector/arterial streets.

K-96 Improvements Project TIP Entry

The K-96 Improvements Project already appears in the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP), at <https://www.wampo.org/transportation-policy-body>, and is planned to be carried over to the FFY2025-FFY2028 TIP (a TPB approval vote on which is anticipated in August 2024), with updated engineering-contact information. As shown in the attached page (page A-118 of Appendix A of the FFY2023-FFY2026 TIP, as of Amendment 7), the K-96 Improvements Project appears in the TIP with the **WAMPO I.D. R-21-06** and the title "**K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane**". As of this writing, only the Preliminary Engineering, ROW-acquisition, and Utility Relocation phases of the project have been programmed in the TIP. KDOT staff will request the addition of the Construction and Construction Engineering phases when they are authorized. When the entire project is programmed in the TIP, it is expected to have a total estimated cost of approximately \$292,250,000.

Attachment

- » **K-96 Improvements Project Entry in WAMPO FFY2023-FFY2026 TIP**

Lead Agency KDOT

WAMPO I.D. R-21-06

KDOT Project I.D. KA-6099-02

Last TIP Action 23-06

Project Title K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane

Project Limits K-96: From North Hillside Street East to 13th Street

Project Scope Upgrade from 4-Lane to 6-lane freeway and bridge reconstruction (pavement replacement only from 21st Street to 13th Street).

Primary Mode Road - Highway Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Engineering Contact

Allison Smith

Mike Longshaw

KDOT

KDOT

785-296-0341

316-744-1271

allison.smith@ks.gov

mike.longshaw@ks.gov

Project Notes Project is authorized for PE, ROW, and UTIL ONLY. Total Project Cost is estimated to be \$292,250 K and should be used for planning purposes only.

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$25,565,300	\$0	\$0	\$0	\$0	\$0	\$0	\$25,565,300
2022	State			\$0	\$6,391,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,391,000
2024	Federal: NHPP	AC	State	\$8,521,700	\$0	\$17,043,500	\$0	\$0	\$0	\$0	\$0	\$25,565,200
2024	State			\$2,130,400	\$0	\$4,260,900	\$0	\$0	\$0	\$0	\$0	\$6,391,300
2029	Federal: NHPP	ACCP		\$8,521,700	\$25,565,300	\$17,043,500	\$0	\$0	\$0	\$0	\$0	\$51,130,500
Total (using AC, not ACCP)				\$10,652,100	\$31,956,300	\$21,304,400	\$0	\$0	\$0	\$0	\$0	\$63,912,800
Total (using ACCP, not AC)				\$10,652,100	\$31,956,300	\$21,304,400	\$0	\$0	\$0	\$0	\$0	\$63,912,800



Agenda Item 2Ciii: Director's Report
Quarterly Transit Update: Ridership Numbers

Dora Gallo, Transportation Planner
 Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

This report provides an update on WAMPO-region public transit operations for the quarter. It covers key performance indicators, such as ridership.

Background

The quarterly transit-operations update to the WAMPO TAC and TPB offers a comprehensive overview of key performance indicators, including ridership statistics. Across various transit services in the WAMPO region, fluctuations in ridership are evident, underscoring the dynamic nature of public transportation (see below).

Ridership is a pivotal benchmark for evaluating the efficacy of transit operations and identifying areas in need of attention or enhancement. Understanding the diverse patterns of ridership among different transit services enables stakeholders to devise tailored strategies to optimize service delivery and enhance overall passenger satisfaction. The substantial variance in ridership figures underscores the multifaceted factors influencing public transit usage, ranging from demographic shifts to service accessibility and economic dynamics. As transit agencies continue to navigate evolving societal needs and preferences, leveraging insights from ridership data remains instrumental to fostering sustainable and responsive transit systems that cater to the diverse needs of communities.

Ridership

There are several government-provided transit services within the WAMPO region, including Wichita Transit, Derby Dash, Haysville Hustle, Sedgwick County Transportation, and Butler County Transit. The table below highlights the annual ridership of each of these providers. Haysville Hustle began operations in November 2020, which is why the table does not show Haysville Hustle ridership numbers for 2018 or 2019 and its 2020 ridership is only 31. The Butler County Transit numbers include ridership across all of Butler County, not just the portion that is in the WAMPO region.

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



Executive Summary

The Wichita Area Metropolitan Planning Organization (WAMPO) places safety at the forefront of transportation planning. This presentation will provide an update on recent safety-related trainings and initiatives, including a Road Safety Assessment Training, KDOT Transportation Safety Conference, ICT Safe: A Regional Transportation Coalition meeting, and the WAMPO/KDOT Behavioral Safety Grant opportunity.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) places safety at the forefront of transportation planning. With the understanding that safe roads and safe speeds are critical elements in the provision of a safe transportation system, WAMPO employs safety as an important criterion in the evaluation and selection of roadway, traffic management, bicycle, and pedestrian projects for funding. Proposed initiatives undergo a comprehensive evaluation, with the potential to address noted safety problems or improve overall safety metrics influencing their overall score and thereby the likeliness of being selected for funding. This unwavering focus on safety underscores WAMPO's commitment to cultivate a transportation environment where safety is intrinsic, ensuring each journey concludes as intended and people return home safely.

Road Safety Assessment/Audit (RSA) Training

One of the ongoing strategies identified in the WAMPO Comprehensive Safety Action Plan (CSAP) is the completion of at least two (2) Road Safety Assessments/Audits (RSAs) each year. On April 10, 2024, members of WAMPO staff and local jurisdiction staff attended a bicycle and pedestrian-focused RSA training facilitated by the Kansas Local Technical Assistance Program (LTAP) and hosted at the WAMPO offices. Kansas LTAP receives support from the Federal Highway Administration (FHWA), the Kansas Department of Transportation (KDOT), and the University of Kansas, to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and knowledge at local governments through training, technical assistance and technology transfer. The RSA training afforded WAMPO staff and partners the knowledge and resources necessary to conduct and assist jurisdictions with these assessments in the WAMPO region.

KDOT Transportation Safety Conference

Members of WAMPO staff attended the 29th Annual KDOT Transportation Safety Conference in Topeka on April 16 and April 17, 2024. The conference provided valuable information presented by keynote speakers, curated breakout sessions covering a range of transportation safety topics, and featured several networking breaks that allowed attendees to meet and talk with speakers, colleagues, and exhibitors. WAMPO staff also had an opportunity to present on the CSAP and WAMPO's Safe Streets and Roads for All (SS4A) grant experience. Notable takeaways include the importance of framing traffic safety as public health and the use of key resources such as the [Drive to Zero Crash Data Dashboard](#) and KDOT's [Vulnerable Road User \(VRU\) Safety Assessment Tool](#).



ICT Safe: A Regional Transportation Coalition May 1, 2024, Meeting

ICT Safe: A Regional Transportation Coalition held its quarterly meeting on May 1, 2024. The mission of ICT Safe is to reduce transportation-related fatalities and serious injuries in the WAMPO region by implementing the Comprehensive Safety Action Plan (CSAP). It includes a diverse range of stakeholders involved in education, engineering, enforcement, and emergency response, and has several smaller entities under the overarching ICT Safe umbrella. The May 1, 2024, meeting agenda included introductions and updates from all attendees, an update from the Wichita Sports Commission and the Fans with a Plan campaign, a CSAP progress report, a presentation about the services provided by the DUI Victims Center of Kansas, and an announcement about the Behavioral Safety Grant opportunity. The next meeting will be held virtually on August 7, 2024, at 9:30 AM. For more information about the Coalition, please visit www.wampo.org/ict-safe.

Staff are working with several groups/committees that share a similar purpose join together to create a structure that better supports community engagement. Staff are proposing that ICT Safe serve as the overarching coalition with the Active Transportation Committee and Drive Safe Sedgwick workgroup serving as active committees. This will help increase information/resource sharing among all members while reducing the number of quarterly meetings.

WAMPO/KDOT Behavioral Safety Grant Opportunity

The Behavioral Safety Office of the Kansas Department of Transportation (KDOT) and WAMPO are jointly conducting a Call for Projects for Behavioral Safety Grants in the WAMPO region. These are reimbursement grants for up to \$30,000 each. Funding for the grants comes from the National Highway Traffic Safety Administration (NHTSA) and will be administered by KDOT. The total amount available for all projects in 2024 is \$50,000. Grant applications need to address the concerns of ICT Safe, the Drive to Zero Coalition, the WAMPO Comprehensive Safety Action Plan (CSAP), and/or the Kansas Strategic Highway Safety Plan. Projects should fall under the Safer People element of the USDOT Safe System Approach and all grants under this program must focus on improving road-user behavior; construction projects are not eligible expenses. The application deadline is June 30, 2024. Grant guidelines, rubric, and application are available at www.wampo.org/safety.

