



Technical Advisory Committee (TAC) Meeting Notice

Monday, October 24, 2022, at 10:00 am

In-Person Option: 271 W. 3rd St, Room 203, Wichita, KS 67202

Online ZOOM Registration: <https://bit.ly/3Tw0ZHx>

Please call us at [316.779.1313](tel: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.

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Chad Parasa, TAC Secretary

October 17, 2022

Meeting Minutes

Technical Advisory Committee (TAC) Meeting Summary

Monday, September 26, 2022, @ 10:00 AM

Hybrid Meeting, Online, 271 W. 3RD STREET, STE. 203, WICHITA, KS 67202

Meeting Duration: 99 minutes

Members in Attendance:

Burt Ussery, *TAC Chair*

Raven Alexander, *Wichita Transit*

Mike Armour, *Wichita*

Jack Brown, *Regional Pathways*

Danielle Gabor, *SCAC*

Annette Graham, *Coordinated
Transit District #9*

Jolene Graham, *Economist*

Tom Hein, *KDOT*

Les Mangus, *Butler/Sumner
Counties*

Shawn Mellies, *Wichita*

Laura Rainwater, *REAP*

Nina Rasmussen, *Air Quality*

Justin Shore, *SCAC*

Allison Smith, *KDOT*

Dan Squires, *SCAC*

Jim Weber, *Sedgwick County*

ALT.

Lynn Packer, *Sedgwick County*

Other Attendees:

Greg Allison, *MKEC*

Carla Anderson, *KDOT*

Jake Borchers, *WSP*

Ashley Bryers, *WAMPO*

Lonnie Burklund, *JEO*

Cecelie Cochran, *FHWA*

Ron Colbert, *Valley Center*

Haley Dougherty, *KDOT*

Nick Flanders, *WAMPO*

Dora Gallo, *WAMPO*

Chris Herrick, *KDOT*

Alicia Hunter, *WAMPO*

Alex Lane, *Derby*

David LaRoche, *FHWA*

Mike Malone, *JEO*

Chad Parasa, *WAMPO*

Marcela Quintanilla, *WAMPO*

Tia Raamot, *Wichita*

Paul Ricotta, *Caliper*

Paul Schiffelbein, *MAPD*

David Schwartz, *KDOT*

Brad Shores, *JEO*

Don Snyder, *KDOT*

Vanessa Spartan, *KDOT*

Eva Steinman, *FTA*

Srinivasan Sundaram, *Caliper*

Eldon Taskinen, *WAMPO*

Emily Thon, *WAMPO*

Cailyn Trevaskiss, *WAMPO*

Tyler Voth, *WSP*

James Wagner, *Wichita*

Maggie Wilcox, *KDOT*

Kristen Zimmerman, *PEC*

Phone # ending in 9656

1. Chairman Burt Ussery called the meeting to order at 10:01 PM.

2. Regular Business

A. Approval of September 26, 2022, Agenda

Discussion: None

Action: Approval of September 26, 2022, Agenda. (15-0)¹

Motion: Mike Armour

Second: Burt Ussery

B. Approval of July 25, 2022, Meeting Minutes

Discussion: None

Action: Approval of July 25, 2022, Minutes. (15-0)

Motion: Mike Armour

Second: Burt Ussery

¹ One TAC member did not arrive until after the votes to approve the September agenda and July minutes had occurred, but was present for all subsequent votes.

C. Director's Report

i. MTP 2050 Development Phases

Ashley Bryers and Chad Parasa presented key milestones for the development of the 2050 MTP. The formation of a Plan Advisory Committee is underway from September to November 2022. A Call for Projects will take place from September 2023 through January 2024, with project selection from February 2024 through June 2024. TPB approval for the 2050 MTP will be sought on May 13th, 2025. WAMPO staff will update the TAC at every meeting on where the process is on this project.

ii. RFP Updates (Comprehensive Safety Action Plan & Economic Development)

CSAP

Ashley Bryers updated the TAC on the Comprehensive Safety Action Plan RFP. This RFP closed on September 2nd, 2022, and the selection committee is currently reviewing the proposals. This plan will help to reduce fatalities and serious injuries. By having this plan, WAMPO will then be eligible to apply for a Safe Streets and Roads for All (SS4A) grant from the Federal government, applications for which are due in September 2023.

Economic Development

Ashley Bryers informed the TAC that the Economic Development RFP that was posted will help WAMPO create a cost/benefit analysis for transportation projects while identifying objectives of diversifying and growing the economy. The RFP was issued on September 20, 2022 and will close on November 4, 2022, at 5:00 pm (CT). Email questions by October 11, 2022, at 5:00 PM (CT). To apply, please go to: <https://www.wampo.org/wampo-is-hiring>

iii. Public Participation Plan Development

Emily Thon informed the TAC that WAMPO is updating their Public Participation Plan and hopes to present a version for public comment later this September for a 45-day comment period. WAMPO will host an open house for public comments on the plan on a date to be announced later.

iv. August 9 & September 13, 2022, TPB Actions

At their August 9 and September 13, 2022, meetings, the TPB took the following formal actions:

August 9

- Approved Amendment #2 to the WAMPO Metropolitan Transportation Plan (MTP), *REIMAGINED MOVE 2040*, as recommended by the Technical Advisory Committee (TAC).
- Approved the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP), as recommended by the TAC.
- Approved Amendment #1 to the WAMPO 2022 Unified Planning Work Program (UPWP), as recommended by the TAC.
- Recommended a set of roadway segments within the WAMPO Urbanized Area Boundary (UAB) to KDOT to be designated as Critical Urban Freight Corridors (CUFCs), with the following modifications to the TAC's recommendations: Corrected the name of proposed CUFC #6 from K-15 to Southeast Boulevard; recommended that, after it comes into existence, the Northwest Expressway be designated a CUFC.

September 13

- Through a consent agenda, approved a Travel Demand Model Support Services Contract with JEO Consulting Group, Inc. for September 2022 through April 2024, for an amount not to exceed \$498,085.
- Through a consent agenda, approved an agreement with Sedgwick County for facilities and administrative support for WAMPO, for a period of three (3) years, starting October 1, 2022, during which WAMPO will pay Sedgwick County \$30,000 per year.
- Through a consent agenda, approved a KDOT-requested modification to the WAMPO region's Federal Functional Classification (FFC) map, to bring it in line with FHWA guidance: The one-mile segment of 159th St. between Pawnee St. and 31st St. S/SW 130th St. is redesignated from Major Collector to Minor Collector.

3. Public Comments

Comment received via email on September 29th, 2022, from WAMPO resident

“This is a comment on how receptive my attempts at Public Participation have been since this document's 2016 inauguration: accepted by staff, 99% ignored and resisted by both WAMPO's teams, the TPB and the TAC.

This is significant because, to my knowledge, public input to WAMPO has been rare outside of my occasional remarks. Since the 2016 Public Input Plan, I'm not aware of effective outreach or invitations to the public. Initially when I did see such announcements, they were cloaked in bureaucratic words and dense paragraphs. It took years of my interest in the unbalanced allocation of transportation money, before I realized that WAMPO was the legally responsible resource for public input on transportation funding, and the central clearinghouse for priorities.

When I did initiate public comments, I consistently felt invasive. Both the TPB and the TAC have been polite but unresponsive to my presentations--whether carefully formal or spontaneously informal. The WAMPO staff is now and previously has been valiant and capable administrators. The voting members are now and have always been good people but with solidly-fixed, vehicle-centric mindsets. During the pandemic when meetings were restricted to zoom, public input time was shortened to two minutes.

My perspective has been for outside-the-vehicles safety and health; for minimizing air pollution; and for funding active transportation such as walkability and bikeability for residents of all ages and income levels. My input appeared consistently intrusive to the decision-makers who focused 99% on massively costly highways. It is my understanding that Kansas already has the fourth largest network of roads despite being the 15th-largest state by area and the 36th most-populous of the 50 states.

What else could or should be done with \$226 million *besides* another new two miles of Highway 400, which appears just to move a slight choke-point two miles farther east; OR the \$163,350,542 for the new construction for the Amazon freight interchange?

I still wonder how to penetrate WAMPO's priorities with the non-highway values of citizens' health, air pollution and quality of life, and/or the climate emergency, *especially to retain and attract YOUNG people* to the WAMPO area, to address the public health problem of food deserts and affordable housing, and other *emerging* trends and opportunities. WAMPO decision-makers appear to be closed to any factors beyond their own tunnel vision. They appear to prefer extending past modes of travel to expensive *new* construction, instead of spending for maintaining current facilities or enabling the future for coming generations. Thank you for asking for this input.”

4. New Business

A. Action: 2022 UPWP Amendment 2

Ashley Bryers shared background information on the Unified Planning Work Program (UPWP), the primary budgeting document for planning activities for the fiscal year for all 12 full-time staff.

- The document represents the planning activities that WAMPO will undertake during the upcoming fiscal year.
- Over the course of the year, changes occur in the listed subtasks, or operational-type changes take place that requires amendments to the adopted UPWP document.

Ms. Bryers also expanded on the fiscal and budget considerations. Funding for the UPWP comes from various sources. The first is funding from Comprehensive Planning Grant (CPG) Funds. Those funds are matched with a 20 percent local match, which brings total CPG expenditures to \$1,687,100. No changes are made to total anticipated expenditures. This proposed amendment to the 2022 UPWP includes a change to the salaries-and-benefits line item. Also, some funds are moved to the operating expenses line item to pay for a contract for facility and administrative support services provided by Sedgwick County.

The WAMPO Public Participation Plan requires a two-week public comment period for the UPWP. The public comment period began on September 15 and will close on September 30. Any public comments will be presented to the TPB before they consider the document for approval.

Discussion: None.

Action: Recommend the TPB Approve Amendment #2 to the adopted 2022 Unified Planning Work Program, as proposed (16-0).

Motion: Jim Weber

Second: Jolene Graham

B. Action: FFY2023-FFY2026 TIP Amendment 1

Ashley Bryers spoke about Amendment #1 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP), which is a regularly scheduled amendment. This amendment adds five new projects and modifies nine existing projects. The Public Comment period for Amendment #1 opened on September 3, 2022, and will run through October 2, 2022. To date, there have been no public comments. If any are submitted, they will be shared with the TPB before their consideration of the item. The FFY2023-FFY2026 TIP will take effect on October 1, 2022, and may be found at <https://www.wampo.org/transportation-improvement-program>.

Discussion: A question was asked inquiring whether additional money was allocated for this amendment, and why it had to wait until now. Nick Flanders responded that, after the project list for the original adopted TIP was finalized, there was a late change to the Obligation Limitations for WAMPO-suballocated funds, resulting in additional money that could be distributed to certain, predetermined projects in accordance with a contingency plan adopted by the TPB in May 2022 at the recommendation of the Project Selection Committee (PSC), without the PSC being reconvened. Kristen Zimmerman (PEC) asked whether there are caps on additional funding going to projects whose cost estimates increase as a result of inflation. Nick Flanders responded that such increases still require a TIP amendment, which the TAC and TPB may accept, reject, or modify.

Action: Recommend the TPB Approve Amendment #1 to the FFY2023-FFY2026 TIP, as proposed (16-0).

Motion: Chair Ussery

Second: Jim Weber

C. Update: Regional Existing Sidewalks Inventory Progress

Ashley Bryers provided background on the sidewalk inventory project, explaining that this project will help people identify where it is safe to use a sidewalk in the WAMPO area.

Eldon Taskinen expanded that biking, walking, and other forms of active transportation are important alternatives to automobiles in the WAMPO region, promoting healthy living and reducing emissions. To determine how connected and accessible the Wichita metropolitan area's sidewalk/trail network is, WAMPO is developing a comprehensive map of all sidewalks and paved trails in the region. This map will be used to identify gaps in the nonmotorized-transportation network that ought to be filled, help travelers plan what routes they will take, and identify critical links in the system.

WAMPO staff are developing the existing-sidewalks map from publicly available satellite imagery. Staff manually trace the locations of sidewalks, paved trails, and crosswalks that are visible in the satellite imagery into ArcGIS feature classes. When this is done, WAMPO will have a comprehensive map of the entire sidewalk network within its borders. The map will likely remain under development until either October or November 2022. As of now, it is over halfway done, with most sidewalks in the City of Wichita already included, as well as those in a few other municipalities, like Goddard and Andover. Staff are carefully monitoring their progress. To see where in the region sidewalks have or have not yet been traced, refer to the attached map. Once finished, the sidewalk/paved trail map will provide a clear and complete account of the locations of off-road nonmotorized-travel facilities in the WAMPO region, which will assist the planning and prioritization of future active transportation projects by providing a way to assess how much connectivity is improved by any given project. The map will also be used during the development of the WAMPO Active Transportation Plan to identify gaps in the network and will assist individual communities in assessing their respective levels of pedestrian accessibility.

Discussion:

A question was asked of Mr. Taskinen of whether he knew if planned or recently added sidewalks not yet on Google maps are planned to be added to the map? Mr. Taskinen responded that, yes, that is the plan and that WAMPO will reach out once this is done.

Upcoming additions include an online version that people can use, and it will be updated periodically.

D. Update: Health Condition Prevalence Maps

Marcela Quintanilla presented on Health Condition Prevalence maps. Physical health is influenced, in some form, by transportation, as well as by access to active transportation facilities and physical activity outlets. WAMPO staff have created maps that display model-based data from the Centers for Disease Control and Prevention (CDC) that show crude prevalence of conditions that could be reduced through physical activity such as walking and biking.

The Health Condition Prevalence maps identify census tracts where the highest levels of health conditions like asthma, diabetes, coronary heart disease, high blood pressure, high cholesterol levels, obesity, and strokes were the most prevalent. Also included in the map are Environmental Justice (EJ) census tracts and bike facilities. WAMPO staff will continue to analyze health data for the region to provide tools for future planning activities.

E. Update: Commuter Flows Report Update

Ashley Bryers and Alicia Hunter shared with the TAC that when research on workers' residence location and workplace location are coupled, a commuting flow is generated. The Commuter Flows Report compiles data about the locations of workers' primary (non-home) workplaces and residences. Together, these data provide an understanding of commuter flows, showing the interconnectedness of communities and the interchange of workers and services between areas. This helps to define and

distinguish the Wichita metropolitan area from smaller stand-alone communities and other metropolitan and micropolitan areas in Kansas.

Labor markets go beyond county and city lines. Every day, workers commute within various counties and cities, as well as across different jurisdictions. Certain jurisdictions within the WAMPO region have a comparative advantage in particular industries, as evidenced by the numbers of workers that commute to those areas each day.

The data presented in this report include cities within the WAMPO region. The data source is the U.S. Census Bureau, Center for Economic Studies, LEHD, OnTheMap from 2015 to 2019 (the most recent year available as of July 2022), unless otherwise noted. This source used information from W2 tax forms, which may have some inaccuracies.

This report is an update to the June 2021 report and covers commuter flows for all 22 cities within the WAMPO region as well as for the WAMPO region as a whole. Information for each city includes:

- Inflow/Outflow Total Counts
- Inflow/Outflow Total Counts by Industry Class
- Inflow/Outflow Historical Trends Chart
- Percent of Population in Labor Force
- Mean Travel Time to Work
- Workplace & Residence Heat Map

F. Discussion: Demographic & Socioeconomic Methodology Forecasting Draft

Alicia Hunter informed the TAC about the population projections that are used for making informed decisions about which investments and growth patterns will bring the greatest benefit to the region and increase opportunities. The Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) develops population projections for the WAMPO region and Sedgwick County. Those projections guide and inform future growth, development, and public infrastructure investments. WAMPO staff are coordinating with the MAPD, specifically Stephen Banks, to develop a report outlining the assumptions and methodologies for population projections. This report is a work in progress and will continue to develop as more information is gathered from MAPD and input is received from TAC members and local jurisdictions.

The MAPD has developed/utilizes different population growth rates, using Census data as a base, that can be modified depending on the jurisdiction, contextual variables, and expertise input. Contextual variables can include the issuance of building permits and subdivision plats and vacant lot inventory. Population growth rates are modified to represent actual population growth, commercial development, and economic trends more closely. The MAPD has established population growth rates for three (3) different areas:

- Sedgwick County (including the City of Wichita): 0.63%
- City of Wichita (CoW): 0.4945%
- Established Central Area (ECA, within the City of Wichita): 12%

The Established Central Area covers the central part of the City of Wichita (CoW) and encompasses the downtown area. The population growth rate for the ECA was established as an aspirational desire for growth. Over the last six (6) years, population growth in the ECA was recorded as closer to 13%.

WAMPO will continue its coordination with MAPD to develop and complete an assumptions and methodology report for population projects. WAMPO staff are seeking input from TAC members and local jurisdictions on revisions to the population growth rates for their respective cities.

G. Update: Travel Demand Model Update

Ashley Bryers said WAMPO maintains the travel demand model for the Wichita metro area. WAMPO’s primary uses of the model are to forecast travel demand and to evaluate the future performance of the region’s transportation network as part of the metropolitan transportation planning process. Local governments and KDOT also use the model to evaluate travel patterns and impacts on the regional transportation system (e.g., highways, other major roads, and transit services) from proposed transportation and land-development projects. WAMPO contracts out all its model work, including large-scale updates, support services, and other associated tasks.

On September 13, 2022, the TPB signed a contract with JEO Consulting Group, Inc. to update the WAMPO Travel Demand Model (TDM). The project is kicking off in September 2022 and will conclude in April 2024. There will be monthly updates at each TAC meeting as the process moves forward.

A TDM Update Steering Committee was formed to help guide the update process. Its members are shown in the table below.

Name	Agency	Title
Lee Carmichael/Mike Armour	City of Wichita	Assistant Traffic Engineer/Traffic Engineer
Mark Borst	Sedgwick County	Traffic Engineer
Alex Lane	City of Derby	City Engineer
David Cronister	KDOT	Traffic Forecasts - TDM/Highway Capacity
Tia Raamot	City of Wichita	Transportation Planner

Updated 9.15.22

Mike Malone, from JEO Consulting Group, Inc., and Paul Ricotta, from Caliper, introduced themselves. Chad Parasa said he will be working on this project and a monthly TDM update will be added to the TAC agendas.

H. Update: Safe System Approach

David LaRoche, FHWA, informed the TAC of the Safe System Approach. The USDOT Federal Highway Administration (FHWA) is aiming to eliminate crashes. The zero-deaths vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users.

Reaching zero transportation related deaths requires the implementation of a Safe System Approach, founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn’t result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

Making a commitment to zero traffic deaths means addressing all aspects of safety through the following five Safe System elements that, together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions. To achieve our zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable.

Haley Dougherty, KDOT, presented on KDOT's involvement with the Safe Streets and Roads for All (SS4A) program. The objective of SS4A is to reduce the number of fatal and serious injury crashes on local roadways through regional collaboration. The Kansas SS4A Match Pilot Program has been authorized for one year and provides financial assistance to local entities that apply for and receive funding from the SS4A Discretionary Grant Program by completing a Safety Action Plan.

This is the first year of the five-year federal SS4A program. Once Safety Action Plans are completed, projects identified in the plans may be eligible for future federal grants or other project funding through KDOT. State funding provided by the KDOT pilot program will contribute to the local match required by the SS4A grant program. The federal share of the SS4A grant is 80% or less of total activity costs and requires the recipients to contribute a local matching share of at least 20%. If applicants apply to the SS4A program, KDOT will provide a minimum of 10% of the total cost to develop the Safety Action Plan. Up to \$4 million in SS4A Pilot funds are available to applicants in the first year.

Please email David.LaRoche@dot.gov or haley.dougherty@ks.gov for more information.

I. Update: K-96 Improvements Project

Jacob Borchers, WSP, informed the TAC of the planning work that is being done on K-96. The K-96 Improvements Project aims to upgrade the K-96 corridor between I-135 and 13th Street. Improvements are needed to increase freeway capacity, enhance reliability, and relieve traffic congestion to keep Kansans moving. Through traffic engineering studies and environmental review, the project will explore pavement replacement, add new lanes, and include upgrades to the Woodlawn, Rock, and Webb interchanges.

Community engagement is vital to the success of this project. Please visit: <https://www.k96improvements.com/>

5. Committee & Partnership Updates

A. Active Transportation Committee

Jack Brown, SHC Chair, Informed the TAC that the ATC, at its last meeting, looked at the sidewalk inventory, health maps, and elements of an ideal bike plan. The next meeting is November 2nd, 2022 at 9:30 A.M.

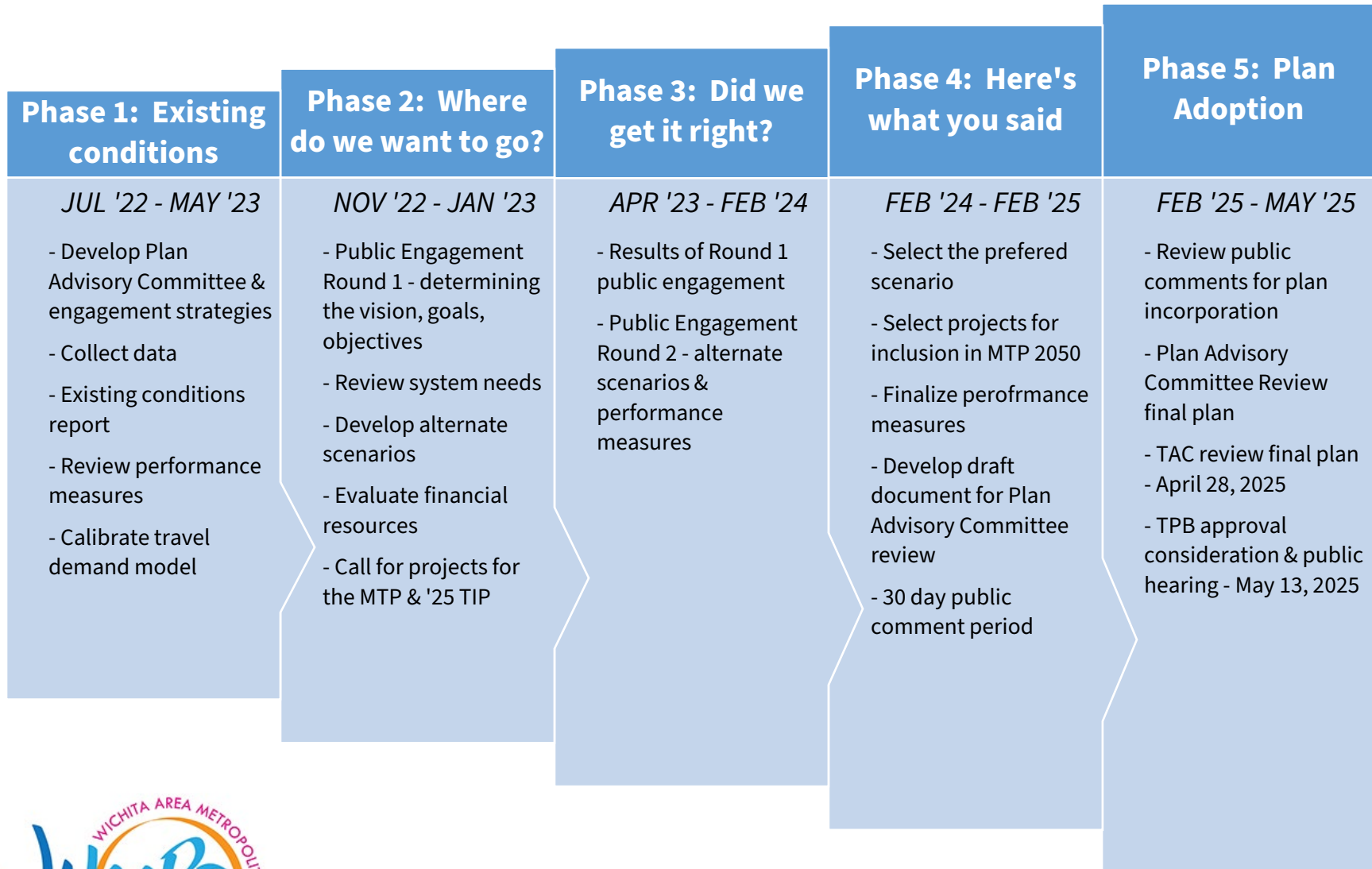
B. Safety & Health Committee

Jack Brown, SHC Chair, updated the TAC about the projections of the Bike/Ped count and reported that meeting attendance has been good. The next meeting is November 2nd, 2022, online, at 9:30 A.M.

