



Technical Advisory Committee (TAC) Meeting Notice

Monday, April 22, 2024, @ 10:00 AM

<p>In-Person</p> <p>271 W. 3rd St. Room 203 Wichita, KS 67202</p>	<p>Virtual</p> <p>Click the link below for online meeting access.</p> <p>JOIN HERE</p>
--	--

Tentative Meeting Agenda	Page #
I. Welcome	
II. Regular Business	
A. Approval of TAC Agenda: April 22, 2024	
B. Approval of TAC Meeting Minutes: March 25, 2024	3 to 8
C. Director's Report	
i. Bimonthly TIP Project Statuses	9 to 11
ii. MTP 2050/FFY2025-FFY2028 TIP: Project Selection Committee (PSC) Meetings	12 to 17
iii. Safe Streets and Roads for All (SS4A) Grant Updates	18 to 19
iv. Automatic Bicycle/Pedestrian Counters Update	20 to 21
v. Upcoming Requests for Proposals (RFPs)	22
vi. FFY2023-FFY2026 TIP Amendment 8 Public Comment Period 05/03/2024 – 05/17/2024	
III. Public Comments	
Open forum for the public to provide comments about specific items on this month's agenda and any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day before the meeting.	23
IV. Action	
A. <u>Congestion Management Process (CMP)</u> – Mike Malone and Lonnie Burklund, JEO <i>The development of a Congestion Management Process (CMP) is Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO has actively collaborated with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. A CMP details a structured framework to systematically identify, analyze, and manage congestion. The TAC is asked to make a formal recommendation to the TPB on approval of the CMP.</i>	24
V. Discussion/Updates	
A. <u>Travel Demand Model (TDM) Update</u> – Mike Malone, JEO, and Paul Ricotta, Caliper <i>WAMPO, in collaboration with consulting firms JEO and Caliper, has updated its Travel Demand Model (TDM) for forecasting the region's traffic and assessing demands on the future transportation network. This effort supports Metropolitan Transportation Plan 2050 (MTP 2050), as the updated model helps inform long-range transportation planning. Among other things, the updated TDM will be used to fulfill requests for modeled future traffic volumes, develop certified traffic counts, and perform Environmental Justice (EJ) analyses.</i>	25

<p>B. <u>MTP 2050 Public Engagement Round 2 Results Report</u> – Markey Jonas, WAMPO <i>The second round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) was conducted from December 2023 through February 2024. WAMPO staff utilized several strategies, including a refined survey, to engage with the public about the upcoming MTP 2050 document and how it will help shape the transportation network. A total of 171 adult survey responses were recorded and analyzed. A summary of the feedback received will also be presented to the Transportation Policy Body (TPB) on May 14, 2024.</i></p>	<p>26 to 28</p>
<p>C. <u>Population Projections</u> – Jeremy Hill, CEDBR <i>WAMPO, in collaboration with Wichita State University’s Center for Economic Development and Business Research (CEDBR), recently developed population projections to the year 2050, incorporating projections calculated by/for WAMPO’s individual member jurisdictions. Though this approach provided a more inclusive representation of the assumptions employed by WAMPO member jurisdictions to reflect their individual circumstances, subsequent feedback has indicated that these projections may not accurately capture the internal growth patterns of the metropolitan area and may exceed reasonable expectations for the future regional population. To address this feedback, WAMPO staff and consultants have worked together to develop a new methodology for creating projections, on which TAC and TPB feedback will be sought prior to formal approval.</i></p>	<p>29</p>
<p>VI. Other Business</p>	
<p>VII. Adjournment</p>	
<p>VIII. WAMPO Reference Material</p> <ul style="list-style-type: none"> A. WAMPO Region Population Table and Map B. WAMPO Area Public Transit Ridership Table C. MTP 2050 Development Progress D. WAMPO Acronym Glossary E. Technical Advisory Committee Roster F. 2024 WAMPO Meeting Schedule 	<p>30 to 31 32 33 to 34 35 36 37</p>

Chad Parasa, TPB Secretary

April 18, 2024



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, March 25, 2024, @ 10:00 AM

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

Meeting Duration: *56 minutes*

Voting Members in Attendance		
Russ Kessler, <i>TAC Chair</i> Raven Alexander, <i>Wichita Transit</i> Marcy Aycock, <i>REAP</i> Jack Brown, <i>Public Health</i> Brent Clark, <i>Freight Movement</i> Duane Flug, <i>KDOT</i> Danielle Gabor, <i>SCAC</i> Jolene Graham, <i>Economist</i> Paul Gunzelman, <i>Wichita</i>	Mary Hunt, <i>Urban Land Use Planning & Development Trends</i> Gary Janzen, <i>Wichita</i> Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lizeth Ortega, <i>Air Quality</i> Lynn Packer, <i>Sedgwick County</i> Allison Smith, <i>KDOT</i>	Alternates Tonja Howard, <i>Wichita Transit (non-voting)</i> Emily Jensen, <i>CTD #9 (voting)</i>
Other Attendees		
Lauren Bulcroft, <i>WAMPO</i> Ronald Colbert, <i>Valley Center</i> Dylan Cossaart, <i>WAMPO</i> Chaitanya Dodda, <i>WAMPO</i> Haley Dougherty, <i>KDOT</i> Slade Engstrom, <i>TranSystems</i> Nick Flanders, <i>WAMPO</i> Markey Jonas, <i>WAMPO</i>	Alan Kailer, <i>Bike Walk Wichita</i> Ethan Kershaw, <i>Wichita</i> Dani Lasher, <i>WAMPO</i> Brett Letkowski, <i>TranSystems</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i> Kim Neufeld, <i>WAMPO</i> Chad Parasa, <i>WAMPO</i>	Clayton Pearson, <i>Bike Walk Wichita</i> Kyle Thomas, <i>WAMPO</i> Tyler Voth, <i>WSP</i> James Wagner, <i>Wichita</i> J.B. Wilson, <i>KDOT</i> Rich Wood, <i>KSN</i>

1. Chair Russ Kessler called the meeting to order at 10:00 AM.

2. Regular Business

A. Approval of March 25, 2024, Agenda

Discussion: None.

Action: Approve the March 25, 2024, agenda, as proposed. (13-0)¹

Motion: Jolene Graham

Second: Raven Alexander

B. Approval of February 26, 2024, Meeting Minutes

Discussion: None.

Action: Approve the February 26, 2024, meeting minutes, as proposed. (13-0)

¹ Four (4) voting TAC members did not arrive until after the votes to approve the March 2024 agenda and February 2024 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

Motion: Jolene Graham

Second: Lynn Packer

C. Director's Report

Chad Parasa, WAMPO, gave an overview of the meeting agenda and introduced Kim Neufeld, WAMPO's new Multimodal Transportation Safety Planner.

i. **MTP 2050/FFY2025-FFY2028 TIP: Upcoming Project Selection Committee (PSC) Meetings**

Peter Mohr, WAMPO, shared that from September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). One hundred and three (103) projects from eleven (11) WAMPO member jurisdictions have been scored and ranked by WAMPO staff and consultants. These projects will be considered by the Project Selection Committee (PSC) at meetings in April 2024 for recommendations to the TAC and TPB on which projects to prioritize for funding. Maps of the proposed project locations can be viewed at <https://www.wampo.org/mtp2050>.

ii. **Safe Streets and Roads for All (SS4A) Grant Updates**

Dani Lasher, WAMPO, explained that in December 2023, WAMPO was awarded a Federal Safe Streets and Roads for All (SS4A) demonstration grant in the amount of \$940,000, and WAMPO staff are working with the FHWA to start the process of using those funds. Ideas for temporary projects for before-and-after studies are requested to be shared with WAMPO staff so that they may coordinate with FHWA to determine project eligibility.

Kim Neufeld, WAMPO, shared that having completed the prerequisite adoption of a Comprehensive Safety Action Plan (CSAP), WAMPO intends to apply for an SS4A implementation grant. SS4A implementation grants focus on the execution of strategies in the CSAP, which may involve major safety-related infrastructure improvements. WAMPO staff will prepare an application for the 2024 round of implementation-grant funding, the deadline for which is May 16, 2024. For the 2025 round of SS4A implementation-grant funding, WAMPO will issue a Request for Proposals (RFP) for a consultant to assist with preparing an application.

Discussion:

Gary Janzen asked for clarification about when consultants would be hired to assist with the implementation grant application. Ms. Neufeld replied that WAMPO plans to develop an implementation grant application in-house to meet the May 16, 2024, application deadline, and will hire a consultant to assist with the application in 2025.

Mr. Janzen asked if there were ongoing Vision Zero efforts and whether there were already locations identified within the CSAP as needing safety improvements that should be considered for inclusion in an SS4A grant application. Mr. Parasa shared that WAMPO staff will coordinate with each jurisdiction individually regarding Vision Zero and are

currently working to identify which data-supported, safety-improvement projects to include in the grant application. Ms. Neufeld shared that projects do not need to be fully planned out before the application is submitted because there is a five-year funding window to complete them.

Lynn Packer asked when a project let date must be to qualify for the grant. Ms. Neufeld said that she had not seen any indication of that on the application form.

iii. Upcoming Requests for Proposals (RFPs)

Ms. Lasher announced that WAMPO is preparing to issue several Requests for Proposals (RFPs) for consultants to assist with the region's Intelligent Transportation Systems (ITS) architecture, Travel Demand Model (TDM) update phase 2, Safe Routes to School (SRTS) planning assistance, and a Safe Streets and Roads for All (SS4A) implementation-grant application in 2025.

An RFP for a consultant to assist WAMPO with the completion of its annual single audit was issued on March 8, 2024, and will be active through March 29, 2024, and WAMPO staff are currently reviewing received proposals for the recently closed RFP for the procurement of automated bicycle/pedestrian counters. Active Requests for Proposals can be viewed at <https://www.wampo.org/wampo-is-hiring> and RFP submissions can be emailed to wampo@wampo.org.

Discussion:

Mr. Janzen asked if maintenance or monitoring of the automatic bicycle/pedestrian counters were included in the RFP submissions. Mr. Parasa said that the upkeep of the counters is one of the factors being considered while evaluating the proposals received. Ms. Neufeld added that the selection committee is meeting on Thursday, March 28, 2024.

iv. FFY2023-FFY2028 TIP Amendment 8 Call for Changes open 04/08/2024-04/19/2024

Mr. Mohr discussed the amendment schedule for the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2023-2026 (October 1, 2022, through September 30, 2026). The Call for Changes period for regularly scheduled TIP Amendment 8 is April 8, 2024, through April 19, 2024. The timeline for TIP Amendment 8 includes a Public Comment Period (05/03/24 - 5/17/24), TAC Recommendation (05/20/24), TPB Approval, (06/11/24), and KDOT STIP Amendment (07/05/24). The FFY2023-FFY2026 TIP and amendment schedule can be viewed at <https://www.wampo.org/transportation-improvement-program>.