Attachments

- » **Comprehensive Safety Action Plan (CSAP)** - <https://bit.ly/WAMPO-CSAP>
- » **Behavioral Safety Grant Application** - www.wampo.org/safety



Agenda Item 2Cv: Director's Report Heartland Flyer Extension Update

Markey Jonas, Administrative & Public Outreach Coordinator

Executive Summary

On December 8, 2023, the Federal Railroad Administration (FRA) selected the Heartland Flyer Extension between Oklahoma City, OK and Newton, KS (through Wichita, KS) as a possible future intercity passenger rail route in the Corridor Identification and Development Program. The Kansas Department of Transportation (KDOT) is anticipated to complete a Service Development Plan (SDP) in June 2024. Whereas the KDOT IKE program and federal matching funds could pay for planning and construction, legislative action would be required to pay for the operation of the Heartland Flyer Extension.

Background

Currently, Amtrak's Heartland Flyer route provides passenger rail service between Fort Worth, TX and Oklahoma City, OK. Bus service connects the end of the Heartland Flyer route to the Newton, KS stop on the Southwest Chief route, between Chicago, IL and Los Angeles, CA. Among other locations in Oklahoma and Kansas, this connecting bus service stops in Wichita, KS, but no passenger trains stop in Wichita.

On December 8, 2023, the Federal Railroad Administration (FRA) selected the so-called Heartland Flyer Extension for inclusion in its Corridor Identification and Development Program. As its name suggests, the Heartland Flyer extension would extend Amtrak's Heartland Flyer route north from Oklahoma City to Newton, KS, where it would connect with the Southwest Chief route. Among other places between Fort Worth, TX and Newton, KS, the extended Heartland Flyer route would stop in Wichita, KS.

Using an FRA award of up to \$500,000, the Kansas Department of Transportation (KDOT) is anticipated to complete a Service Development Plan (SDP) and Benefit-Cost Analysis for the Heartland Flyer Extension in June 2024. Meanwhile, the Oklahoma Department of Transportation (ODOT) is preparing an Economic Impact Study.

The KDOT Eisenhower Legacy Transportation Program (IKE) and federal matching funds may pay for the planning and eventual construction of the Heartland Flyer Extension. However, the route's operating expenses would need to be paid for by other means, to be established through legislation.



Agenda Item 2Di: Consent Agenda
Regional Asset Inventory Cancellation of Agreement
Peter Mohr, Manager of Transportation Engineering & Data
Kelly Rundell, Hite, Fanning & Honeyman L.L.P.

Executive Summary

In 2019, WAMPO and the Kansas Department of Transportation (KDOT) entered into an agreement concerning the use of Surface Transportation Block Grant (STBG) funds on the WAMPO-sponsored project “Regional Asset Inventory”. After initiating efforts to explore the project's feasibility, WAMPO and its governing body decided to prioritize other initiatives, leading to the cancellation of staff efforts to complete the project. Consequently, all funds awarded to the project were deobligated and reprogrammed to other projects. Although all funds for this project were deobligated in Federal Fiscal Year (FFY) 2020, the agreement with KDOT still exists. KDOT has requested the cancellation of this agreement.

Background

In 2019, WAMPO and the Kansas Department of Transportation (KDOT) entered into an agreement concerning the use of Surface Transportation Block Grant (STBG) funds on the WAMPO-sponsored project “Regional Asset Inventory”. The project was assigned KDOT I.D. N-0688-19 and funds were obligated in Federal Fiscal Year (FFY) 2019. However, after initiating efforts to explore the project's feasibility, WAMPO and its governing body decided to prioritize other initiatives, leading to the cancellation of staff efforts to complete the project. Consequently, all funds awarded to the project were deobligated and reprogrammed to other projects in the WAMPO Transportation Improvement Program (TIP).

In May 2024, it was brought to the attention of WAMPO staff that despite all funds for this project having been deobligated in FFY2020, the formal agreement with KDOT still exists. KDOT has requested the cancellation of this agreement. To that end, a formal Cancellation of Agreement document has been prepared by KDOT and is now offered for TPB approval.

Staff Recommendation

- » Approve the N-0688-19 Regional Asset Inventory Cancellation of Agreement, as presented.

Attachments

- » **Letter from KDOT to WAMPO requesting Cancellation of Agreement**
- » **N-0688-19 Regional Asset Inventory Cancellation of Agreement (will require signatures upon approval)**



Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

Calvin E. Reed, P.E., Secretary
Michael J. Moriarty, Chief

Department of Transportation
Bureau of Transportation Planning

Phone: 785-296-3841
Fax: 785-296-8168
kdot#publicinfo@ks.gov
<http://www.ksdot.gov>
Laura Kelly, Governor

May 31, 2024

Mr. Chad Parasa
Wichita Area Metropolitan Planning Organization
271 W. 3rd Street, Ste. 208
Wichita, Kansas 67202

Agreement No. 404-24
Wichita Area Metropolitan planning
Organization
Regional Asset Inventory

RE: Cancellation Agreement No. 404-24 for Project No. 87 N-0688-19 WAMPO Regional Asset Inventory

Dear Mr. Parasa:

I am sending you the proposed cancellation agreement original for the above referenced project. If the proposed agreement is satisfactory, please sign the attached copy and handle with your governing body for their review and action at their next scheduled meeting. This copy should be executed on the part of WAMPO and then be returned to this office for further handling with the Secretary of Transportation. Please email a copy of this agreement as executed by WAMPO directly to KDOT#OCC.Contracts@ks.gov in KDOT's Office of Chief Counsel with a copy to me. WAMPO will be sent a fully executed copy of the agreement upon full execution by the Secretary of Transportation.

If you have any questions regarding this cancellation agreement, please feel free to contact me at (785) 296-0341. I look forward to working with you.

Sincerely,

Allison L. Smith
Environmental Coordinator/Senior MPO Liaison

Enclosures

cc: File

PROJECT NO. 87 N-0688-19
STP-N068(819)
REGIONAL ASSET INVENTORY
WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

CANCELLATION OF AGREEMENT

PARTIES: **Secretary of Transportation**, Kansas Department of Transportation (KDOT) (the “Secretary”)

Wichita Area Metropolitan Planning Organization (the “Sponsor”)

Collectively referred to as the “Parties.”

PURPOSE: The Parties desire to cancel the Original Agreement No. 236-18, Project No. 87 N-0688-19 for Regional Asset Inventory, dated April 4, 2019.

EFFECTIVE

DATE: The Parties mutually agree the Original Agreement has been cancelled as of the date signed by the Secretary or designee at the request of KDOT.

IN WITNESS WHEREOF, the Parties have caused this Cancellation of Agreement to be signed by their duly authorized officers.

ATTEST:

**WICHITA AREA METROPOLITAN
PLANNING ORGANIZATION**

(Date)
(SEAL)

POLICY BOARD CHAIR

Kansas Department of Transportation
Secretary of Transportation

By: _____
Greg M. Scheiber, P.E. (Date)
Deputy Secretary and
State Transportation Engineer



Agenda Item 3

Public Comment Opportunity

Wichita Councilmember Becky Tuttle, TPB Chair

Background

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

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



Agenda Item 4A: Action

FFY2025-FFY2028 TIP: Project Selection Committee (PSC)

WAMPO-Suballocated Funding Recommendations

Peter Mohr, Manager of Transportation Engineering and Data

Executive Summary

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). Submissions during that period led to a list of scored, candidate projects that were considered by the Project Selection Committee (PSC) at meetings in April-May 2024 for recommendations to the TAC and TPB on which projects to award FFY2025-FFY2028 WAMPO-suballocated funding. The TAC has endorsed the PSC-recommended FFY2025-FFY2028 funding awards, which the TPB is now asked to consider for formal approval.

Background

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

WAMPO staff and the consultant team of JEO and Caliper have reflected the submitted projects in the updated Travel Demand Model (TDM) for the region, so that their potential effects on future traffic conditions may be modeled. Using the outputs of the updated TDM, among other data sources, WAMPO staff and the consulting firm PEC have scored and ranked the submitted projects in accordance with the evaluation criteria adopted by the TPB on October 12, 2021, within each of nine (9) project categories. Kansas Department of Transportation (KDOT) staff have reviewed the near-term projects for eligibility for WAMPO-suballocated funding.