6. Adjournment

Meeting adjourned at 11:40 AM. The next TAC meeting will take place on October 24, 2022, at 10 AM.

MTP 2050: 5 Phase Development Process





Agenda Item 3:Public Comment **Public Comment Opportunity**

Burt Ussery, Technical Advisory Committee (TAC) 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 two (2) minutes per individual. 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.



Agenda Item 4A: Action
2023 Unified Planning Work Program (UPWP)
Ashley Bryers, Transportation Planning Manager

Background

- Every year WAMPO must adopt a UPWP, which is the primary budgeting document for planning activities WAMPO will undertake in the upcoming fiscal year.
- Every summer WAMPO begins preparing the next year’s UPWP by considering existing activities and adding new activities based on federal requirements, budgets, and input from FHWA, FTA, KDOT, Wichita Transit, TAC, and TPB. Potential 2023 UPWP tasks were presented and discussed with the TAC on July 25 and the TPB on August 9 and September 13.

For the 2023 UPWP, the planning priorities and activities include:

- Beginning to develop the 2050 MTP
- Administering the FFY2023-FFY2026 TIP
- Updating the Coordinated Public Transit Human Services Transportation Plan
- Completing a fiscally constrained regional transit study
- Finishing the Comprehensive Safety Action Plan
- Completing an Economic Development Report
- Updating our Intelligent Transportation Systems Architecture

Fiscal/Budget Considerations

Funding for the UPWP comes from various sources, including federal Comprehensive Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% funding, 20% local funding). The 2023 UPWP total expenditures are \$2,115,250.

Public Comment Period

The WAMPO Public Participation Plan requires a 30-day public comment period, which began on September 30 and will close on October 30. Any public comments will be addressed as necessary and presented to the TPB before they consider the document for approval.

Options

- Recommend Approval of the 2023 Unified Planning Work Program
- Recommend Approval of the 2023 Unified Planning Work Program with specific changes
- Recommend Denial of the 2023 Unified Planning Work Program.

Recommended action

- Recommend Approval of the 2023 Unified Planning Work Program

Attachment

- [Proposed 2023 Unified Planning Work Program \(UPWP\)](#)



For Immediate Release: September 30, 2022

WAMPO Public Comment Period – 2023 UPWP

The Wichita Area Metropolitan Planning Organization (WAMPO) has opened the public comment period for its 2023 Unified Planning Work Program (UPWP), **September 30, 2022, through October 30, 2022.** Public comments received during this period will be reported to and considered by the WAMPO Transportation Policy Body (TPB), which will decide whether to approve the 2023 UPWP at their December 13, 2022, meeting.

The Unified Planning Work Program is WAMPO’s primary budgeting document for planning activities during the year (January 1-December 31). Funding for the UPWP comes from various sources, including federal Comprehensive Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% funding, 20% local funding). The CPG expenditures in the 2023 UPWP total \$2,115,250. In 2023, the planning priorities and activities include:

- Beginning to develop the 2050 MTP Plan
- Administering the FFY2023-FFY2026 TIP
- Updating the Coordinated Public Transit Human Services Transportation Plan
- Completing a fiscally constrained regional transit study
- Finishing the Comprehensive Safety Action Plan
- Completing an Economic Development Report
- Beginning to develop a Regional Active Transportation Plan
- Updating our Intelligent Transportation Systems Architecture

The draft and information about the public comment period and the UPWP, more generally, are available on the WAMPO website: www.wampo.org/public-participation.

A paper copy of the draft 2023 UPWP may be viewed at the WAMPO offices: 271 W. 3rd St., Ste. 208, Wichita, KS 67202.

Please submit comments, questions, and concerns to Emily Thon at wampo@wampo.org.

Scroll Down to View Document

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Andale - Andover - Bel Aire - Bentley - Butler County - Cheney - Clearwater - Colwich - Derby - Eastborough - Garden Plain - Goddard - Haysville - Kechi - Maize -

2023 Unified Planning Work Program (UPWP)

Pending TPB Approval
on November 8, 2022



Electronic copies of this document are available online at www.wampo.org. Hard copy versions will be provided upon request. For more information, please contact:

Wichita Area Metropolitan Planning Organization
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The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(d) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Wichita Area Metropolitan Planning Organization (WAMPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and related statutes and regulations in all programs and activities.

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WAMPO receives federal financial assistance. Requests for special accommodation and/or language assistance should be made by calling (316) 779-1313.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please visit www.wampo.org/title-vi or call (316) 779-1313.

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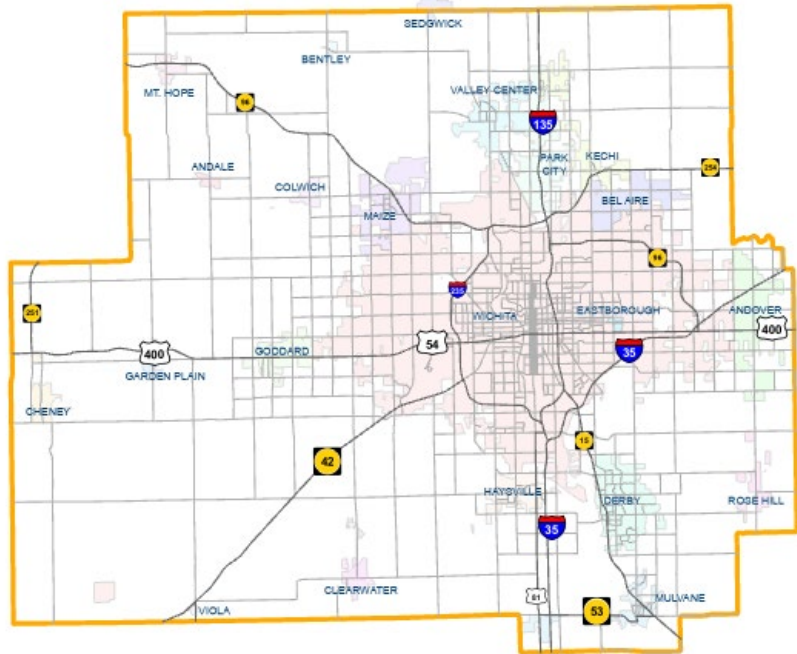
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INTRODUCTION

Since the Federal-Aid Highway Act of 1962, Metropolitan Planning Organizations (MPOs) have been required by federal law and supported by federal funds in urbanized areas with a population greater than 50,000.

The Wichita Area Metropolitan Planning Organization (WAMPO) acts as the formal transportation body for all of Sedgwick County, and small portions of Butler and Sumner counties, carrying out the intent of Title 23 of the U.S. Code of Federal Regulations (CFR), Part 450.

In 1974, the Governor of Kansas designated WAMPO as the official MPO for the Wichita Urbanized Area, as defined by the U.S. Census Bureau. WAMPO functions as a Transportation Management Area (TMA) as well, as it exceeds the population threshold of 200,000 persons established in 23 CFR 450.104. The U.S. Department of Transportation (DOT) reviews and certifies the Wichita Area MPO every four years.



On October 28, 1993, the U.S. Department of Transportation, under the joint sponsorship of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), released updated regulations covering the urban transportation planning and programming process. These regulations specified that:

(a) In Transportation Management Areas (TMAs), the TMA(s), in cooperation with the State and operators of publicly owned transit, shall develop unified planning work programs (UPWPs) that meet the requirements of 23 CFR Part 420, Subpart A and:

(1) Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning activities (including the corridor and subarea studies discussed in 450.318 of this part) anticipated

within the area during the next one or two-year period, regardless of funding sources or the agencies conducting the activities. The description should indicate who will perform the work, the schedule for completing it and the products that will be produced.

(2) Document planning activities to be performed with funds provided under Title 23, U.S.C., and the Federal Transit Act (Federal Register, Vol. 58, No. 207, p. 58040).

Purpose

The purpose of the WAMPO Unified Planning Work Program (UPWP) is to describe the transportation planning and programming activities for the fiscal year and comply with the Federal Planning regulations identified above.

WAMPO Unified Planning Work Program (UPWP) not only describes the transportation-related work activities (and associated budget) during current fiscal year, but also summarizes the planning activities completed during the prior fiscal year.

Our Role

WAMPO provides a regional forum for local, state, and federal agencies and the public to coordinate around transportation planning issues. Our organizational mission and vision are as follows:

Vision

WAMPO aspires to develop an integrated regional transportation network that safely and efficiently moves people and goods to their intended destinations and aligns investments in the region's economic and transportation goals.

Mission

WAMPO is the lead independent agency for coordinating priorities for regionally significant transportation investments in roads, highways, transit, rails, and bicycle and pedestrian facilities.

In engagement with its member communities, and state and federal partners, WAMPO supports the region's economic and transportation goals.

WAMPO is also responsible for the development of both long- and short-range multimodal transportation plans, the selection and approval of projects for federal funding based on regional priorities, and the development of ways to manage traffic congestion.

Transportation planning includes various activities. Some of these are led by the MPO, while others are led by other entities and may include:

- Identification of short/long-range multimodal transportation needs;
- Analysis and evaluation of transportation improvements;
- Provision of technical and policy guidance to member communities;
- Estimation of future traffic volumes;
- Informing the public about planning activities;
- Studying the movement of traffic along major corridors; and
- Conducting various other planning studies.

Membership & Oversight Structure

Voting membership is open to any county or city government located, wholly or partially, in the designated planning area. Currently, WAMPO membership includes the following cities and counties:

City of Andale	City of Garden Plain	City of Rose Hill
City of Andover	City of Goddard	City of Sedgwick
City of Bel Aire	City of Haysville	City of Valley Center
City of Cheney	City of Kechi	City of Viola
City of Clearwater	City of Maize	City of Wichita
City of Colwich	City of Mount Hope	Bugler County
City of Derby	City of Mulvane	Sedgwick County
City of Eastborough	City of Park City	Sumner County

The Kansas Department of Transportation (KDOT) is also a voting member on both the Transportation Policy Body and the Technical Advisory Committee.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) serve as advisory, non-voting representatives to WAMPO.

Decision-Making Structure

The following three groups form the oversight and advising structure of WAMPO:

- The Transportation Policy Body (TPB)
- The TPB Executive Committee
- The Technical Advisory Committee (TAC)

The WAMPO TPB is comprised of elected officials from the above-listed member governments. Participating Member Jurisdictions may designate an official alternate to represent their jurisdiction. Alternates can be anyone appointed to represent the city (i.e., City Managers, Community Planners, Engineers, etc.) and do not need to be elected officials. From this body, the TPB chairperson nominates the five-member Executive Committee,

The TAC is comprised primarily of representatives of member governments and participating agencies' technical staffs.

Representation and Voting

Population determines voting representation on the TPB. Each member government within the planning area over a minimum population receives at least one representative.

WAMPO bylaws provide for additional voting members for the City of Wichita and Sedgwick County in the Policy Body, based on predetermined population thresholds, as determined by the U.S. Census.

Staff

The WAMPO staff positions include a full-time Director and 14 fulltime – data, planning, GIS, and support positions. Potential internships are supported by WAMPO to promote career growth and talent from local universities and community colleges.

PLANNING ISSUES IN THE REGION

Many issues will influence what types of transportation infrastructure will require investment and what mode choices people will make. The region is facing some of the largest demographic, land-use, and shopping-choices shifts and changes in the ways people, goods, and services are moved since the end of World War II. This annual work program is shaped by

ongoing planning efforts, major project needs, issues related to transportation funding, and possible legislation that will help shape both near- and long-term planning efforts.

While the region will see substantial changes in the ways people, goods, and services are moved, cities and counties are still responsible for preserving and maintaining billions of dollars' worth of previous investments in the transportation system.

A balance of preserving the existing system and planning for future changes is very difficult, but very necessary. Some of the existing infrastructure does not serve the same purpose that it did when it was originally constructed. The primary question that looms on the horizon for the system is:

Do communities want to continue to invest in the same sorts of infrastructure that they have always invested in, or should they look at repurposing (or even disinvesting in) that infrastructure to accommodate current and future needs?

MTP/Work Program Integration

The region's long-range Metropolitan Transportation Plan (MTP), REIMAGINED MOVE 2040, was adopted in 2020. WAMPO will continue to work towards the implementation of the MTP. WAMPO staff plan to visit local jurisdictions to discuss goals and priorities ranging from choice and connectivity to economic vitality and infrastructure condition. As WAMPO moves forward by engaging communities in discussions related to emerging technology, demographic changes, and the uncertainty of state and federal funds, the 2023 UPWP will attempt to show how current trends in such planning elements will impact transportation and infrastructure systems in the future. View the MTP at www.wampo.org/metropolitan-transportation-plan.

Transportation System Optimization

Most of the region's guiding documents, including REIMAGINED MOVE 2040, outline the need to manage and optimize (i.e., preserve and maintain) the existing transportation system. REIMAGINED MOVE 2040 incorporates this direction, placing increased emphasis on opportunities to maintain the current system and less emphasis on expanding the system.

Multimodal Opportunities

Increased transit ridership, development and completion of hike and bike trail systems, and increased commuting levels by biking, walking, transit, and carpooling are becoming more important goals for the region. WAMPO recently expended substantial funds to allow member communities to expand active transportation elements such as developing hike and bike trail systems and trying to improve transit accessibility throughout the region. The UPWP also includes funding for the development of best planning practices for bicycle and pedestrian safety. Regional Active Transportation Committee work is planned to progress in 2023 through community engagement. This work will contribute to the development of the next MTP, with a horizon year of 2050.

Freight System Enhancement

It is estimated that the WAMPO region will experience a 45% to 60% increase in freight movements over the next planning period. While this will no doubt create some traffic-related concerns, freight movement increases could also be a significant catalyst in economic development. The 2023 UPWP will continue to coordinate with the statewide freight plan. Freight activities in the region will be monitored, and this work will contribute to the development of the next MTP, with a horizon year of 2050.

Data Collection, Analysis, and Modeling

In the year 2021, new initiatives on data development and maintenance started. Staff developed a report on 'Travel Commuting Patterns within the Region.' Demographic and socioeconomic data development was also documented in the year 2021. This data development and maintenance will continue in the year 2023. WAMPO will continue to allocate resources to develop a data management plan, as well as collect transportation-system data to assist member communities in system maintenance and preservation. WAMPO staff will also correlate data with performance measures so that member communities will have a better idea of where to invest limited resources and how they might tie improvements together to improve regional functionality.

These functions will be tied to all forms of infrastructure and modes so that communities and WAMPO policymakers can make more data-driven decisions on where financial investments make the most sense and provide the best return on investment. To accomplish these tasks related to data collection and maintenance, the 2023 UPWP will continue tasks on data

analysis and GIS Analysis. This data maintenance will form a solid foundation for the development of the MTP and Transportation Improvement Program (TIP).

Planning Element Coordination

With the probability of change in terms of demographics, mode and shopping choices, lifestyle, and other guiding factors, it is becoming more and more apparent that substantial focus should be given to how these factors will influence transportation infrastructure and land use. Building trends show a growing change in housing types. The 2023 UPWP continues the task of determining what and whom we should be planning for. While preparing for the unknown is stressful, it is much more cost-effective than reacting after the fact.

The 2023 UPWP also programs resources for enhancing community engagement to find out more about what people expect in terms of transportation, what they are willing to pay for, and what they think transportation of the future will look like.

PLANNING PRODUCTS

Plans need to be updated on a regular schedule to ensure they are accurate. Table 1 shows the status of the WAMPO's Planning Products. WAMPO conducts other planning processes besides the federally required processes including the development of a Safety Plan, Freight Plan, or Active Transportation Plan. However, these plans are not required and are not shown on the Table.

Table 1: Planning Products Status

	2023				2024				2025				2026				2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Metropolitan Transportation Plan (MTP)																				
<i>Update required June 2025</i>																				
Last approved in June 2020.																				
Transportation Improvement Program (TIP)																				
<i>Approved biennially in October</i>																				
The FFY23-FFY26 TIP was approved on August 9, 2022.																				
Unified Planning Work Program (UPWP)																				
<i>Approved annually in November</i>																				
The 2023 UPWP will be approved on November 9, 2022.																				
Congestion Management Process (CMP)																				
<i>Update required June 2025</i>																				
Last approved in June 2020 as part of the MTP.																				
Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP)																				
<i>Update required June 2023</i>																				
The last plan was approved in 2018.																				
Title VI of the Civil Rights Act of 1964 (Title VI)																				
<i>Update required July 2025</i>																				
The 2022 update was approved on July 12, 2022.																				
Limited English Proficiency Plan (LEP)																				
<i>Update required July 2025</i>																				
The 2022 update was approved on July 12, 2022.																				
Public Participation Plan (PPP)																				
<i>Update required December 2027</i>																				
The last plan was approved in 2017. A new plan will be approved by December 2022.																				

Rev. 9/17/22

2023 ANTICIPATED PRIORITIES & ACTIVITIES

- Development of the 2050 MTP to replace REIMAGINED MOVE 2040 by June of 2025 including an update to the travel demand model & congestion management program (TIP project 40-514) and the MTP 2050 planning assistance consultant project.
- Administration of the FFY2023-FFY2026 TIP.
- Transit activities including developing a transit committee to assist with the update of the Coordinated Public Transit Human Services Transportation Plan last updated in 2018, assisting Wichita Transit with their Network System Redesign project (TIP project 40-509), and completing a fiscally constrained regional transit study following

the 2018 Connecting Communities Plan (as a companion product to the Wichita Transit Network System Redesign project).

- Coordinating with our partners to implement REIMAGINED MOVE 2040 by developing a Comprehensive Safety Action Plan, Economic Development Report, Regional Active Transportation Plan, obtaining bicycle and pedestrian count data, developing a revised Greater Wichita Bike Map (as a product of the Regional Active Transportation Plan), and Safe Routes to School planning (TIP project - P-23-03).
- Preparing for and assessing potential Bipartisan Infrastructure Law (BIL) grant opportunities (for example: Safe Streets and Roads for All, Railroad Crossing Elimination, Reconnecting Communities, etc) and developing necessary documentation to support grant applications including developing an Electric Vehicle Network Plan with our partners.
- Updating our Intelligent Transportation Systems Architecture, which was last updated in 2006.
- Completing various required tasks, such as a Federal Certification Review (completed every four years) and an annual single audit.
- Hiring staff to assist WAMPO in supporting our member jurisdictions.

Appendix B correlates the UPWP tasks with the MTP goals, the planning factors in federal code, the DOT Planning Emphasis Areas, the Safe Transportation Options Set-aside requirement in BIL, and MPO requirements.

TASK 1: MANAGEMENT, CLERICAL, & ADMINISTRATION

Objective: Support ongoing regional planning activities by offering professional staff services and committee support, administering the work program and budget, and execute agreements with partner agencies.

UPWP Task/ Sub-task	DESCRIPTION	Original CPG
1.0	Management & Administration	\$ 515,250
1.1	Operations, Management, Clerical & Administration	\$ 393,250
	Salaries and Benefits	\$ 100,000
	Total Operating Expenses	\$ 293,250
1.2	Budget & Financial Monitoring System (salaries & benefits)	\$ 70,000
1.3	TPB, TAC, & EC Support (salaries & benefits)	\$ 10,000
1.4	Professional Development, Educ./Training	\$ 42,000
	Salaries and Benefits	\$ 10,000
	Outside Training Consultants/Guest Speakers	\$ 2,000
	Staff Travel & Training	\$ 30,000

Sub-Task 1.1 – Operations, Management, Clerical & Administration

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 393,250

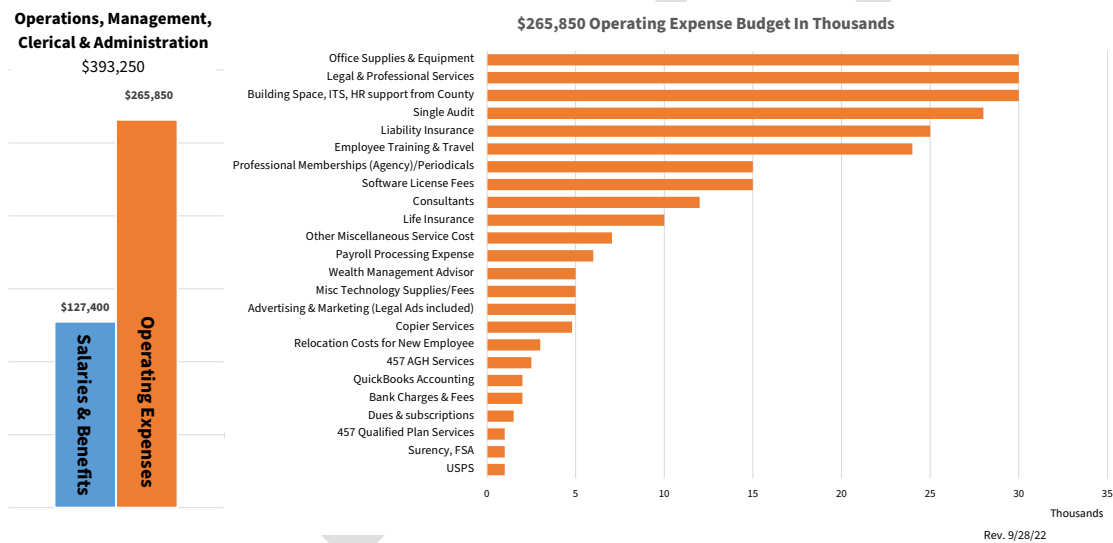
WAMPO has been efficiently and effectively managed and administered in compliance with local, state, and federal regulations since being designated as the regional MPO. The region's transportation planning tasks will continue to develop with support from activities included in operations, management, clerical, and administrative tasks.

- Acquisition of equipment, supplies, and services for the office.
- Administer WAMPO's policies and procedures in compliance with local, state, and federal regulations.
- Develop, maintain, and implement the agency's administration and personnel policies and procedures.
- Internal staff meetings and meetings with KDOT.

- Make travel arrangements and process travel paperwork.
- Monitor federal and state legislation related to transportation planning issues.
- Perform personnel tasks, such as staff performance evaluations and hiring processes.
- Preparing for and participating in the Federal Certification Review process.
- Process payroll in coordination with the payroll administrator.
- Provide overall agency leadership and management.
- Staff the reception area.

Products

- Complete and submit monthly activity and reimbursement reports to KDOT.
- WAMPO staff will prepare for and participate in the Federal Certification Review process submitted any necessary documentation to OneDot prior to and after the review.



View the individual amounts for each of the line items in the Operating Expense budget in Appendix C.

Sub-Task 1.2 – Budget and Financial Monitoring Systems and Preparation of 2024 UPWP

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 70,000

WAMPO staff will continuously monitor the 2023 UPWP to ensure it is adequate to cover WAMPO’s operating and consultant-based expenditures. WAMPO staff will also develop the 2024 UPWP and have an audit firm conduct an audit.

Products

- WAMPO staff will work with the audit firm to ensure accurate detail for the annual 2022 audit in the 4th quarter of 2023. The consultant will develop a Single Audit.
- Draft, finalize, and adopt the 2024 UPWP and maintain the 2023 UPWP as necessary.

Sub-Task 1.3 – TPB, TAC, and Executive Committee Support

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 10,000

WAMPO staff will make presentations to the Transportation Policy Body (TPB), the Technical Advisory Committee (TAC), and the Executive Committee (EC). Staff will work with TPB, TAC, the Executive Committee in reporting budget changes and needs. Staff will coordinate TPB and TAC meetings with board/committee members, stakeholders, and presenters and prepare reports and information for them.

Products

- Routinely prepare and distribute meeting agendas, minutes, website updates, and supporting documents for the TPB, TAC, and Executive Committee. (Modal specific committees will be coded to their applicable mode.)

Sub-Task 1.4 – Professional Development, Education & Training

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 42,000

Staff will attend relevant training classes and provide proportional funding to bring speakers to town who will address topics of vital concern for the region. The primary training focus will be on performance-based planning functions and planning principles that are focused on the probabilities of trends and how those trends could be addressed in the planning period and beyond. The principal travel and training focus will be attendance of Association of Metropolitan Planning Organizations, Kansas Area Metropolitan Planning Organization, American Planning Association, Association of Pedestrian and Bicycle Professionals, Institute of Transportation Engineers, National Association of Regional Councils, Transportation Research Board, scenario-planning, and smart-region-planning seminars.

TASK 2: LONG RANGE PLANNING

Objective: Maintain and update the long-range MTP to reflect the region’s vision and goals, support it with best practices and the latest available data, and ensure that it is financially constrained. Manage and optimize regionally significant transportation infrastructure and services. The MTP update is due June 2025.