3. Public Comments

None.

4. Action

A. Transportation Improvement Program Amendment 7

Mr. Mohr asked the TAC to take action on proposed Amendment 7 to the WAMPO FFY2023 – FFY2026 Transportation Improvement Program (TIP). Amendment 7 is a regularly scheduled amendment for which the Public Comment period was held from March 8, 2024, through March 22, 2024; no comments were received. TIP Amendment 7 adds five (5) new projects and modifies four (4) projects. There is also an administrative adjustment to one (1) additional project, which does not require approval.

Mr. Mohr listed the projects modified/added, discussed the changes in local, state, and federal funding, and explained the Federal requirements met by TIP Amendment 7: it is consistent with the current Metropolitan Transportation Plan, *REIMAGINED MOVE 2040*, and is fiscally constrained. The financial impact is an additional cost of \$70.9 million, with no changes in WAMPO-suballocated funds. Following approval by the TPB, the amendment will be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval is expected in May 2024.

FFY2023-FFY2026 TIP Amendment #7 Summary – <https://bit.ly/TIP-Amendment-7-Summary>

Discussion:

Paul Gunzelman asked if the K-15 project listed in the amendment was the KDOT K-15 Corridor Study. Mr. Parasa replied that it is not; it is a new intersection-improvement project. Allison Smith, KDOT, shared that the project includes signal-pole replacements for the K-15 intersections at 71st Street, 47th Street, and MacArthur Road in the City of Derby.

Gary Janzen inquired about the Federal funding for the new Butler County bridge project and asked about the location and scope of the KDOT project on US-54 Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita, as the City of Wichita is pursuing a large future project at that same interchange. Nick Flanders, WAMPO, explained that the Butler County bridge project has non-suballocated Federal funding through KDOT and stated that WAMPO staff will follow up with Gary Janzen about the US-54/Eisenhower Airport Parkway project.

Action: Recommend the TPB approve FFY2023-FFY2026 TIP Amendment 7, as presented. (17-0)

Motion: Gary Janzen

Second: Lynn Packer

5. Discussion/Updates

A. WAMPO Electric Vehicle Network Plan

Mr. Mohr shared that WAMPO's recently-completed Electric Vehicle (EV) Network Plan addresses the region's growing demand for electric vehicles by providing a comprehensive strategy for EV charging infrastructure. Emphasizing immediate actions and longer-term planning, the plan aims

to position the WAMPO region as an EV destination, corridor, and gateway. It aligns with existing plans for economic development and improved air quality. The plan categorizes charging infrastructure into Level 1, Level 2, and Direct Current Fast Charging (DCFC), which have different charging speeds and appropriate applications. Community input was gathered through a survey, showcasing WAMPO's commitment to inclusivity. The plan recommends strategically placing EV charging stations in key locations to support EV owners, promote sustainability, and stimulate market growth. Overall, the plan aims to create a robust and interconnected EV charging network to meet the evolving needs of the growing electric vehicle market.

Mr. Mohr gave background details about the plan development process, explained the different types of EVs and EV chargers, and shared an overview of some of the contents of the plan. The WAMPO EV Network Plan is open for public comment through April 11, 2024, and comments can be posted online at <https://www.wampo.org/electric-vehicles> or emailed to wampo@wampo.org.

WAMPO Electric Vehicle (EV) Network Plan - <https://bit.ly/3TxjoGw>

Discussion:

Brent Clark asked what the next steps are and how the EV Network Plan will be used. Mr. Mohr replied that the plan can be used to develop an application for EV infrastructure grants and will help identify charger-installation locations.

Allison Smith, KDOT, clarified that National Electric Vehicle Infrastructure (NEVI) funding can only be used on designated alternative-fuel corridors at this time, for charging stations within a one-mile driving distance of the corridor. Although some of those corridors pass through the WAMPO region, KDOT is currently focusing on other priority areas of the state, so NEVI funding is not available for use in the WAMPO region at the moment.

B. Safe System Approach: Safer Roads

Haley Dougherty, KDOT, gave a presentation on the Safer Roads element of the US DOT's Safe System Approach and National Roadway Safety Strategy. The Safer Roads objective strives to design roadway environments that mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and facilitate safe travel by the most vulnerable users. Methods for creating safer roads include separating users in space or time, increasing attentiveness and awareness, and managing crash speed and angle. Ms. Dougherty gave details on proven safety countermeasures and on the KDOT Drive to Zero Coalition and Safe System Strategy Teams, and highlighted current and upcoming KDOT safety programs.

Safe System Approach: Safer Roads slides - <https://bit.ly/Safer-Roads-Slides>

Safer Roads Objective - <https://www.transportation.gov/NRSS/SaferRoads>

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

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

KDOT Safety Conference - <https://hospitality.ku.edu/transportation-safety-conference-program>

C. Quarterly Transit Update

Raven Alexander, Wichita Transit, shared that transit ridership continues to grow. There were roughly 1.2 million Wichita Transit trips in 2023, which is almost at pre-COVID levels and can be attributed to Wichita Transit's partnership efforts. A Request for Proposals (RFP) for the construction of a new multimodal center, called the Hub, will be released in the next few weeks. The onboard survey, online survey, and stakeholder workshops for the Wichita Transit Network Plan have been completed and the results are being analyzed. Concepts are being developed and will be published in April 2024.

6. Committee & Partnership Updates

None.

7. Other Business

None.

8. Meeting adjourned at 10:56 AM

The next regular meeting will be held on Monday, April 22, 2024, at 10:00 AM.



Agenda Item 2Ci: Director's Report

Bimonthly TIP Project Statuses

Peter Mohr, Manager of Transportation Engineering & Data
Nick Flanders, Senior Transportation Planner

Executive Summary

The WAMPO TIP Policy includes a Reasonable Progress Policy, under which projects receiving WAMPO-suballocated funding in the current FFY or that received it in a past FFY but are not completed are to have bimonthly progress reports to the TAC/TPB. This is the progress report to the TAC for April 2024.

Background

Page 23 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix I of the FFY2023-FFY2026 TIP - <https://bit.ly/Appendix1-TIP-Program-Policy>) establishes a Reasonable Progress Policy. This policy states that projects programmed to receive WAMPO-suballocated funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are supposed to have progress reports at least every two months. The attached project statuses have been reported for the April 2024 bimonthly report to the TAC.

The Reasonable Progress Policy was revised by the Transportation Policy Body on April 11, 2023, but these bimonthly progress reports were kept as part of it.

Next Steps

- » An update will be delivered to the TPB on May 14, 2024.
- » Project sponsors will be requested to provide information for the next bimonthly update by May 31, 2024, for presentation to the TAC on June 24, 2024, and the TPB on July 9, 2024.

Attachments

- » **TIP Project Statuses Report, April 2024**
- » **Map of WAMPO-suballocated projects in the TIP Project Statuses Report**

WAMPO I.D.	Lead Agency	Project Title	FFY(s) in Which Programmed in TIP to Receive WAMPO-Suballocated Funds	WAMPO-Suballocated Funds Programmed in TIP in FFY2024 or Earlier	WAMPO-Suballocated Funding Program(s)	Pending Obligations	Funds Obligated	WAMPO-suballocated Funds in TIP Not Obligated	From Project Sponsors			
									Anticipated Obligation Date	Anticipated Let Date	Progress Towards Using all Obligated Funds	Anticipated Project Completion Date
40-538	Haysville	Seneca & 63rd Street Bike Ped Pathway	2024	\$756,652.00	TA	N/A	\$756,652.00	\$0.00	January 2024	February 2024	N/A	Summer 2024
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	\$200,000.00	TA		\$200,000.00	\$0.00	March 2024	TBD	N/A	TBD
40-545	KDOT	WICHway Video Wall	2024	\$400,000.00	CMAQ		\$0.00	\$400,000.00	April 2024	October 2024	N/A	October 2024
40-541	Derby	Nelson Drive Realignment	2024	\$6,799,131.00	STBG, CMAQ, TA	\$6,799,131.00	\$0.00	\$6,799,131.00	Summer 2024	June 2024	N/A	December 2025
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	2024	\$2,433,853.00	STBG, TA		\$0.00	\$2,433,853.00	June 2024	July 2024	N/A	Spring 2025
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2024	\$292,242.00	CRP		\$0.00	\$292,242.00	TBD	TBD	N/A	TBD
T-23-02	Wichita	Multimodal Facility (MMF)	2024	\$1,000,000.00	CRP		\$0.00	\$1,000,000.00	February 2024	April 2024	N/A	July 2025
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$2,776,712.00	STBG, CMAQ, TA, TA-STBG		\$0.00	\$2,776,712.00	September 2024	October 2024	N/A	Fall 2025
R-19-16	Wichita	West St., Harry to Pawnee	2023	\$8,518,589.00	STBG, TA, TA-STBG	N/A	\$8,518,589.00	\$0.00	N/A	N/A	No funds spent yet.	End of 2025
R-19-07	Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	\$7,373,315.00	STBG, TA	N/A	\$7,373,315.00	\$0.00	N/A	N/A	Construction to start in January 2024	Summer 2025
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	\$2,195,582.00	HIP, STBG	N/A	\$2,195,582.00	\$0.00	N/A	N/A	\$1,086,962.64 of obligated funds have been spent. Construction began September 11, 2023.	July 2024
40-509	Wichita Transit	Wichita Transit Network Redesign Plan	2023	\$262,135.00	STBG	N/A	\$262,135.00	\$0.00	N/A	N/A	August 2023.	April 2025
R-19-05	Andover	159th St. East, from US-54/400 to Central Ave.	2022	\$4,485,000.00	STBG	N/A	\$4,485,000.00	\$0.00	N/A	N/A	Construction started 1/9/2023.	February 2024
40-525	Wichita Transit	Wichita Bicycle Master Plan Update	2022	\$366,988.00	TA	N/A	\$366,988.00	\$0.00	N/A	N/A	March 2023.	September 2024
T-19-05	Wichita Transit	Wichita Transit Replacement Paratransit Vehicles	2021, 2022	\$1,493,472.00	STBG	N/A	\$1,493,472.00	\$0.00	N/A	N/A	October 2023.	December 2024
R-17-02	Bel Aire	Woodlawn: 45th St to 37th St. N	2021	\$5,579,150.00	HIP, STBG	N/A	\$5,579,150.00	\$0.00	N/A	N/A	100% paid out.	December 1, 2024
40-544	Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	2021	\$178,252.00	CMAQ	N/A	\$178,252.00	\$0.00	N/A	N/A	Contract approved and project officially launched.	June 2024
R-19-09	Wichita	Pawnee, Webb to Greenwich	2021	\$3,593,000.00	STBG	N/A	\$2,509,033.64	\$1,083,966.36	N/A	N/A	\$2,420,919 of obligated funds spent so far. Complete except for landscape acceptance.	October 2023
R-17-01	Butler County	SW Butler Rd/SW 150th St Intersection	2020	\$5,600,000.00	HIP, STBG	N/A	\$4,169,813.61	\$1,430,186.39	N/A	N/A	Close to project finalization.	Summer 2023