WAMPO staff provided information on the submitted projects, including their calculated scores and ranks and the results of the review by KDOT, to the members of the Project Selection Committee (PSC) for consideration. The PSC held meetings on which of these projects to recommend for FFY2025-FFY2028 WAMPO-suballocated funding on April 4, April 26, and May 3, 2024.



Agenda Item 4A: Action

FFY2025-FFY2028 TIP: Project Selection Committee (PSC)

WAMPO-Suballocated Funding Recommendations

Peter Mohr, Manager of Transportation Engineering and Data

Available FFY2025-FFY2028 TIP WAMPO-Suballocated Funding

FFY	TA	CMAQ	CRP	STBG	TOTAL
2025	\$0	\$163,212	\$1,464,541	\$1,454,645	\$3,082,398
2026	\$0	\$0	\$1,367,689	\$339,643	\$1,707,332
2027	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050
2028	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050

These anticipated available WAMPO-suballocated funds during FFY2025-FFY2028 are based on the assumption that the FFY2024 Obligation Limitations for each funding program will hold steady through FFY2028. From those Obligation Limitations, funds already programmed to projects through FFY2026 (in the FFY2023-FFY2026 TIP) have been subtracted.

PSC Recommendations on FFY2025-FFY2028 WAMPO-Suballocated Funding

The projects the PSC has recommended for WAMPO-suballocated funding include several new FFY2027-FFY2028 projects, as well as funding increases for several projects that already have some WAMPO-suballocated funding in the FFY2023-FFY2026 TIP, but are currently at less than the maximum of 80% Federal funding.

Project Selection Committee (PSC) Recommended New/Increased Funding: FFY2025-FFY2028 Projects

WAMPO I.D.	Lead Agency	Project Title	FFY(s)	Funding Program(s)	Amt. Added	New % Fed. Funding
R-19-17*	Wichita	West St., I-235-MacArthur	2024, 2025	TA, CMAQ, STBG	\$80,001	80.00%
40-510*	Wichita	17th St N, I-135 to Hillside	2025	TA, STBG	\$72,413	80.00%
40-537*	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	2025, 2026	TA, STBG	\$282,019	80.00%
40-056*	Wichita	Wichita Intelligent Transportation System - E 21st St N	2025, 2026	CMAQ, STBG	\$126,723	80.00%
40-540*	Derby	Rock Road Corridor Improvements	2026	TA, STBG	\$1,121,082	80.00%
40-522*	Wichita	Redbud Path, Woodlawn to K-96	2025, 2026, 2027, 2028	TA, CMAQ, CRP, STBG	\$4,867,966	61.04%
MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	2027	TA	\$778,400	80.00%
MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	2027	TA	\$673,941	80.00%
TM-25-001	Wichita	ITS - 21st St and Maize to Downtown	2027, 2028	CMAQ	\$2,832,000	80.00%
MB-25-006	Butler County & Sedgwick County	W Rosewood/E 63rd St. S. Multi-use Path	2028	TA, CRP	\$2,573,600	80.00%
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	2028	CMAQ	\$1,062,672	78.72%
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South	2027	STBG	\$1,238,997	68.72%
RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)	2027	STBG	\$4,589,020	68.72%
RM-25-022	Park City	85th Street and Broadway Roundabout	2027	STBG	\$581,183	68.72%
40-015	Bel Aire	45th Oliver to Woodlawn	2027, 2028	STBG	\$7,527,266	68.72%
RM-25-038	Wichita	127th St E, 13th to Douglas	2028	STBG	\$5,960,547	68.72%
Total					\$34,367,830	

*Project already has some WAMPO-suballocated funding (less than 80% Federal maximum)

Fiscal Considerations

These funding recommendations would use up all of the remaining anticipated available FFY2025-FFY2028 WAMPO-suballocated federal funding. They would also bring all but one of the FFY2025-FFY2026 projects currently programmed to receive WAMPO-suballocated funding in the TIP up to the maximum of 80% federal funding (see table above); the exception is the Wichita project “Redbud Path, Woodlawn to K-96”.

During the project-selection process, the PSC requested and received from the sponsors of certain candidate FFY2027-FFY2028 projects revised estimates of those projects’ qualifying costs, which were used to calculate the values in the column “New % Fed. Funding” in the above table.



Agenda Item 4A: Action

FFY2025-FFY2028 TIP: Project Selection Committee (PSC)

WAMPO-Suballocated Funding Recommendations

Peter Mohr, Manager of Transportation Engineering and Data

TAC Recommendation

Approve the PSC's project selections for WAMPO-suballocated funding in FFY2025-FFY2028, as presented.

Action Options

- » **Approve** the PSC's project selections for WAMPO-suballocated funding in FFY2025-FFY2028, **as presented**.
- » **Not approve** the PSC's project selections for WAMPO-suballocated funding in FFY2025-FFY2028.
- » **Approve** the PSC's project selections for WAMPO-suballocated funding in FFY2025-FFY2028, **with specific changes**.

Next Steps

- » June 11, 2024 (immediately after the TPB votes on this current Action Item):
 - TPB vote on FFY2023-FFY2026 TIP Amendment #8, including programming into the TIP FFY2025-FFY2026 WAMPO-suballocated funding awards referenced in this Action Item (see above). The scheduled Public Comment period for this TIP amendment began when the PSC had decided on some, but not all, of its FFY2025-FFY2028 recommendations, so not all of those recommendations are reflected in Amendment 8; the rest of the PSC's FFY2025-FFY2028 WAMPO-suballocated funding recommendations, if approved by the TPB, will be reflected in the FFY2025-FFY2028 TIP when it is adopted (see below).
- » May-June 2024: State/Federal review of draft FFY2025-FFY2028 TIP.
- » June 12-July 11, 2024: 30-day Public Comment period for FFY2025-FFY2028 TIP.
- » July 22, 2024: TAC recommendation on FFY2025-FFY2028 TIP.
- » August 13, 2024: TPB vote on FFY2025-FFY2028 TIP.

