



Technical Advisory Committee (TAC) Meeting Notice

Monday, July 25, 2022, at 10:00 am

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

Online Link: <https://zoom.us/j/3167791313?pwd=ZGRtSXBNMVlxZExpWDFINzRyWmNNdz09>

Phone: 669-444-9171

Meeting ID: 3167791313

Passcode: 7791313

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.

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

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Chad Parasa, TAC Secretary

July 18, 2022



Meeting Summary

Technical Advisory Committee (TAC) Meeting Summary
Monday, June 27, 2022 @ 10:00 AM
Hybrid Meeting

Meeting Duration: 92 minutes

Members in Attendance:

Burt Ussery, TAC Chair
Raven Alexander, Wichita
Transit
Mike Armour, Wichita
Jack Brown, Regional
Pathways
Danielle Gabor, SCAC
Jolene Graham, Economist

Tom Hein, KDOT
Mary Hunt, Urban Land Use
Planning
Les Mangus, Butler/Sumner
Counties
Laura Rainwater, REAP
Nina Rasmussen, Air Quality
Justin Shore, SCAC

Allison Smith, KDOT
Dan Squires, SCAC
Jim Weber, Sedgwick County

ALT.

Matt Messina, KDOT
Lynn Packer, Sedgwick County

Other Attendees:

Ashley Bryers, WAMPO
Jane Byrnes
Cecelie Cochran, FHWA
Ron Colbert, Valley Center
Nick Flanders, WAMPO
Tanner Foust, MAPD
Dora Gallo, WAMPO
Becca Hughes
Alicia Hunter, WAMPO

ThaiBinh Ninh, MAPD
Ronald Nuessen, Benesch
Chad Parasa, WAMPO
Marcela Quintanilla, WAMPO
Cheri Schoenhals,
BaughmanDon Snyder,
KDOT
Eva Steinman, FTA
Pat Stivers, Maize

Patty Sykes, WAMPO
Eldon Taskinen, WAMPO
Emily Thon, WAMPO
Cailyn Trevaskiss, WAMPO
James Wagner, Wichita
Natalie Walls, MAPD
Kristin Zimmerman, PEC

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

2. Regular Business

A. Approval of June 27, 2022, Agenda

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (15-0).

Motion: Jim Weber

Second: Dan Squires

B. Approval of May 23, 2022, Minutes

Discussion: None

Action: Moved to approve minutes as presented. Motion passed (15-0).

Motion: Mike Armour

Second: Dan Squires

C. Director's Report

i. Overview

Chad Parasa highlighted how the long-range transportation plan appendices correspond with considerations and factors in looking to the future for transportation plans. This includes expanding and editing the Limited English Proficiency Plan and Title IV, Program Manual. Mr. Parasa also shared with the TAC information on the Freight Conference that WAMPO staff attended and gave an update on Critical Urban Freight Corridors (CUFCs).

ii. **TIP/MTP Public Comment Period**

1. Dora Gallo discussed how volunteers are needed for the Bike & Pedestrian count in September 2022. Please contact dora.gallo@wampo.org or 316-779-1315.
2. Ashley Bryers reported the TIP, and MTP amendment Public Comment period is now open. The TIP/MTP amendment open house is this week, on 6/29/2022, at the Wichita Advanced Learning Library, from 4:00 pm to 6:30 pm.

3. Public Comment Opportunity

Jane Byrnes commented that not many people she knows will use the East Kellogg expansion and that the project is expensive. Ms. Byrnes discussed some of the planned expenses and asked the TAC to look into the reasoning for those prices.

Discussion – Burt Ussery thanked Ms. Byrnes for her comment and stated that staff will look at the validity of the cost estimate for the road and transportation road systems.

4. New Business

A. **Action: Title VI Program Manual and Limited English Proficiency (LEP) Plan**

Dora Gallo and Marcella Quintanilla expanded on the Title VI and LEP plans to promote equality and equity for the requirements of Civil Rights Act rules and regulations for operating as a Metropolitan Planning Organization. The LEP Plan will be implemented to provide language services for those who need information in any other language than English.

For more information or complaints regarding Title IV or LEP plans, please send an email to wampo@wampo.org or phone at 316.779.1313.

It was also announced that Emily Thon, WAMPO Public Outreach Coordinator, is also now the Title VI Coordinator.

Discussion – Mary Hunt asked what changed since 2015 and the response from Ms. Gallo was that the region’s increase in population prompted a need for an update to the language that was contained in the Title VI plan because of the increased language needs.

It was pointed out during the discussion that in Table 3 of the Title VI manual plan an adjustment to the types of languages listed needed to be updated to show “Spanish” rather than “All Languages.”

Action: Moved to recommend to TPB as written with 1 change on table 3 of the Title VI manual, showing “Spanish” instead of “All Languages.” Motion passed (15-0).
Motion: Jim Weber
Second: Dan Squires

B. [Update: Intelligent Transportation Systems \(ITS\) and Transportation Systems Management and Operations \(TSMO\)](#)

Tom Hein discussed how to use and modify the [ITS program WICHway](#) which contains camera feeds and road conditions for the Wichita metropolitan area. These cameras have operators and detect incidents, then are posted for the public for notice and ease of travel. The goals for WICHway are to enhance safe travel, increase the efficiency of current infrastructure, and provide drivers with a more reliable transportation system.

Discussion – Mary Hunt asked how do you measure success? Mr. Hein said, it’s difficult to do because we would have to track phone usage in correspondence to driving data.

Ronald Nuessen asked, is this connected to in-car Incident Management Systems? Mr. Hein responded, that it is not connected to in-car GPS or Phone GPS, but similar information is connected in Google Maps.

Nina Rasmussen asked, if there are other organizations that use systems like this. Do you post to all those other groups too? Mr. Hein responded, we coordinate with the 911 call center.

Alicia Hunter reported that with support from KDOT, WAMPO staff have created ITS equipment maps. These maps highlight the locations of ITS equipment, such as cameras and dynamic messaging signs. WAMPO will utilize these maps to visually communicate and inform the public about ITS equipment in the WAMPO region.