FFY2024 Non-Suballocated Federal Funds in the WAMPO TIP (after Amendment 7)

WAMPO I.D.	Lead Agency	Project Title	Fund Type	Total
T-17-02	Wichita Transit	Wichita Transit Other Capital	FTA 5307	\$3,600,000.00
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	\$4,000,000.00
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	\$685,053.00
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	FTA 5339	\$640,000.00
S-17-01	KDOT	Railroad Safety Crossing Improvements	HSIP	\$1,500,000.00
B-23-01	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region 2023	NHPP	\$4,800,000.00
R-23-01	KDOT	KDOT 1R Resurfacing Preservation Projects in the WAMPO region 2023	NHPP	\$8,000,000.00
B-24-03	Butler County	SW Prairie Creek Rd Bridge over Eightmile Creek	KDOT-STBG	\$460,000.00
BP-23-01	Garden Plain	Harry and Main Street Sidewalks	KDOT-TA	\$307,200.00
P-23-04	Wichita	Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS	RCP	\$1,000,000.00



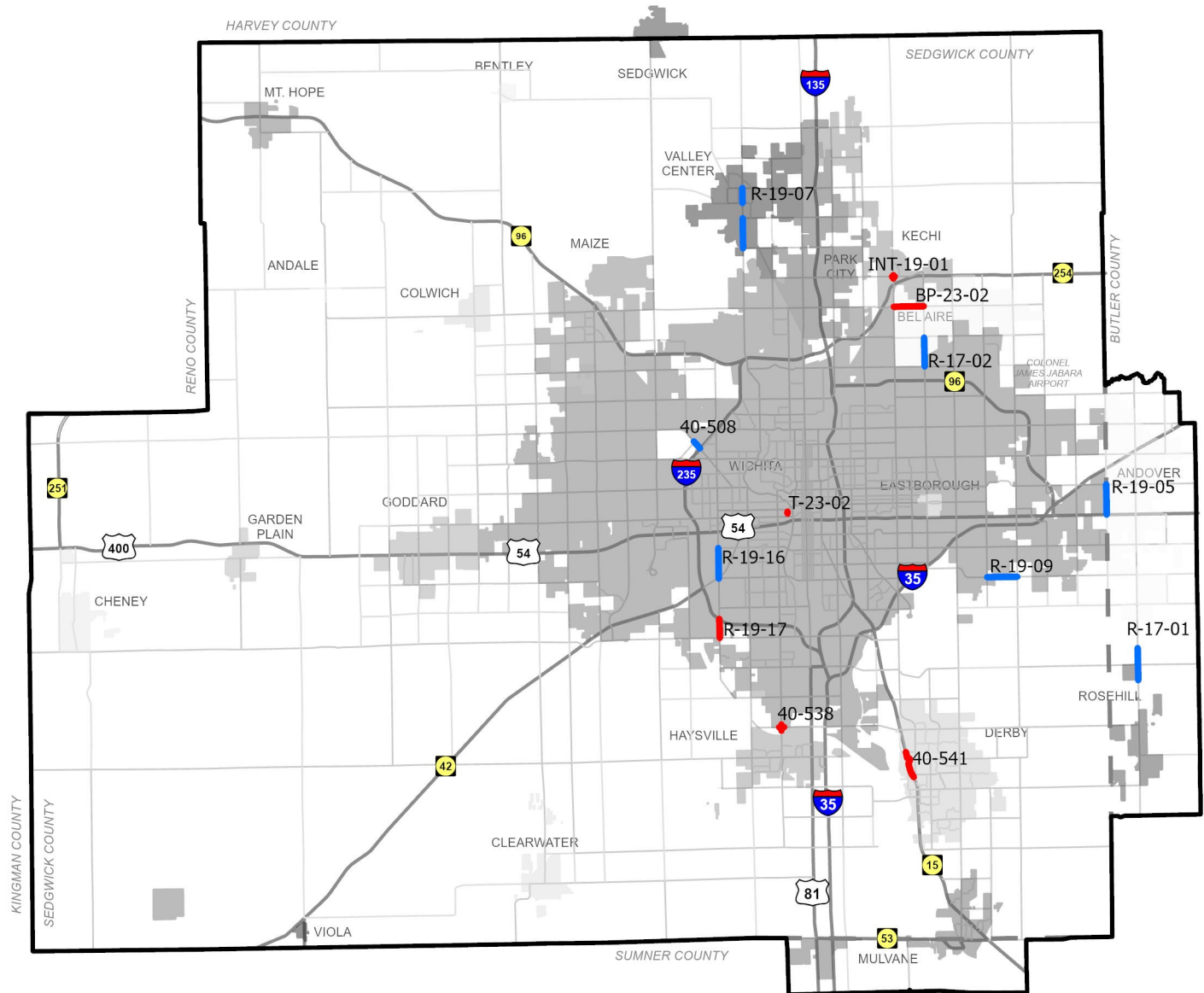
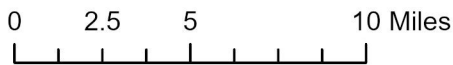
2023-2026 Transportation Improvement Program

Current Suballocated Projects

Legend

- Federal Fiscal Year 2024
- Federal Fiscal Year 2020-2023
- WAMPO Boundary
- County Boundaries

*P-23-03, 40-545, 40-509, 40-525, T-19-05, and 40-544 are not mappable



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 11/29/2023
 Folder: G:\TIP\2023-2026\Projects\Projects for Progress Reports\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



Executive Summary

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). One hundred and two (102) projects from eleven (11) WAMPO member jurisdictions have been scored and ranked by WAMPO staff and consultants. These projects are being considered by the Project Selection Committee (PSC) at meetings in April 2024 for recommendations to the TAC and TPB on which projects to prioritize for funding.

Background

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

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

WAMPO staff have provided information on the submitted projects, including their calculated scores and ranks and the results of the review by KDOT, to the members of the Project Selection Committee (PSC) for consideration. The PSC held its first meeting on which of these projects to recommend for funding priority on April 4, 2024.



Available Short-Term FFY2025-FFY2028 TIP WAMPO-Suballocated Funding

TIP Year	TA	CMAQ	CRP	STBG	TOTAL
TIP 2025	\$0	\$163,212	\$1,464,541	\$1,216,370	\$2,844,123
TIP 2026	\$0	\$0	\$1,367,689	\$339,643	\$1,707,332
TIP 2027	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050
TIP 2028	\$1,492,670	\$1,947,336	\$1,400,538	\$9,948,507	\$14,789,050

Projected Long-Term MTP 2050 WAMPO-Suballocated Funding

MTP TimeBand	TA	CMAQ	CRP	STBG	TOTAL
MTP 2029 - 2032	\$6,284,274	\$8,198,458	\$5,896,600	\$41,884,100	\$62,263,432
MTP 2033 - 2040	\$13,344,409	\$17,409,103	\$12,521,199	\$88,939,241	\$132,213,952
MTP 2041 - 2050	\$18,246,126	\$23,803,880	\$17,120,533	\$121,608,731	\$180,779,270

Projects to Be Considered for WAMPO-Suballocated Funding, by Member Jurisdiction

Andover	3	Haysville	12	Sedgwick County	37*
Bel Aire	11	Maize	3	Valley Center	5
Butler County	2*	Mulvane	1	Wichita	24**
Derby	2	Park City	3	Total	102

*Butler County and Sedgwick County provided separate applications for their respective sections of a project that crosses the county line. In this table, that cross-county project is included in the numbers of projects for each of those two counties, but is only counted once in the Total field; for that reason, the number in the Total field is one less than the sum of the other quantities in the table.

**The table of submitted projects presented to the TAC on February 26, 2024, showed twenty-eight (28) City of Wichita projects. However, three (3) of those submissions were for categories of projects requested to be prioritized for funding in MTP 2050, as opposed to individual projects. Also, one (1) submission was for a project for which WAMPO-suballocated funding is not sought, because it has other Federal funding, but still needs to be reflected in the TIP and be consistent with the MTP.

Next Steps

- » April 2024: The PSC meets to consider which submitted projects to recommend to the TAC and TPB for funding priority in MTP 2050 and the FFY2025-FFY2028 TIP, while maintaining fiscal constraint in both documents.
 - o First PSC meeting: April 4, 2024
 - o Second PSC meeting: April 26, 2024
 - o If necessary, (an) additional meeting(s) will be held.
- » TAC recommendation on project funding priorities.
- » TPB approval of project funding priorities.