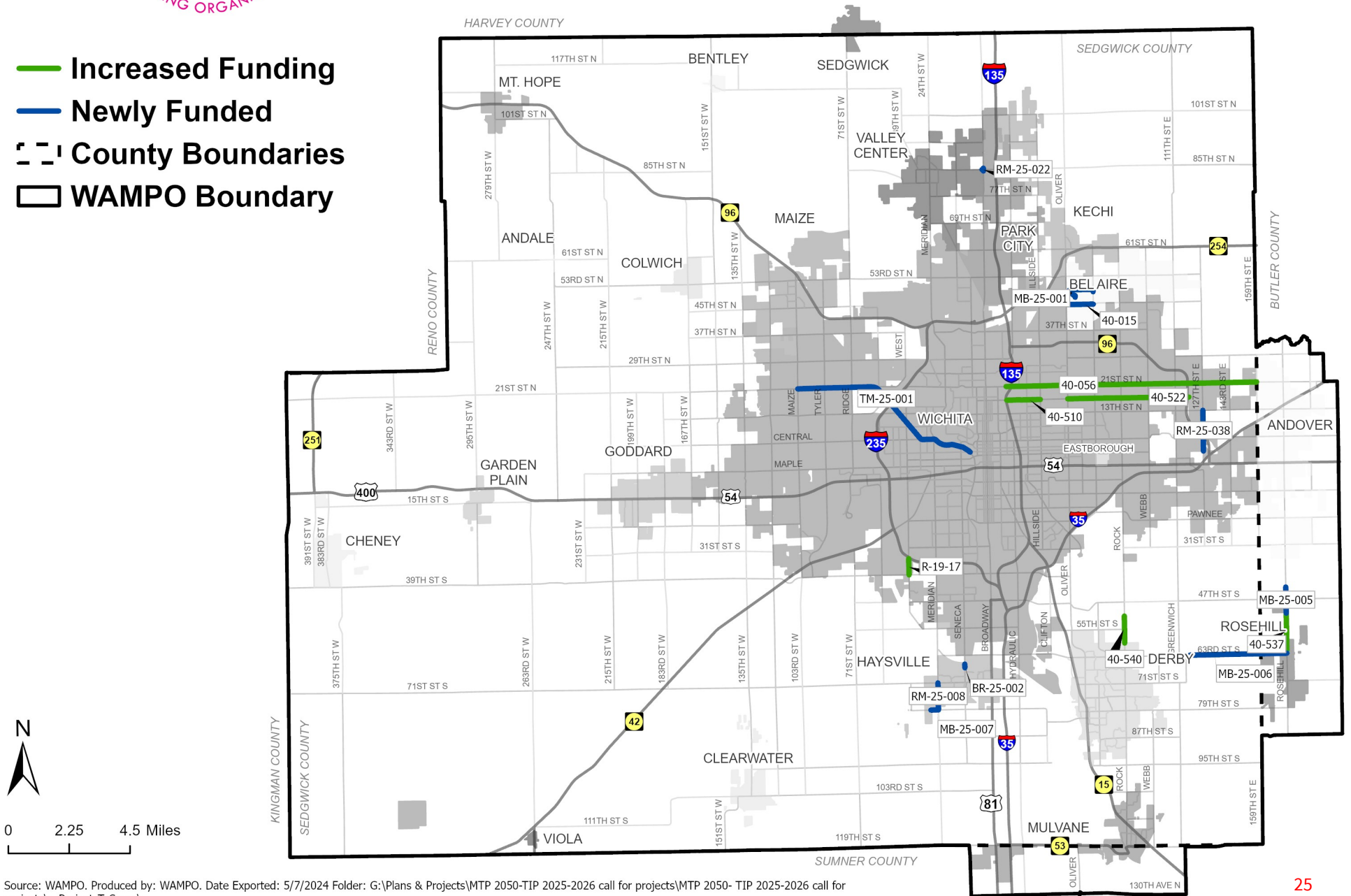
Attachments

- » **Map of PSC-Recommended Projects for New or Increased FFY2025-FFY2028 WAMPO-Suballocated Funding**
- » **Map and Table of Candidate Projects for New WAMPO-Suballocated Funding in FFY2027-FFY2028**



PSC Recommendations: New/Increased WAMPO-Suballocated Funding for FFY2025-FFY2028 Projects

- Increased Funding
- Newly Funded
- County Boundaries
- WAMPO Boundary

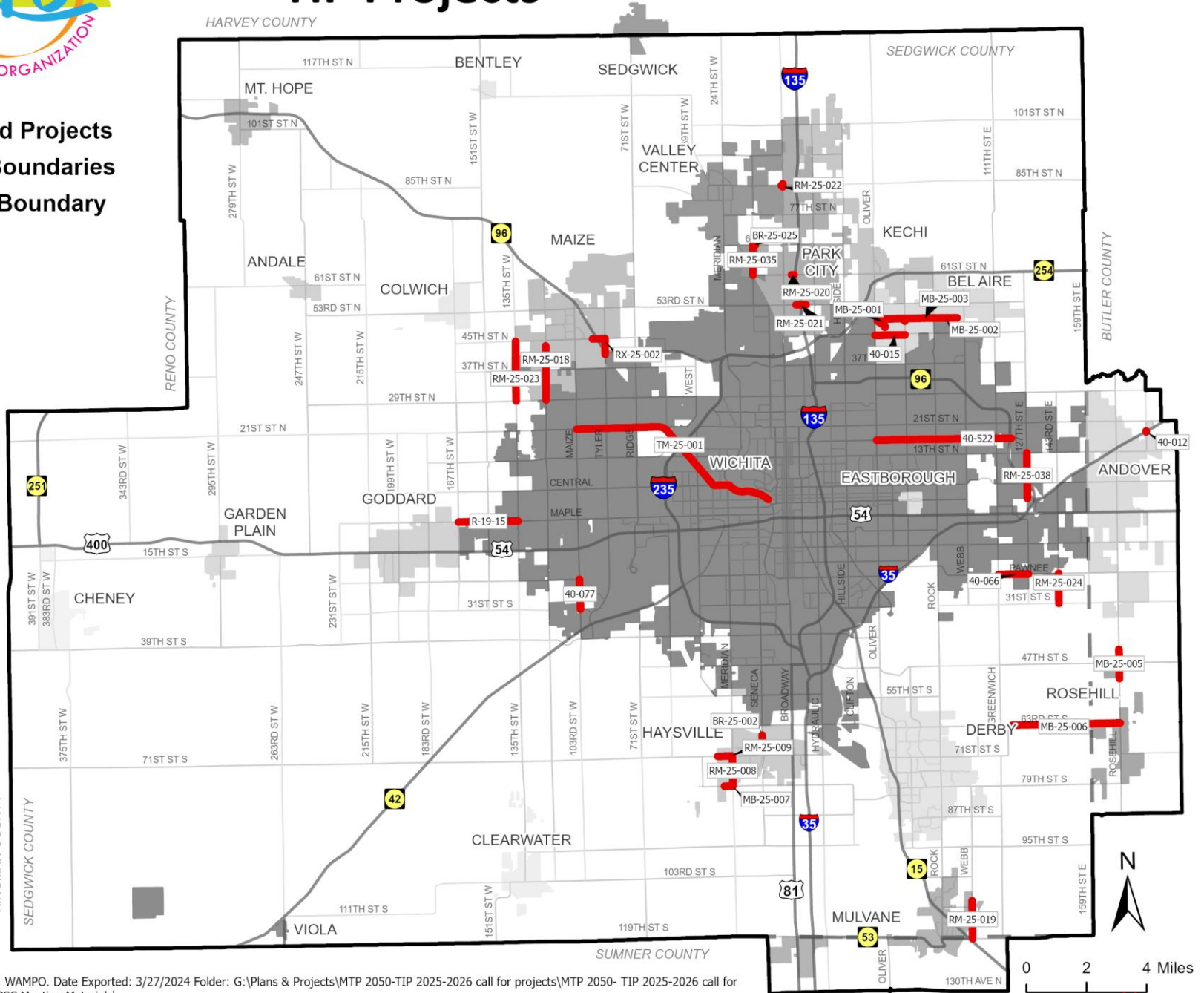


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Submitted FFYs 2025 - 2028 TIP Projects

- Submitted Projects
- County Boundaries
- WAMPO Boundary



Source: WAMPO. Produced by: WAMPO. Date Exported: 3/27/2024 Folder: G:\Plans & Projects\MTP 2050-TIP 2025-2026 call for projects\MTP 2050- TIP 2025-2026 call for projects\z_ProjectsToScore\z_PSC Meeting Materials\

CANDIDATE PROJECTS FOR FFY2027-FFY2028 WAMPO-SUBALLOCATED FUNDING

WAMPO I.D.	Lead Agency	Project Title	Eligible Funding Programs*				Requested Year	Max. Federal Award**	Project Type***	Project Score
			TA	CMAQ	CRP	STBG				
40-012	Andover	Prairie Creek Rd. Bridge Over I-35/KTA				STBG	2026	\$3,706,259	BR	63.00
BR-25-025	Valley Center	69th St Bridge Replacement				STBG	2027	\$1,414,768	BR	53.50
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South				STBG	2027	\$1,442,355	BR	52.50
TM-25-001	Wichita	ITS - 21st St and Maize to Downtown		CMAQ	CRP	STBG	2027	\$2,832,000	TM	80.50
RM-25-038	Wichita	127th St E, 13th to Douglas				STBG	2027	\$6,938,857	RM	62.00
40-066	Wichita	Pawnee, Greenwich to 127th St E				STBG	2028	\$6,248,000	RM	56.50
RM-25-021	Park City	53rd Street & I-135 Divergent Diamond Intersection (DDI)				STBG	2025	\$4,278,930	RM	56.00
40-015	Bel Aire	45th Oliver to Woodlawn				STBG	2026	\$8,762,723	RM	53.75
R-19-15	Wichita	Maple, 135th St W to 167th St W				STBG	2027	\$13,184,000	RM	53.75
40-077	Wichita	Maize Road, Pawnee to 31st Street South				STBG	2028	\$6,560,000	RM	52.00
RM-25-019	Mulvane	Webb - Sapphire to 119th Street				STBG	2027	\$6,200,477	RM	50.75
RM-25-018	Maize	119th Street Improvements from 29th Street to Wilkinson Street				STBG	2025	\$9,839,737	RM	49.50
RM-25-009	Haysville	Grand - Meridian to 1/2 Mile West				STBG	2028	\$3,933,405	RM	48.00
RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)				STBG	2027	\$5,342,221	RM	42.00
RM-25-022	Park City	85th Street and Broadway Roundabout		CMAQ	CRP	STBG	2025	\$676,573	RM	40.50
RM-25-023	Sedgwick County	R363: 135th St.West from 29th St North to 45th St. North				STBG	2027	\$3,400,000	RM	38.50
RM-25-020	Park City	61st and I-135 Southbound Ramps Roundabout		CMAQ	CRP	STBG	2025	\$2,276,670	RM	38.25
RM-25-024	Sedgwick County	R339: 143rd St. East from Pawnee to 31st Street South				STBG	2028	\$200,000	RM	36.75
RM-25-035	Valley Center	Seneca from 61st to 69th				STBG	2027	\$2,305,434	RM	36.00
RX-25-002	Maize	45th Street and Tyler Road Improvements (Near Term)				STBG	2026	\$22,107,551	RX	66.50
40-522	Wichita	Redbud Path, Woodlawn to K-96	TA	CMAQ	CRP	STBG	2025	\$7,073,981	MB	77.25
MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	TA	CMAQ	CRP	STBG	2026	\$778,401	MB	75.25
MB-25-006	Butler & Sedgwick Counties	BUTLER: W Rosewood/E 63rd St. S. Multi-use Path; SEDGWICK: 63rd Street Pathway	TA	CMAQ	CRP	STBG	BUTLER: 2028 SEDGWICK: 2029-2032	\$2,573,600	MB	73.75
MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	TA	CMAQ	CRP	STBG	2027	\$673,942	MB	70.25
MB-25-003	Bel Aire	Bel Aire Bike Ped Trail Phase 3	TA	CMAQ	CRP	STBG	2028	\$651,097	MB	67.75
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	TA	CMAQ	CRP	STBG	2026	\$1,080,000	MB	63.50
MB-25-002	Bel Aire	Bel Aire Bike Ped Trail Phase 2	TA	CMAQ	CRP	STBG	2027	\$651,097	MB	60.75