C. [Update: Existing and Future Bikeways](#)

Ashley Bryers reported that the WAMPO Region bikeway maps from the various jurisdictions are now digitized in one file.

Eldon Taskinen went over the information on page 91 of the agenda packet and reported that the main function this map serves is it differentiates the different types of bike paths: on-street and off-street. The web map is currently available at this [link](#). The interactive map gives the option to turn on and off different bikeway types including current and future bikeways.

Discussion – Jim Webber asked, Has the total mileage of the various categories been pulled so it can be checked in the next 5 years to recheck the progress? Mr. Taskinen responded, not yet, but it can be done.

Mike Armour asked can you note when each plan is going to be implemented for upcoming projects. Put on the website that not all possible plans will happen, and there is a possibility that they will not be completed. Show if it is in the CIP.

Mary Hunt asked, can we assume all off-road paths are for bikes and pedestrians? Mr. Taskinen responded, No, any off-street path that is 8 ft or wide is a bike and pedestrian path, and anything under 8 feet is only pedestrian.

Jack Brown also asked if this map should be labeled bike and pedestrian path, and could be changed to reflect that? Mr. Taskinen responded, that is true, but we choose bikeways because we didn't show all the pedestrian paths that are available.

Nina Rassmussen asked if WAMPO could also show what type of lane it will be so that the public would be more aware of what type of lane it is. The response was that it would be changed to include that.

D. Update: Critical Urban Freight Corridors (CUFCs)

Nick Flanders asked the TAC if they would provide feedback on the recommendations by WAMPO staff in response to a request from KDOT to recommend roads to be designated Critical Urban Freight Corridors (CUFCs). Designated CUFCs become part of the National Highway Freight Network (NHFN), making projects on them that contribute to efficient freight movement eligible for funding under the National Highway Freight Program (NHFP).

Current WAMPO CUFCs (All Recommended to be Kept; last designated in 2017-2018)

Road Name	From	To	Miles
Eisenhower Airport Connector	US-54/400	Airport	1.9
US-54/400	135th St. W	I-35 Interchange	17.0
21st St. N	Broadway	I-135	1.0
29th St. N	Broadway	I-135	1.0
North Broadway	I-235	13th St. N	3.5
K-15	I-135	Meadowlark Blvd. (71st St. S)	5.6
61st St. N	Floodway Bridge	I-135	0.9
Hydraulic Ave.	37th St. N	I-135	1.0
West St.	US-54/400	K-42	1.5

Recommended New WAMPO CUFCs

Priority Order	Road Name	From	To	Miles
1	US-54/400	231st St. W	135th St. W	6.0
2	US-54/400	I-35 Interchange	Meadowlark Rd.	5.1
3	K-96	US-54/400	I-135	10.6
4	MacArthur Rd.	I-235	K-15	2.5
5	13th St. N	Broadway	I-135	0.9
6	K-53	Arkansas River	K-15	2.3
7	K-15	US-54/400	I-135	3.0
8	K-42	I-235	West St.	0.6
9	West St.	K-42	I-235	1.4
10	Pawnee St.	West St.	Meridian Ave.	1.0
11	K-42	West St.	US-54/400	1.8
12	North Broadway	61st St. N	I-235	2.6
13	77th St. N	Broadway	I-135	0.5
14	North Broadway	77th St. N	61st St. N	2.0
15	53rd St. N	Broadway	Hydraulic Ave.	1.0
16	K-254	I-135	127th St. E	8.4
17	K-42	Macarthur Rd.	I-235	4.5
18	K-15	Meadowlark Blvd. (71st St. S)	140th Ave. N	8.1

Discussion – Jim Weber asked, can we add things that don’t already exist to the map? Mr. Flanders responded, we were told by KDOT staff that these need to be existing projects as of right now. We can look at future demand for future consideration.

Mike Armour asked, will there be any implications to the functional classification of these roads? Mr. Flanders responded that there will not be any changes to the functional classification.

Nina Rassmussen asked, where did the recommended corridors come from, and where was the data collected from? Mr. Flanders said, WAMPO staff used data from a much larger set of corridors from a Truck ADT status and based on the judgment of what was or wasn’t a relevant corridor. Purely WAMPO staff generated and did not seek outside opinions.

Chairman Ussery stated that this was information to bring to everyone’s attention for review and to look for the future to become an action item. This is not an action item today but if there are any recommended changes, please contact Nick Flanders at nicholas.flanders@wampo.org or 316.779.1318.

5. Committee Reports/Updates

A. Safety & Health Committee

Jack Brown reported that the Safety and Health Committee is looking into developing an RFP for a safety plan. Their next meeting is on August 1st, 2022.

B. Active Transportation Committee

Jack Brown informed TAC that the ATC met on June 1st and the cities of Garden Plain and Wichita gave overviews of their bike/ped plans. The Wichita engineer also discussed bike/ped paths. Our next step is to discuss with staff and meet again on September 7, 2022. Everyone is welcome to attend.

6. Other Business

Ashley Bryers reported that on August 22nd, 2022, the TAC meeting was requested to be canceled or moved to August 29th, 2022, due to a conflict. Because no action items were scheduled for the meeting, Chair Ussery recommended canceling it. Because there was a unanimous agreement to cancel the meeting, there was no need for a vote: on August 22nd, 2022, the TAC meeting was canceled, and the meeting was moved to September 26, 2022.

7. Meeting adjourned at 11:33 AM.

The next regular meeting will be held on Monday, July 25, 2022, at 10:00 AM.



2022 Annual Bicycle & Pedestrian Count Event

Sign up today!

- **Wednesday, September 21st from 10:00 am to Noon**
- **Wednesday, September 21st from 5:00 to 7:00 p.m.**
- **Thursday, September 22nd from 10:00 am to Noon**
- **Thursday, September 22nd from 5:00 to 7:00 p.m.**
- **Saturday, September 24th from Noon to 2:00 p.m**



BIKE RIDERS

A black wooden-style signpost with two directional signs. The top sign is an arrow pointing to the right with the text 'BIKE RIDERS' in yellow, bold, sans-serif capital letters.