UPWP Task/ Sub-task	DESCRIPTION	Original CPG
2.0	Long-Range Planning	\$ 575,000
2.1	Overall Development of MTP (salaries & benefits)	\$ 100,000
2.2	Equity & Diversity (salaries & benefits)	\$ 15,000
2.3	Consultant Services: Safety Plan	\$ 300,000
2.4	Consultant Services: Economic Development Study*	\$ 60,000
2.5	Consultant Services: MTP 2050 Planning Assistance*	\$ 100,000

Sub-Task 2.1 – Overall Development of the MTP

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	January 2023 - December 2023	\$ 100,000

WAMPO initiated the development of the MTP 2050 Plan in August 2020. Many aspects of WAMPO’s work will lead into the development of the new MTP. This includes safety planning, investigating the nexus between transportation and economic development, the future of transportation technologies, and data development. WAMPO has begun the process of Performance-Based Planning by establishing baseline standards and will continue to develop those standards during the period leading up to the completion of the next MTP (June 2025).

With the uncertainty of future funding sources and the built-in stabilization of critical funding sources due to trend-related changes, the region needs to investigate how it will pay its share of major transportation-related projects. Staff will devote time and resources to determining what potential revenue sources are available to the region to invest in funding projects.

Building on our functional classification update from 2022 and the designation of Critical Urban Freight Corridors (CUFC) in the WAMPO region from 2022, WAMPO staff will monitor developments in trip patterns and truck freight traffic in 2023 to judge whether updates to functional classes or CUFCs are required.

- Maintain and implement *REIMAGINED MOVE 2040* by continuing discussions around goals, policies, strategies, and priorities. Any necessary amendments or administrative revisions will be made.
- Research potential revenue sources for projects including grant opportunities.
- Support the Safety & Health Committee and Freight Committee.

Products

- Develop GIS data and databases and monitor demographic, land-use, shopping, freight loads, and other trends for their impact on our region.
- Develop the 2050 MTP by June of 2025.
- Maintain and distribute the 2022 Federal Roadway Functional Classification Map by conducting revisions as necessary.
- Conduct the MTP Call for Projects in 2023-2024.

- Update the data in the Safety and Finance REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.
- Begin the development of an Economic Development Appendix in 2023/2024, and complete the Regional Connections Appendix, which was started in the summer of 2022 in 2023.
- Begin to develop an Electric Vehicle Network Plan with our partners. It is anticipated this will carry over into 2024.

Sub-Task 2.2 – Equity & Diversity

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	Ongoing	\$ 15,000

WAMPO staff is developing regional data on all types of populations within the region, including minority populations and low-income populations. This data will be used to develop all activities in both urban and rural transportation planning, being mindful of equality equity and accessibility for all and opportunities for all. Urban and rural equity is also important in transportation planning.

- Our transportation infrastructure welcomes all users without any bias towards any population groups.

Products

- Develop, as part of an ongoing process, equity data for planning processes and document how the planning processes are striving for equity and inclusion of diversity.

Sub-Task 2.3 – Consultant Services: Comprehensive Safety Action Plan

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	November 2022 - December 2023	\$ 300,000

Staff released an RFP for a Comprehensive Safety Action Plan on July 22, 2022. A consultant was hired in the fall of 2022. Staff will work with the consultant to develop the plan in 2023. The RFP also includes assisting WAMPO applying for a Safe Streets and Roads for All grant in 2023.

Sub-Task 2.4 – Consultant Services: Economic Development Report

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	November 2022 - December 2025	\$ 60,000

Staff released an RFP for an Economic Development report in the fall of 2022. The study will develop economic indicators for the region, cost-benefit analysis for transportation projects, and develop demographic and socioeconomic data. The report will be completed in 2023, but the on-call contract will go through 2025 with up to \$60,000 allocated per year.

Sub-Task 2.5 – Consultant Services: MTP 2050 Planning Assistance

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	January 2023 - June 2025	\$ 100,000

Staff will release an RFP in early 2023 to hire consultants to assist WAMPO staff in the preparation of the next WAMPO Metropolitan Transportation Plan, which will have a horizon year of 2050 and is due to be completed in 2025. WAMPO staff and consultants would assist member jurisdictions with making planning level conceptual cost estimates, Consultants would also assist WAMPO staff with preparing the overall MTP document and its appendices.

TASK 3: MULTIMODAL PLANNING

Objective: Provide support to expand multimodal transportation options in the region to increase mobility and accessibility for people and the movement of goods and services.

UPWP Task/ Sub-task	DESCRIPTION	Original CPG	Wichita Transit	
			FTA 5310	FTA 5307
3.0	Multimodal Planning	\$ 650,000	\$ 25,000	\$ 80,000
3.1	Bicycle and Pedestrian Planning (salaries & benefits)	\$ 25,000	\$ -	\$ -
3.2	Consultant Services: Active Transportation Plan*	\$ 200,000	\$ -	\$ -
3.3	Transit and Paratransit Planning (salaries & benefits)	\$ 25,000	\$ 25,000	\$ -
	Wichita Transit Planning Activities	\$ -	\$ -	\$ 80,000
3.4	Consultant Services: Regional Transit Feasibility Study*	\$ 300,000	\$ -	\$ -
3.5	Bicycle & Pedestrian Counting Equipment Purchase	\$ 100,000	\$ -	\$ -

*Please note that the FTA 5310 budgeted amount of \$25,000 covers July 1, 2021 to June 31, 2023. This process is set up through the MOU that is signed every two years. WAMPO sends

the hours staff spends on the 5310 selection process/awards as an invoice to Wichita Transit. This invoice includes documentation of the staff hours.

Sub-Task 3.1 – Bicycle & Pedestrian Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 25,000

WAMPO will incorporate bicycle-pedestrian planning into the metropolitan transportation planning process by actively participating in local and regional bicycle-pedestrian planning meetings, cooperatively and continually interacting with local stakeholders, producing reports that provide information and data about bicycle-pedestrian modes of transportation, including safety data, and maintaining and implementing the WAMPO Regional Pathways System Plan (RPSP). Other activities may include:

- Make presentations about bicycle and pedestrian issues at public, stakeholder, TAC, and TPB meetings as needed.
- Provide analysis concerning improved pedestrian safety.
- Staying current on bicycle and pedestrian planning issues.
- Support the Active Transportation Committee.
- Support the Wichita Bicycle Master Plan work and the development of the Regional Active Transportation Plan.

Products

- Carry out the annual regional bicycle-pedestrian count and associated reporting. Task includes volunteer recruitment, coordinating project logistics, and reporting (April – November).
- Identifying locations for automatic counters and useful “big data” locations in 2023. (However, evaluating site locations for new counters will be an ongoing process each year.) Purchases of the necessary technology and/or “big data” will be purchased through sub-task 3.5. This will be an ongoing process with subsequent upkeep costs (service fees, new batteries etc). Ideally the original purchase will take place in 2023.
- Update the data in the Bicycle and Pedestrian REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

Sub-Task 3.2 – Consultant Services: Regional Active Transportation Plan

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 200,000

Staff is assisting the City of Wichita to complete their Bicycle Master Plan. The Regional Active Transportation Plan will be a companion plan completed as the Bicycle Master Plan concludes. Staff will release an RFP to hire a consultant to complete this regional bicycle and pedestrian plan that will tie in with the Wichita Bicycle Master Plan (which is scheduled to be completed in September 2023). WAMPO will wait to release the RFP until the Wichita Bicycle Master Plan is coming to its conclusion to ensure there aren't any conflicts.

Sub-Task 3.3 – Transit & Paratransit Planning

Lead Agency	Timeframe	Budgeted Amount
WAMPO & Wichita Transit	Ongoing	\$ 25,000

Carry out coordinated public transit and paratransit planning activities in the region in coordination with Wichita Transit, KDOT, and private and public transit services.

WAMPO Program Activities:

- The FTA 5310: Enhanced Mobility for Seniors and People with Disabilities program Call for Projects and selection process occurred in 2022, but work may carry over into 2023.
- Develop a committee comprised of regional transit to help staff update the Coordinated Public Transit Human Services Transportation Plan in 2023. This committee could become a standing WAMPO committee.
- Coordinate with planning partners regarding transit planning activities including attendance at Wichita Transit Advisory Board (TAB) meetings and other Wichita Transit meetings, as needed.
- Assist in the Wichita Transit Network Redesign Plan. Wichita Transit will be leading this, but WAMPO staff will provide support.
- Coordinate with planning partners regarding paratransit planning activities, including participation in Coordinated Transit District #9 (CTD 9) and Wichita-Sedgwick County Access Advisory Board (WSCAAB) meetings, as needed.
- Make presentations at public, stakeholder, TAC, and TPB meetings.
- Stay current on transit and paratransit issues.

Products

- Conclude the 5310 Call for Projects and Selection Process if it carries over to 2023.
- Update of the Coordinated Public Transit Human Services Transportation Plan in the 2nd quarter of 2023.
- Form a committee to assist in the development of the Coordinated Public Transit Human Services Transportation Plan and have regular communication after the plan is completed.
- Update the data in the Transit/Paratransit REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

Wichita Transit Program Activities:

- Network Redesign Study
- Amenities planning to determine what amenities can be added or removed from stops based on usage and accessibility.
- Route level planning to make plans for detours, minor route adjustments for routes to run more efficiently, pilot developments, etc.
- Establish, track, and report performance measures targets
- Participate in the WAMPO planning process, including updating the TIP and UPWP
- Wichita Transit staff will continue to participate in annual ongoing planning activities (short-range planning, grant development, maintenance planning and reporting, and other activities)
- Community education and public engagement-Wichita Transit continues to provide travel training to individuals and groups interested in learning how to use the fixed route system. Transit Orientation is provided to social services agency staff to better assist their clients needing or currently using paratransit services or the fixed route system.

Sub-Task 3.4 – Consultant Services: Regional Transit Feasibility Study

Lead Agency	Timeframe	Budgeted Amount
WAMPO & Wichita Transit	January 2023 - December 2023	\$ 300,000

Staff will release an RFP at the beginning of 2023 to hire a consultant to conduct a Regional Transit Feasibility Study. This study would involve coordinating with transit agencies within the region. The study will evaluate the steps for developing a regional transit authority, the

costs associated with expanding regional service, and examine why transit operates the way it does in the Wichita area. It will be a fiscally constrained follow up to the 2018 Connecting Communities: Wichita Area Transit Feasibility Study and act as a companion study to the Wichita Transit Network System Redesign.

Sub-Task 3.5 – Bicycle & Pedestrian Counting Equipment Purchase

Lead Agency	Timeframe	Budgeted Amount
WAMPO w/Stakeholders	Ongoing	\$ 100,000

Staff will conduct Bicycle & Pedestrian Planning through sub-task 3.1. \$100,000 is programmed in this task to purchase automated bicycle/pedestrian count data through automatic counters or “big data” data purchases. WAMPO staff has begun to review potential options for equipment and “big data”. Staff will have a discussion with KDOT to potentially coordinate this purchase.

Products

- Purchase of bike/ped count equipment or big data. This will be an ongoing process with subsequent upkeep costs (service fees, new batteries etc). Ideally the original purchase will take place in 2023.
-

TASK 4: COMMUNITY ENGAGEMENT

Objective: Engage the public, the media, and other stakeholders in the WAMPO regional planning process.

UPWP Task/ Sub-task	DESCRIPTION	Original CPG
4.0	Community Engagement	\$ 30,000
4.1	Public Participation (salaries & benefits)	\$ 25,000
4.2	Inter Agency Coordination (salaries & benefits)	\$ 5,000

Sub-Task 4.1 – Public Participation

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 25,000

Engage and involve the general public and stakeholders in transportation decision-making in the region. Maintain and implement the WAMPO Public Participation Plan (PPP), Title VI Program, and Limited English Proficiency (LEP) plan. Develop, update, and distribute general information about the regional planning process and planning partners.

- WAMPO updated the Public Participation Plan in the Fall of 2022. Implementation of the PPP will occur in 2023. The MTP development will involve implementing the PPP.
- Ensure compliance with state and federal civil rights regulations and requirements by carrying out WAMPO’s Title VI program and preparing, maintaining, and submitting required Title VI reporting documentation.
- Stay current on public participation topics, and coordinate with planning partners regarding PPP activities.
- Develop and maintain materials and outreach/education plans for use with identified WAMPO stakeholders.
- Develop, update, and distribute general information about the WAMPO planning process and products, including the following detailed activities:
 - General website maintenance.
 - Maintain and develop social media accounts.
 - Draft and distribute quarterly newsletters.
 - Draft and develop publications for use with strategic outreach and communications.
 - Produce and distribute media releases, videos, and other outreach materials.
 - Provide technical staff support for sponsoring, co-sponsoring, or developing public forums and workshops.
 - Provide WAMPO presentations as requested.
- Public and stakeholder outreach and coordination.
- Member jurisdiction and planning partner outreach and coordination.
- Coordinate with members on community plan objectives.
- Assist member jurisdictions in implementing the REIMAGINED MOVE 2040 plan by developing model policies and best practices, such as Complete Streets Policies and Safety Plans.
- WAMPO’s Title VI and Limited English Proficiency Plans updates were approved on July 12, 2022. Staff will implement the two plans in 2023.

Products

- Maintain and implement the 2022 Public Participation Plan.
- Develop quarterly newsletters.
- Begin updating the information in the Public Engagement REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

Sub-Task 4.2 – Inter-Agency Coordination

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 5,000

WAMPO will explore opportunities to assist and coordinate with regional & partner agencies, such as Wichita Transit, the Regional Economic Area Partnership (REAP), the Wichita Area Chamber of Commerce, KDOT, Wichita State University (WSU), the University of Kansas (KU), and local government entities. This coordination will also increase engagement with communities and promote a region that is well-connected and integrated with the goals of various entities.

TASK 5: SHORT RANGE PLANNING

Objective: Maintain the Transportation Improvement Program and manage WAMPO's Suballocated Funding Programs.

UPWP Task/ Sub-task	DESCRIPTION	Original CPG
5.0	Short Range Programming	\$ 60,000
5.1	Sub allocated Funding Program Management (salaries & benefits)	\$ 10,000
5.2	Transportation Improvement Program (salaries & benefits)	\$ 50,000

Sub-Task 5.1 – Suballocated Funding Program Management

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 10,000

Manage WAMPO's Suballocated Funding Programs, including monitoring obligation activity, monthly balance reporting, carrying out the biennial (once every two years) WAMPO funding

cycle, coordinating with KDOT and project sponsors, and designing and implementing additional programs to assist WAMPO with its management responsibilities.

Products

- Develop and monitor policies and methodologies for suballocated project selection.
- Develop a prioritized list of suballocated funded projects for the MTP/TIP.

Sub-Task 5.2 – Transportation Improvement Program (TIP) Management

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 50,000

Develop and maintain a fiscally constrained TIP that programs regional transportation system improvement projects that are consistent with WAMPO’s current MTP, to be implemented over the next four years. This includes developing and maintaining related documents, reports, maps, and spreadsheets to provide consistent and accurate project information, as well as coordinating with project sponsors and state and federal regulators.

Products

- TIP Amendments, approximately four per year
- Annual federal reporting documents:
 - Annual Listing of Obligated Projects (ALOP) in the 4th quarter.
 - Submit information to KDOT for their Transportation Alternatives report in the 4th quarter.

TASK 6: TRANSPORTATION DATA & MODELING

Objective: Support planning activities with data collection and analysis, mapping, technical writing, and modeling.

UPWP Task/ Sub-task	DESCRIPTION	Original CPG
6.0	Transportation Data and Modeling Task Budget	\$ 180,000
6.1	Performance Measures (salaries & benefits)	\$ 20,000
6.2	Travel Demand Model (salaries & benefits)	\$ 80,000
6.3	Transportation Data (salaries & benefits)	\$ 70,000
6.4	Transportation Systems Management and Operations (salaries & benefits)	\$ 10,000

Sub-Task 6.1 – Performance Measures

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 20,000

WAMPO staff will monitor the performance of the region on federally mandated performance measures, as well as local performance measures adopted as part of the MTP.

WAMPO staff will continue to monitor the transportation network and system indicators to determine if there are congestion points and if those areas that are classified as bottlenecks are changing for the better or for the worse. Based on this analysis, WAMPO staff will make recommendations on how to improve the systems and work with member communities to develop solutions or other related improvements.

WAMPO will continue to monitor air quality in the region and make periodic reports on its findings. WAMPO will update monitoring criteria should guidelines change/be amended.

Products

- Staff will implement Transportation Performance Management (TPM) by developing transportation system performance measures based on safety, infrastructure condition, reliability, and congestion.
- Update the System Performance Report Appendix from REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

Sub-Task 6.2 – Travel Demand Model

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 80,000

WAMPO staff hired a consulting firm to update, calibrate, and validate the regional transportation model, as well as develop the Congestion Management Program (CPM) the Fall of 2022. This contract will continue in 2023. WAMPO staff will work with the consulting firm to complete the tasks listed in the TDM RFP scope of work (TIP project 40-514; funded with CRRSAA funds).

WAMPO staff will work with the consultant to respond to requests for model data from member jurisdictions and others. WAMPO staff will incorporate projects selected as part of the new MTP into the model and generate analyses supporting the MTP.

Based on community engagement activities and planned infrastructure improvements, the consultants hired by WAMPO will develop optimal uses for correlating travel- and traffic-demand modeling with potential changes in how people, goods, and services are moved in the region. Plans will be based on community and stakeholder input and will become part of the overall MTP planning process and documentation. Further, staff will update the data in the Travel Demand Model REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

Products

- Respond to TDM data requests.
- Develop the Congestion Management Program by December 2023.
- Validate and calibrate Travel Demand Forecasting Model by December 2024.

Sub-Task 6.3 – Transportation Data

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 70,000

Data is extremely important for effective transportation decision-making. WAMPO will develop a centralized data hub to consolidate transportation-related data that would be useful to our member jurisdictions and planning partners. Staff will continue to assist member communities with their data and mapping needs. This may include developing GIS data sets for sidewalks, ramps, street signs, wayfinding signs, bus stops, transit infrastructure, and other transportation infrastructure. Data may be evaluated for vulnerable populations including children, the elderly, and people with disabilities.

Staff will review the REIMAGINED MOVE 2040 plan and appendices to determine data that needs to be updated for the 2050 MTP. This data will have periodical maintenance and updates to be able to develop trends, which will be used in planning work. This includes data in the following REIMAGINED MOVE 2040 appendices: freight, environment, environmental justice, and projects.

In addition, in light of the ongoing release of 2020 Census results, WAMPO will work with other stakeholders to determine relevant data needs that can be supported by new census data, and determine which types of uses, warehousing, and accessibility formats would best serve those using the data.

Products

- Staff will develop a centralized data hub for transportation-related data.

Sub-Task 6.4 – Transportation Systems Management and Operations

Lead Agency	Timeframe	Budgeted Amount
WAMPO	Ongoing	\$ 10,000

Staff will investigate smart technology and data in making transportation infrastructure and the various transportation modes more effective and efficient. Technology will bring changes to the types of vehicles and mode choices available in the future and will create a need to repurpose streets and other forms of transportation infrastructure. Based on trends and funding uncertainties, identifying the best and highest uses of transportation elements will be key to stretching budget dollars.

WAMPO will work with member communities, KDOT, and the USDOT to identify possible “smart” improvements to the transportation system and potential timing for their implementation, based on available resources. Elements to be considered could include signalization or improving interactive mapping capabilities. WAMPO will also continue to conduct data collection and analysis related to Performance Measure requirements.

The Wichita Area Regional ITS Architecture was approved in November 2006. A great deal of ITS implementation work has occurred since 2006, so the Architecture plan is due for an update.

Products

- Staff will update the Regional ITS Architecture in the 3rd and 4th quarters.
- Update the data in the Technology REIMAGINED MOVE 2040 Appendix to become the MTP 2050 Appendix in 2023 and again in 2024 as part of developing the MTP 2050.

REVENUES AND EXPENDITURES

WAMPO’s funds come from two primary sources: federal planning funds and member-community assessments of dues and fees on obligated projects in the TIP. WAMPO receives an annual allocation of federal planning grant funds to perform the functions of an MPO, as defined in 23 CFR.

Federal grants are eligible to cover up to 80% of total project costs, requiring the remaining 20% to be nonfederal matching funds. WAMPO assesses the member communities' annual dues to assist in meeting the 20% matching amounts. Another source of matching funds is TIP assessments paid by member communities on annual allocations of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) funds distributed by WAMPO. Each community that receives STBG, CMAQ, or TA funds pays a TIP Fee.

WAMPO also receives nominal administrative fees from Wichita Transit for the pass-through of FTA 5310 Federal Funds.

The following charts indicate the anticipated revenues, expenditures, and matching-fund requirements for the 2023 UPWP.

DRAFT

2023 Anticipated Revenues

WAMPO	Federal CPG Grant			
	CPG	Federal Funding	Local Match	Total
	Anticipated Carryover From 2021	\$346,562	\$86,641	\$433,203
	Anticipated Carryover From 2022	\$700,000	\$175,000	\$875,000
	2023 Estimate	\$1,549,893	\$387,473	\$1,937,366
	Total	\$2,596,455	\$649,114	\$3,245,569
FTA Section 5310				
	Federal Funding	Local Match	Total	
FTA 5310 Administrative Funding Shared by WT	\$25,000	\$0	\$25,000	
Total WAMPO Funding Programs	\$2,621,455	\$649,114	\$3,270,569	
Wichita Transit	FTA Section 5307			
		Federal Funding	Local Match	Total
	FTA 5307 Program Regional Transportation Planning Activities	\$80,000		\$80,000
Total Wichita Transit Planning	\$80,000		\$80,000	
Total Regional Transportation Planning Funding		\$2,701,455	\$649,114	\$3,350,569

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2023 Anticipated Expenditures

WAMPO	Federal CPG Grant			
	CPG	Federal Funding	Local Match	Total
	WAMPO staff transportation planning tasks	\$840,200	\$210,050	\$1,050,250
	Consultant expenses planned	\$768,000	\$192,000	\$960,000
	Total	\$1,608,200	\$402,050	\$2,010,250
	FTA Section 5310			
	Federal Funding	Local Match	Total	
FTA 5310 Administrative Funding Shared by WT	\$25,000		\$25,000	
Total WAMPO Funding Programs	\$1,633,200	\$402,050	\$2,035,250	
Wichita Transit	FTA Section 5307			
		Federal Funding	Local Match	Total
	FTA 5307 Program Regional Transportation Planning Activities	\$80,000		\$80,000
Total Wichita Transit Planning	\$80,000		\$80,000	
Total Regional Transportation Planning Anticipated		\$1,713,200	\$402,050	\$2,115,250
Total Anticipated Unprogrammed Funding		\$988,255	\$247,064	\$1,235,319

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2023 Unified Planning Work Program Budget

UPWP Task/ Sub-task	DESCRIPTION	CPG + Local Match	Wichita Transit	
			FTA 5310	FTA 5307
	Total Expenses	\$ 2,010,250	\$ 25,000	\$ 80,000
	Transportation Planning Consultants Work	\$ 960,000		
	WAMPO Staff & Operating	\$ 1,050,250	\$ 25,000	
1.0	Management & Administration	\$ 515,250		
	Operations, Management, Clerical & Administration	\$ 393,250		
1.1	Salaries and Benefits	\$ 100,000		
	Total Operating Expenses	\$ 293,250		
1.2	Budget & Financial Monitoring System (salaries & benefits)	\$ 70,000		
1.3	TPB, TAC, & EC Support (salaries & benefits)	\$ 10,000		
	Professional Development, Educ./Training	\$ 42,000		
1.4	Salaries and Benefits	\$ 10,000		
	Outside Training Consultants/Guest Speakers	\$ 2,000		
	Staff Travel & Training	\$ 30,000		
2.0	Long-Range Planning	\$ 575,000		
2.1	Overall Development of MTP (salaries & benefits)	\$ 100,000		
2.2	Equity & Diversity (salaries & benefits)	\$ 15,000		
2.3	Consultant Services: Safety Plan	\$ 300,000		
2.4	Consultant Services: Economic Development Study*	\$ 60,000		
2.5	Consultant Services: MTP 2050 Planning Assistance*	\$ 100,000		
3.0	Multimodal Planning	\$ 650,000	\$ 25,000	\$ 80,000
3.1	Bicycle & Pedestrian Planning (salaries & benefits)	\$ 25,000		
3.2	Consultant Services: Active Transportation Plan*	\$ 200,000		
3.3	Transit & Paratransit Planning (salaries & benefits)	\$ 25,000	\$ 25,000	
	Wichita Transit Planning Activities			\$ 80,000
3.4	Consultant Services: Regional Transit Feasibility Study*	\$ 300,000		
3.5	Bicycle & Pedestrian Counting Equipment Purchase	\$ 100,000		
4.0	Community Engagement	\$ 30,000		
4.1	Public Participation (salaries & benefits)	\$ 25,000		
4.2	Inter Agency Coordination (salaries & benefits)	\$ 5,000		
5.0	Short Range Programming	\$ 60,000		
5.1	Sub allocated Funding Program Management (salaries & benefits)	\$ 10,000		
5.2	Transportation Improvement Program (salaries & benefits)	\$ 50,000		
6.0	Transportation Data and Modeling Task Budget	\$ 180,000		
6.1	Performance Measures (salaries & benefits)	\$ 20,000		
6.2	Travel Demand Model (salaries & benefits)	\$ 80,000		
6.3	Transportation Data (salaries & benefits)	\$ 70,000		
6.4	Transportation Systems Management and Operations (salaries & benefits)	\$ 10,000		

* This sub-task may change throughout the year and may occur in 2024.