*By the estimate of WAMPO staff, all elements of the project could be funded from each of the funding programs marked here, if funds are available.

** Max federal award is 80% of inflation-adjusted reported construction/implementation costs

***Project Types (each with its own scoring criteria) are coded as follows:

- BR-----> Bridge Project
- TM-----> Traffic Management Technology Project
- RM-----> Roadway Reconstruction/Modernization Project
- RX-----> Roadway Expansion Project (adding through lanes to existing roadway)
- RN-----> New Roadway Project (where there was not a roadway previously)
- MB-----> Multiuse Trail or Bicycle Facility Project
- PF-----> Pedestrian Facility Project
- SR-----> Safe Routes to School Infrastructure Project
- TR-----> Public Transit Project



Agenda Item 4B: Action **FFY2023-FFY2026 Transportation Improvement Program Amendment #8**

Peter Mohr, Manager of Transportation Engineering and Data

Executive Summary

The TPB is asked to take action on proposed Amendment #8 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #8 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. Among other things, this amendment would enact some, but not all, of the Project Selection Committee's (PSC's) WAMPO-suballocated funding recommendations from the previous action item, provided the TPB approves those recommendations. The Public Comment period for Amendment #8 opened on May 3, 2024, and ran through May 17, 2024. No public comments were received.

Background

Amendment #8 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the eighth scheduled amendment for this TIP, **adding eight (8) new projects** and **modifying seven (7) projects**. The below-linked Amendment #8 summary also provides notice of **administrative adjustments to two (2) projects**, which do not require approval by the TAC or TPB. The Public Comment period for Amendment #8 opened on May 3, 2024, and ran through May 17, 2024. No public comments were received. The FFY2023-FFY2026 TIP took effect on October 1, 2022, and may be found at www.wampo.org/transportation-improvement-program. The TPB is now asked to vote on the proposed project additions/modifications.

Among other things, this amendment would enact some, but not all, of the Project Selection Committee's (PSC's) WAMPO-suballocated funding recommendations on which the TPB was asked to vote in the previous action item. The PSC recommendations enacted through FFY2023-FFY2026 TIP Amendment #8 consist of FFY2025-FFY2026 project funding on which the PSC had reached a decision prior to the start of the Public Comment period for Amendment #8.

Fiscal Considerations

Federal regulations require that the TIP be "fiscally constrained," meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes (see below table), the TIP is fiscally constrained for the period FFY2023-FFY2026.



Agenda Item 4B: Action

FFY2023-FFY2026 Transportation Improvement Program Amendment #8

Peter Mohr, Manager of Transportation Engineering and Data

WAMPO ID	Lead Agency	Project Title	Change in Local Funding	Change in State Funding	Change in Federal Funding	Change in Overall Funding
40-540	City of Derby	Rock Road Corridor Improvements	(\$1,121,082)	\$0	\$1,121,082	\$0
40-056	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	(\$126,723)	\$0	\$126,723	\$0
40-510	City of Wichita	17th St N, I-135 to Hillside	(\$72,413)	\$0	\$72,413	\$0
40-522	City of Wichita	Redbud Path from Woodlawn to K-96	\$4,081,765	\$0	\$2,869,216	\$6,950,981
R-19-17	City of Wichita	West St., I-235-MacArthur	(\$80,001)	\$0	\$80,001	\$0
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	(\$282,019)	\$0	\$282,019	\$0
B-22-02	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	\$0	\$674,300	\$1,328,300	\$2,002,600
R-24-01	KDOT	City of Goddard: US-54 and 183rd Street [New Project]	\$0	\$1,010,000	\$0	\$1,010,000
RR-24-01	KDOT	Rail Line Rehabilitation along the K&O Railroad [New Project]	\$0	\$803,300	\$0	\$803,300
RR-24-02	KDOT	KO Railroad & Harry Street in Wichita [New Project]	\$0	\$0	\$501,000	\$501,000
RR-24-03	KDOT	KO Railroad & Southwest Boulevard in Wichita [New Project]	\$0	\$0	\$501,000	\$501,000
RR-24-04	KDOT	KO Railroad & May Street in Wichita [New Project]	\$0	\$0	\$501,000	\$501,000
RR-24-05	KDOT	KO Railroad & 31st Street in Wichita [New Project]	\$0	\$0	\$501,000	\$501,000
RR-24-06	KDOT	KO Railroad & Tracy Avenue in Clearwater [New Project]	\$0	\$0	\$501,000	\$501,000
RR-24-07	KDOT	KO Railroad & St. Clair Street in Wichita [New Project]	\$0	\$0	\$501,000	\$501,000
BP-23-02*	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$0	\$0	\$0	\$0
40-511*	Sedgwick County	Maple Street Pathway	\$0	\$0	\$0	\$0
Total			\$2,399,527	\$2,487,600	\$8,885,754	\$13,772,881

* Administrative Adjustment

Among other changes, contingent on the TPB’s action on the PSC’s recommendations, Amendment #8 adds WAMPO-suballocated Surface Transportation Block Grant (STBG), Congestion Management and Air Quality (CMAQ), and/or Carbon Reduction Program (CRP) funds to six (6) projects, drawing from year-end balances that had been projected for those funding programs in FFY2025 and FFY2026. Meanwhile, the two (2) administrative adjustments accompanying Amendment #8 change the mixture of Transportation Alternatives (TA) and CRP funding on the Sedgwick County project “Maple Street Pathway” (to eliminate a projected deficit of TA funds at the end of FFY2026) and move the construction of the CRP-funded Bel Aire project “53rd Street, Oliver to Woodlawn Multi-Use Path” back from FFY2024 to FFY2025, without changing the overall amount of WAMPO-suballocated federal funding on either project:

Changes in WAMPO-Suballocated Federal Funding

Sponsor	Project Title	STBG	CMAQ	TA	TA-STBG	CRP	TOTAL
City of Derby	Rock Road Corridor Improvements	\$1,121,082	--	--	--	--	\$1,121,082
City of Wichita	Wichita Intelligent Transportation System - E 21st St N	--	\$126,723	--	--	--	\$126,723
City of Wichita	17th St N, I-135 to Hillside	\$72,413	--	--	--	--	\$72,413
City of Wichita	Redbud Path from Woodlawn to K-96	\$497	\$36,489	--	--	\$2,832,230	\$2,869,216
City of Wichita	West St., I-235-MacArthur	\$80,001	--	--	--	--	\$80,001
Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$282,019	--	--	--	--	\$282,019
City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path*	--	--	--	--	--	--
Sedgwick County	Maple Street Pathway*	--	--	-\$32,849	--	\$32,849	--
Total		\$1,556,012	\$163,212	-\$32,849	\$0	\$2,865,079	\$4,551,454

* Administrative Adjustment



Agenda Item 4B: Action **FFY2023-FFY2026 Transportation Improvement Program Amendment #8**

Peter Mohr, Manager of Transportation Engineering and Data

TAC Recommendation

Approve FFY2023-FFY2026 TIP Amendment #8, as presented.