PEDESTRIANS

A black wooden-style signpost with two directional signs. The bottom sign is an arrow pointing to the left with the text 'PEDESTRIANS' in yellow, bold, sans-serif capital letters.

We will be gathering data to show how valuable our regional bicycle and pedestrian resources are!

For more information please
contact Dora Gallo
at Dora.Gallo@wampo.org
or call 316-779-1315





Agenda Item 3:
Public Comment Opportunity
Burt Ussery, Technical Advisory Committee (TAC) Chair

Background

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

- Comments are limited to two (2) minutes per individual.



Agenda Item 4A: Action **MTP Amendment 2**

Ashley Bryers, Transportation Planning Manager
Cailyn Trevaskiss, Transportation Planning Intern

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. However, it is common for circumstances, needs, and resources to change before the next scheduled update, requiring amendments to the MTP. *REIMAGINED MOVE 2040* includes amending procedures to address changes after the plan is adopted. Amendment 1 was approved in December 2021.

During the FFY2023-FFY2026 Transportation Improvement Program (TIP) Call for Projects, member jurisdictions requested to submit projects for funding that would not normally be eligible for WAMPO-suballocated funding, because either they were not listed in the MTP, or insufficient funds were made available to them in the MTP Funding Menu. For the FFY2023-FFY2026 TIP only, the Technical Advisory Committee (TAC) and Transportation Policy Body (TPB) agreed to alter the process for selecting projects, with submitted projects eligible for funding regardless of whether they are in the MTP or its Funding Menu. All the projects ultimately recommended for WAMPO-sub allocated funding in the FFY2023-FFY2026 TIP by the Project Selection Committee (PSC) and approved by the TAC and TPB are already in the MTP and its Funding Menu, but some had insufficient amounts listed for them in the Funding Menu to match the funding levels the PSC, TAC, and TPB decided on. Thus, an MTP amendment is necessary to increase the Funding Menu amounts for those projects before the FFY2023-FFY2026 TIP can be adopted.

Proposed Amendment 2 to *REIMAGINED MOVE 2040* makes changes to the contents of the Regional Project List (Appendix 8), the Regional Finance Appendix (Appendix 9), and the Environmental Justice Appendix (Appendix 11) (see attached summary of changes). The fiscal constraint of the MTP is maintained.

Public Comments:

The Public Comment period for proposed Amendment 2 to *REIMAGINED MOVE 2040* was open from June 15 through July 15, 2022. On June 29, from 4:00 PM to 6:30 PM, an Open House was held for Amendment 2 to *REIMAGINED MOVE 2040* and the FFY2023-FFY2026 TIP at the Advanced Learning Library in Wichita, KS. Amendment 2 received one public comment.

- Comment received on June 29th, 2022 at the Open House in Wichita, KS.
 - Gavin B. said he was interested in increasing the reach of public transport in the area. Possibly including bus service to Andover, Park City, and Valley Center. He



Agenda Item 4A: Action **MTP Amendment 2**

Ashley Bryers, Transportation Planning Manager
Cailyn Trevaskiss, Transportation Planning Intern

is also interested in expanding railway services, such as introducing light rail in western Kansas.

- WAMPO responded that this comment was noted and acknowledged.

Action Options:

- Recommend the TPB approve Amendment 2 to *REIMAGINED MOVE 2040*, as proposed.
- Recommend the TPB not approve Amendment 2 to *REIMAGINED MOVE 2040*, as proposed.
- Recommend the TPB approve Amendment 2 to *REIMAGINED MOVE 2040* with specific changes.

Recommendation:

- Recommend the TPB approve Amendment 2 to *REIMAGINED MOVE 2040*, as proposed.

Next Steps:

- The TAC recommendation will be presented at the Transportation Policy Body meeting on August 9, 2022.

Attachment:

- **MTP Amendment 2 Summary**

Proposed Amended Plan Appendices, with affected text highlighted in green, are available at wampo.org/mtp:

- **Proposed Regional Project List Appendix**
- **Proposed Regional Finance Appendix**
- **Proposed Environmental Justice Appendix**

Background on MTP Amendment 2:

REIMAGINED MOVE 2040, WAMPO's long-range transportation plan, includes procedures for amending the plan to address changes after the plan is adopted. The original plan was adopted in June 2020. Amendment 1 was approved in December 2021.

Any member of the WAMPO Transportation Policy Body (TPB) may request an amendment. Amendments are required to follow the public participation procedures laid out in the WAMPO Public Participation Plan.¹ After the public comment period, the amendment will be presented to the Technical Advisory Committee (TAC) and the TPB for final approval. Visit the MTP webpage for more information.²

Why MTP Amendment 2 is Occurring:

During the FFY2023-FFY2026 Transportation Improvement Program (TIP) Call for Projects, member jurisdictions requested to submit projects for funding that would not normally be eligible for WAMPO-suballocated funding, because either they were not listed in the MTP or insufficient funds were made available to them in the MTP Funding Menu. The jurisdictions argued that conditions have changed since MTP projects were last selected in 2018-2019 and approved in 2020. The WAMPO region's transportation system has seen significant disruptions and opportunities resulting from the ongoing pandemic, the recently enacted Bipartisan Infrastructure Law, and new developments specific to the WAMPO region.

In light of the above, for the FFY2023-FFY2026 TIP only, the TAC and TPB agreed to alter the process for selecting projects. At their March 8, 2022 meeting, the TPB voted to direct WAMPO staff to score all projects submitted for the TIP Call for Projects regardless of whether or not they are in the MTP or its Funding Menu. All of these projects were eligible to be recommended for funding in the TIP by the Project Selection Committee (PSC).

If (1) a project that is not in the MTP (but meets MTP goals) were selected to be included in the TIP, (2) a project that is not in the MTP Funding Menu were selected to receive WAMPO-suballocated funds, or (3) a project that is in the MTP Funding Menu were selected to receive more WAMPO suballocated funds than are listed for it in the Funding Menu, then an MTP amendment was to be developed concurrently with the FFY2023-FFY2026 TIP.