APPENDIX A – 2022 UPWP ACCOMPLISHMENTS

Task 1 – Management, Clerical, and Administration
Continued to refine budgeting process to be better focused on strategic future planning aspects.
Expanded internal accounting controls, continued internal accounting system and provided more transparency of accounting with KDOT.
Completed annual, single audit.
Hired MPO staff as needs occurred.
Changed staffing roles to better coordinate work efforts and coordinate budget with work product completion.
Task 2 – Long Range Planning
Held Active Transportation Committee and Safety & Health Committee quarterly meetings to begin developing information to feed into the new MTP.
Continued to monitor relevant growth and development data and patterns in the region.
Continued to monitor trends that could impact regional investment in infrastructure and in mode choices.
Participated in a REAP (Regional Economic Area Partnership) sponsored regional refocus in developing a stronger south- central Kansas voice.
Participated in a regional transportation council work group at Wichita Chamber of Commerce, focused on the highest priority regional transportation projects.
Task 3 – Multimodal Planning
Updated pedestrian and bike counts.
Sought community input on accuracy of Bicycle Maps and Trails Maps.
Progressed on tasks related to the Active Transportation Committee and Safety & Health Committee.
Task 4 – Community Engagement
Updated the WAMPO website.
Developed periodic newsletters and published press releases and public notices.
Continued to monitor compliance with the previously adopted Public Participation Plan and developed a new Public Participation Plan.
Published periodic reports on performance measurement.
WAMPO staff participated in several community functions, including being panel members for several community information events.
Task 5 – Short Range Planning
Investigated options for programming WAMPO year-end funding balances.
Completed the biannual Transportation Improvement Program update.
The Project Selection Committee assisted with funding decisions for the FFY2023-2026 TIP.
Task 6 – Transportation Data & Modeling
Started the process for developing data warehouses and protocols for accessing data.
Updated the commuter travel patterns report.
Continued to update the existing travel demand model and utilize data in planning efforts. Further, began the process to update the travel demand model for the new MTP.
Initiated data-accuracy coordination via committees. Progressed on tasks related to the Safety/Health Committee and Active Transportation Committee.

APPENDIX B – PLANNING TASKS & MTP/PLANNING FACTOR ALIGNMENT

The following table correlates the UPWP tasks with the MTP goals, the planning factors in federal code, the DOT Planning Emphasis Areas, the Safe Transportation Options Set-aside requirement in BIL (requires each MPO use ≥2.5% funds on activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, and the MPO requirements.

	Area	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6
Long-Range Metropolitan Transportation Plan Goals	Choice & Connectivity	X	X	X	X	X	X
	Economic Vitality	X	X	X	X	X	X
	Freight Movement	X	X		X	X	X
	Improving Air Quality	X	X	X		X	X
	Infrastructure Condition	X	X			X	X
	Quality of Place	X	X	X	X	X	X
	Safety	X	X	X	X	X	X
	System Reliability & Bottlenecks	X	X	X	X	X	X
	Investment Strategy	X	X	X	X	X	X
Planning Factors in Federal Code (1)	Increase safety of the system	X	X	X	X	X	X
	Increase accessibility & mobility	X	X	X		X	X
	Enhance integration & connectivity	X	X	X	X	X	X
	Promote conservation of resources	X	X	X		X	X
	Promote efficiency	X	X	X		X	X
	Emphasize preservation of the system	X	X		X	X	X
	Improve resiliency, reliability & coordinate land use	X	X	X	X	X	X
	Decrease outmigration of prime wage earners	X	X	X	X	X	X
	Monitor demographic, land use & development trends	X	X				X
	Determine Smart growth criteria	X	X	X	X	X	X
Safe Transportation Options Set-aside (3)		X	X		X		
DOT Planning Emphasis Areas (2)	Tackling the Climate Crisis - Transition to Clean Energy, Resilient Future		X				X
	Equity and Justice40 in Transportation Planning		X		X		
	Complete Streets		X	X		X	
	Public Involvement		X		X		
	Strategic Highway Network (STRAHNET)/US Dept. of Defense (DOD) Coordination		X				
	Federal Land Management Agency (FLMA) Coordination		X				
	Planning and Environmental Linkages (PEL)		X				
	Data in Transportation Planning		X	X	X	X	X
MPO Requirements	Metropolitan Transportation Plan	X	X		X		X
	Transportation Improvement Program	X				X	
	Public Participation Plan	X			X		
	Congestion Management Process	X					X
	Award Federal Funding	X				X	
	Decision Making Structure	X	X	X	X	X	X

1 - Management and Operations in Metropolitan Transportation Planning, Title 23 U.S.C. Sec. 134., https://ops.fhwa.dot.gov/plan4ops/policy_reg/map_21.htm

2 - 2021 Planning Emphasis Areas, DOT, 12/30/21, <https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf>

3 - Bipartisan Infrastructure Law, Set-aside for Increasing Safe and Accessible Transportation Options, Section 11206, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm

APPENDIX C – SUB-TASK 1.1 OPERATING EXPENSES LINE ITEMS**\$ 265,850 Operating Expense Budget**

UPWP Task/ Sub-task	Expense	Budget
1.1	USPS	\$ 1,000
1.1	Surency, FSA	\$ 1,000
1.1	457 Qualified Plan Services	\$ 1,000
1.1	Dues & subscriptions	\$ 1,500
1.1	Bank Charges & Fees	\$ 2,000
1.1	QuickBooks Accounting	\$ 2,000
1.1	457 AGH Services	\$ 2,500
1.1	Relocation Costs for New Employee	\$ 3,000
1.1	Copier Services	\$ 4,800
1.1	Advertising & Marketing (Legal Ads included)	\$ 5,000
1.1	Misc Technology Supplies/Fees	\$ 5,000
1.1	Wealth Management Advisor	\$ 5,000
1.1	Payroll Processing Expense	\$ 6,000
1.1	Other Miscellaneous Service Cost	\$ 7,050
1.1	Life Insurance	\$ 10,000
1.1	Consultants	\$ 12,000
1.1	Software License Fees	\$ 15,000
1.1	Professional Memberships (Agency)/Periodicals	\$ 15,000
1.1	Employee Training & Travel	\$ 24,000
1.1	Liability Insurance	\$ 25,000
1.1	Single Audit	\$ 28,000
1.1	Building Space, ITS, HR support from County	\$ 30,000
1.1	Legal & Professional Services	\$ 30,000
1.1	Office Supplies & Equipment	\$ 30,000
Total Operating Expenses		\$ 265,850

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APPENDIX D – 2023 WAMPO MEETING SCHEDULE



2023 Meetings

Meeting Location: ZOOM or 271 W 3rd St, Suite 203, Wichita, KS 67202

Transportation Policy Body		Technical Advisory Committee	
<i>3:00 PM Unless otherwise stated</i>		<i>10:00 AM Unless otherwise stated</i>	
JANUARY 10		JANUARY 23	
FEBRUARY 14		FEBRUARY 27	
MARCH 14		MARCH 27	
APRIL 11		APRIL 24	
MAY 9		MAY 22	
JUNE 13		JUNE 26	
JULY 11		JULY 24	
AUGUST 8		AUGUST 28	
SEPTEMBER 12		SEPTEMBER 25	
OCTOBER 10		OCTOBER 23	
NOVEMBER 14		NOVEMBER 27	
DECEMBER 12		NO TAC MEETING	



Agenda Item 4B: Discussion **2050 MTP Plan Advisory Committee**

Ashley Bryers, Transportation Planning Manager

Background

REIMAGINED MOVE 2040, WAMPO's long-range Metropolitan Transportation Plan (MTP), was adopted in June 2020. It sets the vision for the region's transportation system, and all federally funded or regionally significant transportation projects are required to be consistent with it. Federal regulations require MPOs to update their MTPs every five years. Thus, it is time to start planning for the 2050 MTP, as the new MTP must be approved by June 2025. WAMPO staff have begun developing a proposed Plan Advisory Committee, based on the committee that was formed to develop *REIMAGINED MOVE 2040*.

WAMPO staff would like to propose a two-tier structure. The first tier would be the Plan Advisory Committee, which would guide the planning process and be comprised of local/state government staff and representatives of professional organizations. The second tier would be a "Roundtable" of interested residents. Roundtable meetings would be held in alternating months with those of the Plan Advisory Committee. WAMPO would ask interested residents to let WAMPO know their priorities, to help ensure a balance of points of view in discussions.

Please refer to the MTP 2050 Development Process in the Director's Report to see a development timeline.

Discussion

- Do you have any suggestions for Plan Advisory Committee or Roundtable members?
- Are there any other categories of people to make sure to include on the Plan Advisory Committee, besides those in the attached draft roster?

Attachment

- **[Draft Plan Advisory Committee Roster](#)**

Draft

WAMPO MTP 2050 Plan Advisory Committee

Name	Title	Agency	Interest
Jim Weber	Director of Public Works/County Engineer	Sedgwick County	Roads
?	Engineer	City of Wichita	Roads
Kim Neufeld	Executive Director	Bike Walk Wichita	Bike/Ped
Tia Raamott	Transportation Planner	City of Wichita	Bike/Ped
Troy Anderson	Assistant City Manager for Development Services	City of Wichita	Economic development
?	Planner	Wichita-Sedgwick Co. Planning	Land use planning
Mike Tann	Transit Director	Wichita Transit	Transit
?	Representative	Transit Coordination Coalition	Transit
Nina Rasmussen	Environmental Quality Specialist	City of Wichita	Air quality
?	?	?	Safety
?	?	?	Government Policy
John Maddox	Program Manager - Office of Freight & Rail	KDOT	Freight
Allison Smith	Environmental Coordinator/MPO Liaison	KDOT	KDOT
Cecelie Cochran	Community Planner	FHWA	FHWA
Eva Steinman-Daetwiler	Community Planner	FTA	FTA

Rev. 10/14/22

WAMPO MTP 2050 MTP 2050 Roundtable

Name	Interest



Background

Traffic counts are reported as the number of vehicles expected to pass a given location on an average day of the year. Traffic counts can be useful tools for many purposes. They help transportation planners understand roadway volume and changes in volumes over time. Developers can use them to evaluate prospective sites.

Current and historical volume counts provide vital information that is used in operational evaluations, traffic modeling, and in the selection and design of road network improvements. Traffic counts are reported as the Annual Average Daily Traffic (AADT). KDOT collects traffic counts across the State with over 60,000 count locations. Locations are counted on a cycle, so of the over 60,000 locations, KDOT will collect counts for 8,000 to 10,000 of those locations each year. Over the past few years, KDOT has been in the process of contracting out traffic counts for the City of Wichita. For the WAMPO region traffic counts are also collected by Sedgwick County, the City of Wichita, and WICHway.

WAMPO staff have created conceptual AADT count maps for vehicles and freight. These maps show AADT along segments of the major arterial roads within the WAMPO region.

Attachment

- 2020 Vehicle AADT Counts
- 2020 Freight AADT Counts



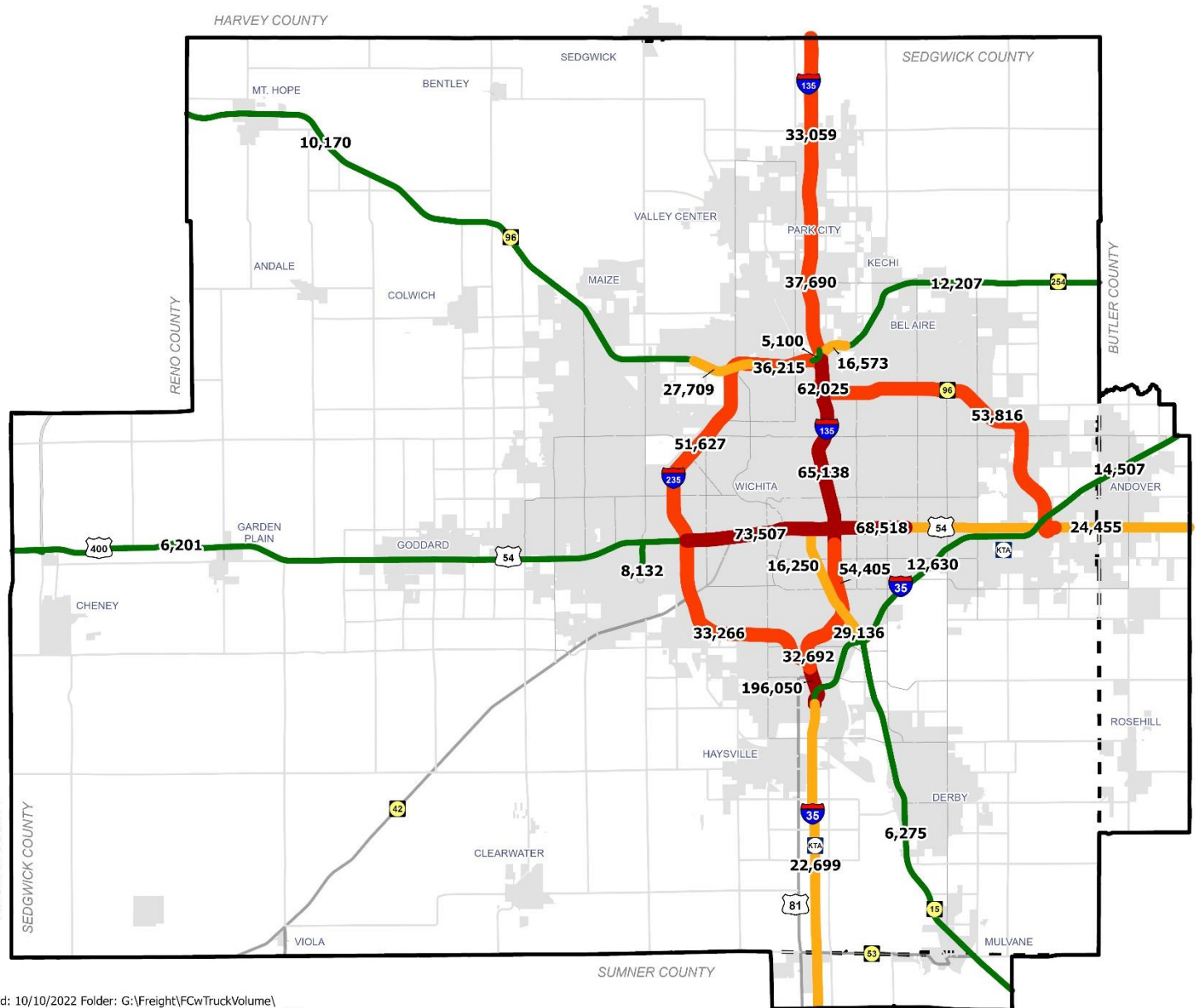
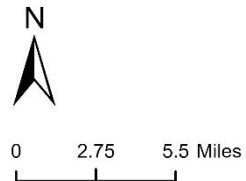
Vehicle Volumes

Annual Average Daily Traffic (AADT)

2020 AADT Count on Major Arterials

- < 15,000
- 15,000 - 30,000
- 30,001 - 60,000
- > 60,000

- WAMPO Cities
- County Boundaries
- WAMPO Planning Boundary



Source: KDOT 2020 AADT. Produced by: WAMPO. Date Exported: 10/10/2022 Folder: G:\Freight\FCwTruckVolume\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

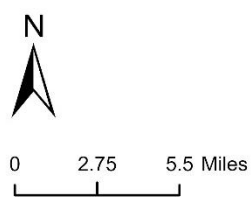
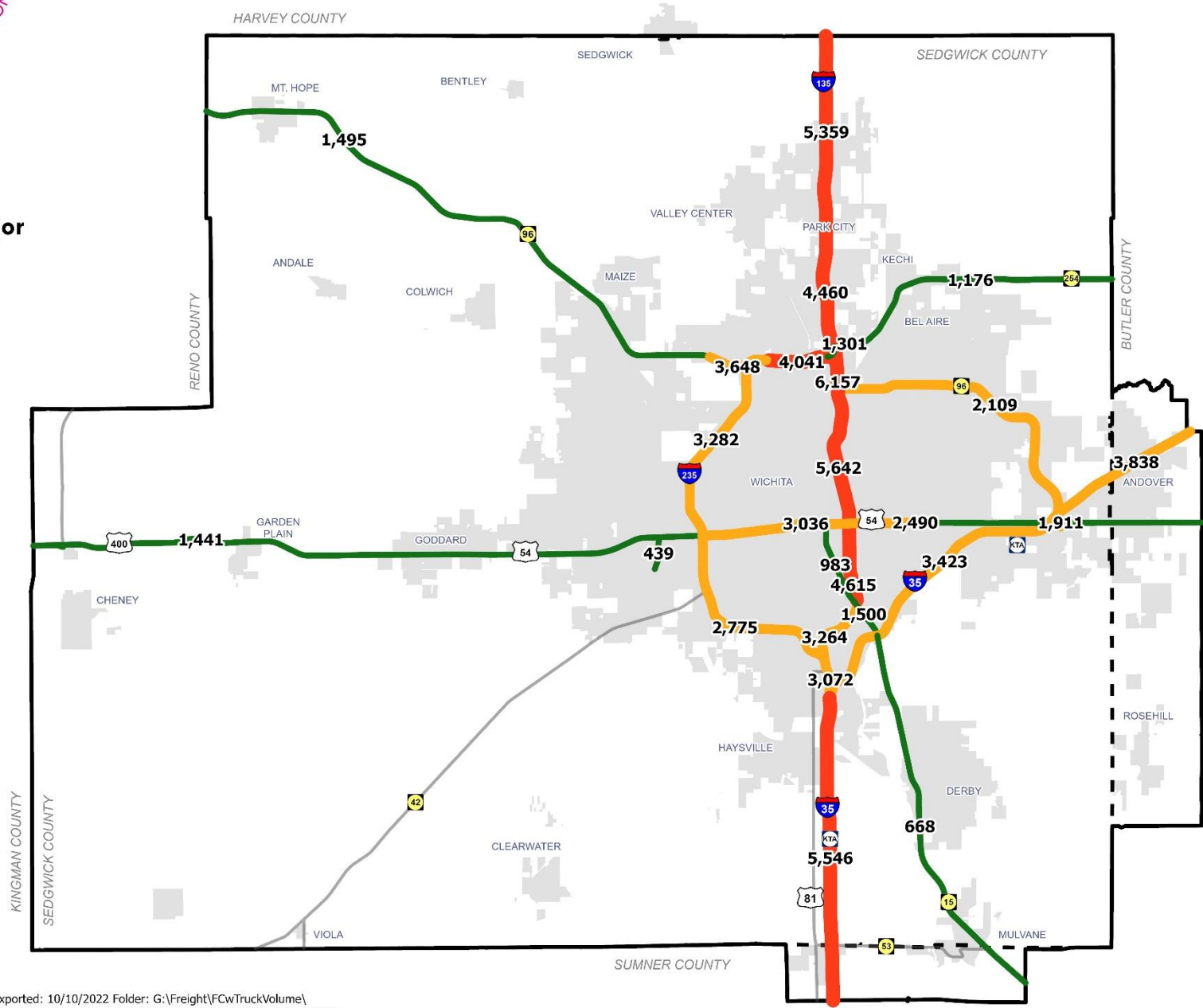


Freight Volumes

Annual Average Daily Traffic (AADT)

2020 AADT Count on Major Arterials

- < 2,000
- 2,000 - 4,000
- > 4,000
- WAMPO Cities
- County Boundaries
- WAMPO Planning Boundary



Source: KDOT 2020 AADT. Produced by: WAMPO. Date Exported: 10/10/2022 Folder: G:\Freight\FCwTruckVolume\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



Background

Population forecasts, or projections, are used for making informed decisions about which investment and growth patterns will bring the greatest benefit to the region and increase opportunities. Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) develops population projections for the WAMPO region and Sedgwick County, these projections guide and inform future growth, development, and public infrastructure investments. WAMPO staff are coordinating with the MAPD, specifically Stephen Banks, to develop a report outlining the assumptions and methodologies for population projections. This report is a work in progress and will continue to develop as more information is gathered from MAPD and input is received from TAC members and local jurisdictions.

Growth Rates

MAPD has developed/utilizes different population growth rates using Census data as a base and (can be) modified depending on the jurisdiction, contextual variables, and expert input. Contextual variables can include the issuance of building permits and subdivision plats and vacant lot inventory. Population growth rates are modified to more closely represent actual population growth, commercial development, and economic trends. MAPD has established population growth rates for three (3) different types of jurisdictions:

- Sedgwick County (includes CoW): 0.63%
- City of Wichita (CoW): 0.4945%
- Established Central Area (ECA): 12%

The Established Central Area covers the central part of the City of Wichita (CoW) and encompasses the downtown area. The population growth rate for the ECA was established as an aspirational desire for growth. Over the last six (6) years the population growth in the ECA was recorded as closer to 13%. To review population projections developed by MAPD, Stephen Banks, see the WAMPO Region Population Projection table attachment.

Next Steps

WAMPO will continue its coordination with MAPD to develop and complete an assumption and methodology report for population projects. WAMPO staff is seeking input from TAC members and local jurisdictions on revisions to the population growth rates for their city.

Attachment

- Draft Population Forecasts Methodology Report

Population Forecasts Methodology

Introduction

The Wichita Area Metropolitan Planning Organization (WAMPO) is federally required to develop a long-range Metropolitan Transportation Plan (MTP) that serves as a blueprint for managing, operating, and investing in the Wichita region's transportation system over the next 20+ years. An MTP contains the region's goals and objectives and a multimodal list of priority transportation projects and strategies. The MTP plays an important role in outlining the existing status and future needs of the transportation system and helps set the direction of planning efforts and programming investments. To ensure the MTP reflects the region's existing conditions and needs, WAMPO updates the plan every five (5) years, using a stakeholder and public participation process to help guide the development of priorities for the transportation system.

In support of the development of an MTP, WAMPO must also develop a Travel Demand Model (TDM). A TDM is an analytical tool to support the policy decision-making process and the development of the MTP. It provides a means for identifying existing and future transportation system deficiencies and for assessing proposed regional mobility improvements. Key inputs to a TDM are socioeconomic forecast data, including of population. Population forecasts help to understand future growth and transportation patterns in the region. For the MTP to accurately anticipate the region's transportation needs, it is necessary to know how much the region will grow and where future population growth will be concentrated. Figure 1 illustrates the inputs and outputs of a TDM.