Action Options

- » **Approve** FFY2023-FFY2026 TIP Amendment #8, **as presented**.
- » **Not approve** FFY2023-FFY2026 TIP Amendment #8.
- » **Approve** FFY2023-FFY2026 TIP Amendment #8, **with specific changes**.

Next Steps

- » The approved amendment will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in July 2024.

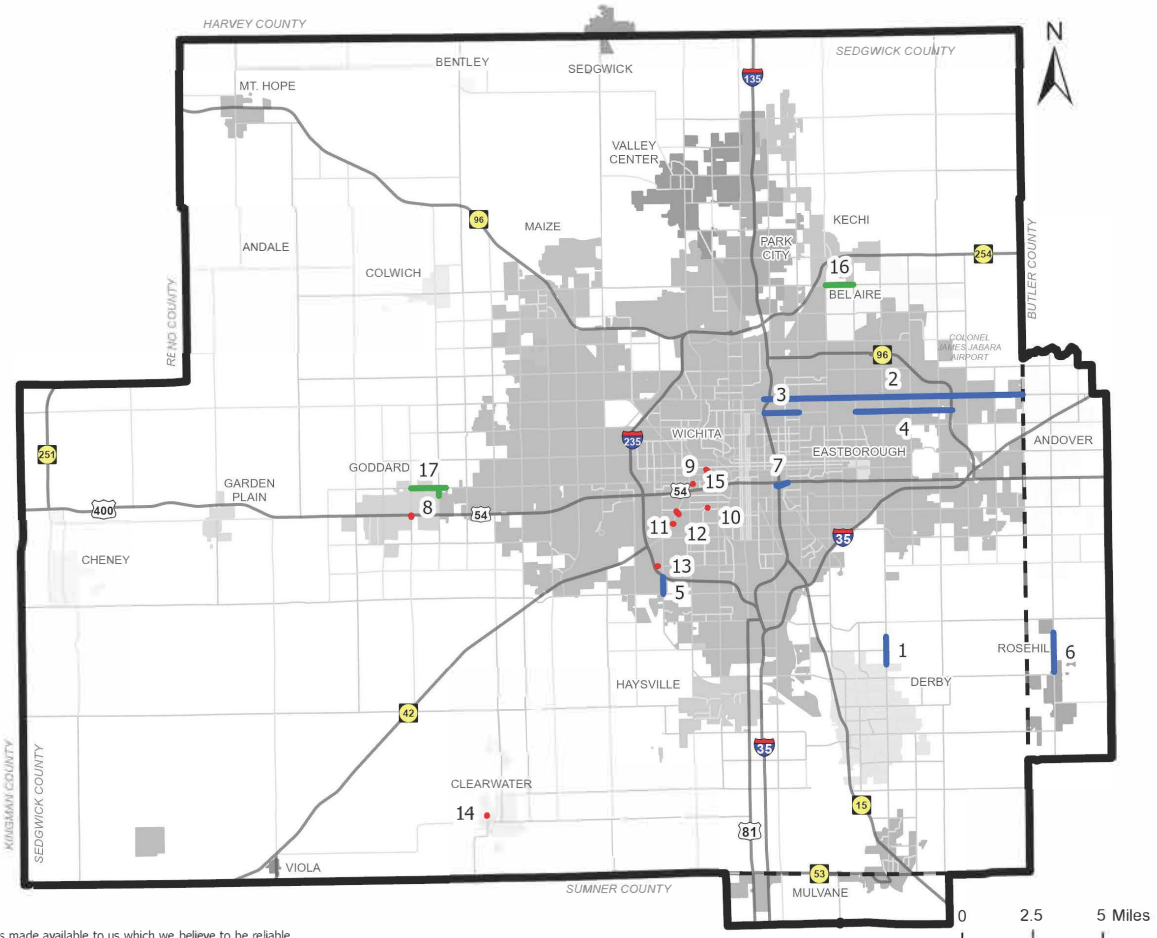
Attachments

- » **Map and Table of FFY2023-FFY2026 TIP Amendment #8 Projects**
- » **FFY2023-FFY2026 TIP Amendment #8 Summary** – <https://bit.ly/TIP-Amendment-8-Summary>



2023-2026 Transportation Improvement Program Amendment 8 Projects

- Amendment 8 New Projects
- Amendment 8 Amended Projects
- Administrative Adjustment 7.1 Projects
- County Boundaries
- WAMPO Planning Boundary



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 5/8/2024
 Folder: G:\TIP\2023-2026\Projects\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

#	Lead Agency	Project Title	Total Project Cost
1	City of Derby	Rock Road Corridor Improvements	\$6,703,812
2	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	\$5,500,000
3	City of Wichita	17th St N, I-135 to Hillside	\$3,300,000
4	City of Wichita	Redbud Path from Woodlawn to K-96	\$14,185,000
5	City of Wichita	West St., I-235-MacArthur	\$6,192,694
6	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$13,047,000
7	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	\$2,897,700
8	KDOT	City of Goddard: US-54 and 183rd Street	\$1,010,000
9	KDOT	Rail Line Rehabilitation along the K&O Railroad	\$803,300
10	KDOT	KO Railroad & Harry Street in Wichita	\$501,000
11	KDOT	KO Railroad & Southwest Boulevard in Wichita	\$501,000
12	KDOT	KO Railroad & May Street in Wichita	\$501,000
13	KDOT	KO Railroad & 31st Street in Wichita	\$501,000
14	KDOT	KO Railroad & Tracy Avenue in Clearwater	\$501,000
15	KDOT	KO Railroad & St. Clair Street in Wichita	\$501,000
16	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$404,628
17	Sedgwick County	Maple Street Pathway	\$1,975,000
			31



Executive Summary

WAMPO, in collaboration with Wichita State University's Center for Economic Development and Business Research (CEDBR), recently developed population projections to the year 2050 that utilized projections calculated by/for WAMPO's individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants are developing population projections based on a new methodology. TAC and TPB feedback on these projections is sought before they are submitted for formal approval.

Background

Population projections are an integral part of long-range transportation planning. Understanding the trajectory of a region's population is critical in forecasting future demands on the transportation system. Accordingly, WAMPO, in collaboration with consultants at Wichita State University's Center for Economic Development and Business Research (CEDBR), recently developed population projections to the year 2050 that utilized projections calculated by/for WAMPO's individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants are developing projections based on a new methodology to both capture the growth trends of individual jurisdictions and maintain a reasonable level of overall population growth in the WAMPO region.

New Methodology

With their extensive experience in developing population projections, CEDBR developed alternative projections utilizing a standard population age-cohort survival model with detailed migration calculations. These projections were then bounded by a regional total-population constraint.

Basis of New Projections: The Population Age-Cohort Survival Model

The population age-cohort survival model is a standard model for population growth, it allows the existing structure of households to age within the community. This is the basis of CEDBR's statewide model for Kansas. The model has the following four main components to characterize growth:

- Aging population
- Death
- Fertility
- Migration

Incorporating a Detailed Migration-Rate Calculation

To more accurately reflect recent growth trends in the WAMPO region, CEDBR has recommended and implemented an updated methodology for calculating the migration component of the population age-cohort survival model. This revised approach allows local governments to contribute historical building-



permit data, integrating local insights into this metric. The factors considered for migration in this new methodology include:

- **Community Net Migration Trend (60% or 80% of the final migration rate*):** Utilize American Community Survey (ACS) data to determine the greater of 5- or 10-year annualized migration rates for each community.
- **Building Permits (0% or 20% of the final migration rate*):** Factor in residential and multi-family building permits, based on a 5-year annualized average, contingent on data provided by each jurisdiction.
- **Economic Growth (20% of the final migration rate):** Create long-term employment forecast rates for the Wichita region across various sectors, applying ACS 5-year employment estimates for each community.

*Not all jurisdictions may choose to submit building-permit information. Where they do, building-permit information will account for 20% of the final migration rate and net migration trends from the ACS will account for 60%. Where they do not, building-permit information will necessarily account for 0% of the migration rate and ACS net-migration trends will account for 80%.

Constraint

Incorporating a regional constraint on total population growth based on the region's previously forecasted population figures is a critical aspect of ensuring the accuracy and relevance of the demographic forecasting methodology. This approach grounds these projections in a realistic framework, aligning individual community forecasts with overarching regional expectations and preventing discrepancies that could lead to misallocation of resources or planning infrastructure and services for a larger future population than actually comes about.

Following this meeting, further feedback will be solicited and considered before final projections are submitted for a formal TAC recommendation and TPB approval. Once approved, they will be integrated into long-range Metropolitan Transportation Plan 2050 (MTP 2050).