All of the projects ultimately recommended for WAMPO-suballocated funding in the FFY2023-FFY2026 TIP by the PSC and approved by the TAC and TPB are already in the MTP and its Funding Menu, but some had insufficient amounts listed for them in the Funding Menu to match the funding levels the PSC, TAC, and TPB decided on. Thus, an MTP amendment is necessary to increase the Funding Menu amounts for those projects.

The Impact of MTP Amendment 2:

This amendment will alter the contents of the Regional Project List (Appendix 8), and require changes to the analyses in the Regional Finance Appendix (Appendix 9) and Environmental Justice Appendix (Appendix 11). In the following copies of those appendices, the affected text/numbers/figures are highlighted: Yellow in the current, approved version and green in the proposed, amended versions.

¹ www.wampo.org/public-participation

² www.wampo.org/metropolitan-transportation-plan

The proposed changes to the Environmental Justice Appendix also include updating the analysis to use American Community Survey (ACS) 5-year estimates from 2020, rather than the 2017 ACS 5-year estimates that were used in the original MTP adoption.

Changes to Regional Project List Appendix (Appendix 8):

Pages 2-8

To ensure all projects planned to have WAMPO-suballocated funds programmed to them in the FFY2023-2026 TIP have appropriate cost estimates, Funding Menu maximums for WAMPO-suballocated funding, and anticipated time bands, the following MTP project records are proposed to be amended:

Current

WAMPOID	PROJECT	SPONSOR	TYPE	CATEGORY	TOTAL COST	MTP AMOUNT (WAMPO FUNDING MENU)	TIP AMOUNT (WAMPO FUNDING AWARD)	TIME BAND
R-19-06	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge	City of Park City	Road	Rehabilitation	\$3,153,700	\$2,712,160	\$2,712,160	2020-2024
40-500	Fiber Optics Installations: WAMPO Regional Fiber Plan	KDOT	Technology		\$100,000		\$80,000	2020-2024
40-052	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	City of Valley Center	Road	Rehabilitation	\$3,849,283	\$2,731,731	\$2,731,731	2020-2024
R-19-07	Meridian, from Ford (77th St. N.) to Seward (69th St. N.)	City of Valley Center	Road	Rehabilitation	\$4,694,200	\$3,418,131	\$3,418,131	2020-2024
40-541	Nelson Drive Realignment	City of Derby	Road	Rehabilitation	\$7,183,799	\$5,039,276	\$5,039,276	2020-2024
INT-19-01	Oliver and Kechi Rd. Intersection	City of Kechi	Road	Modernization	\$2,353,360	\$1,524,224	\$1,524,224	2020-2024
INT-17-01	Patriot Ave.: WB Right Turn Lane to K15 NB	City of Derby	Road	Modernization	\$739,950	\$253,920	\$253,920	2020-2024
R-19-16	West St, Harry to Pawnee	City of Wichita	Road	Modernization	\$17,431,953	\$7,864,039	\$7,864,039	2020-2024
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions: WICHway Video Wall	KDOT	Technology		\$500,000		\$400,000	2020-2024
40-508	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Sedgwick County	Bridge	Rehabilitation	\$1,769,409	\$1,258,246	\$1,258,246	2020-2024
40-510	17th St N, I-135 to Hillside	City of Wichita	Road	Modernization	\$2,162,611	\$1,572,808		2025-2030
40-015	45th St N, N Oliver Ave to N Woodlawn St	City of Bel Aire	Road	Rehabilitation	\$9,265,149	\$6,710,647		2025-2030
40-517	Douglas, Seneca to Meridian	City of Wichita	Road	Modernization	\$6,160,164	\$4,403,862		2025-2030
40-532	Major Regional Priority Planning	WAMPO	Planning		\$1,310,674	\$1,048,539		2025-2030
40-511	Maple Street Pathway	Sedgwick County	Bike/Ped		\$2,064,310	\$1,310,673		2025-2030
40-538	Multi-Use Path along Seneca and 63rd Sts	City of Haysville	Bike/Ped		\$1,709,937	\$1,252,610		2025-2030
40-546	Oliver Ave and 45th St N Intersection Improvements	City of Bel Aire	Road	Rehabilitation	\$2,644,939	\$1,654,594		2025-2030
40-522	Redbud Path, Woodlawn to Rock Rd	City of Wichita	Bike/Ped		\$786,404	\$524,269		2025-2030
40-540	Rock Road Corridor Improvements from 55th Street to Freedom Street	City of Derby	Road	Modernization	\$6,262,396	\$4,433,221		2025-2030
40-537	SW Butler Road Improvements from SW 155th Street to SW 170th Street	Butler County	Road	Rehabilitation	\$14,299,445	\$10,275,678		2025-2030
40-056	Wichita Intelligent Transportation System program	City of Wichita	Technology		\$2,883,481	\$2,097,077		2025-2030
BP-21-00	Bicycle/Pedestrian/Trail/Safety Projects	Any	Bike/Ped		\$10,000,000	\$1,000,000		2020-2040