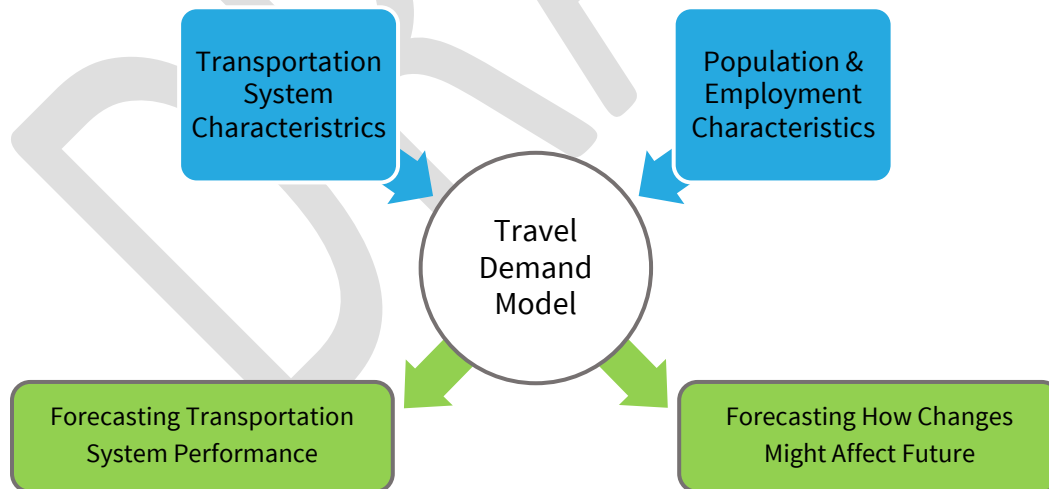


Figure 1: Interaction between travel demand model and transportation system characteristics and population and employment characteristics.

Population Forecasting

Population forecasts, or projections, are used for making informed decisions about which investments and growth patterns will bring the greatest benefit to the region and increase opportunities. Historically, the Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) develops population projections for the WAMPO region and Sedgwick County. These projections guide and inform future growth, development, and public infrastructure investments. WAMPO, in coordination with the MAPD, has developed this report to serve as a reference and resource for understanding and developing population forecasts.

Population forecasts are the result of locally developed assumptions and the most up-to-date data available at the time of the analysis. Changes to any one of these factors will impact forecasts. As such, population forecasts are not a definitive, but a likely picture of growth, given today's land use and planning assumptions. To use the forecast responsibly, it is recommended that users become familiar with the assumptions and methods that are presented in this report.

Forecast Users

Population forecasts are mainly developed and utilized by planning departments and metropolitan planning organizations. Public works departments rely on accurate forecasts for long-term planning of sewer and water. Forecasts play a role in assisting developers with understanding potential demand and the best areas for commercial and residential development. School districts also use population forecasts when planning for new schools or capacity revisions needed to current schools.

Data Variables

Population forecasts use several variables to project future populations in a region. For the purposes of long-term forecasting, it is important to view recent trends within the context of the long-term historical growth. Primary data sources provide long-term historical growth while supplemental data sources provide context on recent/current trends.

Primary Data Sources

Decennial Census. This official count of resident population and housing units is conducted once every ten years by the U.S. Census Bureau. The last Census was completed in 2020.

Supplemental Data Sources

Building Permits. Issued building permits help gauge new growth based on new housing developed. Building permits are issued by City and County agencies.

Subdivision Plats. Created for the subdivision of a piece of land into smaller parcels of property. The intent for the smaller parcels is they will be owned and operated by individual owners. Subdivision plats are issued by City and County agencies.

Vacant Lots. Inventorying vacant lots helps understand trends by reviewing the increase and decrease in vacant lots/abandoned structures. Vacancy patterns reflect an area's potential for future development or depopulation and economic downturn.

Local Expertise. Soliciting input of local professionals who actively plan and participate in residential and commercial development and in land use planning and policy development. Incorporating feedback from local experts in the public and private sectors helps make for a more reliable and accurate forecast.

Economic Forecasts. 2020 – 2030 economic forecasts looking at birth rates, immigration, and other factors driving the economy.

Developed Assumptions

To revise the forecast, MAPD made developed assumptions based on contextual variables and trends. The developed assumptions are as follows:

- MAPD Comprehensive Plan growth rates and population forecast are too high.
- 2020 census data show that population growth in the 2010's was slow.
- Economic growth forecasts indicate current economic productivity to continue through 2030.
- Consider residential building environment to be tight due to labor-market challenges, while commercial development is very strong. Overall concerns with material cost and supplies and interest rates that effect residential and commercial development.
- Development trends are holding fairly strong, based on the number of housing permits issued in the last five (5) years.
- Rates for household size and labor force participation are going back to pre-COVID rates.

Revised Forecasting

Using the data variables along with member jurisdiction input, MAPD has developed/utilizes different population growth rates. Growth rates that include contextual variables can more accurately represent actual population growth, commercial development, and economic trends. MAPD analyzed the population projections defined in the Comprehensive Plan for accuracy by evaluating data variables and identified a need for a revised population forecast.

The revised growth rate is modified from MAPD's Comprehensive Plan. MAPD confirmed that the population projections from the Comprehensive Plan were too high, based upon historical census data going back to 1970. The historical trends did not factor in changes in the community and economy.

MAPD's Comprehensive Plan defines population targets for Sedgwick County (610,000) and the City of Wichita (448,000). The revised forecast was developed after a review of eight (8) scenarios using different growth rates to indicate when in the future Sedgwick County and the City of Wichita would reach the population targets. The final chosen scenario (revised forecast) was selected because it reflects the area's current capacity for home construction in a tight labor market. More aggressive scenarios put the area's growth behind the population targets and less aggressive scenarios do not account for the area's capacity to grow.

Products

Dwelling Units. Houses or apartments used to provide living accommodations. This does not include transient establishments, such as hotels. Dwelling units constructed per year fluctuate greatly over time. The revised forecast puts future dwelling-unit construction rates for Sedgwick County and the City of Wichita at around the average of what has occurred over the last six (6) months. This allows for wiggle room in the event of economic downturn. Table 1 shows the forecasted development of dwelling units per year for Sedgwick County and City of Wichita.

Year	New Dwelling Units Per Year	
	Sedgwick County	City of Wichita
2022	1,813	1,135
2023	1,822	1,140
2024	1,831	1,144
2025	1,840	1,149
2030	1,888	1,172
2035	1,937	1,196
2040	1,987	1,220
2045	2,040	1,245
2050	2,093	1,270


Table 1: Forecasted New Dwelling Units Per Year for Sedgwick County/City of Wichita, (MAPD).

Jobs. Derived from labor force participation statistics. MAPD does not expect to see dramatic changes over time. Although COVID had an impact, there is evidence that the region is at or very near pre-COVID employment levels. Table 2 shows employment projections for Sedgwick County and City of Wichita.

Year	Employment Projections	
	Sedgwick County	City of Wichita
2022	243,068	216,700
2023	244,447	217,709
2024	245,834	218,723
2025	247,229	219,741
2030	254,324	224,905
2035	261,623	230,190
2040	269,132	235,599
2045	276,855	241,135
2050	284,801	246,802

Table 2: Population Projections for Sedgwick County/City of Wichita (MAPD)












Future Growth Concept Map. MAPD is updating a Future Growth Concept Map with land use information to reflect the last ten (10) years of activity. Minor modifications will be made to some growth areas for accommodation of the same population. Some of the modifications relate to freeway improvements and designated floodplains. Figure 2 shows MAPD’s proposed Future Growth Concept Map.


CommunityInvestments 

2045 Wichita Future Growth Concept Map -- Study Version --

Test Version 8

Legend

-  Residential Growth Areas
-  Employment Growth Areas
-  Established Central Area
-  Northwest Bypass Right-of-Way
-  Agricultural, Vacant
-  Residential
-  Commercial
-  Industrial & Warehouse
-  Public, Semi-Public, Institutional
-  Public Parks, Open Space, Golf Courses
-  Major Air Transportation & Military



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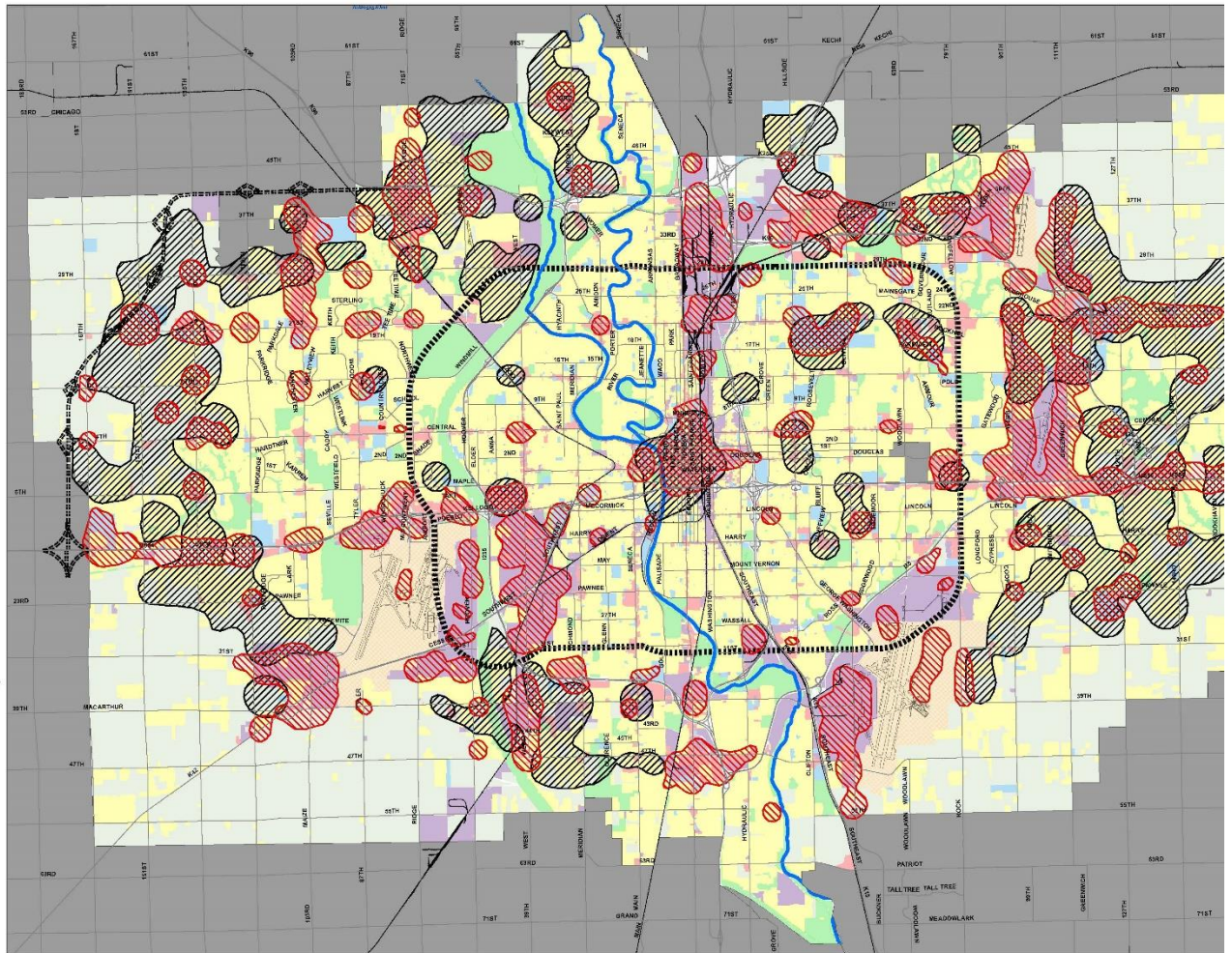


Figure 2: MAPD’s draft 2045 Future Growth Concept Map, (MAPD).

Financial Forecast. The financial forecast will be extended by another ten (10) years, to 2045. This forecasting will allow for more time to program the same amount of infrastructure improvements for the Capital Improvement Programs (CIPs) of the target jurisdictions (Sedgwick County: projected population 610,000/City of Wichita: projected population 448,000). This requires coordination with the jurisdictions’ finance departments to expand and adjust the forecasts. The MAPD’s Community Investments Plan identified an over ten (10) billion-dollar deficit in the infrastructure needed to accommodate the forecasted 2035 population. Projecting out another ten (10) years will allow for more time to cover the infrastructure needs and reduce the deficit, potentially by half.

Growth Rates

Wichita/Sedgwick County

The MAPD has identified revised baseline growth rates for three (3) areas:

- All of Sedgwick County (including Wichita): 0.63%
- City of Wichita (CoW): 0.4945%
- Established Central Area (ECA): 12%

The Established Central Area covers the central part of the City of Wichita, including the downtown area. The population growth rate for the ECA was established as an aspirational desire for growth.

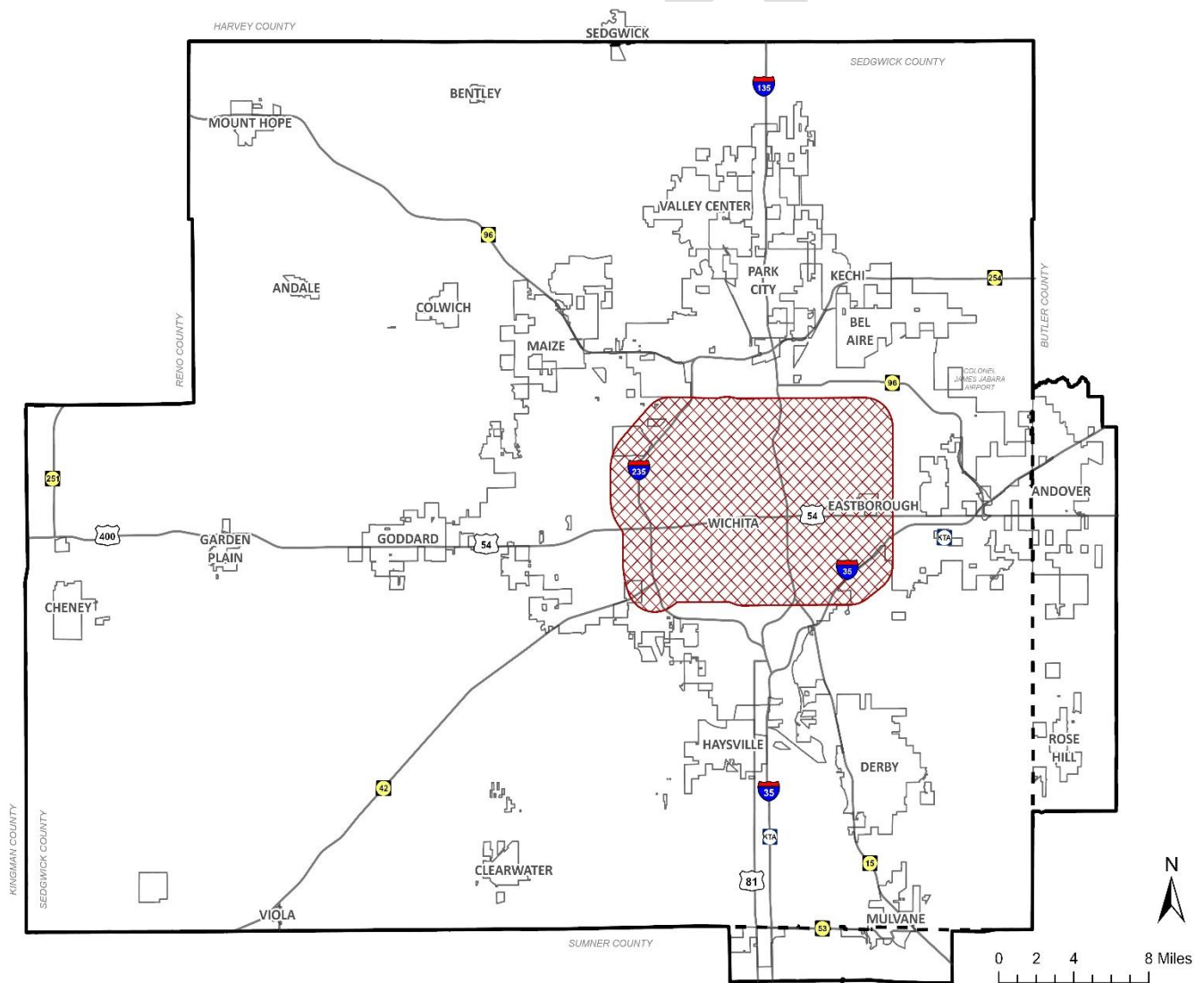


Figure 3: City of Wichita Established Central Area (ECA) Map, (MAPD).

Over the last six (6) years, population growth in the ECA was recorded as closer to 13%. A map depicting the ECA is shown in **Error! Reference source not found.**. Table 3 shows population forecasts using the above revised growth rates for Sedgwick County and the City of Wichita. With the revised growth rates, Sedgwick County and the City of Wichita will reach their population targets around 2045.

Year	Population Forecasts	
	Sedgwick County	City of Wichita
2020	523,824	397,532
2021	527,124	399,498
2022	530,445	401,473
2023	533,787	403,459
2024	537,150	405,454
2025	540,534	407,459
2030	557,776	417,633
2035	575,569	428,062
2040	593,929	438,751
2045	612,875	449,707
2050	632,426	460,936

Table 3: Sedgwick County / City of Wichita Population Forecasts (MAPD)

Table 4 shows the percentage of the County’s population that is projected to be in the City of Wichita. The share of the County population in the City of Wichita is expected to decrease over time. This is a very important consideration when allocating/adjusting population forecasts for the smaller cities in Sedgwick County. As Wichita and nearby municipalities annex more unincorporated land, city limits butt up against each other. This creates more opportunities for the City of Wichita to lose population to the abutting cities. Population projections for smaller cities will need to keep this possible trend in mind.

Year	Percentage of Sedgwick County Population	
	City of Wichita	
2020		75.9%
2021		75.8%
2022		75.7%
2023		75.6%
2024		75.5%
2025		75.4%
2030		74.9%
2035		74.4%
2040		73.9%
2045		73.4%
2050		72.9%

Table 4: City of Wichita's share of Sedgwick County's Population (MAPD)

Smaller Cities

Small-city growth rates were derived using a trend analysis of historic decennial census data, back to 1980. The MAPD coordinated with the smaller cities in Sedgwick County to collect comments on and revise (when necessary) the small-city growth rates. The Sedgwick County population projection numbers must be used as a control total when revising and negotiating population projections with smaller cities.



WAMPO-REGION POPULATION PROJECTIONS, 2020-2050

Population	2020	2025	2030	2035	2040	2045	2050	Average Annual Growth Rate (% of 2020 Population)
Wichita	397,532	407,459	417,633	428,062	438,751	449,707	460,936	0.53%
Derby	25,625	27,850	29,790	31,730	33,669	35,609	37,549	1.55%
Andover	14,892	16,068	17,650	19,231	20,812	22,393	23,974	2.03%
Haysville	11,262	11,946	12,492	13,038	13,585	14,131	14,678	1.01%
Park City	8,333	8,940	9,505	10,070	10,634	11,199	11,763	1.37%
Bel Aire	8,262	9,207	9,978	10,749	11,520	12,291	13,062	1.94%
Valley Center	7,340	8,058	8,615	9,172	9,729	10,286	10,844	1.59%
Mulvane	6,286	6,792	7,100	7,408	7,716	8,024	8,332	1.08%
Maize	5,735	5,973	6,683	7,392	8,101	8,810	9,519	2.20%
Goddard	5,084	5,749	6,357	6,965	7,574	8,182	8,790	2.43%
Rose Hill	4,185	4,602	4,871	5,139	5,407	5,676	5,944	1.40%
Clearwater	2,653	2,808	2,933	3,058	3,183	3,308	3,433	0.98%
Kechi	2,217	2,606	2,901	3,195	3,490	3,785	4,080	2.80%
Cheney	2,181	2,339	2,448	2,557	2,665	2,774	2,883	1.07%
Colwich	1,455	1,525	1,587	1,649	1,711	1,773	1,835	0.87%
Garden Plain	948	969	1,003	1,037	1,071	1,104	1,138	0.67%
Andale	941	1,045	1,104	1,162	1,221	1,280	1,339	1.41%
Mount Hope	806	819	820	822	823	825	826	0.08%
Eastborough	756	743	728	714	699	685	670	-0.38%
Bentley	560	606	644	681	719	756	794	1.39%
Sedgwick**	194	221	232	242	253	263	274	1.37%
Viola	115	112	101	90	79	68	57	-1.70%
Sedgwick County*	36,465	35,717	36,055	36,689	37,629	38,889	40,480	0.37%
Butler County*	2,352	2,190	2,028	1,866	1,704	1,542	1,380	-1.38%
Sumner County*	1,061	811	946	1,081	1,216	1,351	1,486	1.33%
WAMPO Region	547,240	565,155	584,201	603,797	623,960	644,710	666,064	0.72%

*Unincorporated portion inside of 2021 WAMPO boundary

**Portion of city inside of 2021 WAMPO Boundary

Population of Sedgwick County

Population	2020	2025	2030	2035	2040	2045	2050	Average Annual Growth Rate (% of 2020 Population)
Sedgwick County	523,824	540,534	557,776	575,569	593,929	612,875	632,426	0.69%

Source: Wichita-Sedgwick County Metropolitan Area Planning Department, as of 9/19/2022



Background

Since 2012, WAMPO has conducted annual counts of bicycles and pedestrians at various locations throughout the region. These counts measure non-motorized travel within the WAMPO region. This helps to determine long-term walking and biking trends as well as where emphasis should be placed by member jurisdictions in terms of road improvements, repairs, and new non-motorized transportation projects. Further, this information can also be shared with the public and other governing bodies, creating a more developed and thorough understanding of how the WAMPO region commutes, stays active, and interacts with the transportation system. It also sheds light on the relationships between transportation, land use, and climate by illustrating trends in road and path usage.

WAMPO Bicycle and Pedestrian Count Projections

From 2012 to 2020, counts were measured at 35 site locations, and in 2021, three new site locations were added. Each site was measured for two hours on two weekdays- either Wednesday or Thursday and one weekend, Saturday. The sites are counted based on whether it is a screenline (a line along a path or road that when crossed, is counted) or an intersection (where passage through the intersection is counted). WAMPO enlists support from approximately 70 community volunteers each year to collect this information.

This is the first year WAMPO is projecting these counts to represent larger swaths of time and traffic. Calculating projections from daily counts can be used to predict and analyze daily, weekly, monthly, and yearly volumes and averages. These counts and their methodology are based on national standards from the [National Bicycle and Pedestrian Documentation Project](#). This methodology allows planners to predict the AADT (Average Annual Daily Traffic) for bicycle and pedestrian counts each year.

Attached are charts and maps for the 2021 bicycle and pedestrian count projections. WAMPO is developing an accessible online interactive map. The interactive map will allow for public access to past count data and current projections. All the bicycle and pedestrian count data, analysis, and projections are compiled in a comprehensive report, the WAMPO Bicycle and Pedestrian Projections Data Report 2021-2021.