Next Steps

- » Present updated draft population projections, with building-permit information considered, to the TAC and TPB for feedback and review.
- » Submit final draft projections, with feedback taken into consideration, for a TAC recommendation and TPB approval.
- » Incorporate the final projections into MTP 2050.

Attachment

- » WAMPO Draft Population Forecast (without building-permit information)

Population Forecast

City	2020	2025	2030	2035	2040	2045	2050
Andale	941	975	1,013	1,074	1,136	1,207	1,260
Andover	14,892	15,261	15,567	16,158	16,936	17,589	18,186
Bel Aire	8,262	8,317	8,402	8,585	8,747	9,036	9,318
Bentley	560	576	583	590	614	635	657
Cheney	2,181	2,171	2,185	2,264	2,345	2,451	2,527
Clearwater	2,653	2,660	2,669	2,767	2,907	3,025	3,143
Colwich	1,455	1,499	1,532	1,594	1,648	1,714	1,775
Derby	25,625	26,048	26,481	27,332	28,145	29,132	30,236
Eastborough	756	746	724	708	703	698	704
Garden Plain	948	954	956	979	1,006	1,033	1,060
Goddard	5,084	5,245	5,430	5,758	6,160	6,509	6,868
Haysville	11,262	11,505	11,733	12,175	12,690	13,190	13,690
Kechi	2,217	2,251	2,265	2,285	2,289	2,295	2,346
Maize	5,735	5,932	6,124	6,446	6,858	7,218	7,569
Mount Hope	806	788	785	788	786	805	824
Mulvane	6,286	6,293	6,333	6,428	6,589	6,710	6,825
Park City	8,333	8,719	9,017	9,376	9,733	10,137	10,575
Rose Hill	4,185	4,261	4,326	4,429	4,561	4,673	4,762
Sedgwick	1,603	1,594	1,590	1,602	1,618	1,613	1,604
Valley Center	7,340	7,457	7,544	7,808	8,144	8,434	8,767
Viola	115	114	113	108	102	99	98
Wichita	397,532	408,987	420,543	433,278	445,335	456,676	470,615
Unincorporated	46,072	44,815	43,336	40,562	37,872	34,776	31,986
WAMPO Region	554,843	567,167	579,252	593,095	606,923	619,656	635,393



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

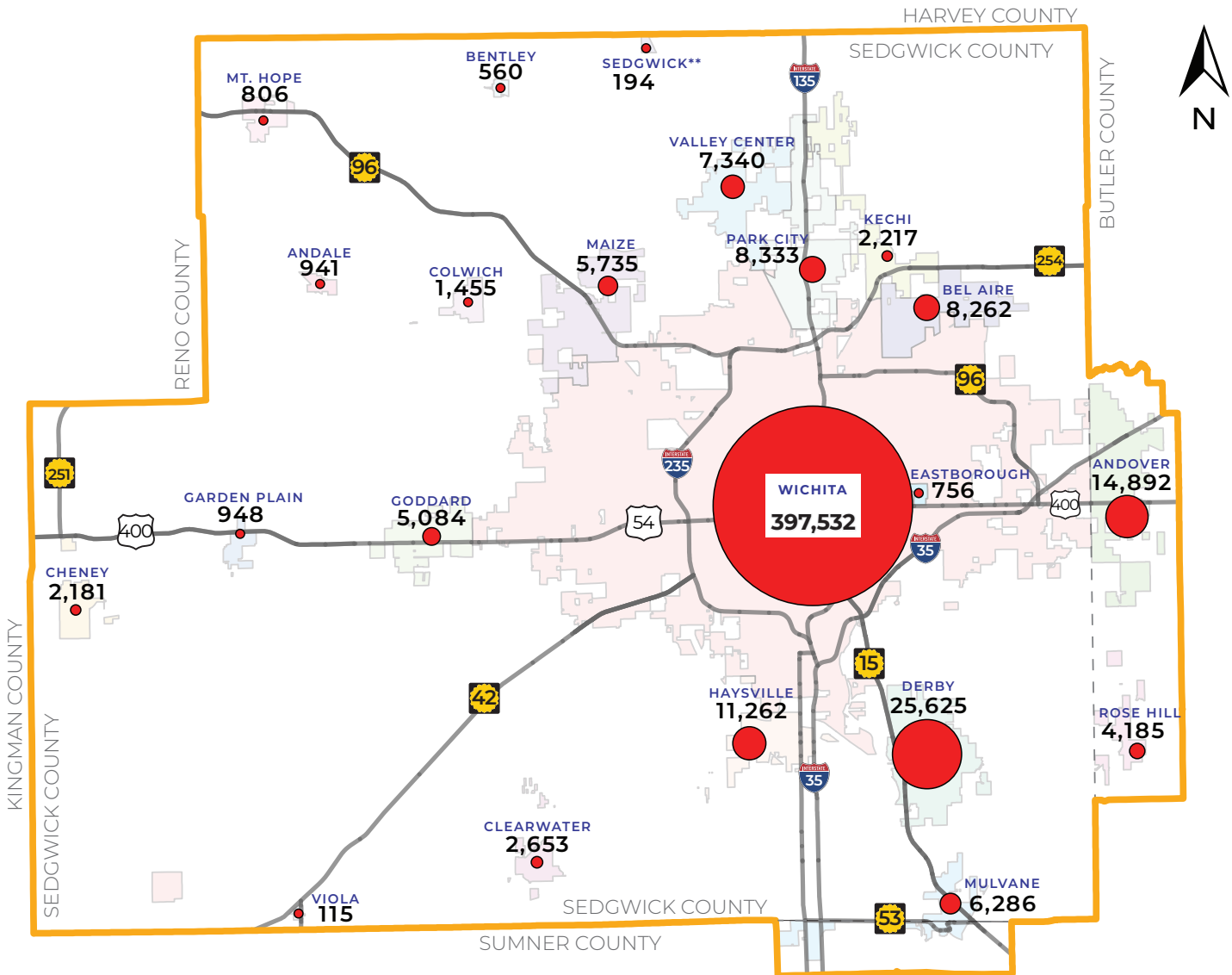
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO AREA PUBLIC TRANSIT RIDERSHIP TABLE