Revised

WAMPOID	PROJECT	SPONSOR	TYPE	CATEGORY	TOTAL COST	MTP AMOUNT (WAMPO FUNDING MENU)	TIP AMOUNT (WAMPO FUNDING AWARD)	TIME BAND
R-19-06	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge	City of Park City	Road	Rehabilitation	\$3,375,712	\$3,776,600	\$2,712,160	2020-2024
40-500	Fiber Optics Installations: WAMPO Regional Fiber Plan	KDOT	Technology		\$100,000	\$80,000	\$80,000	2020-2024
40-052	Meridian Ave, Main Street (81st St N) to 5th Street (85th St N)	City of Valley Center	Road	Rehabilitation	\$3,375,300	\$3,960,551	\$2,731,731	2020-2024
R-19-07	Meridian, from Ford (77th St. N.) to Seward (69th St. N.)	City of Valley Center	Road	Rehabilitation	\$6,555,127	\$4,955,716	\$3,418,131	2020-2024
40-541	Nelson Drive Realignment	City of Derby	Road	Rehabilitation	\$10,274,251	\$7,389,338	\$5,039,276	2020-2024
INT-19-01	Oliver and Kechi Rd. Intersection	City of Kechi	Road	Modernization	\$4,733,227	\$2,645,127	\$1,524,224	2020-2024
INT-17-01	Patriot Ave.: WB Right Turn Lane to K15 NB	City of Derby	Road	Modernization	\$961,233	\$703,501	\$253,920	2020-2024
R-19-16	West St, Harry to Pawnee	City of Wichita	Road	Modernization	\$19,180,993	\$13,051,299	\$7,864,039	2020-2024
40-545	WICHway Traffic Management Center Deployments, Upgrades and Expansions: WICHway Video Wall	KDOT	Technology		\$522,500	\$418,000	\$400,000	2020-2024
40-508	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	Sedgwick County	Bridge	Rehabilitation	\$3,190,030	\$2,468,840	\$1,258,246	2020-2024
40-510	17th St N, I-135 to Hillside	City of Wichita	Road	Modernization	\$3,738,885	\$2,719,189		2025-2030
40-015	45th St N, N Oliver Ave to N Woodlawn St	City of Bel Aire	Road	Rehabilitation	\$13,814,817	\$10,339,381		2025-2030
40-517	Douglas, Seneca to Meridian	City of Wichita	Road	Modernization	\$6,276,306	\$4,403,862		2025-2030
40-532	Major Regional Priority Planning	WAMPO	Planning		\$1,310,674	\$1,048,539		2025-2030
40-511	Maple Street Pathway	Sedgwick County	Bike/Ped		\$2,332,767	\$1,559,115		2025-2030
40-538	Multi-Use Path along Seneca and 63rd Sts	City of Haysville	Bike/Ped		\$1,709,937	\$1,252,610		2025-2030
40-546	Oliver Ave and 45th St N Intersection Improvements	City of Bel Aire	Road	Rehabilitation	\$3,943,741	\$2,549,304		2025-2030
40-522	Redbud Path, Woodlawn to Rock Rd	City of Wichita	Bike/Ped		\$2,834,755	\$1,795,345		2025-2030
40-540	Rock Road Corridor Improvements from 55th Street to Freedom Street	City of Derby	Road	Modernization	\$6,437,256	\$4,620,650		2025-2030
40-537	SW Butler Road Improvements from SW 155th Street to SW 170th Street	Butler County	Road	Rehabilitation	\$14,782,192	\$10,590,154		2025-2030
40-056	Wichita Intelligent Transportation System program	City of Wichita	Technology		\$6,231,424	\$4,758,581		2025-2030
BP-21-00	Bicycle/Pedestrian/Trail/Safety Projects	Any	Bike/Ped		\$10,000,000	\$3,146,607		2020-2040

Changes to Regional Finance Appendix (Appendix 9):

To reflect the above changes to project costs/Funding Menu maximums/time bands, various tables and calculations in the Regional Finance Appendix need to be updated. Following these updates, the MTP remains fiscally constrained.

Page 11 (Table 7)

Expenditure Type	Dollar Amount
Operations and Maintenance (O & M) Current System	\$977 million
Debt Service	\$1.2 billion
New Projects (Local Governments, KDOT, WAMPO)	\$3.5 billion
Total Expenditures	\$5.73 billion

Table 7: Anticipated Costs (2020 - 40)

Expenditure Type	Dollar Amount
Operations and Maintenance (O & M) Current System	\$977 million
Debt Service	\$1.2 billion
New Projects (Local Governments, KDOT, WAMPO)	\$3.58 billion
Total Expenditures	\$5.76 billion

Table 7: Anticipated Costs (2020 - 40)

Pages 13-14 (Table 11)

Project Type	# of Projects /Programs	Total Costs	% of Total Costs
Bike/Ped	20	\$49.4 million	1.4%
Bridge Modernization	1	\$6.4 million	0.2%
Bridge Rehabilitation	18	\$29.2 million	0.8%
Highway Expansion	6	\$1.6 billion	45.0%
Highway Modernization	17	\$1.0 billion	28.6%
Highway Rehabilitation	12	\$167 million	4.7%
Planning	6	\$4.6 million	0.1%
Road Expansion	1	\$88 million	2.5%
Road Modernization	37	\$205 million	5.8%
Road Rehabilitation	22	\$127 million	3.6%
Safety	1	\$6 million	0.2%
Technology	9	\$65.7 million	1.9%
Transit	12	\$192 million	5.4%
Total	162	\$3.5 billion	100.0%

Table 1: New Projects by Type

Project Type	# of Projects /Programs	Total Costs	% of Total Costs
Bike/Ped	20	\$51.7 million	1.4%
Bridge Modernization	1	\$6.4 million	0.2%
Bridge Rehabilitation	18	\$30.7 million	0.9%
Highway Expansion	6	\$1.6 billion	44.6%
Highway Modernization	17	\$1.0 billion	28.3%
Highway Rehabilitation	12	\$167 million	4.7%
Planning	6	\$4.6 million	0.1%
Road Expansion	1	\$88.3 million	2.5%
Road Modernization	37	\$211 million	5.9%
Road Rehabilitation	22	\$142 million	4.0%
Safety	1	\$6 million	0.2%
Technology	9	\$69 million	1.9%
Transit	12	\$192 million	5.4%
Total	162	\$3.6 billion	100.0%

Table 2: New Projects by Type

Page 14

Grammar correction:

From “REIMAGINED MOVE 2040 assumes an annual inflation rates...”

To “REIMAGINED MOVE 2040 assumes annual inflation rates...”