Attachment

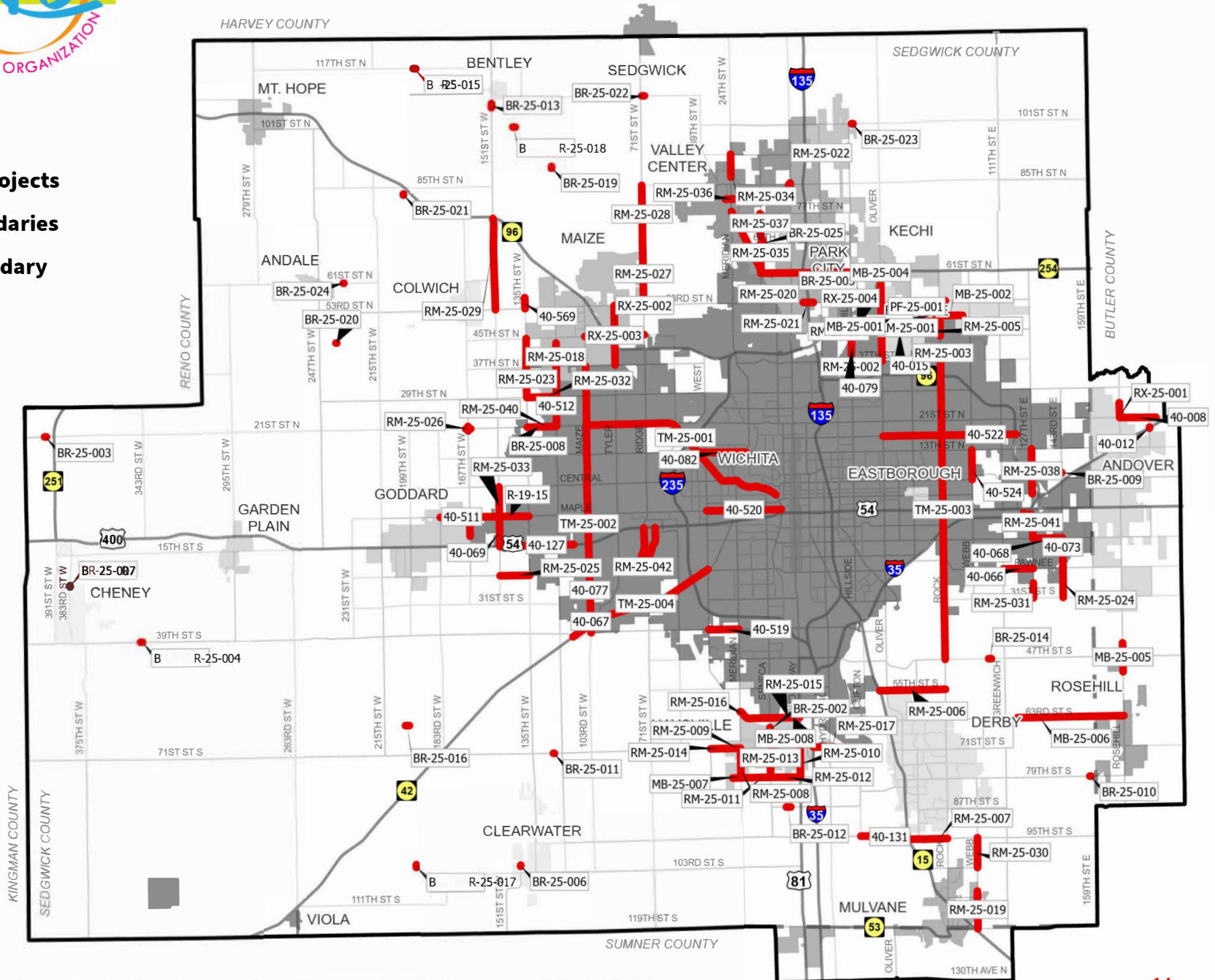
- » **Candidate Projects for FFY2025-FFY2028 TIP/MTP 2050**



Submitted MTP 2050 & FFY2025 - FFY2028 TIP Projects

- Submitted Projects
- County Boundaries
- WAMPO Boundary

Note: Not all project labels visible related to many projects in close proximity to one another.



Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
40-522	Wichita	Redbud Path, Woodlawn to K-96	TA	CMAQ	CRP	STBG	2025-2028	\$11,599,461	\$15,105,516	\$22,448,234
RM-25-020	Park City	61st and I-135 Southbound Ramps Roundabout		CMAQ	CRP	STBG	2025-2028	\$2,837,145	\$3,694,701	\$5,490,677
RM-25-022	Park City	85th Street and Broadway Roundabout		CMAQ	CRP	STBG	2025-2028	\$806,475	\$1,050,240	\$1,560,757
RM-25-018	Maize	119th Street Improvements from 29th Street to Wilkinson Street				STBG	2025-2028	\$12,262,102	\$15,968,446	\$23,730,631
RM-25-021	Park City	53rd Street & I-135 Divergent Diamond Intersection (DDI)				STBG	2025-2028	\$5,332,324	\$6,944,073	\$10,319,554
MB-25-001	Bel Aire	Bel Aire Bike Ped Trail Phase 1	TA	CMAQ	CRP	STBG	2025-2028	\$928,257	\$1,208,832	\$1,796,440
MB-25-005	Butler County	SW Butler Rd Multi-use Path at SW 150th St.	TA	CMAQ	CRP	STBG	2025-2028	\$1,287,920	\$1,677,206	\$2,492,489
40-012	Andover	Prairie Creek Rd. Bridge Over I-35/KTA				STBG	2025-2028	\$4,419,782	\$5,755,707	\$8,553,528
40-015	Bel Aire	45th Oliver to Woodlawn				STBG	2025-2028	\$13,012,762	\$16,946,002	\$25,183,371
RX-25-002	Maize	45th Street and Tyler Road Improvements (Near Term)				STBG	2025-2028	\$26,363,666	\$34,332,351	\$51,021,139
MB-25-002	Bel Aire	Bel Aire Bike Ped Trail Phase 2	TA	CMAQ	CRP	STBG	2025-2028	\$743,009	\$967,591	\$1,437,933
MB-25-007	Haysville	Meridian - Saddle Brook Multiuse Trail	TA	CMAQ	CRP	STBG	2025-2028	\$769,079	\$1,001,541	\$1,488,385
TM-25-001	Wichita	ITS - 21st St and Maize to Downtown		CMAQ	CRP	STBG	2025-2028	\$3,853,960	\$5,018,859	\$7,458,502
BR-25-002	Sedgwick County	B533: Bridge on Seneca between 63rd and 71st St South				STBG	2025-2028	\$1,825,865	\$2,377,752	\$3,533,566
BR-25-025	Valley Center	69th St Bridge Replacement				STBG	2025-2028	\$1,614,485	\$2,102,479	\$3,124,485
R-19-15	Wichita	Maple, 135th St W to 167th St W				STBG	2025-2028	\$15,045,134	\$19,592,678	\$29,116,584
RM-25-008	Haysville	Meridian Street (79th St to Grand Ave)				STBG	2025-2028	\$7,226,719	\$9,411,068	\$13,985,743
RM-25-019	Mulvane	Webb - Sapphire to 119th Street				STBG	2025-2028	\$7,075,774	\$9,214,498	\$13,693,621
RM-25-023	Sedgwick County	R363: 135th St. West from 29th St North to 45th St. North				STBG	2025-2028	\$3,879,964	\$5,052,723	\$7,508,827
RM-25-035	Valley Center	Seneca from 61st to 69th				STBG	2025-2028	\$2,630,882	\$3,426,093	\$5,091,501
RM-25-038	Wichita	127th St E, 13th to Douglas				STBG	2025-2028	\$7,956,210	\$10,361,055	\$15,397,513
MB-25-003	Bel Aire	Bel Aire Bike Ped Trail Phase 3	TA	CMAQ	CRP	STBG	2025-2028	\$726,902	\$946,616	\$1,406,761
40-066	Wichita	Pawnee, Greenwich to 127th St E				STBG	2025-2028	\$6,822,972	\$8,885,284	\$13,204,378
40-077	Wichita	Maize Road, Pawnee to 31st Street South				STBG	2025-2028	\$7,163,684	\$9,328,980	\$13,863,751
RM-25-009	Haysville	Grand - Meridian to 1/2 Mile West				STBG	2025-2028	\$4,295,376	\$5,593,697	\$8,312,766
RM-25-024	Sedgwick County	R339: 143rd St. East from Pawnee to 31st Street South				STBG	2025-2028	\$2,184,050	\$2,844,201	\$4,226,753
MB-25-006	Butler & Sedgwick Counties	BUTLER: W Rosewood/E 63rd St. S. Multi-use Path; SEDGWICK: 63rd Street Pathway	TA	CMAQ	CRP	STBG	BUTLER: 2028 SEDGWICK: 2029-2032	\$2,810,435	\$3,659,918	\$5,438,986
RM-25-027	Sedgwick County	R353: Ridge Rd. Shoulders from 53rd St. to 69th St. North				STBG	2025-2028	\$1,458,531	\$1,899,387	\$2,822,670
RM-25-029	Sedgwick County	R356: 151st St. West from 53rd St. North to K-96				STBG	2025-2028	\$4,167,232	\$5,426,820	\$8,064,771
40-569	Sedgwick County	R348: Pave 135th St. W. North of 53rd St. N.				STBG	2025-2028	\$1,196,334	\$1,557,938	\$2,315,245
BR-25-006	Sedgwick County	B516: Bridge on Tracy St. between 103rd St. South and Diagonal St.				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559
BR-25-011	Sedgwick County	B511: Bridge on 71st St. South between 119th and 135th St. West				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559
BR-25-012	Sedgwick County	B514: Bridge on 87th St. South between Seneca St. and Broadway St.				STBG	2025-2028	\$1,495,418	\$1,947,423	\$2,894,056
BR-25-013	Sedgwick County	B515: Bridge on 151st St. West between 101st and 109th St. North				STBG	2025-2028	\$697,861	\$908,797	\$1,350,559