Timeline

- Task 1:** Review and compile 2012 to 2021 bike/ped count information
- Task 2:** Calculate projections using National Bicycle and Pedestrian Documentation Project formulas in excel
- Task 3:** Evaluate the characteristics of the counts in terms bicycle and pedestrian make up.
- Task 4:** Import the excel data into ArcGIS
- Task 5:** Create ArcGIS maps to illustrate patterns and trends in the data
- Task 6:** Develop the WAMPO Bicycle and Pedestrian Projections Data Report 2021-2021
- Task 7:** Use ArcGIS online to create an interactive map to be hosted on WAMPO's website

Attachments:

- [WAMPO Bicycle and Pedestrian Projections Data Report 2012-2021](#)
- 2021 Bicycle & Pedestrian and Vehicle AADT Map
- 2021 Bicycle & Pedestrian Counts Table



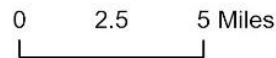
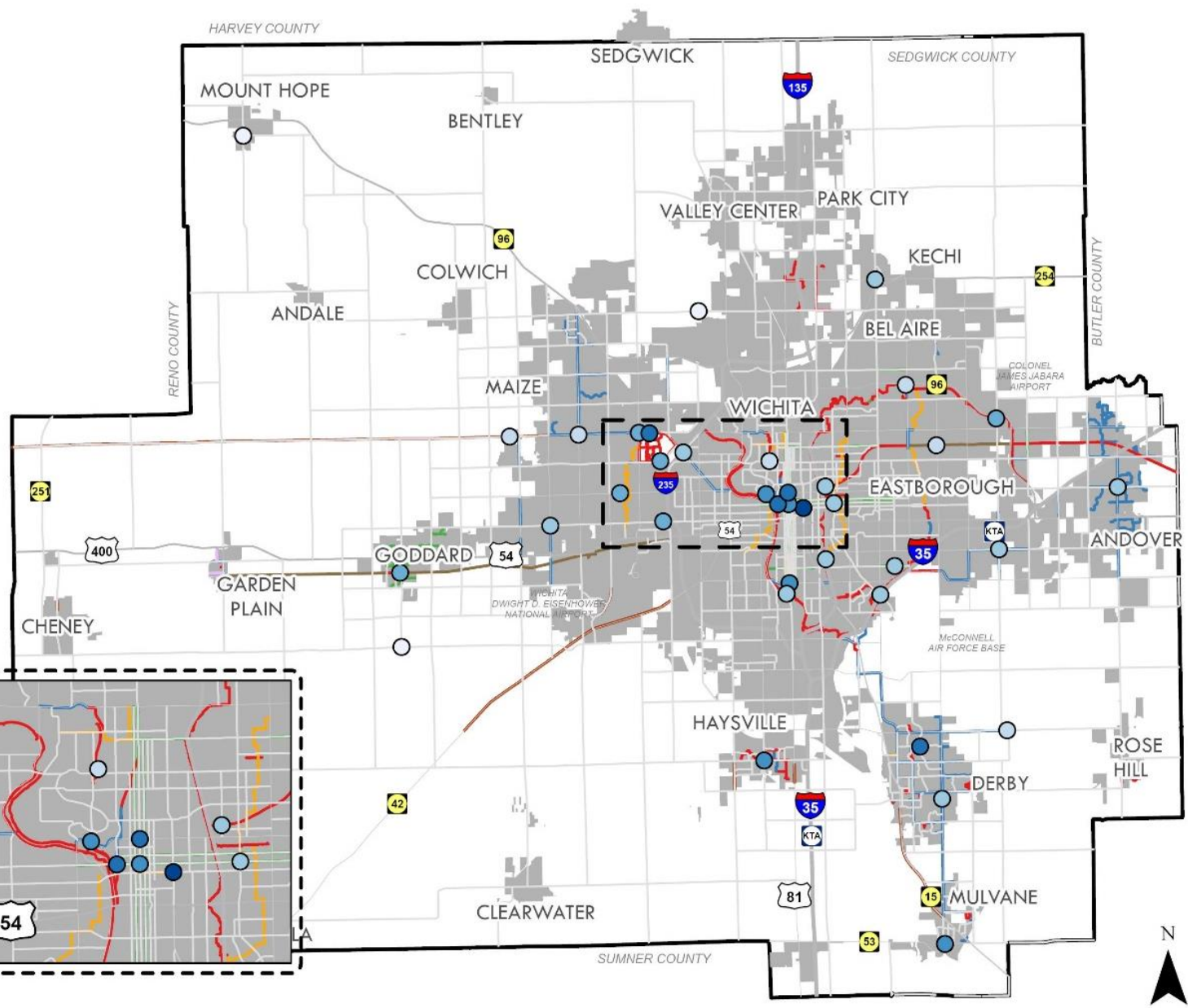
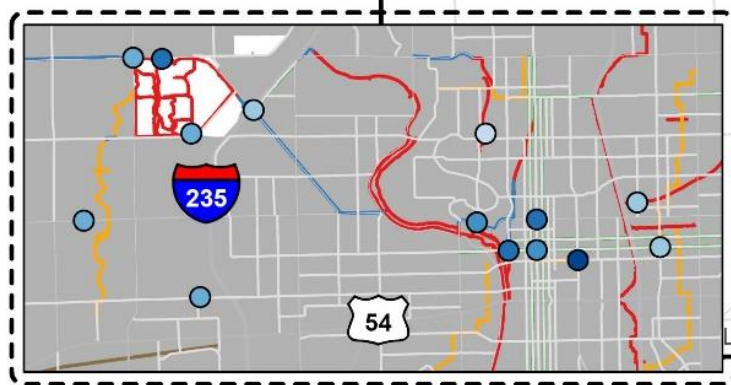
Bicycle & Pedestrian 2021 Count Projections

Count Projections

Average Annual Daily Traffic (AADT)

- 0 - 50
- 51 - 100
- 101 - 300
- 301 - 500
- 501 - 1000
- 1001 - 2000
- 2001 - 3000

- Shared Use Path
- Sidepath
- Bicycle Lane
- Marked/Signed Shared Lane
- Bicycle Boulevard
- Paved Shoulder
- Unpaved Trail
- County Boundaries
- WAMPO Cities
- WAMPO Planning Boundary



Source: WAMPO. Produced by: WAMPO. Date Exported: 9/27/2022
 Folder: T:\Plans & Projects\Pathways and Trails\Bike_Ped Counts\2021 Count\Data & Report\PROJECTIONS 2022 (2012-2021)\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

City	Site	Site Number	Bicycle & Pedestrian AADT 2021	Vehicle AADT 2021	Average Daily Split Cycling 2021	Average Daily Split Walking 2021	Vehicle Per 2021
Wichita	K-96 Path, at Greenwich	4	354	-	-	-	-
Kechi	Oliver at 61st	5	183	2,877	-	0%	-
Wichita	17th St Rail bed, at Rock	6	78	14,470	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	71	2,338	0%	0%	100%
Mulvane	Main and 2nd	9	627	3,193	1%	1%	98%
Wichita	Mt. Vernon and Edgemoor	13	159	2,559	0%	0%	99%
Wichita	I-135 Canal Route, at Linwood Pk	14	148	780	0%	1%	98%
Wichita	Pawnee and Broadway	15	815	14,065	0%	0%	100%
Wichita	Ark River Path, near Broadway	18	220	-	-	-	100%
Wichita	Douglas and Washington	25	2,095	15,524	0%	1%	99%
Wichita	1st and Grove	26	256	4,556	0%	0%	100%
Wichita	Redbud Path, East of I-135 Canal Path	33	185	-	-	-	100%
Wichita	Broadway and 1st	37	765	9,439	0%	0%	99%
Wichita	Ark River Path, at 13th	41	71	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	4,310	-	-	-	100%
Wichita	21st and Ridge	47	385	18,137	0%	0%	100%
Wichita	Zoo Path, at Westdale	48	282	8,686	0%	0%	100%
Wichita	21st and Maize Rd	49	95	13,416	0%	0%	100%
Wichita	21st St, West of 135th	50	53	9,315	0%	0%	100%
Goddard	Macarthur and 199th	52	-	1,157	-	-	-
Mt. Hope	Ohio and Main	56	-	697	-	-	-
Wichita	Maple and 119th	61	221	6,067	0%	0%	100%
Wichita	53rd St, at Ark River Bridge	65	4	3,177	0%	0%	100%
Wichita	Harry and Greenwich	69	106	7,080	0%	0%	100%
Goddard	Prairie Sunset Trail	77	390	-	-	-	100%
Wichita	Central at Nims	78	737	5,701	1%	0%	99%
Wichita	1st and Waco	81	1,122	4,851	1%	1%	98%
Wichita	Broadway and Central	84	1,875	10,547	0%	1%	99%
Haysville	Main and Grand	86	626	5,842	0%	0%	99%
Andover	Central and Andover Rd	87	212	10,983	0%	0%	100%
Wichita	Central and Socora	89	330	5,372	0%	0%	99%
Wichita	Maple at the Big Ditch	90	195	11,194	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	132	7,120	0%	0%	100%
Derby	Rock St, South of Madison	94	97	8,456	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	406	-	-	-	100%
Wichita	Sedgwick County Park at 13th Street	111	1,086	-	-	-	100%
Wichita	Sedgwick County Park at 21st Street	112	1,055	-	-	-	100%
Wichita	Triple Creek & Tall Tree	113	424	1,103	0%	3%	97%

WAMPO Bicycle and Pedestrian Projections Data Report 2012-2021

Overview of Historic Counts

This report focuses on 2021 bicycle and pedestrian count data, which is the most complete and reliable historic count to illustrate how the projections function. To understand how bicycle and pedestrian counts and collection methods have evolved over time, count data dating back to 2012 is included. The data collected at each site each year can vary in quality and reliability due to several variables. For example, the weather has a strong effect on people’s desire to walk and bike, so if the weather was particularly cold one count year all the sites may have lower count numbers. Another example is based on the number of volunteers available. If WAMPO does not have enough volunteers some sites may go uncounted or partially counted. Table 1 is an example of how counts can be inconsistent over the years.

This is the first year that WAMPO is projecting its bicycle and pedestrian count data using mathematical formulas. Projections provide an estimate of counts and are the best analysis method for offsetting the fluctuations in the count data.

Bicycle and Pedestrian Counts 2021-2012 at Site 5 Oliver at 61st

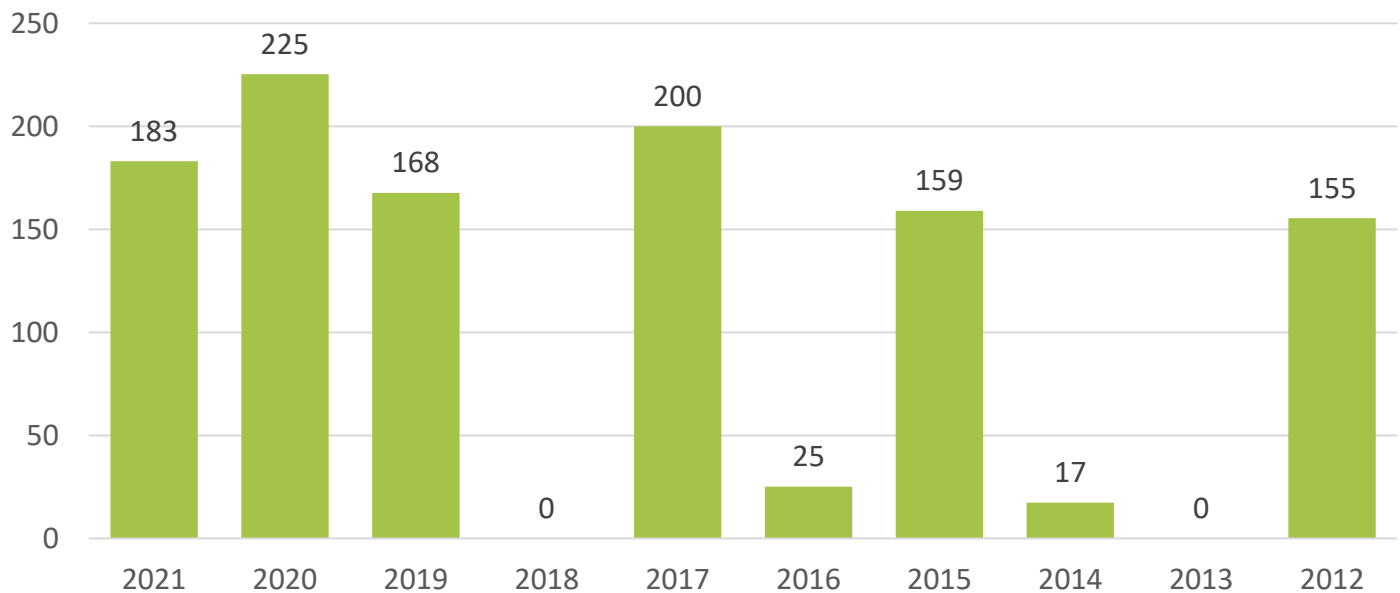


Table 1: Counts collected at Site 5 from 2012-2021.

Project Background

Since 2012, WAMPO has counted bicycle and pedestrian traffic at dozens of specific locations throughout the region. The methodology for collecting and projecting these counts is standardized by the National Bicycle and Pedestrian Documentation Project standards (<http://bikepeddocumentation.org>).

The counts are based on two-hour time slots from two days in September: a weekday and a Saturday. These days were chosen based on the recommendations from the National Bicycle and Pedestrian Documentation Project. Each site is counted as either a screenline or an intersection, which determines the directions from which countable traffic is traveling. The counts are conducted by volunteers.

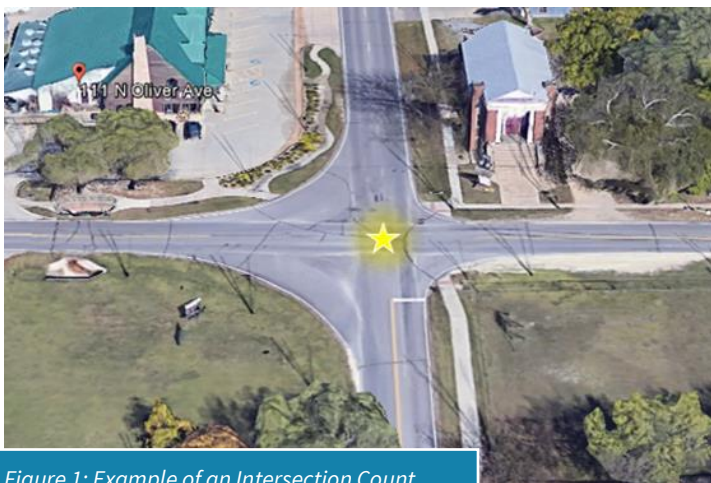


Figure 1: Example of an Intersection Count



Figure 2: Example of a Screenline Count

The collected count data is returned to WAMPO and transcribed onto spreadsheets, then mathematical projections from the National Bicycle and Pedestrian Documentation Project are conducted. This resulting data is then used to make various maps for public consumption online.

Utility of Count Results

Bicycle and pedestrian counts can measure multi-modal traffic volume and aid in the prioritization of road improvements and new transportation projects based on levels of usage. This count data helps to understand how the region chooses to get around and to stay active. It also illustrates relationships between transportation, land use, and mobility. And last, as this information is standardized and shareable, it can assist in comparisons against the rest of the nation.

Interactive Maps

WAMPO has developed ArcGIS online user-friendly maps that can be found at <https://www.wampo.org/bicycle-pedestrian>. An interactive map allows users to explore the count locations and the most recent and historical count data. Interactive maps allow users to isolate information that pertains to their interests or personal investments. On this map, users can see where the count locations are and where they are in relation to bike ways, major roadways, and the numerous municipalities in the WAMPO region.

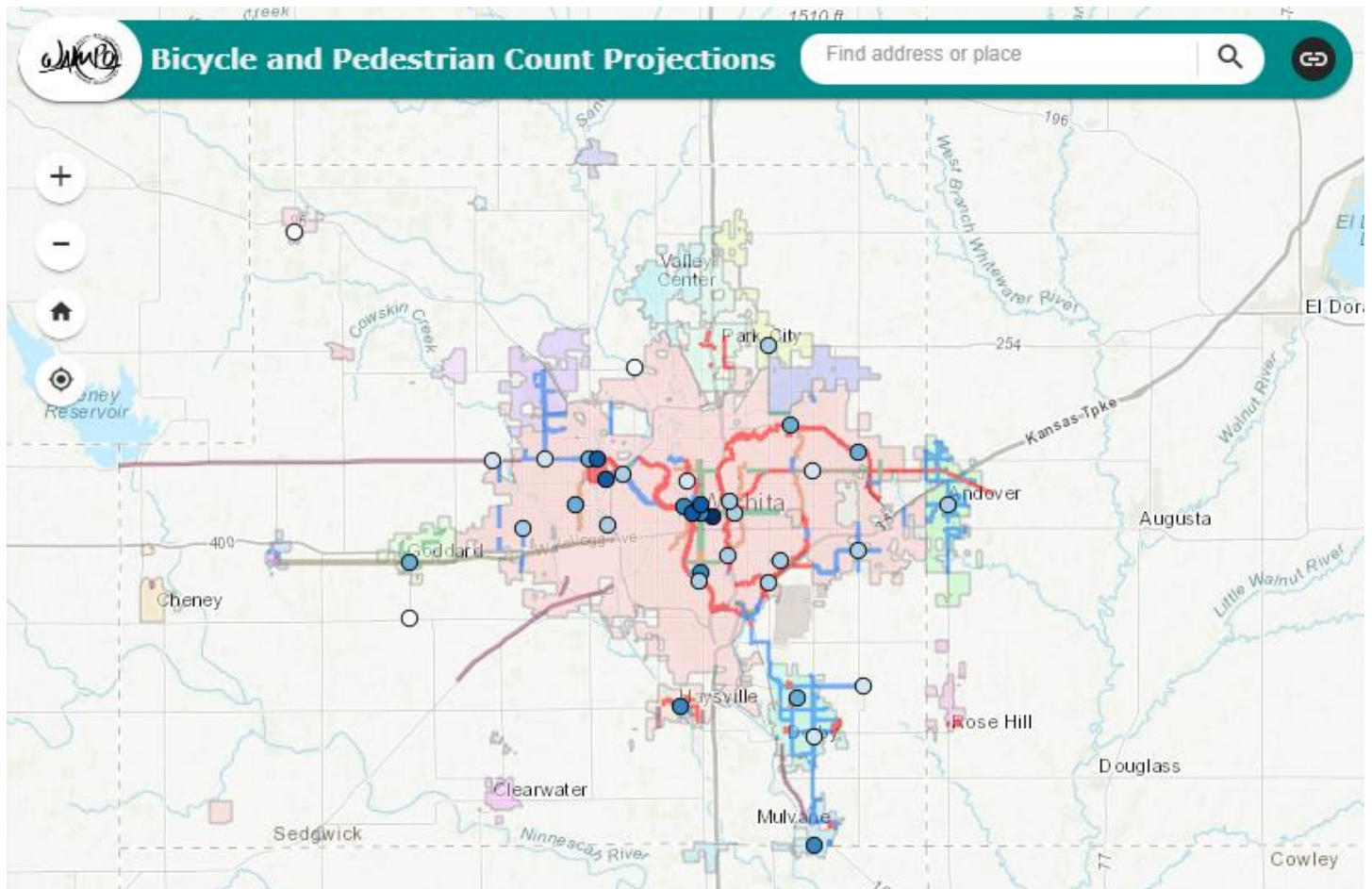


Figure 1: Screenshot of the ArcGIS Interactive Map

2021- Most Recent & Comprehensive Counts

2021 had the most complete and comprehensive data of all the count years from 2012 onward. 2021's data is illustrated in Figure 6. Nearly all sites have a recorded daily average of bicycle and pedestrian counts. And all sites that qualify for a Vehicle Average Annual Daily Traffic (AADT) count have one. (The "T" in AADT can refer to trips or traffic, they have the same meaning.) Sites that do not qualify for Vehicle AADT are not near a road and are both a screenline location and a shared use path. Years both past and future can compare against 2021 with the most confidence.

Bicycle and Pedestrian Annual Average Daily Traffic (AADT)

In 2021, there were 38 locations counted around the WAMPO region. The 2021 bicycle and pedestrian daily trips range from 4310 to 4, although some sites are recorded as 0 AADT. They could be 0 because they had no trips or because there was no data recorded, perhaps because the site was not counted. In looking at the data comprehensively, the average AADT is 531 and the median AADT is 238.

Figure 4 illustrates the range of the top five count locations, which have a large range between them. The scenic Ark River Path at the Keeper of the Plains is by far the most used location in the region.

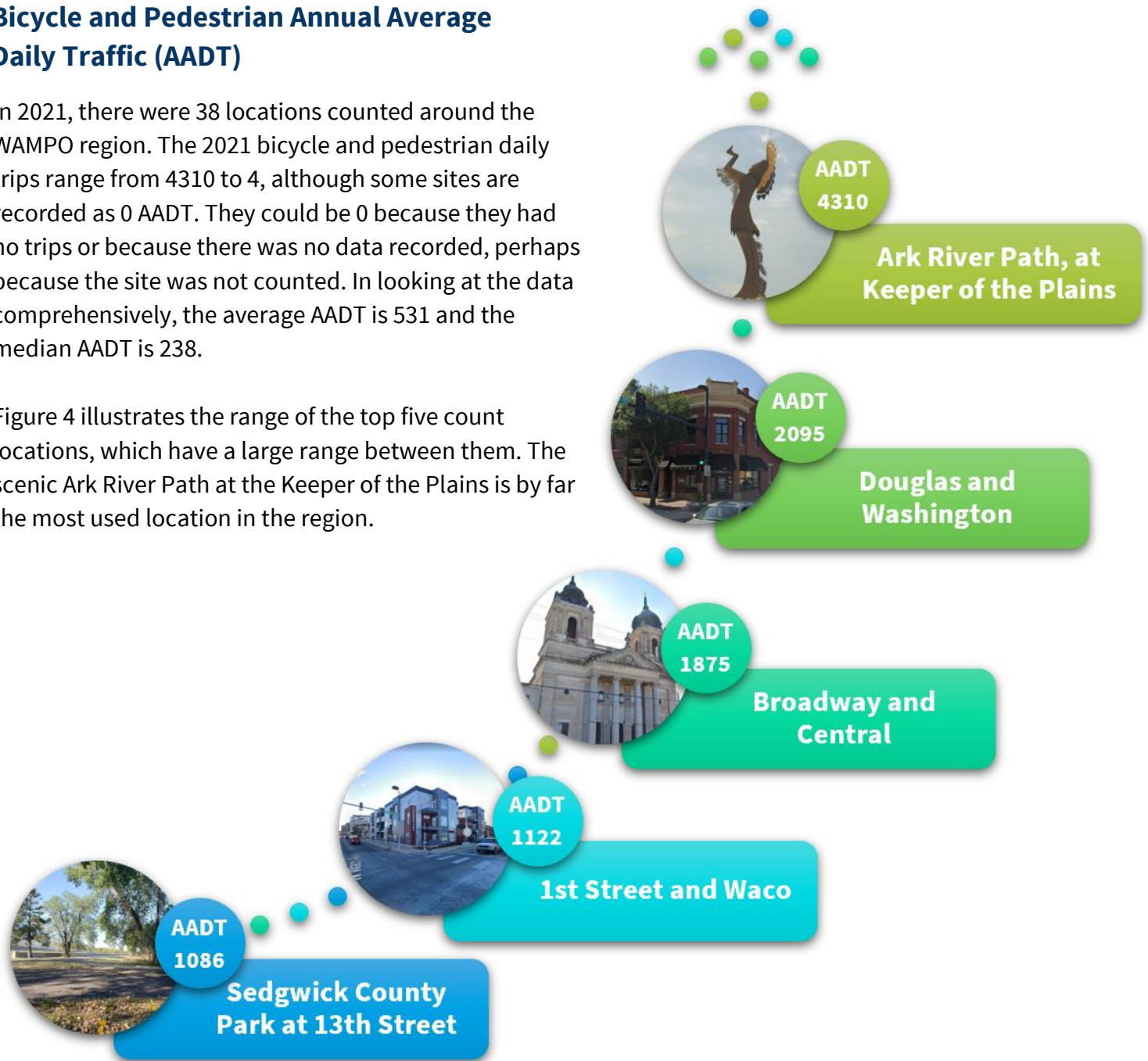


Figure 2: Top Five Count Locations in WAMPO Region

Mode Share Maps

Some MPO's display their AADT information by site in the form of mode share maps. Mode share is defined as the percentage of people using a particular mode of transportation such as walking, biking, and driving. Mode share maps use pie charts to illustrate the breakdown of vehicle usage versus bicycle and pedestrian usage at each count site. Nearly all the sites in the WAMPO region showed high percentages in favor of one mode choice (either high vehicle use or high bicycle/pedestrian use) meaning there was not a meaningful share of mode usage at any of the count locations. The mode share maps created were not deemed as informative. However, WAMPO has the data and pie charts available for mode share breakdowns, and can be available upon request. For future reports, WAMPO will continue to input updated information and evaluate mode share.