Page 15 (Table 12)

Project Type	# of Projects/Programs	Total Costs	% of Total Costs
WAMPO Funding Menu	61	\$339.5 million	10%
State & Local Governments	101	\$3.2 billion	90%
Total	162	\$3.5 billion	100%

Table 3: New Projects by Planned “Awarding Source”

Project Type	# of Projects/Programs	Total Costs	% of Total Costs
WAMPO Funding Menu	63	\$368.5 million	10%
State & Local Governments	99	\$3.2 billion	90%
Total	162	\$3.6 billion	100%

Table 4: New Projects by Planned “Awarding Source”

Page 15 (Table 13)

Project Type	Total Costs	WAMPO Funding Menu*	State and Local Government
Bike/Ped	\$49.4 million	50.8%	49.2%
Bridge Modernization	\$6.4 million	100.0%	0.0%
Bridge Rehabilitation	\$29.2 million	6.1%	93.9%
Highway Expansion	\$1.6 billion	0.0%	100.0%
Highway Modernization	\$1.0 billion	2.5%	97.5%
Highway Rehabilitation	\$167 million	0.0%	100.0%
Planning	\$4.6 million	100.0%	0.0%
Road Expansion	\$88 million	0.0%	100.0%
Road Modernization	\$205 million	53.7%	46.3%
Road Rehabilitation	\$127 million	79.0%	21.0%
Safety	\$6 million	0.0%	100.0%
Technology	\$65.7 million	96.7%	3.3%
Transit	\$192 million	1.4%	98.6%
Total	\$3.5 billion	9.6%	90.4%

Table 5: New Projects by Type and Planned “Awarding Source”

* Project sponsors (state and local governments) will pay the pre-construction costs and the local match portion of construction costs for projects selected from the WAMPO Funding Menu.

Project Type	Total Costs	WAMPO Funding Menu*	State and Local Government
Bike/Ped	\$51.7 million	53.0%	47.0%
Bridge Modernization	\$6.4 million	100.0%	0.0%
Bridge Rehabilitation	\$30.7 million	10.4%	89.6%
Highway Expansion	\$1.6 billion	0.0%	100.0%
Highway Modernization	\$1.0 billion	2.5%	97.5%
Highway Rehabilitation	\$167 million	0.0%	100.0%
Planning	\$4.6 million	100.0%	0.0%
Road Expansion	\$88.3 million	0.0%	100.0%
Road Modernization	\$211 million	55.1%	44.9%
Road Rehabilitation	\$142 million	81.2%	18.8%
Safety	\$6 million	0.0%	100.0%

Project Type	Total Costs	WAMPO Funding Menu*	State and Local Government
Technology	\$69 million	97.7%	2.3%
Transit	\$192 million	1.4%	98.6%
Total	\$3.6 billion	10.3%	89.7%

Table 6: New Projects by Type and Planned “Awarding Source”

* Project sponsors (state and local governments) will pay the pre-construction costs and the local match portion of construction costs for projects selected from the WAMPO Funding Menu.

Page 16 (Table 14)

Timeband	Total Costs	Percentage of Total
2020-2024	\$1.0 billion	28.2%
2020-2030	\$295 million	8.3%
2025-2030	\$449 million	12.7%
2025-2040	\$172 million	4.8%
2031-2040	\$1.2 billion	35.1%
2020-2040	\$385 million	10.8%
Total	\$3.5 billion	100.0%

Table 7: New Projects by Timeband

Timeband	Total Costs	Percentage of Total
2020-2024	\$1.0 billion	28.4%
2020-2030	\$305 million	8.5%
2025-2030	\$454 million	12.7%
2025-2040	\$172 million	4.8%
2031-2040	\$1.2 billion	34.8%
2020-2040	\$385 million	10.8%
Total	\$3.6 billion	100.0%

Table 8: New Projects by Timeband

Page 17

Updated text from:

“The REIMAGINED MOVE 2040 plan is fiscally constrained. After accounting for:

- the total projected revenues reasonably expected to be available for spending on the regional transportation system between 2020 and 2040 (\$5.78 billion),
- the amount estimated to be spent to adequately operate and maintain the system (\$977 million),
- the estimated debt service (\$1.2 billion), and
- the estimated cost of MTP projects (\$3.5 billion),

the remaining balance is \$42 million.”

To:

“The REIMAGINED MOVE 2040 plan is fiscally constrained. After accounting for:

- the total projected revenues reasonably expected to be available for spending on the regional transportation system between 2020 and 2040 (\$5.78 billion),
- the amount estimated to be spent to adequately operate and maintain the system (\$977 million),
- the estimated debt service (\$1.2 billion), and
- the estimated cost of MTP projects (\$3.6 billion),

the remaining balance is \$13.7 million.”

Page 17 (Table 15)

Anticipated Funding and Financing	
Federal Funding	\$571,723,141
State Funding*	\$1,583,560,460
Local Funding	\$2,601,678,261
Total Funding	\$4,756,961,863
Debt Financing	\$1,018,053,727
Total	\$5,775,015,589
Anticipated Costs	
Maintenance and Operations	\$977,464,902
Debt Service	\$1,206,609,394
MTP Projects	\$3,548,842,748
Total	\$5,732,917,044

Table 9: Fiscal Constraint Summary Table

(All dollars are in Year of Expenditure (YOE) dollars.)

* State funding projections are mix of state and federal sources, and also include KTA funding.

Anticipated Funding and Financing	
Federal Funding	\$571,723,141
State Funding*	\$1,583,560,460
Local Funding	\$2,601,678,261
Total Funding	\$4,756,961,863
Debt Financing	\$1,018,053,727
Total	\$5,775,015,589
Anticipated Costs	
Maintenance and Operations	\$977,464,902
Debt Service	\$1,206,609,394
MTP Projects	\$3,577,198,887
Total	\$5,761,273,183

Table 10: Fiscal Constraint Summary Table
(All dollars are in Year of Expenditure (YOE) dollars.)

* State funding projections are mix of state and federal sources, and also include KTA funding.