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

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

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
RM-25-028	Sedgwick County	R354: Ridge Rd. Shoulders from 69th St. to 85th St. North				STBG	2025-2028	\$1,196,334	\$1,557,938	\$2,315,245
BR-25-003	Sedgwick County	B503: Bridge on 21st St. North between 391st St. and 407th St. West				STBG	2025-2028	\$1,908,029	\$2,484,751	\$3,692,576
BR-25-016	Sedgwick County	B523: Bridge on 63rd St. South between 199th and 215th St. West.				STBG	2025-2028	\$572,408	\$745,425	\$1,107,772
RM-25-031	Sedgwick County	R362: 127th St. East for Half Mile North of 31st St. South				STBG	2025-2028	\$810,912	\$1,056,019	\$1,569,345
BR-25-018	Sedgwick County	B525: Bridge on 101st St. North between 135th and 151st St. West				STBG	2025-2028	\$661,876	\$861,935	\$1,280,917
BR-25-019	Sedgwick County	B527: Bridge over Eagle Ditch on 119th St. West between 85th and 93rd St. North				STBG	2025-2028	\$661,876	\$861,935	\$1,280,917
BR-25-005	Sedgwick County	B537: Bridge on 53rd North between Hillside and Oliver Street				STBG	2025-2028	\$786,258	\$1,023,912	\$1,521,631
BR-25-007	Sedgwick County	B522: Bridge on 383rd St. West between 23rd and 31st St. South				STBG	2025-2028	\$655,215	\$853,260	\$1,268,026
BR-25-009	Sedgwick County	B529: Bridge on 143rd St. East between Central Ave. and 13th St. North				STBG	2025-2028	\$786,258	\$1,023,912	\$1,521,631
BR-25-014	Sedgwick County	B519: Bridge on 47th St. South between Webb Rd. and Greenwich Rd.				STBG	2025-2028	\$611,534	\$796,376	\$1,183,491
BR-25-017	Sedgwick County	B524: Bridge on 199th St. West between 95th and 103rd St. South				STBG	2025-2028	\$567,853	\$739,492	\$1,098,955
RM-25-025	Sedgwick County	R365: Pawnee St. from 135th St West to 151st St. West				STBG	2025-2028	\$3,057,670	\$3,981,881	\$5,917,455
RM-25-032	Sedgwick County	R364: 29th St. North between 119th and 135th St. West				STBG	2025-2028	\$2,184,050	\$2,844,201	\$4,226,753
TM-25-002	Wichita	ITS - Maize Rd, 37th St N to Pawnee		CMAQ	CRP	STBG	2025-2028	\$3,418,484	\$4,451,756	\$6,615,733
40-068	Wichita	Harry, 127th St E to 143rd St E				STBG	2025-2028	\$7,293,597	\$9,498,160	\$14,115,170
40-079	Wichita	Hillside, 37th St N to 45th St N				STBG	2025-2028	\$6,071,003	\$7,906,026	\$11,749,107
40-524	Wichita	Webb Road, Central to 13th St N				STBG	2025-2028	\$7,540,825	\$9,820,116	\$14,593,627
RM-25-042	Wichita	Kellogg and Eisenhower Parkway Interchange				STBG	2025-2028	\$36,517,316	\$47,555,044	\$70,671,320
RX-25-004	Wichita	45th Street N, Hillside to Oliver				STBG	2025-2028	\$6,041,082	\$7,867,060	\$11,691,200
40-008	Andover	21st Street from KTA Toll Booth to Andover Road				STBG	2029-2032	\$9,600,000	\$12,501,697	\$18,578,711
RX-25-001	Andover	Andover Rd. from 21st St. north 1/2 Mile				STBG	2029-2032	\$3,531,873	\$4,599,418	\$6,835,172
RM-25-001	Bel Aire	Rock Rd, UPRR Railroad to 53rd St				STBG	2029-2032	\$11,079,244	\$14,428,057	\$21,441,466
RM-25-002	Bel Aire	Oliver, 37th to 45th				STBG	2029-2032	\$6,186,356	\$8,056,244	\$11,972,346
RM-25-003	Bel Aire	Woodlawn, 45th to 53rd				STBG	2029-2032	\$10,473,263	\$13,638,913	\$20,268,722
RM-25-006	Derby	55th Street, K-15 to Rock Road				STBG	2029-2032	\$14,356,621	\$18,696,055	\$27,784,117
RM-25-007	Derby	95th Street, Woodlawn to Rock				STBG	2029-2032	\$7,009,017	\$9,127,564	\$13,564,428
RM-25-011	Haysville	79th, Meridian to Seneca				STBG	2029-2032	\$4,987,531	\$6,495,063	\$9,652,281
RX-25-003	Maize	45th Street and Tyler Road Improvements (Longer Term)				STBG	2029-2032	\$38,256,928	\$49,820,472	\$74,037,962
RM-25-026	Sedgwick County	R372: 21st St North and 167th St West Roundabout		CMAQ	CRP	STBG	2029-2032	\$600,000	\$781,356	\$1,161,169
BR-25-004	Sedgwick County	B526: Bridge on MacArthur Rd. between 343rd and 359th St. West				STBG	2029-2032	\$2,400,000	\$3,125,424	\$4,644,677
BR-25-008	Sedgwick County	B528: Bridge over Cowskin Creek on 21st St. North between 119th and 135th St. West				STBG	2029-2032	\$2,200,000	\$2,864,972	\$4,257,621
BR-25-010	Sedgwick County	B536: Bridge on 79th St South between 143rd and 159th St East				STBG	2029-2032	\$380,000	\$494,858	\$735,407
BR-25-015	Sedgwick County	B521: Bridge on 117th St. North between 183rd and 199th St. West				STBG	2029-2032	\$640,000	\$833,446	\$1,238,580
BR-25-020	Sedgwick County	B530: Bridge on 45th St. North between 231st and 247th St. West				STBG	2029-2032	\$640,000	\$833,446	\$1,238,580

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

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

Note: Projects with light blue background were also considered for the TIP

WAMPO PROJECTS FOR MTP CONSIDERATION										
WAMPOID	LeadAgency	Project Title	Eligible Funding Programs*				Requested Time Band	Inflation Adjusted Max Federal Award**		
			TA	CMAQ	CRP	STBG		2029-2032	2033-2040	2041-2050
BR-25-021	Sedgwick County	B531: Bridge on 199th St. West between 77th and 85th St. North				STBG	2029-2032	\$800,000	\$1,041,808	\$1,548,225
BR-25-022	Sedgwick County	B534: Bridge on 109th St N between Ridge and Hoover Roads				STBG	2029-2032	\$2,400,000	\$3,125,424	\$4,644,677
BR-25-023	Sedgwick County	B535: Bridge on 101st St North between Hillside and Oliver Street				STBG	2029-2032	\$400,000	\$520,904	\$774,112
BR-25-024	Sedgwick County	B538: Bridge on 61st St North between 231st and 247th St West				STBG	2029-2032	\$560,000	\$729,265	\$1,083,758
RM-25-030	Sedgwick County	R371: Webb Rd from 95th St South to 103rd St South				STBG	2029-2032	\$1,200,000	\$1,562,712	\$2,322,338
RM-25-033	Sedgwick County	R373: 151st St. West from Maple St. to Central Ave.				STBG	2029-2032	\$2,000,000	\$2,604,520	\$3,870,564
RM-25-034	Valley Center	Meridian Ave from 7th St to 93rd St				STBG	2029-2032	\$7,935,318	\$10,333,848	\$15,357,082
RM-25-036	Valley Center	Main Street from BNSF Railroad to Colby				STBG	2029-2032	\$4,324,507	\$5,631,633	\$8,369,142
40-067	Wichita	Maize, 31st Street South to MacArthur				STBG	2029-2032	\$5,970,576	\$7,775,244	\$11,554,752
40-069	Wichita	151st St W, Maple to Kellogg				STBG	2029-2032	\$6,321,848	\$8,232,690	\$12,234,561
40-073	Wichita	143rd St E, Harry to Pawnee				STBG	2029-2032	\$5,876,380	\$7,652,575	\$11,372,455
40-082	Wichita	13th St N, McLean to Zoo Boulevard				STBG	2029-2032	\$12,343,132	\$16,073,968	\$23,887,446
40-512	Wichita	119th St W, 21st St N to 29th St N				STBG	2029-2032	\$5,379,504	\$7,005,514	\$10,410,861
40-519	Wichita	MacArthur, Meridian to West				STBG	2029-2032	\$5,233,032	\$6,814,768	\$10,127,394
40-520	Wichita	Maple, McLean to West Street				STBG	2029-2032	\$19,444,980	\$25,322,422	\$37,631,528
RM-25-040	Wichita	21st St N, 119th St W to 135th St W				STBG	2029-2032	\$7,291,272	\$9,495,132	\$14,110,670
RM-25-041	Wichita	127th St E, Kellogg to Harry				STBG	2029-2032	\$3,972,975	\$5,173,847	\$7,688,829
MB-25-004	Bel Aire	Northern Intercity Biking and Walking Route	TA	CMAQ	CRP	STBG	2033-2040	\$15,511,493	\$20,200,000	\$30,019,121
PF-25-001	Bel Aire	53rd St and Lycee Pedestrian Crossing	TA	CMAQ	CRP	STBG	2033-2040	\$417,648	\$543,887	\$808,268
RM-25-004	Bel Aire	Oliver, 45th to 53rd				STBG	2033-2040	\$8,358,964	\$10,885,545	\$16,176,956
RM-25-005	Bel Aire	45th, Woodlawn to Rock				STBG	2033-2040	\$9,327,579	\$12,146,934	\$18,051,500
MB-25-008	Haysville	63rd St S, Mabel to Broadway Multiuse Path	TA	CMAQ	CRP	STBG	2033-2040	\$778,038	\$1,013,208	\$1,505,724
RM-25-010	Haysville	Broadway - Diedrich to 79th St				STBG	2033-2040	\$4,340,850	\$5,652,916	\$8,400,770
RM-25-012	Haysville	79th, Seneca to Broadway				STBG	2033-2040	\$5,224,647	\$6,803,850	\$10,111,169
RM-25-013	Haysville	Seneca, 71st to 79th				STBG	2033-2040	\$2,497,807	\$3,252,795	\$4,833,963
RM-25-014	Haysville	Grand Ave, (west) City Limits to West St				STBG	2033-2040	\$3,213,198	\$4,184,420	\$6,218,447
RM-25-015	Haysville	63rd St S, Seneca to Broadway				STBG	2033-2040	\$6,130,002	\$7,982,857	\$11,863,285
RM-25-016	Haysville	63rd St S, Meridian to Seneca				STBG	2033-2040	\$4,789,484	\$6,237,155	\$9,269,006
RM-25-017	Haysville	71st St, I-35 to Kansas St				STBG	2033-2040	\$1,637,586	\$2,132,563	\$3,169,191
RM-25-037	Valley Center	Seneca from 69th to 77th				STBG	2033-2040	\$2,315,112	\$3,014,878	\$4,480,396
40-127	Wichita	Kellogg, 111th St W to 151 St W				STBG	2033-2040	\$97,676,337	\$127,200,000	\$189,031,301
40-131	Sedgwick County	95th Street (ARC95) - Hillside to Woodlawn				STBG	Flexible	\$54,434,473	\$70,887,843	\$105,346,080
TM-25-003	Wichita	ITS - Rock Rd from 37th St N to 47th St S		CMAQ	CRP	STBG	Flexible	\$5,138,614	\$6,691,812	\$9,944,669
TM-25-004	Wichita	K-42, West to MacArthur		CMAQ	CRP	STBG	Flexible	\$2,231,813	\$2,906,401	\$4,319,189

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

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



Executive Summary

In December 2023, WAMPO was awarded a Federal Safe Streets and Roads for All (SS4A) demonstration grant in the amount of \$940,000, and WAMPO staff are working with the FHWA to start the process of using those funds. Having completed the prerequisite adoption of a Comprehensive Safety Action Plan (CSAP), WAMPO intends to apply for an SS4A implementation grant. SS4A implementation grants focus on the execution of strategies in the CSAP, which may involve major safety-related infrastructure improvements. WAMPO staff will prepare an application for the 2024 round of implementation-grant funding, the deadline for which is May 16, 2024. For the 2025 round of SS4A implementation-grant funding, WAMPO will issue a Request for Proposals (RFP) for a consultant to assist with preparing an application.