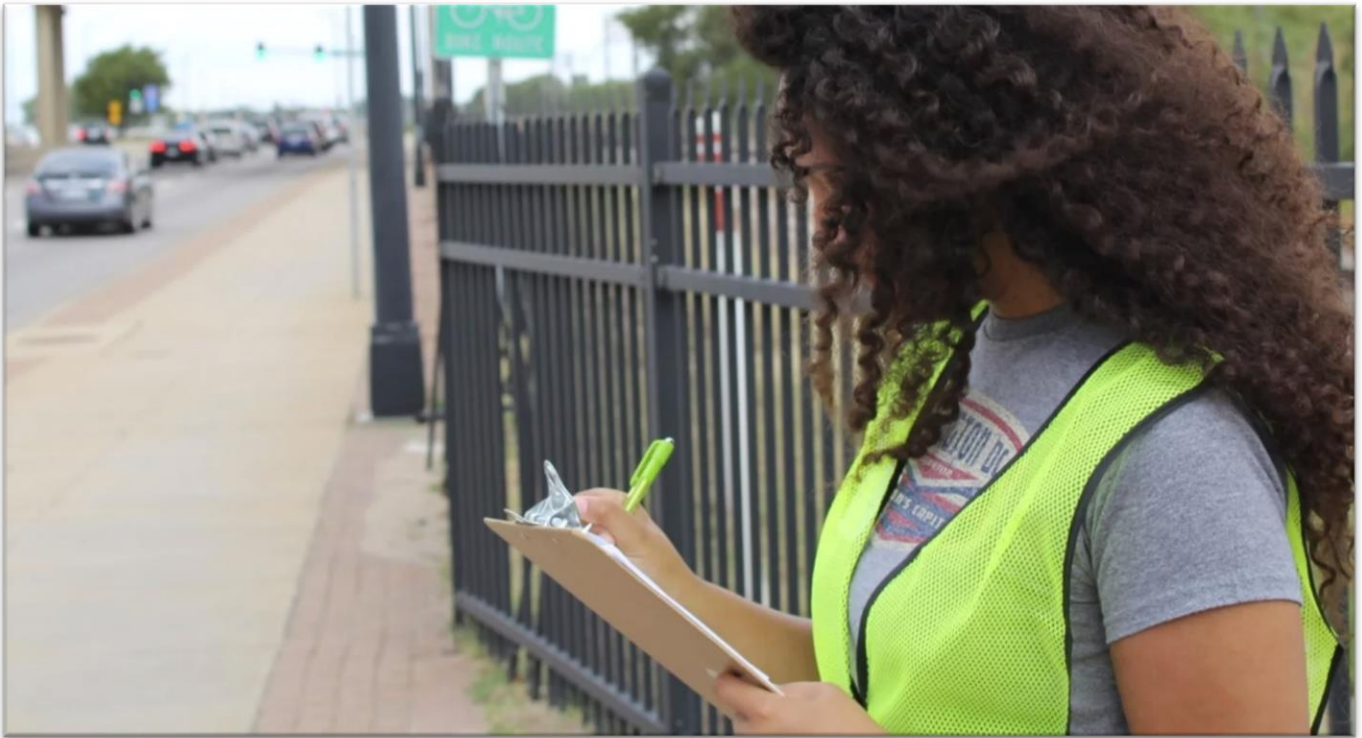


Figure 5: Volunteers are an essential part of WAMPO's mission

Most Recent Data - Count Projections

In the following map, the color scale from very light blue to dark blue illustrates the increase in traffic density and volume. It is observable that the darkest blue and therefore most trafficked count locations are in the highlighted box, which shows the center of Wichita.



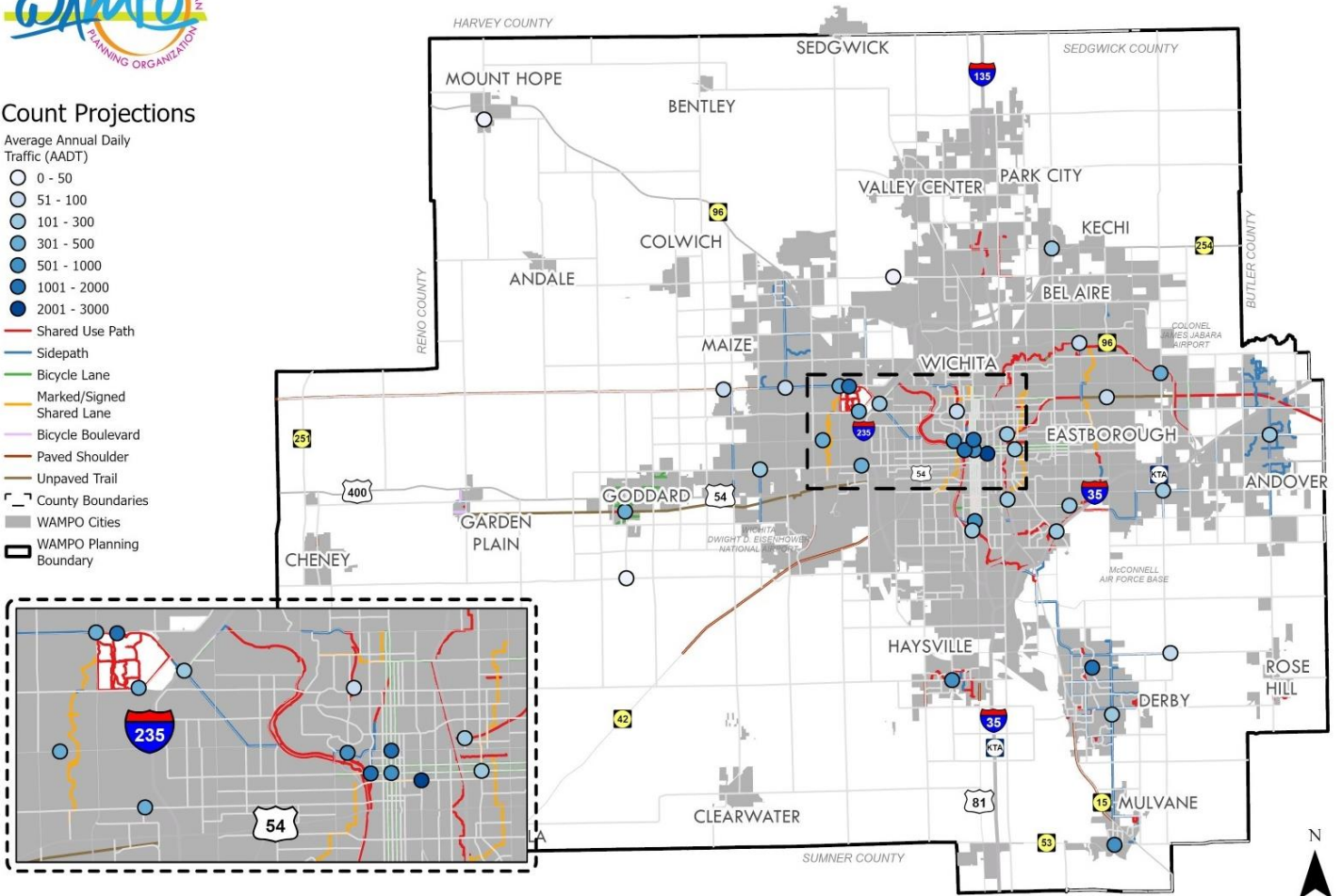
Bicycle & Pedestrian 2021 Count Projections

Count Projections

Average Annual Daily Traffic (AADT)

- 0 - 50
- 51 - 100
- 101 - 300
- 301 - 500
- 501 - 1000
- 1001 - 2000
- 2001 - 3000

- Shared Use Path
- Sidepath
- Bicycle Lane
- Marked/Signed Shared Lane
- Bicycle Boulevard
- Paved Shoulder
- Unpaved Trail
- ▭ County Boundaries
- ▭ WAMPO Cities
- ▭ WAMPO Planning Boundary



Source: WAMPO. Produced by: WAMPO. Date Exported: 9/27/2022
 Folder: T:\Plans & Projects\Pathways and Trails\Bike_Ped Counts\2021 Count\Data & Report\PROJECTIONS 2022 (2012-2021)\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Figure 6: Screenshot of the ArcGIS Interactive Map Most recent counts per location

2021-2012 Historic Count Data for Each Count Location

In the following tables, the summary data for each site for each year is displayed. The last three columns of each table show the percentage breakdown, or “Average Daily Split,” of bicycle use, pedestrian use, and vehicle use. In 2021, most sites have an overwhelming majority of vehicle use, illustrated by 100%. For example, for 2021, site 113 shows the highest non-vehicle breakdown at 3% pedestrian use and 97% pedestrian use. Other years further back tend to have greater percentage diversity.

2021 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2021	Vehicle AADT 2021	Average Daily Split Cycling 2021	Average Daily Split Walking 2021	Vehicle Per 2021
Wichita	K-96 Path, at Greenwich	4	354	-	-	-	-
Kechi	Oliver at 61st	5	183	2,877	-	0%	-
Wichita	17th St Rail bed, at Rock	6	78	14,470	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	71	2,338	0%	0%	100%
Mulvane	Main and 2nd	9	627	3,193	1%	1%	98%
Wichita	Mt. Vernon and Edgemoor	13	159	2,559	0%	0%	99%
Wichita	I-135 Canal Route, at Linwood Pk	14	148	780	0%	1%	98%
Wichita	Pawnee and Broadway	15	815	14,065	0%	0%	100%
Wichita	Ark River Path, near Broadway	18	220	-	-	-	100%
Wichita	Douglas and Washington	25	2,095	15,524	0%	1%	99%
Wichita	1st and Grove	26	256	4,556	0%	0%	100%
Wichita	Redbud Path, East of I-135 Canal Path	33	185	-	-	-	100%
Wichita	Broadway and 1st	37	765	9,439	0%	0%	99%
Wichita	Ark River Path, at 13th	41	71	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	4,310	-	-	-	100%
Wichita	21st and Ridge	47	385	18,137	0%	0%	100%
Wichita	Zoo Path, at Westdale	48	282	8,686	0%	0%	100%
Wichita	21st and Maize Rd	49	95	13,416	0%	0%	100%
Wichita	21st St, West of 135th	50	53	9,315	0%	0%	100%
Goddard	Macarthur and 199th	52	-	1,157	-	-	-
Mt. Hope	Ohio and Main	56	-	697	-	-	-
Wichita	Maple and 119th	61	221	6,067	0%	0%	100%
Wichita	53rd St, at Ark River Bridge	65	4	3,177	0%	0%	100%
Wichita	Harry and Greenwich	69	106	7,080	0%	0%	100%
Goddard	Prairie Sunset Trail	77	390	-	-	-	100%
Wichita	Central at Nims	78	737	5,701	1%	0%	99%
Wichita	1st and Waco	81	1,122	4,851	1%	1%	98%
Wichita	Broadway and Central	84	1,875	10,547	0%	1%	99%
Haysville	Main and Grand	86	626	5,842	0%	0%	99%
Andover	Central and Andover Rd	87	212	10,983	0%	0%	100%
Wichita	Central and Socora	89	330	5,372	0%	0%	99%
Wichita	Maple at the Big Ditch	90	195	11,194	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	132	7,120	0%	0%	100%
Derby	Rock St, South of Madison	94	97	8,456	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	406	-	-	-	100%
Wichita	Sedgwick County Park at 13th Street	111	1,086	-	-	-	100%
Wichita	Sedgwick County Park at 21st Street	112	1,055	-	-	-	100%
Wichita	Triple Creek & Tall Tree	113	424	1,103	0%	3%	97%

2020 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2020	Vehicle AADT 2020	Average Daily Split Cycling 2020	Average Daily Split Walking 2020	Vehicle Per 2020
Wichita	K-96 Path, at Greenwich	4	232	-	-	-	-
Kechi	Oliver at 61st	5	225	2,376	4%	4%	91%
Wichita	17th St Rail bed, at Rock	6	149	12,321	1%	0%	99%
Derby	63rd St Sidepath, at Greenwich	8	260	1,995	7%	4%	88%
Mulvane	Main and 2nd	9	237	2,880	5%	3%	92%
Wichita	Mt. Vernon and Edgemoor	13	285	2,167	2%	9%	88%
Wichita	I-135 Canal Route, at Linwood Pk	14	446	638	19%	22%	59%
Wichita	Pawnee and Broadway	15	805	12,069	2%	4%	94%
Wichita	Ark River Path, near Broadway	18	207	-	-	-	-
Wichita	Douglas and Washington	25	1,433	13,225	3%	7%	90%
Wichita	1st and Grove	26	308	3,544	6%	2%	92%
Wichita	Redbud Path, East of I-135 Canal Path	33	388	-	-	-	-
Wichita	Broadway and 1st	37	803	7,759	4%	5%	91%
Wichita	Ark River Path, at 13th	41	183	-	-	-	-
Wichita	Ark River Path, at Keeper of the Plains	43	5,457	-	-	-	-
Wichita	21st and Ridge	47	1,272	18,137	4%	2%	93%
Wichita	Zoo Path, at Westdale	48	420	7,396	5%	0%	95%
Wichita	21st and Maize Rd	49	1,488	11,423	2%	10%	88%
Wichita	21st St, West of 135th	50	52	7,935	0%	0%	99%
Goddard	Macarthur and 199th	52	-	1,185	-	-	-
Mt. Hope	Ohio and Main	56	178	492	12%	15%	73%
Wichita	Maple and 119th	61	274	5,167	1%	4%	95%
Wichita	53rd St, at Ark River Bridge	65	9	2,694	-	-	-
Wichita	Harry and Greenwich	69	258	6,031	3%	2%	96%
Goddard	Prairie Sunset Trail	77	362	-	-	-	-
Wichita	Central at Nims	78	1,084	5,392	7%	10%	83%
Wichita	1st and Waco	81	1,003	3,835	13%	8%	79%
Wichita	Broadway and Central	84	2,816	9,085	5%	19%	76%
Haysville	Main and Grand	86	457	4,943	4%	4%	92%
Andover	Central and Andover Rd	87	421	9,268	3%	2%	96%
Wichita	Central and Socora	89	367	4,561	1%	7%	93%
Wichita	Maple at the Big Ditch	90	95	9,257	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	292	6,063	3%	1%	95%
Derby	Rock St, South of Madison	94	327	7,528	3%	2%	96%
Wichita	K-96 Path, at Great Plains Nature Center	100	572	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2019 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2019	Vehicle AADT 2019	Average Daily Split Cycling 2019	Average Daily Split Walking 2019	Vehicle Per 2019
Wichita	K-96 Path, at Greenwich	4	132	-	-	-	-
Kechi	Oliver at 61st	5	168	2,869	1%	6%	94%
Wichita	17th St Rail bed, at Rock	6	53	14,668	0%	0%	99%
Derby	63rd St Sidepath, at Greenwich	8	82	2,267	3%	4%	94%
Mulvane	Main and 2nd	9	277	3,315	2%	8%	90%
Wichita	Mt. Vernon and Edgemoor	13	-	2,524	-	-	-
Wichita	I-135 Canal Route, at Linwood Pk	14	-	750	-	-	-
Wichita	Pawnee and Broadway	15	574	14,151	2%	4%	95%
Wichita	Ark River Path, near Broadway	18	177	-	-	-	100%
Wichita	Douglas and Washington	25	2,474	15,378	2%	14%	84%
Wichita	1st and Grove	26	194	4,450	3%	4%	93%
Wichita	Redbud Path, East of I-135 Canal Path	33	-	-	-	-	-
Wichita	Broadway and 1st	37	3,723	9,297	7%	29%	65%
Wichita	Ark River Path, at 13th	41	435	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	3,921	-	-	-	100%
Wichita	21st and Ridge	47	401	21,591	1%	2%	97%
Wichita	Zoo Path, at Westdale	48	317	8,805	3%	3%	93%
Wichita	21st and Maize Rd	49	372	13,599	2%	3%	96%
Wichita	21st St, West of 135th	50	52	9,227	0%	1%	99%
Goddard	Macarthur and 199th	52	18	1,110	1%	2%	98%
Mt. Hope	Ohio and Main	56	-	438	-	-	-
Wichita	Maple and 119th	61	160	6,099	1%	3%	96%
Wichita	53rd St, at Ark River Bridge	65	-	3,136	-	-	-
Wichita	Harry and Greenwich	69	114	7,013	1%	2%	98%
Goddard	Prairie Sunset Trail	77	168	-	-	-	100%
Wichita	Central at Nims	78	645	5,665	4%	10%	85%
Wichita	1st and Waco	81	1,102	4,749	7%	19%	74%
Wichita	Broadway and Central	84	2,745	10,565	6%	21%	74%
Haysville	Main and Grand	86	-	5,781	-	-	-
Andover	Central and Andover Rd	87	310	10,945	1%	3%	96%
Wichita	Central and Socora	89	-	5,425	-	-	-
Wichita	Maple at the Big Ditch	90	174	11,037	1%	2%	98%
Wichita	Oliver and George Washington Blvd	92	418	7,162	2%	6%	92%
Derby	Rock St, South of Madison	94	143	7,584	1%	2%	97%
Wichita	K-96 Path, at Great Plains Nature Center	100	327	-	-	-	100%
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2018 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2018	Vehicle AADT 2018	Average Daily Split Cycling 2018	Average Daily Split Walking 2018	Vehicle Per 2018
Wichita	K-96 Path, at Greenwich	4	119	-	-	-	-
Kechi	Oliver at 61st	5	-	2,869	-	-	-
Wichita	17th St Rail bed, at Rock	6	209	14,668	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	246	2,200	1%	0%	99%
Mulvane	Main and 2nd	9	378	4,000	0%	1%	99%
Wichita	Mt. Vernon and Edgemoor	13	110	2,524	0%	0%	100%
Wichita	I-135 Canal Route, at Linwood Pk	14	270	723	1%	2%	97%
Wichita	Pawnee and Broadway	15	437	14,151	0%	0%	100%
Wichita	Ark River Path, near Broadway	18	254	-	-	-	100%
Wichita	Douglas and Washington	25	1,265	15,378	0%	1%	99%
Wichita	1st and Grove	26	237	4,450	0%	0%	100%
Wichita	Redbud Path, East of I-135 Canal Path	33	-	-	-	-	-
Wichita	Broadway and 1st	37	1,613	9,297	0%	1%	99%
Wichita	Ark River Path, at 13th	41	396	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	4,482	-	-	-	100%
Wichita	21st and Ridge	47	481	21,591	0%	0%	100%
Wichita	Zoo Path, at Westdale	48	226	8,805	0%	0%	100%
Wichita	21st and Maize Rd	49	372	13,599	0%	0%	100%
Wichita	21st St, West of 135th	50	33	9,227	0%	0%	100%
Goddard	Macarthur and 199th	52	12	1,151	0%	0%	100%
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	241	6,099	0%	0%	100%
Wichita	53rd St, at Ark River Bridge	65	8	3,136	0%	0%	100%
Wichita	Harry and Greenwich	69	82	7,013	0%	0%	100%
Goddard	Prairie Sunset Trail	77	375	-	-	-	100%
Wichita	Central at Nims	78	959	5,665	0%	1%	99%
Wichita	1st and Waco	81	2,383	4,749	1%	3%	96%
Wichita	Broadway and Central	84	350	10,565	0%	0%	100%
Haysville	Main and Grand	86	-	5,781	-	-	-
Andover	Central and Andover Rd	87	110	10,945	0%	0%	100%
Wichita	Central and Socora	89	167	5,425	0%	0%	100%
Wichita	Maple at the Big Ditch	90	163	11,037	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	376	7,162	0%	0%	100%
Derby	Rock St, South of Madison	94	114	7,584	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	269	-	-	-	100%
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2017 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2017	Vehicle AADT 2017	Average Daily Split Cycling 2017	Average Daily Split Walking 2017	Vehicle Per 2017
Wichita	K-96 Path, at Greenwich	4	60	-	-	-	-
Kechi	Oliver at 61st	5	200	3,108	2%	4%	94%
Wichita	17th St Rail bed, at Rock	6	108	30,540	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	81	2,200	4%	0%	96%
Mulvane	Main and 2nd	9	168	4,710	0%	3%	97%
Wichita	Mt. Vernon and Edgemoor	13	148	4,455	2%	1%	97%
Wichita	I-135 Canal Route, at Linwood Pk	14	327	723	16%	15%	69%
Wichita	Pawnee and Broadway	15	634	14,705	2%	2%	96%
Wichita	Ark River Path, near Broadway	18	237	-	-	-	100%
Wichita	Douglas and Washington	25	4,683	15,928	2%	20%	77%
Wichita	1st and Grove	26	367	6,443	3%	2%	95%
Wichita	Redbud Path, East of I-135 Canal Path	33	386	-	-	-	-
Wichita	Broadway and 1st	37	342	9,830	1%	2%	97%
Wichita	Ark River Path, at 13th	41	519	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	2,141	-	-	-	100%
Wichita	21st and Ridge	47	438	22,475	1%	1%	98%
Wichita	Zoo Path, at Westdale	48	185	18,325	1%	0%	99%
Wichita	21st and Maize Rd	49	256	17,189	1%	1%	99%
Wichita	21st St, West of 135th	50	59	9,560	1%	0%	99%
Goddard	Macarthur and 199th	52	54	1,151	4%	0%	96%
Mt. Hope	Ohio and Main	56	12	542	0%	2%	98%
Wichita	Maple and 119th	61	83	9,989	0%	0%	99%
Wichita	53rd St, at Ark River Bridge	65	4	5,715	0%	0%	100%
Wichita	Harry and Greenwich	69	141	8,306	0%	1%	98%
Goddard	Prairie Sunset Trail	77	97	-	-	-	100%
Wichita	Central at Nims	78	1,299	9,115	5%	8%	88%
Wichita	1st and Waco	81	1,092	5,132	8%	10%	82%
Wichita	Broadway and Central	84	3,065	10,969	5%	16%	78%
Haysville	Main and Grand	86	378	8,428	2%	3%	96%
Andover	Central and Andover Rd	87	409	11,252	2%	1%	96%
Wichita	Central and Socora	89	156	21,030	0%	0%	99%
Wichita	Maple at the Big Ditch	90	145	11,633	1%	1%	99%
Wichita	Oliver and George Washington Blvd	92	115	7,190	1%	1%	98%
Derby	Rock St, South of Madison	94	171	15,015	0%	1%	99%
Wichita	K-96 Path, at Great Plains Nature Center	100	143	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2016 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2016	Vehicle AADT 2016	Average Daily Split Cycling 2016	Average Daily Split Walking 2016	Vehicle Per 2016
Wichita	K-96 Path, at Greenwich	4	111	-	-	-	-
Kechi	Oliver at 61st	5	25	3,108	0%	0%	99%
Wichita	17th St Rail bed, at Rock	6	12	30,540	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	6	2,200	0%	0%	100%
Mulvane	Main and 2nd	9	32	4,370	0%	1%	99%
Wichita	Mt. Vernon and Edgemoor	13	32	4,455	0%	1%	99%
Wichita	I-135 Canal Route, at Linwood Pk	14	119	723	11%	3%	86%
Wichita	Pawnee and Broadway	15	-	14,705	-	-	-
Wichita	Ark River Path, near Broadway	18	89	-	-	-	100%
Wichita	Douglas and Washington	25	2,034	15,928	1%	10%	89%
Wichita	1st and Grove	26	101	6,443	1%	1%	98%
Wichita	Redbud Path, East of I-135 Canal Path	33	34	-	-	-	100%
Wichita	Broadway and 1st	37	680	9,830	1%	5%	94%
Wichita	Ark River Path, at 13th	41	112	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	1,498	-	-	-	100%
Wichita	21st and Ridge	47	197	22,475	1%	0%	99%
Wichita	Zoo Path, at Westdale	48	91	18,325	0%	0%	100%
Wichita	21st and Maize Rd	49	-	17,189	-	-	-
Wichita	21st St, West of 135th	50	31	9,560	0%	0%	100%
Goddard	Macarthur and 199th	52	12	1,151	1%	0%	99%
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	90	9,989	0%	1%	99%
Wichita	53rd St, at Ark River Bridge	65	-	5,715	-	-	-
Wichita	Harry and Greenwich	69	11	8,306	0%	0%	100%
Goddard	Prairie Sunset Trail	77	646	-	-	-	100%
Wichita	Central at Nims	78	174	9,115	1%	1%	98%
Wichita	1st and Waco	81	596	5,132	4%	7%	90%
Wichita	Broadway and Central	84	218	10,969	0%	2%	98%
Haysville	Main and Grand	86	-	8,428	-	-	-
Andover	Central and Andover Rd	87	15	11,252	0%	0%	100%
Wichita	Central and Socora	89	16	21,030	0%	0%	100%
Wichita	Maple at the Big Ditch	90	5	11,633	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	350	7,190	3%	2%	95%
Derby	Rock St, South of Madison	94	49	15,015	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	28	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2015 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2015	Vehicle AADT 2015	Average Daily Split Cycling 2015	Average Daily Split Walking 2015	Vehicle Per 2015
Wichita	K-96 Path, at Greenwich	4	221	-	-	-	-
Kechi	Oliver at 61st	5	159	3,058	2%	3%	95%
Wichita	17th St Rail bed, at Rock	6	157	30,000	0%	0%	99%
Derby	63rd St Sidepath, at Greenwich	8	4	2,200	0%	0%	100%
Mulvane	Main and 2nd	9	-	4,275	-	-	-
Wichita	Mt. Vernon and Edgemoor	13	-	4,245	-	-	-
Wichita	I-135 Canal Route, at Linwood Pk	14	143	723	10%	7%	83%
Wichita	Pawnee and Broadway	15	663	14,305	2%	3%	96%
Wichita	Ark River Path, near Broadway	18	484	-	-	-	-
Wichita	Douglas and Washington	25	1,472	15,170	2%	7%	91%
Wichita	1st and Grove	26	429	6,290	3%	4%	94%
Wichita	Redbud Path, East of I-135 Canal Path	33	324	-	-	-	-
Wichita	Broadway and 1st	37	3,172	9,550	3%	22%	75%
Wichita	Ark River Path, at 13th	41	213	-	-	-	-
Wichita	Ark River Path, at Keeper of the Plains	43	2,067	-	-	-	-
Wichita	21st and Ridge	47	965	22,079	2%	2%	96%
Wichita	Zoo Path, at Westdale	48	965	18,000	3%	2%	95%
Wichita	21st and Maize Rd	49	304	16,884	2%	0%	98%
Wichita	21st St, West of 135th	50	62	9,105	1%	0%	99%
Goddard	Macarthur and 199th	52	4	1,151	0%	0%	100%
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	229	9,678	1%	2%	98%
Wichita	53rd St, at Ark River Bridge	65	-	5,445	-	-	-
Wichita	Harry and Greenwich	69	54	7,913	1%	0%	99%
Goddard	Prairie Sunset Trail	77	161	-	-	-	-
Wichita	Central at Nims	78	264	9,038	1%	2%	97%
Wichita	1st and Waco	81	1,217	5,087	7%	12%	81%
Wichita	Broadway and Central	84	3,677	10,606	6%	19%	74%
Haysville	Main and Grand	86	265	8,028	1%	2%	97%
Andover	Central and Andover Rd	87	362	10,890	1%	3%	97%
Wichita	Central and Socora	89	248	20,660	0%	1%	99%
Wichita	Maple at the Big Ditch	90	159	11,265	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	733	6,992	5%	4%	91%
Derby	Rock St, South of Madison	94	45	14,750	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	-	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2014 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2014	Vehicle AADT 2014	Average Daily Split Cycling 2014	Average Daily Split Walking 2014	Vehicle Per 2014
Wichita	K-96 Path, at Greenwich	4	-	-	-	-	-
Kechi	Oliver at 61st	5	209	2,840	3%	4%	93%
Wichita	17th St Rail bed, at Rock	6	88	27,750	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	41	2,200	1%	1%	98%
Mulvane	Main and 2nd	9	203	4,160	1%	3%	95%
Wichita	Mt. Vernon and Edgemoor	13	21	6,140	0%	0%	100%
Wichita	I-135 Canal Route, at Linwood Pk	14	649	723	17%	30%	53%
Wichita	Pawnee and Broadway	15	387	14,273	1%	2%	97%
Wichita	Ark River Path, near Broadway	18	-	-	-	-	-
Wichita	Douglas and Washington	25	1,388	15,452	3%	6%	92%
Wichita	1st and Grove	26	504	5,090	4%	5%	91%
Wichita	Redbud Path, East of I-135 Canal Path	33	374	-	-	-	100%
Wichita	Broadway and 1st	37	1,279	9,453	3%	9%	88%
Wichita	Ark River Path, at 13th	41	567	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	3,531	-	-	-	100%
Wichita	21st and Ridge	47	847	20,463	2%	2%	96%
Wichita	Zoo Path, at Westdale	48	551	7,980	6%	0%	94%
Wichita	21st and Maize Rd	49	161	17,174	0%	0%	99%
Wichita	21st St, West of 135th	50	29	9,050	0%	0%	100%
Goddard	Macarthur and 199th	52	-	1,151	-	-	-
Mt. Hope	Ohio and Main	56	313	542	9%	28%	63%
Wichita	Maple and 119th	61	589	8,238	3%	4%	93%
Wichita	53rd St, at Ark River Bridge	65	-	4,400	-	-	-
Wichita	Harry and Greenwich	69	-	10,559	-	-	-
Goddard	Prairie Sunset Trail	77	21	-	-	-	100%
Wichita	Central at Nims	78	1,106	8,735	4%	7%	89%
Wichita	1st and Waco	81	697	4,552	5%	8%	87%
Wichita	Broadway and Central	84	2,649	10,955	5%	15%	81%
Haysville	Main and Grand	86	539	8,050	2%	4%	94%
Andover	Central and Andover Rd	87	624	11,775	2%	3%	95%
Wichita	Central and Socora	89	82	20,275	0%	0%	100%
Wichita	Maple at the Big Ditch	90	117	10,550	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	388	6,210	2%	3%	94%
Derby	Rock St, South of Madison	94	124	13,795	0%	1%	99%
Wichita	K-96 Path, at Great Plains Nature Center	100	692	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2013 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2013	Vehicle AADT 2013	Average Daily Split Cycling 2013	Average Daily Split Walking 2013	Vehicle Per 2013
Wichita	K-96 Path, at Greenwich	4	512	-	-	-	-
Kechi	Oliver at 61st	5	-	2,965	-	-	-
Wichita	17th St Rail bed, at Rock	6	-	27,630	-	-	-
Derby	63rd St Sidepath, at Greenwich	8	-	2,200	-	-	-
Mulvane	Main and 2nd	9	-	4,727	-	-	-
Wichita	Mt. Vernon and Edgemoor	13	-	6,010	-	-	-
Wichita	I-135 Canal Route, at Linwood Pk	14	385	723	15%	20%	65%
Wichita	Pawnee and Broadway	15	674	14,125	2%	2%	95%
Wichita	Ark River Path, near Broadway	18	-	-	-	-	-
Wichita	Douglas and Washington	25	902	15,127	1%	4%	94%
Wichita	1st and Grove	26	91	7,135	1%	1%	99%
Wichita	Redbud Path, East of I-135 Canal Path	33	4	-	-	-	-
Wichita	Broadway and 1st	37	674	9,420	4%	2%	93%
Wichita	Ark River Path, at 13th	41	412	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	1,474	-	-	-	100%
Wichita	21st and Ridge	47	1,269	20,375	3%	3%	94%
Wichita	Zoo Path, at Westdale	48	-	7,950	-	-	-
Wichita	21st and Maize Rd	49	730	17,101	2%	2%	96%
Wichita	21st St, West of 135th	50	-	8,860	-	-	-
Goddard	Macarthur and 199th	52	-	1,151	-	-	-
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	115	8,133	1%	1%	99%
Wichita	53rd St, at Ark River Bridge	65	-	4,305	-	-	-
Wichita	Harry and Greenwich	69	203	10,335	1%	1%	98%
Goddard	Prairie Sunset Trail	77	-	-	-	-	-
Wichita	Central at Nims	78	346	8,798	2%	2%	96%
Wichita	1st and Waco	81	-	4,606	-	-	-
Wichita	Broadway and Central	84	-	10,803	-	-	-
Haysville	Main and Grand	86	821	7,880	1%	8%	91%
Andover	Central and Andover Rd	87	612	11,627	2%	3%	95%
Wichita	Central and Socora	89	194	20,190	0%	1%	99%
Wichita	Maple at the Big Ditch	90	-	10,505	-	-	-
Wichita	Oliver and George Washington Blvd	92	148	6,145	1%	1%	98%
Derby	Rock St, South of Madison	94	-	13,735	-	-	-
Wichita	K-96 Path, at Great Plains Nature Center	100	365	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2012 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2012	Vehicle AADT 2012	Average Daily Split Cycling 2012	Average Daily Split Walking 2012	Vehicle Per 2012
Wichita	K-96 Path, at Greenwich	4	375	-	-	-	-
Kechi	Oliver at 61st	5	155	3,020	5%	0%	95%
Wichita	17th St Rail bed, at Rock	6	105	28,145	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	44	2,200	2%	0%	98%
Mulvane	Main and 2nd	9	74	4,798	0%	1%	98%
Wichita	Mt. Vernon and Edgemoor	13	322	6,120	2%	3%	95%
Wichita	I-135 Canal Route, at Linwood Pk	14	418	723	25%	12%	63%
Wichita	Pawnee and Broadway	15	334	14,389	1%	1%	98%
Wichita	Ark River Path, near Broadway	18	310	-	-	-	-
Wichita	Douglas and Washington	25	1,413	15,408	3%	6%	92%
Wichita	1st and Grove	26	191	7,268	1%	1%	97%
Wichita	Redbud Path, East of I-135 Canal Path	33	4	-	-	-	-
Wichita	Broadway and 1st	37	1,038	9,598	4%	6%	90%
Wichita	Ark River Path, at 13th	41	328	-	-	-	-
Wichita	Ark River Path, at Keeper of the Plains	43	1,445	-	-	-	-
Wichita	21st and Ridge	47	721	22,060	2%	1%	97%
Wichita	Zoo Path, at Westdale	48	366	8,100	4%	0%	96%
Wichita	21st and Maize Rd	49	351	17,419	1%	1%	98%
Wichita	21st St, West of 135th	50	172	9,025	2%	0%	98%
Goddard	Macarthur and 199th	52	89	1,151	7%	0%	93%
Mt. Hope	Ohio and Main	56	107	542	6%	10%	84%
Wichita	Maple and 119th	61	438	8,286	1%	4%	95%
Wichita	53rd St, at Ark River Bridge	65	8	4,385	0%	0%	100%
Wichita	Harry and Greenwich	69	94	10,528	0%	0%	99%
Goddard	Prairie Sunset Trail	77	202	-	-	-	-
Wichita	Central at Nims	78	409	8,963	3%	2%	96%
Wichita	1st and Waco	81	949	4,693	6%	11%	83%
Wichita	Broadway and Central	84	2,092	11,005	5%	11%	84%
Haysville	Main and Grand	86	714	8,027	2%	6%	92%
Andover	Central and Andover Rd	87	323	11,843	1%	1%	97%
Wichita	Central and Socora	89	211	20,565	0%	1%	99%
Wichita	Maple at the Big Ditch	90	132	10,700	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	364	6,260	3%	2%	95%
Derby	Rock St, South of Madison	94	212	13,990	1%	1%	99%
Wichita	K-96 Path, at Great Plains Nature Center	100	405	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-