Page 17

Updated summary of fiscal-constraint analysis from:

Total Anticipated Funding and Financing	-	Total Anticipated Costs	=	Balance
\$5,775,015,589	-	\$5,732,917,044	=	\$42,098,545

To:

Total Anticipated Funding and Financing	-	Total Anticipated Costs	=	Balance
\$5,775,015,589	-	\$5,761,273,183	=	\$13,742,406

Page 19 (Table 16)

Transportation System Component	Annual Average Spending (2013-2017)	2021-2024 TIP (Funding Committed)	Balance of MTP 2020-2024 Timeband	Balance of MTP Plan (2025-2040)
State Highway System	47%	58.7%	78.0%	82%
Local Road System	41%	28.0%	5.7%	11%
Public Transit System	11%	7.8%	14.6%	3%
Bike/Ped Network	1%	1.7%*	1.8%	1%
Other	n/a	3.8%	0%	3%
Total	100%	100%	100%	100%

Table 11: Balance of Investments over Time

* After accounting for the bike/ped components in the local-road-system projects, the bike/ped proportion doubles.

Transportation System Component	Annual Average Spending (2013-2017)	2021-2024 TIP (Funding Committed)	Balance of MTP 2020-2024 Timeband	Balance of MTP Plan (2025-2040)
State Highway System	47%	73.4%	35.7%	82%
Local Road System	41%	18.1%	21.7%	11%
Public Transit System	11%	5.0%	38.0%	3%
Bike/Ped Network	1%	1.1%*	4.6%	1%
Other	n/a	2.4%	0%	3%
Total	100%	100%	100%	100%

Table 12: Balance of Investments over Time

* After accounting for the bike/ped components in the local-road-system projects, the bike/ped proportion doubles.

Changes to Environmental Justice Appendix (Appendix 11):

- Census data from 2013-2017 American Community Survey (ACS) Five-Year Estimates were updated to 2016-2020 ACS Five-Year Estimates:
 - Race: ACS Table B02001
 - Hispanic or Latino Origin: ACS Table B03003
 - Poverty Status in the Past 12 Months: ACS Table S1701
- LEP section was removed from the Environmental Justice analysis, because it is not federally required.
- Table 1 (Minority and Low-Income Populations): Total population in the WAMPO region now based on data from 2016-2020 ACS Table “Race” (B02001).
- Created minority and low-income population-density maps.
- Adjusted the number of projects not identifiable by location from 44 to 46. The projects did not change, but two of them are now not counted as mappable.
- Figure 6 (previously Figure 5): Census Tract minority populations were updated using 2016-2020 ACS data, changing the regional average percent-minority threshold from 28% to 33.4%.
- Table 4 (Project Distribution in Minority Areas): Number of total mappable projects and numbers of mappable projects by project category in minority areas changed because of changes in which Census Tracts are identified as EJ Census Tracts.
- Figure 7 (previously Figure 6): Census Tract low-income populations were updated using 2016-2020 ACS data, changing the regional average percent low-income threshold from 23% to 23.1%.
- Table 5 (Project Distribution in Low-Income Areas): number of total mappable projects and numbers of mappable projects by project category in low-income areas changed because of changes in which Census Tracts are identified as EJ Census Tracts.
- Table 6 (Traditionally Underserved Outreach Procedures): LEP factor was removed. More about LEP outreach procedures can be found in the WAMPO [Public Participation Plan](#) and [LEP Plan](#).
- The Evaluation section was updated using 2016-2020 ACS data.



Agenda Item 4B: Action
FFY2023-FFY2026 Transportation Improvement Program (TIP)
Ashley Bryers, Transportation Planning Manager

Background:

The Transportation Improvement Program (TIP) is an ongoing program of priority, agreed-upon projects, programs, and initiatives that the greater Wichita region has committed either to continue or to start in the near future. The projects in the TIP help to implement WAMPO's Metropolitan Transportation Plan (MTP), *REIMAGINED MOVE 2040*, which sets the vision for the region's transportation system.

The TIP programs, or assigns, funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects. It includes all projects receiving WAMPO-suballocated funding, as well as other projects that receive federal funding through either the Kansas Department of Transportation (KDOT) or Wichita Transit and other projects that are not programmed to receive federal funding but are regionally significant. Transportation projects in the WAMPO region are required to be in the TIP to access federal funding.

The current TIP covers projects that are expected to start, continue, or end during Federal Fiscal Years (FFYs, October 1-September 30) 2021-2024. Because, for both practical and legal reasons, TIPs need to be updated regularly, it is proposed that WAMPO adopt a new TIP covering FFYs 2023 through 2026. The proposed FFY2023-FFY2026 TIP would be the second TIP (after the one for FFY2021-FFY2024) implementing *REIMAGINED MOVE 2040*.

The development of the proposed FFY2023-FFY2026 TIP included a process to select new projects to receive WAMPO-suballocated funding that is anticipated to be available over the four years of the TIP. The WAMPO Transportation Policy Body (TPB) approved the selected projects on May 10, 2022, and that approval is reflected in the proposed FFY2023-FFY2026 TIP now under consideration.

Public Comments:

The Public Comment period for the FFY2023-FFY2026 TIP was open June 15 through July 15, 2022. On June 29, from 4:00 PM to 6:30 PM, a combined Open House for Amendment 2 to *REIMAGINED MOVE 2040* and for the FFY2023-FFY2026 TIP was held at the Advanced Learning Library in Wichita, KS. Two comments have been received to date, in response to which WAMPO staff have made minor revisions to the proposed FFY2023-FFY2026 TIP:

- “The 159th St. East, from US-54/400 to Central Ave. Project (WAMPO 2020 TIP R-19-05 & KDOT 008N-0692-01) cost estimate has increased due to rising construction costs in part, and the addition of Wichita Water & Sewer Dept water line & relocation work, which wasn't in the original scope or cost estimate. Combined the inflation and additional work have increased the total project cost approximately 39%. Without the additional water line and relocation work the increase is only approximately 19%, which could be approved by WAMPO Staff. The current total project cost and TIP cost estimate are illustrated below:



Agenda Item 4B: Action
FFY2023-FFY2026 Transportation Improvement Program (TIP)
 Ashley Bryers, Transportation Planning Manager

	<u>2020 TIP</u>	<u>Current Estimate</u>
Utility	\$180,000	\$55,713(Actual)
Right of Way	\$333,000	\$333,000
PE	\$487,500	\$488,293.73(Actual)
Construction	\$4,875,000	\$8,312,314.90
CE	\$731,250	<u>Included in const. line</u>
Total Project	\$6,606,750	\$9,189,321.63
		39% increase

The City of Andover respectfully requests that the TIP be adjusted to reflect the current scope of work and construction estimate.”