Safe Streets and Roads for All (SS4A) Demonstration Grant

In June 2023, WAMPO applied for a Federal Safe Streets and Roads for All (SS4A) demonstration grant. In mid-December 2023, notice was received that WAMPO was awarded a demonstration grant in the amount of \$940,000. The funds can be used for supplemental planning and demonstration activities, such as educational campaigns and before-and-after studies. WAMPO staff are currently working closely with the FHWA to ensure full compliance with grant requirements and funding rules and will inform participating jurisdictions of additional information as it becomes available. Funding notifications have been sent to each awarded jurisdiction.

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

With the adoption of a Comprehensive Safety Action Plan (CSAP) in December 2023, WAMPO qualifies to apply for an SS4A implementation grant. These grants focus on the execution of strategies identified in the CSAP, which may involve major safety-related infrastructure improvements. According to the FHWA, implementation grants are anticipated to range from \$1 million to \$25 million. WAMPO staff have requested jurisdictions to submit projects to be included in the application by April 18, 2024, for the 2024 round of SS4A funding.

On March 12, 2024, the TPB approved an amendment to the 2024 Unified Planning Work Program (UPWP) that reflects work tasks associated with the SS4A implementation-grant program and budgets funding to hire a consultant to assist with an implementation-grant application for the 2025 round of funding. Hiring a consultant is intended to help ensure WAMPO's success in a highly competitive application process.

Next Steps

- » WAMPO staff will continue to work with the FHWA to ensure compliance with SS4A demonstration-grant requirements and provide participating jurisdictions with additional information as it becomes available.



Agenda Item 2Ciii: Director's Report
Safe Streets and Roads for All (SS4A) Grant Updates
Kim Neufeld, Multimodal Transportation Safety Planner

- » WAMPO staff will work with jurisdictions to submit their demonstration projects.
- » WAMPO staff will complete an application for the 2024 round of SS4A implementation-grant funding by the deadline of May 16, 2024. If this application does not result in the awarding of an implementation grant in the WAMPO region, preparing the application will still provide WAMPO staff with knowledge of the application process and its requirements that may then be used during the preparation of an application for the 2025 round of implementation-grant funding.
- » WAMPO will issue a Request for Proposals (RFP) and select a consultant to assist in preparing an SS4A implementation-grant application for the 2025 round of funding. Because time is required to prepare a high-quality application for such a competitive process, the selected consultant will be asked to focus on preparing an application for the 2025 round of funding, as opposed to the 2024 round.

Attachments

- » **Comprehensive Safety Action Plan (CSAP)** - <https://bit.ly/WAMPO-CSAP>
- » **Safe Streets and Roads for All (SS4A)** - <https://www.transportation.gov/grants/SS4A>



Agenda Item 2Civ: Director's Report **Automatic Bicycle/Pedestrian Counters Update**

Dora Gallo, Transportation Planner

Executive Summary

Since 2012, WAMPO has conducted manual bicycle and pedestrian counts, facing challenges like volunteer shortages and adverse weather. To improve data collection, WAMPO is procuring advanced bicycle- and pedestrian-counting camera systems through a Request for Proposals (RFP) that was open February 14, 2024, through March 15, 2024. Automated, camera-based counts will enhance accuracy and efficiency. Currently, WAMPO is in the vendor-selection phase of procurement, ensuring chosen partners meet strict requirements for accuracy, data integration, and scalability, reflecting WAMPO's commitment to enhancing transportation data collection.

Background

Since 2012, the Wichita Area Metropolitan Planning Organization (WAMPO) has conducted an annual bicycle and pedestrian count each September. This has involved recruiting volunteers to manually count people for two-hour shifts at 35-41 designated locations throughout the region. For complete data at a given location, someone must count for two hours on a Wednesday or Thursday morning, two hours on a Wednesday or Thursday evening, and two hours on a Saturday afternoon, for a total of six hours of volunteer time per count location. While WAMPO has successfully collected valuable data through these counts, they present challenges every year. The primary issues are volunteer shortages and adverse weather conditions, resulting in data gaps. Despite these challenges, WAMPO continues its efforts to gather essential information on bicycle and pedestrian traffic in the region.

Automatic Counters

WAMPO staff have been researching advanced technology solutions for conducting bicycle and pedestrian counts. This has included discussions with “big data” companies specializing in mobility analytics and camera technology providers.

Mobility-analytics companies leverage advanced algorithms and analytics to derive insights from various data sources, including mobile phone locations, Census data, and GPS.

Camera-based systems that record and count bicycle and pedestrian traffic use advanced computer-vision technology to track movements and generate real-time data over a much longer period than the manual counts that are currently conducted each year.

After researching various options, WAMPO staff have determined that using cameras for bicycle and pedestrian counts is a better choice than using “big data” or conducting manual counts. This determination is based on the accuracy and efficiency that camera-based counts provide, ensuring reliable data collection and analysis for transportation planning and decision-making.

Procurement

WAMPO issued a Request for Proposals (RFP), from February 14, 2024, through March 15, 2024, to procure advanced cameras equipped with cutting-edge bicycle- and pedestrian-counting technology. The RFP



Agenda Item 2Civ: Director's Report **Automatic Bicycle/Pedestrian Counters Update**

Dora Gallo, Transportation Planner

delineates stringent requirements to ensure the efficacy and reliability of the chosen technology, emphasizing factors such as accuracy, data integration capabilities, and scalability. By investing in state-of-the-art equipment, WAMPO aims to improve its ability to accurately monitor and analyze bicycle and pedestrian traffic patterns, enabling informed decision-making and better allocation of resources to enhance active transportation infrastructure and safety within the region.

Next Steps

WAMPO is currently in the process of vendor selection, as part of its ongoing procurement process. The organization is diligently evaluating proposals from various vendors to identify the most suitable partner for acquiring the latest bicycle- and pedestrian-counting technology. With careful consideration, WAMPO seeks to ensure that the selected vendor aligns closely with the outlined requirements, including accuracy, data integration capabilities, and scalability. This meticulous selection process reflects WAMPO's commitment to securing the most effective and reliable solution for enhancing transportation data collection efforts within the region.



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

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

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

Background

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

Intelligent Transportation Systems (ITS) Architecture

The purpose of developing a regional Intelligent Transportation Systems (ITS) architecture is to illustrate and document the integration of ITS across the regional transportation network, so that the planning and deployment thereof can take place in an organized and coordinated fashion. A consultant will be hired to assist in the development of an updated ITS regional architecture and to complete a comprehensive assessment and inventory of the current architecture.

Travel Demand Model (TDM) Update Phase 2

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

Safe Routes to School (SRTS) Planning Assistance

The Safe Routes to School (SRTS) program is a national initiative designed to enhance the safety and accessibility of walking and biking for students traveling to and from K-12 schools. WAMPO is seeking a consultant to assist in the development of SRTS plans for all schools/school districts in the region.

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

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

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



Agenda Item 3
Public Comment Opportunity
Haysville Mayor Russ Kessler, 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 three (3) minutes per individual.
- » Comments are requested to be emailed to wampo@wampo.org at least one day prior to the meeting.



Agenda Item 4A: Action Congestion Management Process (CMP)

Mike Malone, JEO
Lonnie Burklund, JEO

Executive Summary

The development of a Congestion Management Process (CMP) is Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO has actively collaborated with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. A CMP details a structured framework to systematically identify, analyze, and manage congestion. The TAC is asked to make a formal recommendation to the TPB on approval of the CMP.

Background

The development of a Congestion Management Process (CMP) is Federally mandated for Metropolitan Planning Organizations (MPOs) associated with urban areas with populations exceeding 200,000, qualifying them as Transportation Management Areas (TMAs). In keeping with this requirement, WAMPO has actively collaborated with the consulting firm JEO to develop a CMP specifically tailored to the WAMPO region's needs. If approved by the TPB, the CMP will be incorporated into Metropolitan Transportation Plan 2050 (MTP 2050), reflecting an ongoing commitment to improving transportation in the WAMPO region.

A CMP represents an invaluable planning asset, as it describes a structured framework to systematically identify, analyze, and manage congestion. As the region continues to experience growth in population, economic activity, and transportation demand, ensuring efficient and reliable transportation networks is vital. Congestion on the transportation network not only hampers economic development but also diminishes the overall quality of life for residents. Addressing congestion challenges requires a strategic and comprehensive approach, including the utilization of a CMP.

WAMPO staff present the attached CMP to the TAC for a formal recommendation to the TPB. It was previously presented to the TAC for review on February 26, 2024.

Staff Recommendation

Recommend the TPB approve the Congestion Management Process, as presented.

Action Options

- » Recommend the TPB **approve** the Congestion Management Process, **as presented**.
- » Recommend the TPB **not approve** the Congestion Management Process.
- » Recommend the TPB **approve** the Congestion Management Process, **with specific changes**.

Next Steps

- » May 14, 2024: CMP presented for TPB approval.

Attachment

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



Agenda Item 5A: Discussion/Updates **Travel Demand Model (TDM) Update**

Mike Malone, JEO
Paul Ricotta, Caliper

Executive Summary

WAMPO, in collaboration with consulting firms JEO and Caliper, has updated its Travel Demand Model (TDM) for forecasting the region's traffic and assessing demands on the future transportation network. This effort supports Metropolitan Transportation Plan 2050 (MTP 2050), as the updated model helps inform long-range transportation planning. Among other things, the updated TDM will be used to fulfill requests for modeled future traffic volumes, develop certified traffic counts, and perform Environmental Justice (EJ) analyses.

Background

WAMPO, in collaboration with consulting firms JEO and Caliper, has updated its Travel Demand Model (TDM) for forecasting the region's traffic and assessing demands on the future transportation network. This effort supports Metropolitan Transportation Plan 2050 (MTP 2050), as the updated model helps inform long-range transportation planning. Moreover, the TDM plays an important role in ensuring adherence to regulations set by the Federal Highway Administration (FHWA). It also serves as a resource for local governments and the Kansas Department of Transportation (KDOT), as the TDM may be used to evaluate travel patterns and impacts on the regional transportation system (e.g., highways, other major roads, transit services).

Additionally, WAMPO staff can fulfill requests from member jurisdictions and/or KDOT for projected future traffic volumes on the region's transportation network and use model projections to develop certified traffic counts that are consistent with locally known traffic volumes and patterns.

WAMPO staff can also utilize the model to perform Environmental Justice (EJ) analyses, identifying how proposed transportation projects might affect various communities, particularly those that are historically underserved or vulnerable.

Additional information may be found online at <https://www.wampo.org/tdm>.



Executive Summary

The second round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050) was conducted from December 2023 through February 2024. WAMPO staff utilized several strategies, including a refined survey, to engage with the public about the upcoming MTP 2050 document and how it will help shape the transportation network. A total of 171 adult survey responses were recorded and analyzed. A summary of the feedback received will also be presented to the Transportation Policy Body (TPB) on May 14, 2024.