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

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

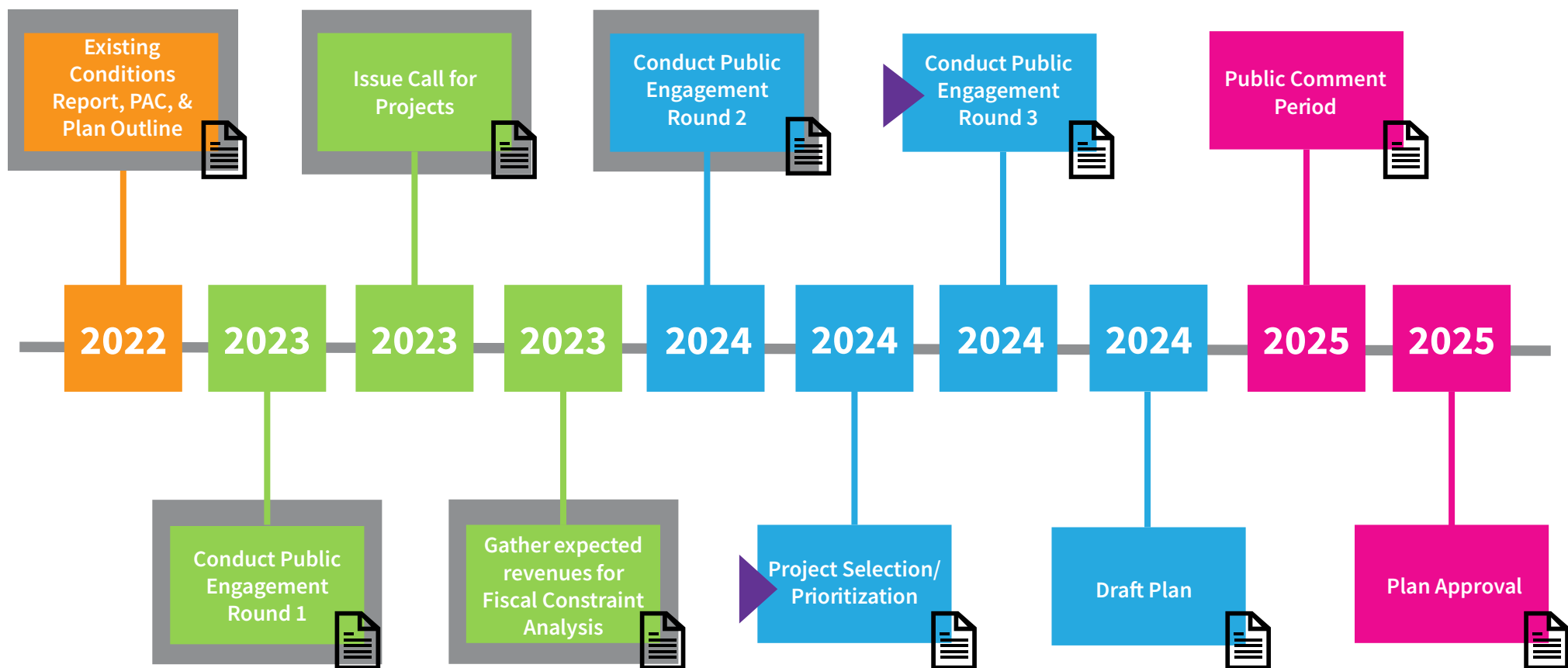
Point of Contact

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

Metropolitan Transportation Plan

2050

Progress



Detailed Progress

Phase 1: Existing conditions

- Develop public participation strategy document & style guide
- Develop the Plan Advisory Committee
- Develop an existing conditions report
- Create MTP 2050 outline, format, and move existing MTP 2040 appendices into the new outline

Phase 2: Where do we want to go?

- Public Engagement Round 1 - determining the vision, goals, objectives
- Review the needs based on the existing conditions report
- Call for projects from jurisdictions (MTP and TIP projects) - 9/15/23 - 2/2/24
- Develop alternate scenarios (TDM and population)
- Gather the expected revenues and expenditures information for the fiscal constraint analysis

Phase 3: Did we get it right?

- Public Engagement Round 1 - results report
- Public Engagement Round 2

Phase 4: Here's what you said.

- Public Engagement Round 2 - results report
- Candidate project list review

..... *Above Completed*

- Project Selection Committee meetings/project prioritization
- Public Engagement Round 3
- Fiscal constraint analysis
- Update existing conditions to 2024 data
- Finalize performance measures (System Performance Report)
- Draft the Plan (Plan Advisory Committee and State/Federal Review plan)
- Adjust Plan Based on PAC and State/Federal Review
- 30-Day Public Comment Period - Public Engagement Round 4 (03/08/25 - 04/07/25)

Phase 5: MTP 2050 adoption

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



May 2024



WAMPO TRANSPORTATION ACRONYM GLOSSARY

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

2024 TPB Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	EMAIL
City of Wichita	Becky Tuttle, Chair	btuttle@wichita.gov		
City of Wichita	J.V. Johnston	jvjohnston@wichita.gov	Brandon Johnson	bjohnson@wichita.gov
City of Wichita	Dalton Glasscock	dglasscock@wichita.gov		
City of Wichita	Mike Hoheisel	mhoheisel@wichita.gov	Robert Layton	rlayton@wichita.gov
Sedgwick County	David Dennis, Ex Officio	david.dennis@sedgwick.gov		
Sedgwick County	Jim Howell	jim.howell@sedgwick.gov	Tom Stolz	thomas.stolz@sedgwick.gov
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov	Tim Kaufman	tkaufman@sedgwick.gov
Sedgwick County	Ryan Baty	ryan.baty@sedgwick.gov	Tania Cole	tania.cole@sedgwick.gov
Kansas Department of Transportation	Nick Squires	nick.squires@ks.gov	J.B. Wilson	jb.wilson@ks.gov
Kansas Department of Transportation	Mike Moriarty	michael.moriarty@ks.gov	Chris Herrick	chris.herrick@ks.gov
Sedgwick County Association of Cities (SCAC)	Terry Somers	tssomers1@gmail.com		
City of Kechi	Ashley Velazquez	avelazquez@kechiks.gov		
City of Clearwater	Burt Ussery	bussery@clearwaterks.org	Courtney Zollinger	czollinger@clearwaterks.org
Butler County	Dan Woydziak	dwoydzia@bucoks.com		
City of Rose Hill	Gary Weaver	gweaver@cityofrosehill.com	Warren Porter	wporter@cityofrosehill.com
City of Derby	Nick Engle	nickengleward3@derbyweb.com		
City of Bel Aire	Jim Benage	jbenage@belaireks.gov	Anne Stephens	astephens@belaireks.gov
City of Mulvane			Joel Pile	jpil@mulvane.us
City of Maize	Pat Stivers	pstivers@cityofmaize.org	Nick Gregory	ngregory@maizeks.gov
City of Valley Center	Ronald Colbert	frdmeagl@aol.com	Rodney Eggleston	reggleston@valleycenterks.org
City of Haysville	Russ Kessler, Vice-Chair & TAC Chair	rkessler@haysville-ks.com	William Black	wblack@haysville-ks.com
City of Park City	Ben Saucedo	bsauceda@parkcityks.com		
City of Andover	Mike Warrington	mwarrington@andoverks.com	Jennifer McCausland	jmccausland@andoverks.com
City of Goddard	George Liebe	liebe@goddardks.gov	Keaton Fish	fish@goddardks.gov
Executive Committee				
City of Wichita	Becky Tuttle, Chair	btuttle@wichita.gov		
City of Haysville	Russ Kessler, Vice-Chair & TAC Chair	rkessler@haysville-ks.com		
Wichita Metro Area Kansas Department of Transportation	Nick Squires	nick.squires@ks.gov		
Butler County	Dan Woydziak	dwoydzia@bucoks.com		
Sedgwick County	Pete Meitzner	pete.meitzner@sedgwick.gov		
Sedgwick County	David Dennis, Ex Officio	david.dennis@sedgwick.gov		
Non-Voting Members & Alternates				
Federal Tranist Association	Daniel Nguyen	daniel.nguyen@dot.gov		
Federal Highway Administration	Rick Backlund	richard.backlund@dot.gov		
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
WAMPO Engineering & Data Analyst	Chaitanya Dodda	nagachaitanya.dodda@wampo.org		
WAMPO Transportation Planner	Dora Gallo	dora.gallo@wampo.org		
WAMPO Engineering & Data Analyst	Dylan Cossaart	dylan.cossaart@wampo.org		
WAMPO Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Multimodal Transportation Safety Planner	Kim Neufeld	kimberly.neufeld@wampo.org		
WAMPO Senior Accountant	Kyle Thomas	kyle.thomas@wampo.org		
WAMPO Engineering & Data Analyst	Lauren Bulcroft	lauren.bulcroft@wampo.org		
WAMPO Administrative & Public Outreach Coordinator	Markey Jonas	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	Nick Flanders	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	Peter Mohr	peter.mohr@wampo.org		

Quorum is 13 based on voting members

Rev. 05/22/2024

2024 WAMPO MEETING SCHEDULE

Meeting Location: ZOOM or 271 W 3rd St, Room 203, Wichita, KS 67202, unless otherwise stated

Meeting times and dates are subject to change at the committee Chair's discretion.

Transportation Policy Body	Technical Advisory Committee	Executive Committee	Active Transportation Committee	ICT Safe: A Regional Transportation Coalition*	United Community Transit Coalition	Economic Development & Transportation Committee
<i>3:00 PM unless otherwise stated</i>	<i>10:00 AM unless otherwise stated</i>	<i>11:00 AM unless otherwise stated</i>	<i>9:30 AM unless otherwise stated</i>	<i>9:30 AM unless otherwise stated</i>	<i>2:00 PM unless otherwise stated</i>	<i>10:00 AM unless otherwise stated*</i>
JANUARY 9	JANUARY 22					
FEBRUARY 13	FEBRUARY 26	FEBRUARY 1		FEBRUARY 7	FEBRUARY 15	
MARCH 12	MARCH 25					
APRIL 9	APRIL 22					
MAY 14	MAY 20	MAY 2 *3:00 PM		MAY 1	MAY 16	
JUNE 11	JUNE 24		JUNE 12			2024 EDTC Schedule TBD
JULY 9	JULY 22					
AUGUST 13	AUGUST 26	AUGUST 15		AUGUST 7	AUGUST 15	
SEPTEMBER 10	SEPTEMBER 23		SEPTEMBER 4			
OCTOBER 8	OCTOBER 28					
NOVEMBER 12	NOVEMBER 25	NOVEMBER 14		NOVEMBER 6		
DECEMBER 10			DECEMBER 4			



*ICT Safe was formerly the Safety and Health Committee

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