Agenda Item 4F: Update Advance Construction Graphic

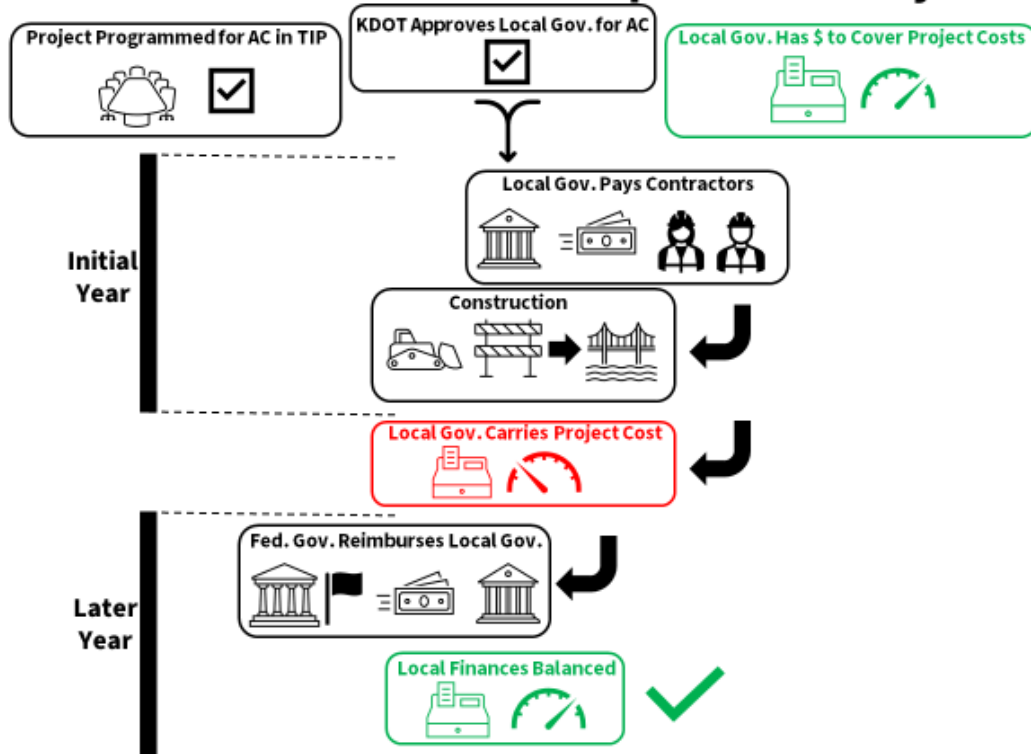
Ashley Bryers, Transportation Planning Manager
Nick Flanders, Senior Transportation Planner

Background

WAMPO member jurisdictions who have not previously done so have expressed interest in possibly receiving WAMPO-suballocated funding on some of their future transportation projects through an Advance Construction (AC) arrangement. To assist member jurisdictions in determining whether they would like to pursue this option, WAMPO staff have prepared the below graphic summarizing how AC project funding works. Follow-up questions are welcome.

City and county governments must get permission from the Kansas Department of Transportation (KDOT) in order to employ an AC arrangement, and the local government must have the financial means to carry the cost of the project until the time when the federal government reimburses them. However, an AC funding arrangement may allow the cost of a large project to be reimbursed over multiple Federal Fiscal Years (FFYs) when there is not enough federal funding available in any one of those FFYs to adequately fund the project. Also, when some projects are programmed in the Transportation Improvement Program (TIP) to receive WAMPO-suballocated funds through Advance Construction, it provides WAMPO with an important tool for ensuring that, in the event of receiving deobligated funds from completed projects or otherwise having an unexpected change in funding availability, year-end suballocated-funding balances will remain reasonable, by shifting the FFY in which some AC spending is to be reimbursed backward or forward (with the permission of the project's sponsoring jurisdiction).

Advance Construction Transportation Projects





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

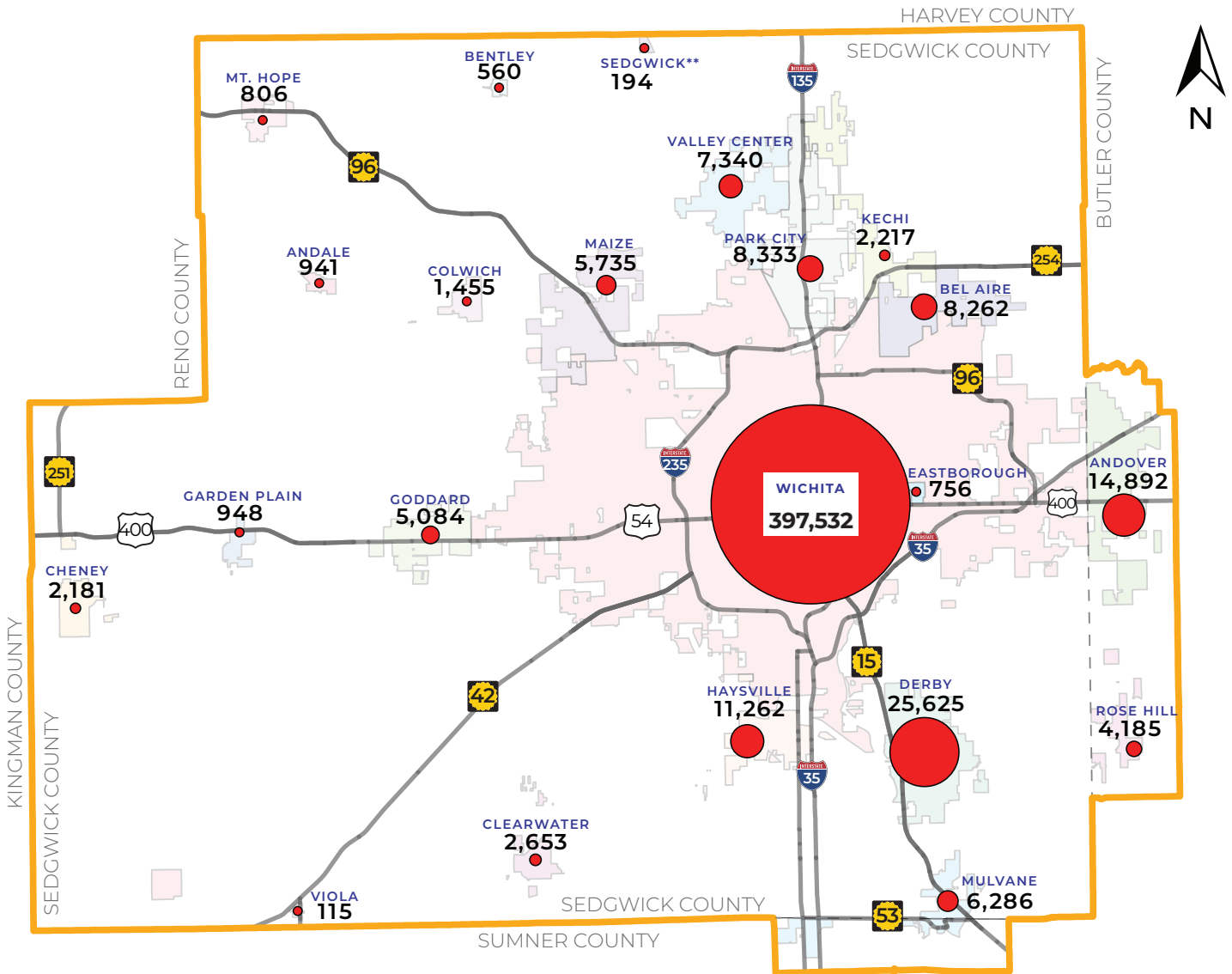
Populations of Entire Counties

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



Transit Ridership

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

Transit Provider	Annual Ridership				
	2018	2019	2020	2021	2022*
Wichita Transit	1,181,807	1,373,944	759,330	768,717	624,453
Derby Dash	11,013	10,394	7,098	9,289	5,328
Haysville Hustle	-	-	31	2,192	2,308
Sedgwick County Transportation					
Butler County Transit	18,422	19,307	17,107	18,681	13,699
*January through August 2022					

Point of Contact

Transit Provider	Name	Email	Phone
Wichita Transit	Raven Alexander	ralexander@wichita.gov	316.352.4868
Derby Dash	Sonya Dalton	sonyadalton@derbyweb.com	316.788.7433
Haysville Hustle	Kristen McDaniel	kmcdaniel@haysville-ks.com	316.529.5903
Sedgwick County Transportation	Dorsha Kirksey	dorsha.kirksey@sedgwick.gov	316.660.5158
Butler County Transit	Crystal Noles	cnoles@bucoks.com	316.775.0500



WAMPO Transportation Acronym Glossary

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	MPA	Metropolitan Planning Area
AASHTO	American Association of State Highway and Transportation Officials	MPO	Metropolitan Planning Organization
ADA	Americans with Disabilities Act	MSA	Metropolitan Statistical Area
ALOP	Annual List of Obligated Projects	MTP	Metropolitan Transportation Plan
AMPO	Association of Metropolitan Planning Organizations	NAAQS	National Ambient Air Quality Standards
APA	American Planning Association	NEPA	National Environmental Policy Act
ASCE	American Society of Civil Engineers	NHS	National Highway System
ATC	Active Transportation Committee	NHTSA	National Highway Traffic Safety Administration
CMAQ	Congestion Mitigation and Air Quality	PE	Preliminary Engineering
CPG	Consolidated Planning Grant	PPP	Public Participation Plan
CPM	Congestion Management Process	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
DOT	Department of Transportation	RPSP	Regional Pathways System Plan
EIS	Environmental Impact Statement	SCAC	Sedgwick County Association of Cities
EJ	Environmental Justice	SOV	Single Occupancy Vehicle
EPA	Environmental Protection Agency	SRTS	Safe Routes to School
FC	Functional Classification	STBG	Surface Transportation Block Grant
FFY	Federal Fiscal Year	STIP	State Transportation Improvement Program
FHWA	Federal Highway Administration	STP	Surface Transportation Program
FTA	Federal Transit Administration	TA	Transportation Alternatives
GIS	Geographic Information System	TAB	Transit Advisory Board
HIP	Highway Infrastructure Program	TAC	Technical Advisory Committee
HOV	High Occupancy Vehicle	TAZ	Traffic Analysis Zone
HSIP	Highway Safety Improvement Program	TDM	Travel Demand Model
IKE	Kansas Eisenhower Legacy Program	TIP	Transportation Improvement Program
ITE	Institute of Transportation Engineers	TMA	Transportation Management Area
ITS	Intelligent Transportation System	TPB	Transportation Policy Body
KDOT	Kansas Department of Transportation	TRB	Transportation Research Board
LEP	Limited English Proficiency	UAB	Urbanized Area Boundary
LOS	Level of Service	UPWP	Unified Planning Work Program
L RTP	Long Range Transportation Plan	VMT	Vehicle Miles Traveled
MAPC	Wichita-Sedgwick County Metropolitan Area Planning Commission	WAMPO	Wichita Area Metropolitan Planning Organization
MAPD	Wichita-Sedgwick County Metropolitan Area Planning Department	WSCAAB	Wichita-Sedgwick County Access Advisory Board

2022 TAC Representatives and Contact Information			
VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	MEMBER EMAIL	ALTERNATE EMAIL
Air Quality Representative	Nina Rasmussen	nasmussen@wichita.gov	
Butler/Sumner Counties Representative	Les Mangus	lmangus@andoverks.com	
City of Wichita Representative	Gary Janzen	gjanzen@wichita.gov	
City of Wichita Representative	Mike Armour	marmour@wichita.gov	
City of Wichita Representative	Shawn Mellies	smellies@wichita.gov	
Coordinated Transit District #9 Representative	Annette Graham, alt. Dorsha Kirksey	annette.graham@sedgwick.gov	dorsha.kirksey@sedgwick.gov
Economist Representative	Jolene Graham	jgraham@maizeks.gov	
Kansas Department of Transportation (KDOT)	Allison Smith, alt. Matt Messina	allison.smith@ks.gov	Matthew.Messina@ks.gov
Kansas Department of Transportation (KDOT)	Tom Hein	tom.hein@ks.gov	
Regional Economic Area Partnership (REAP)	Laura Rainwater, alt. Keith Lawing	lrainwater@workforce-ks.com	klawing@workforce-ks.com
Kansas Turnpike Administration	Glen Scott, alt. David Jacobson	gscott@ksturnpike.com	djacobson@ksturnpike.com
Regional Pathways Representative	Jack Brown	jbrown4@kumc.edu	
Sedgwick County Association of Cities (SCAC)	Dan Squires	dansquires@derbyweb.com	
Sedgwick County Association of Cities (SCAC)	Danielle Gabor	dgabor@haysville-ks.com	
Sedgwick County Association of Cities (SCAC)	Justin Shore	jshore@clearwaterks.org	
Sedgwick County Representative	Jim Weber, alt. Lynn Packer	jim.weber@sedgwick.gov	Lynn.Packer@sedgwick.gov
Transportation Policy Body (TPB) Representative	Burt Ussery, TAC Chair	bussery@clearwaterks.org	
Urban Land Use Planning Representative	Mary Hunt	mmhunt@wichita.gov	
Wichita Transit Representative	Raven Alexander, alt. Tonja Howard	ralexander@wichita.gov	thoward@wichita.gov
Public Health Representative	Vacant		
At Large Freight Representative	Vacant		
Rail Freight Representative	Vacant		
Technology Representative	Vacant		
WAMPO Representative - appointed by TPB	Vacant		
NON-VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	MEMBER EMAIL	ALTERNATE EMAIL
KDOT - Wichita Metro Office Representative	Don Snyder	donald.snyder@ks.gov	
Federal Highway Administration	Cecelie Cochran	cecelie.cochran@dot.gov	
Federal Transit Administration	Eva Steinman, alt. Daniel Ngyen	eva.steinman@dot.gov	daniel.nguyen@dot.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	Dora Gallo	Dora.Gallo@wampo.org	
WAMPO Representative	Alicia Hunter	Alicia.Hunter@wampo.org	
WAMPO Representative	Marcela Quintanilla	Marcela.Quintanilla@wampo.org	
WAMPO Representative	Emily Thon	Emily.Thon@wampo.org	
WAMPO Representative	Eldon Taskinen	Eldon.Taskinen@wampo.org	
WAMPO Representative	Cailyn Trevaskiss	Cailyn.Trevaskiss@wampo.org	

*Current quorum is 10 based on appointed positions

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	No August Meeting
September 13, 2022	September 26, 2022
October 11, 2022	October 24, 2022
November 8, 2022*	November 28, 2022
December 13, 2022	No December Meeting

* Notates a 15 minute, online only meeting