Background

Following the success of the first round of public engagement for Metropolitan Transportation Plan 2050 (MTP 2050), the Wichita Area Metropolitan Planning Organization (WAMPO) conducted a second round of public engagement from December 2023 through February 2024. During this round, a refined version of the Round 1 survey was introduced. Staff curated the survey based on feedback and insights gathered during Round 1, adding clarity to ensure specific and clear input on transportation issues, and expanding the survey to include questions pertaining to local performance measures. Additionally, staff developed a survey suited for engaging with children in the WAMPO region that contained questions about the children's feeling of safety and their ideas for transportation infrastructure improvements, utilizing graphics and pictures to communicate transportation issues in an understandable way.

During this round of public engagement, WAMPO staff utilized several strategies to engage with the public about the upcoming MTP 2050 document and how it will help shape the transportation network. The second MTP 2050 survey was made available to the public in English, Spanish, and Vietnamese, posted on the WAMPO website, and advertised through social media posts on a wide range of platforms, including Facebook, X (formerly Twitter), Instagram, and LinkedIn, to encourage participants to take the survey online. WAMPO staff attended numerous events throughout the region to engage with members of the community. At these events, staff informed members of the public about WAMPO and the long-range transportation planning process. A total of 171 adult survey responses were recorded, the results of which have been analyzed by WAMPO staff and are summarized below.

MTP 2050 Public Engagement Round 2 Summary

The Metropolitan Transportation Plan 2050 (MTP 2050) Public Engagement Round 2 survey consisted of ten (10) questions about transportation statistics and attitudes toward the current transportation network, plus five (5) demographic questions. Staff also facilitated an activity at tabling events in which attendees could mark on a map of the WAMPO region locations where they had transportation safety or congestion concerns.

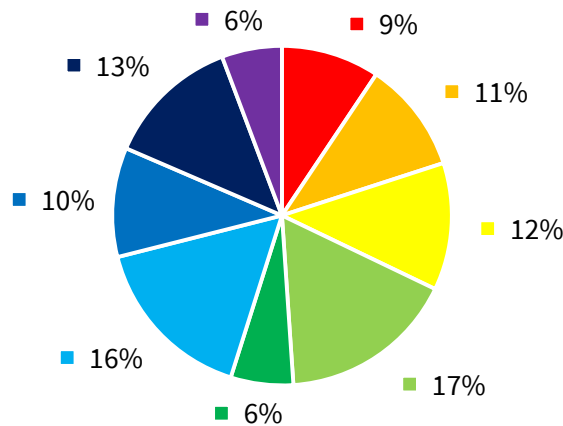
Of the ten (10) transportation-focused questions, an analysis of the responses to three of them, in particular, provides a condensed snapshot of the overall results of the survey: *What transportation improvements are most important to you?*; *What types of transportation do you use?*; and an open-ended question inquiring about the transportation challenges/issues experienced by people in the WAMPO region (see the attached MTP 2050 Public Engagement Round 2 Summary, below, for the results of the other survey questions). These questions reveal themes of how the current transportation system is used and of a regional desire to shift towards increased usage of alternative modes of transportation over the next 25 years.



What transportation improvements are most important to you?

Participants were able to select up to three (3) responses from the nine (9) options listed. The most frequently selected option was “Reduce fatalities and serious injuries”, which was checked by 46% of respondents, highlighting the value placed on safety in the WAMPO region. The next most common responses were “Improve access to basic human needs and services” (44%) and “Increase opportunities for public transit” (35%), followed by “Maintain and expand the existing bike and pedestrian infrastructure” (33%).

What transportation improvements are most important to you?

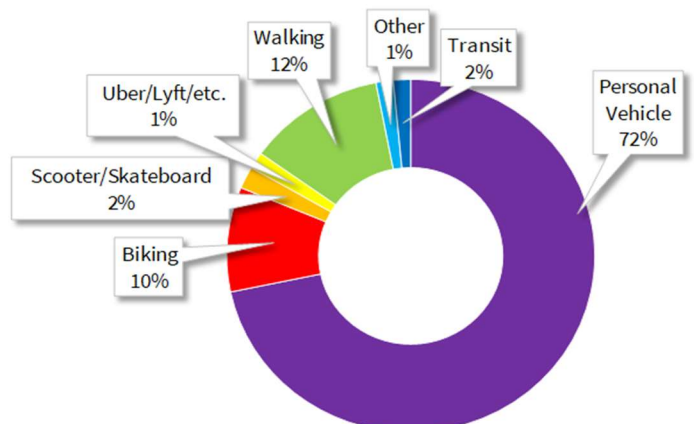


- Expand technology that improves the roadway experience (e.g., coordinated lights, digital message boards).
- Improve travel times for all modes – transit, auto, bike, and pedestrian.
- Maintain and expand the existing bike and pedestrian infrastructure.
- Reduce fatalities and serious injuries.
- Maintain the current transportation system.
- Improve access to basic human needs and services (e.g., jobs, grocery stores, medical appointments, or services).
- Improve access for underserved communities, older adults, and people with disabilities.
- Increase opportunities for public transit.
- Minimize environmental effects of the transportation system.

What types of transportation do you use?

While responses to the above question underline public transit and bicycle/pedestrian infrastructure as regional priorities, responses about current transportation-mode usage tell a different story: 72% selected “Personal Vehicle” as their primary form of transportation.

Form of Transportation - Primary



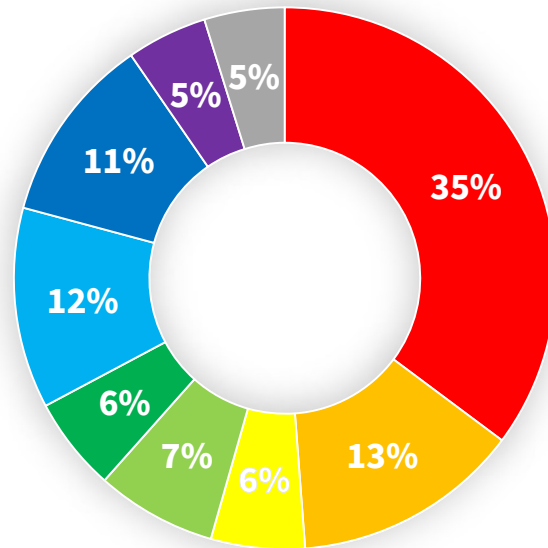


Open-ended responses about transportation challenges/issues

The most common, reoccurring themes are presented below:

Transportation Challenges

- Public Transit
- Bicycle/Pedestrian
- Merge/Exit Lanes Too Short Or Sharp
- Construction/Construction Signage
- Trains/Railroad Crossings
- Congestion
- Unsafe Driving
- Law Enforcement
- Poor Road Conditions



The full MTP 2050 Public Engagement Round 2 Summary (attached below) includes a description of WAMPO staff's efforts, details about pop-up/tabling events that were held, and charts/figures summarizing the results of each survey question. This report, as well as the MTP 2050 Public Engagement Round 1 Summary, are available at <https://www.wampo.org/mtp2050> and will be incorporated into MTP 2050 in an appendix.

Next Steps

- » MTP 2050 Public Engagement Round 2 results report presented to TPB on May 14, 2024.
- » MTP 2050 Public Engagement Round 3 held in the Spring/Summer of 2024 (tentative).
- » All MTP 2050 public-engagement efforts and results will be documented in an appendix of Metropolitan Transportation Plan 2050.

Attachment

- » **MTP 2050 Public Engagement Round 2 Summary** – <https://bit.ly/MTP2050-Round2-Engagement-Summary>



Executive Summary

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

Background

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

After applying the new methodology for developing population projections, WAMPO staff intend to incorporate the projections into the long-range Metropolitan Transportation Plan 2050 (MTP 2050), pending a recommendation and approval by TAC and TPB, respectively.

Next Steps

- » Apply new methodology to project WAMPO-region population growth and present draft projections to TAC and TPB for feedback.
- » Submit final draft projections, with feedback taken into consideration, for a TAC recommendation and TPB approval.
- » Incorporate the final projections into WAMPO's long-range Metropolitan Transportation Plan 2050 (MTP 2050).



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

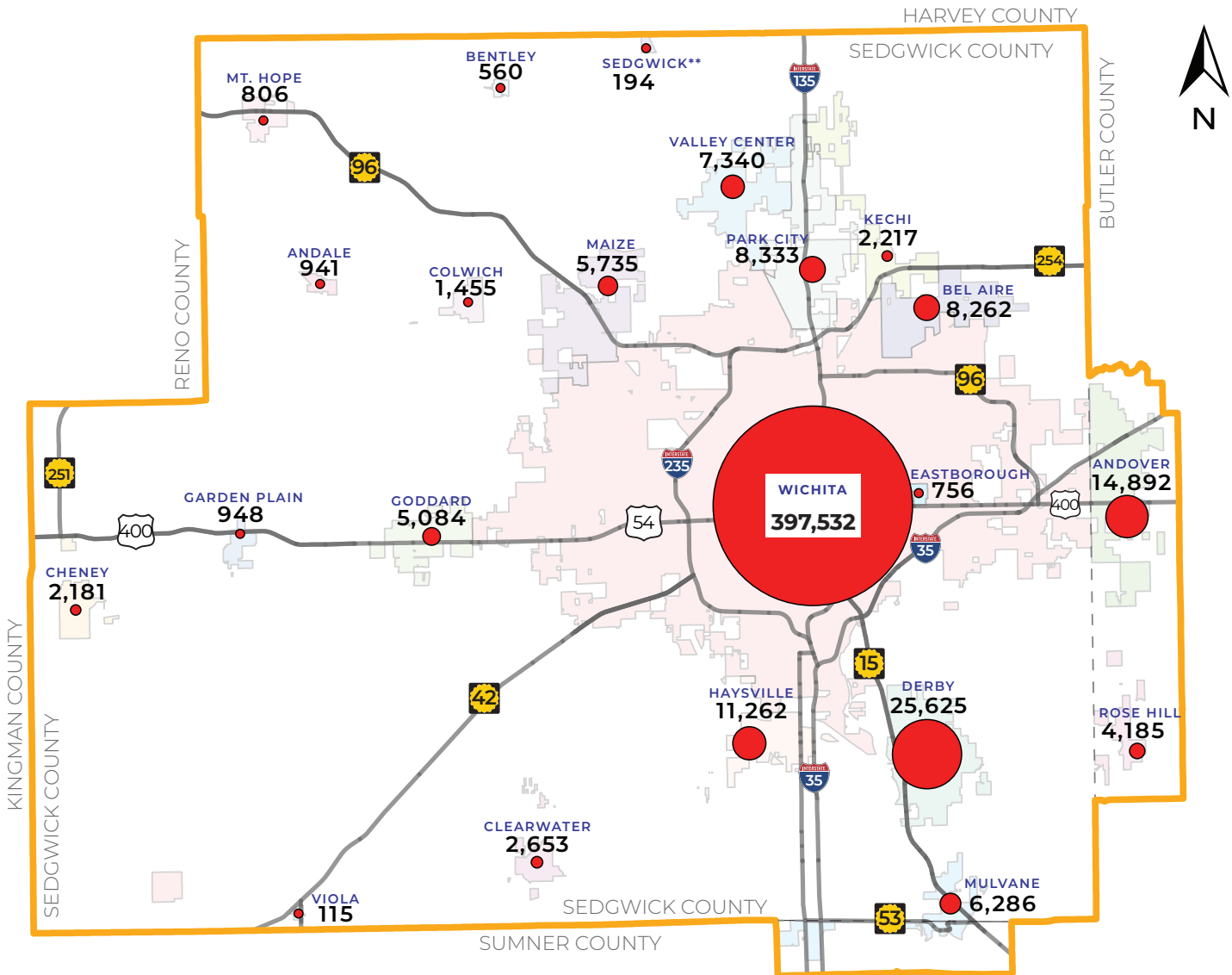
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO AREA PUBLIC TRANSIT RIDERSHIP TABLE

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

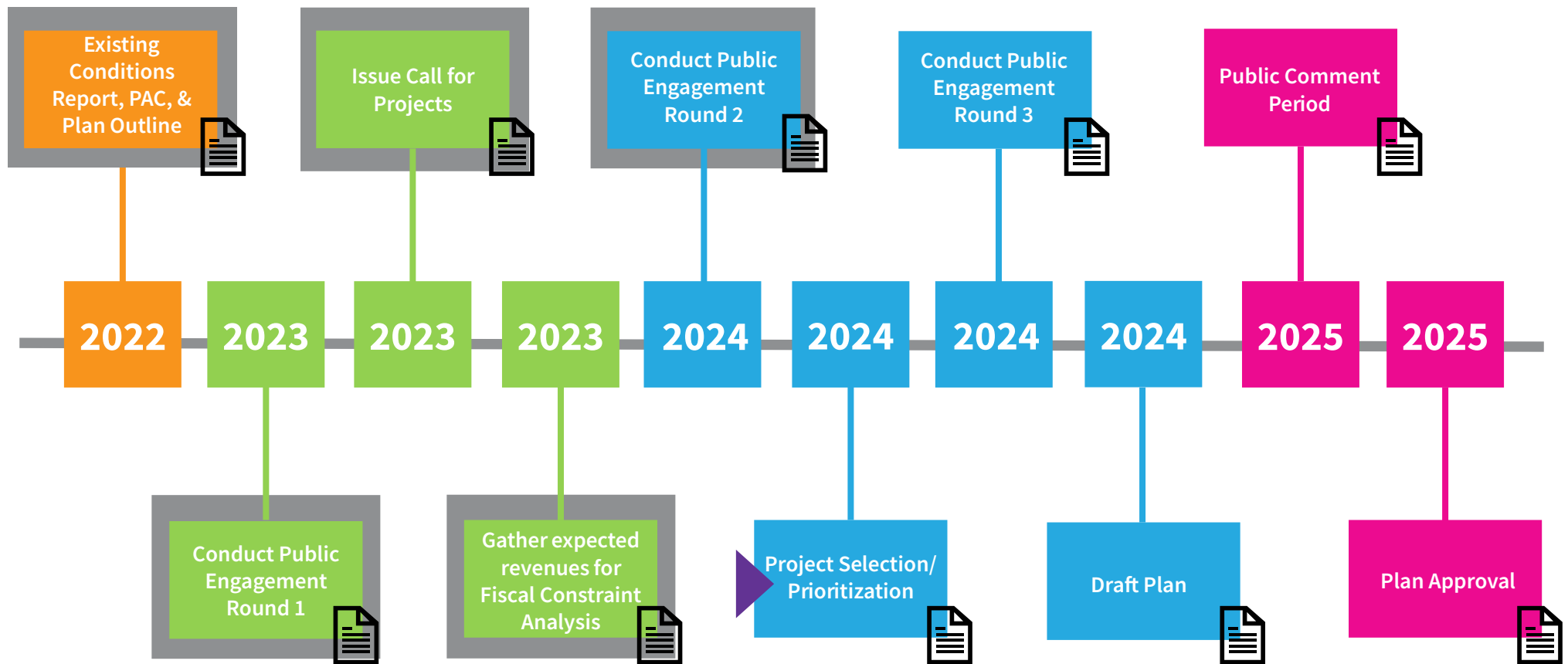
Transit Provider	Annual Ridership					
	2018	2019	2020	2021	2022	2023
Wichita Transit	1,181,807	1,373,944	759,330	768,717	1,011,541	1,269,050
Derby Dash	11,013	10,394	7,098	9,289	8,142	7,799
Haysville Hustle	-	-	31	2,192	3,316	2,993
Sedgwick County Transportation	9,789	11,016	9,692	10,666	9,352	
Butler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

Point of Contact

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

Metropolitan Transportation Plan 2050

Progress





WAMPO TRANSPORTATION ACRONYM GLOSSARY

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

2024 TAC Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVE	EMAIL	ALTERNATE	ALTERNATE EMAIL
TAC Chair, TPB Representative	Russ Kessler	rkessler@haysville-ks.com		
City of Wichita Representative	Gary Janzen	gjanzen@wichita.gov		
City of Wichita Representative	Paul Gunzelman	pgunzelman@wichita.gov	Mike Armour	marmour@wichita.gov
City of Wichita Representative	Shawn Mellies	smellies@wichita.gov		
City of Wichita Transit Representative	Raven Alexander	ralexander@wichita.gov	Tonja Howard	thoward@wichita.gov
Coordinated Transit Representative (District #9)	Annette Graham	annette.graham@sedgwick.gov	Emily Jensen	emily.jensen@sedgwick.gov
Sedgwick County Representative	Lynn Packer	lynn.packer@sedgwick.gov	Daniel Schrant	daniel.schrant@sedgwick.gov
Kansas Department of Transportation (KDOT)	Allison Smith	allison.smith@ks.gov	David Schwartz	david.schwartz@ks.gov
Kansas Department of Transportation (KDOT)	Duane Flug	duane.flug@ks.gov		
Butler/Sumner Counties Representative	Les Mangus	lmangus@andoverks.com		
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		
Regional Economic Area Partnership (REAP) Representative	Marcy Aycock	maycock@workforce-ks.com	Keith Lawing	klawing@workforce-ks.com
Regional Pathways Representative	Craig Crossette	ccrossette@goddardsks.gov		
Air Quality Representative	Lizeth Ortega	lortega@wichita.gov		
At Large Representative for Freight Movement (Named by TPB)	Brent Clark	bclark@valleycenterks.org		
Railroad Freight Representative (Named by TPB)				
Economist (Named by TPB)	Jolene Graham	jgraham@andoverks.com		
Technologist (Named by TPB)				
Urban Land Use Planning & Development Trends Expert (Named by TPB)	Mary Hunt	mmhunt@wichita.gov	Moumita Kundu	mkundu@wichita.gov
Public Health Representative (Named by TPB)	Jack Brown	jbrown4@kumc.edu		
Ex-Officio Non-Voting Members				
Federal Highway Administration Representative	Matt McDonald	matthew.mcdonald@dot.gov		
Federal Transit Administration Representative	Daniel Nguyen	daniel.nguyen@dot.gov		
Kansas Turnpike Authority Administration	Glen Scott	gscott@ksturnpike.com	David Jacobson	djacobson@ksturnpike.com
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
WAMPO Engineering & Data Analyst	Chaitanya Dodda	nagachaitanya.dodda@wampo.org		
WAMPO Transportation Planner	Dora Gallo	dora.gallo@wampo.org		
WAMPO Engineering & Data Analyst	Dylan Cossaart	dylan.cossaart@wampo.org		
WAMPO Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Multimodal Transportation Safety Planner	Kim Neufeld	kimberly.neufeld@wampo.org		
WAMPO Senior Accountant	Kyle Thomas	kyle.thomas@wampo.org		
WAMPO Engineering & Data Analyst	Lauren Bulcroft	lauren.bulcroft@wampo.org		
WAMPO Engineering & Data Analyst	Marcela Quintanilla	marcela.quintanilla@wampo.org		
WAMPO Administrative & Public Outreach Coordinator	Markey Jonas	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	Nick Flanders	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	Peter Mohr	peter.mohr@wampo.org		

*Current quorum is 11 based on appointed positions

Rev. 04/15/2024

2024 WAMPO MEETING SCHEDULE

Meeting Location: ZOOM or 271 W 3rd St, Room 203, Wichita, KS 67202, unless otherwise stated
Meeting times and dates are subject to change at the committee Chair's discretion.

Transportation Policy Body	Technical Advisory Committee	Executive Committee	Active Transportation Committee	ICT Safe: A Regional Transportation Coalition*	United Community Transit Coalition	Economic Development & Transportation Committee
<i>3:00 PM unless otherwise stated</i>	<i>10:00 AM unless otherwise stated</i>	<i>11:00 AM unless otherwise stated</i>	<i>9:30 AM unless otherwise stated</i>	<i>9:30 AM unless otherwise stated</i>	<i>2:00 PM unless otherwise stated</i>	<i>10:00 AM unless otherwise stated*</i>
JANUARY 9	JANUARY 22					
FEBRUARY 13	FEBRUARY 26	FEBRUARY 1		FEBRUARY 7	FEBRUARY 15	
MARCH 12	MARCH 25					
APRIL 9	APRIL 22					
MAY 14	MAY 20	MAY 2 *3:00 PM		MAY 1	MAY 16	
JUNE 11	JUNE 24		JUNE 12			2024 EDTC Schedule TBD
JULY 9	JULY 22					
AUGUST 13	AUGUST 26	AUGUST 1		AUGUST 7	AUGUST 15	
SEPTEMBER 10	SEPTEMBER 23		SEPTEMBER 4			
OCTOBER 8	OCTOBER 28					
NOVEMBER 12	NOVEMBER 25	NOVEMBER 7		NOVEMBER 6	NOVEMBER 21	
DECEMBER 10			DECEMBER 4			



*ICT Safe was formerly the Safety and Health Committee

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