- Comment from WAMPO Open House: Gavin B. said he was interested in increasing the reach of public transport in the area. Possibly including bus service to Andover, Park City, and Valley Center. He is also interested in expanding railway services, such as introducing light rail in western Kansas.
 - WAMPO Response: Comment was noted and acknowledged.

Action Options:

- Recommend the TPB approve the FFY2023-FFY2026 TIP, as proposed.
- Recommend the TPB not approve the FFY2023-FFY2026 TIP.
- Recommend the TPB approve the FFY2023-FFY2026 TIP with specific changes.

Recommendation:

- Recommend approval of the FFY2023-FFY2026 Transportation Improvement Program (TIP), as proposed, to the Transportation Policy Body.

Next Steps:

- The TAC recommendation will be presented at the Transportation Policy Body (TPB) meeting on August 9, 2022.
- If the TPB approves it, the FFY2023-FFY2026 TIP will be sent to KDOT to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in September 2022.

Attachment:

- [Executive Summary: Proposed WAMPO 2023-2026 TIP Amendment](#)

Proposed FFY2023-FFY2026 TIP, available at wampo.org/tip:

- [Main Document](#)
- [Appendix A: Project Details](#)



Agenda Item 4B: Action
FFY2023-FFY2026 Transportation Improvement Program (TIP)
Ashley Bryers, Transportation Planning Manager

- [Appendix B: Projects and Performance Report](#)
- [Appendix C: Significantly Delayed Projects](#)
- [Appendix D: Completed and Removed Projects](#)
- [Appendix E: Environmental Justice Analysis](#)
- [Appendix F: Plan Development and Public Comments](#)
- [Appendix G: Submitted Projects](#)
- [Appendix H: Project Scorecards](#)
- [Appendix I: TIP Policy](#)

EXECUTIVE SUMMARY

WHAT IS THE TIP?

The Transportation Improvement Program (TIP) is an ongoing program that identifies specific projects that will be implemented in the transportation system in the Wichita Area Metropolitan Planning Organization (WAMPO) region over a four-year period. It also identifies which entities and funding sources are committed to paying for the projects.

This TIP covers Federal Fiscal Years (FFYs) 2023-2026, spanning October 1, 2022, through September 30, 2026. A current TIP is required for a metropolitan area to receive federal transportation funds. Demonstrating a planned approach, all regionally significant and/or federally funded transportation projects in the WAMPO region are required to be included in the TIP. These projects may include:

- Road, bridge, rail, or nonmotorized-facility construction projects
- Facility rehabilitation
- Equipment purchases, such as replacement buses
- Transportation planning initiatives

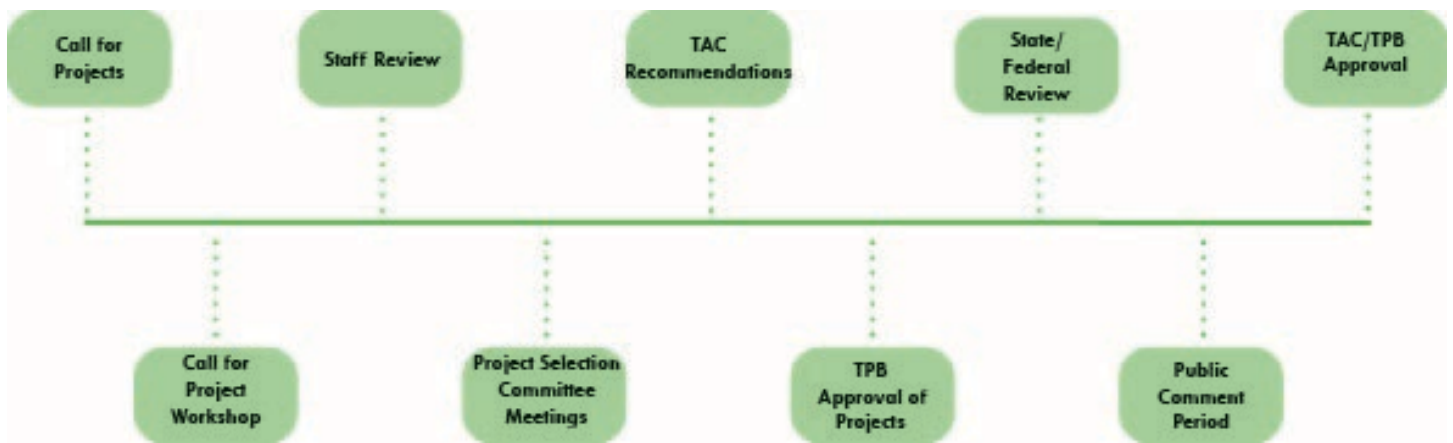
The TIP includes a financial summary showing how the projects and programs will be funded in a **fiscally constrained** manner - meaning the TIP does not program more funds than are expected to be available.

The TIP documents the implementation of the long-range Metropolitan Transportation Plan (MTP) for the region, called *REIMAGINED MOVE 2040*, which was adopted in June 2020. This FFY2023-FFY2026 TIP is the second TIP since the implementation of *REIMAGINED MOVE 2040*.

Figure ES1 illustrates the proposition, revision, and approval process for selecting projects for the TIP. This process compounds expertise and stakes from government and residents through several phases of review and public transparency. For example, the public comment period is advertised by multiple methods dictated by the WAMPO Public Participation Plan (PPP) and includes an open house.



Table ES1: Project-Selection Process from Proposing to Approving Projects



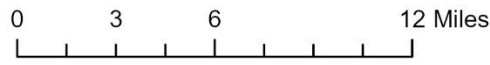
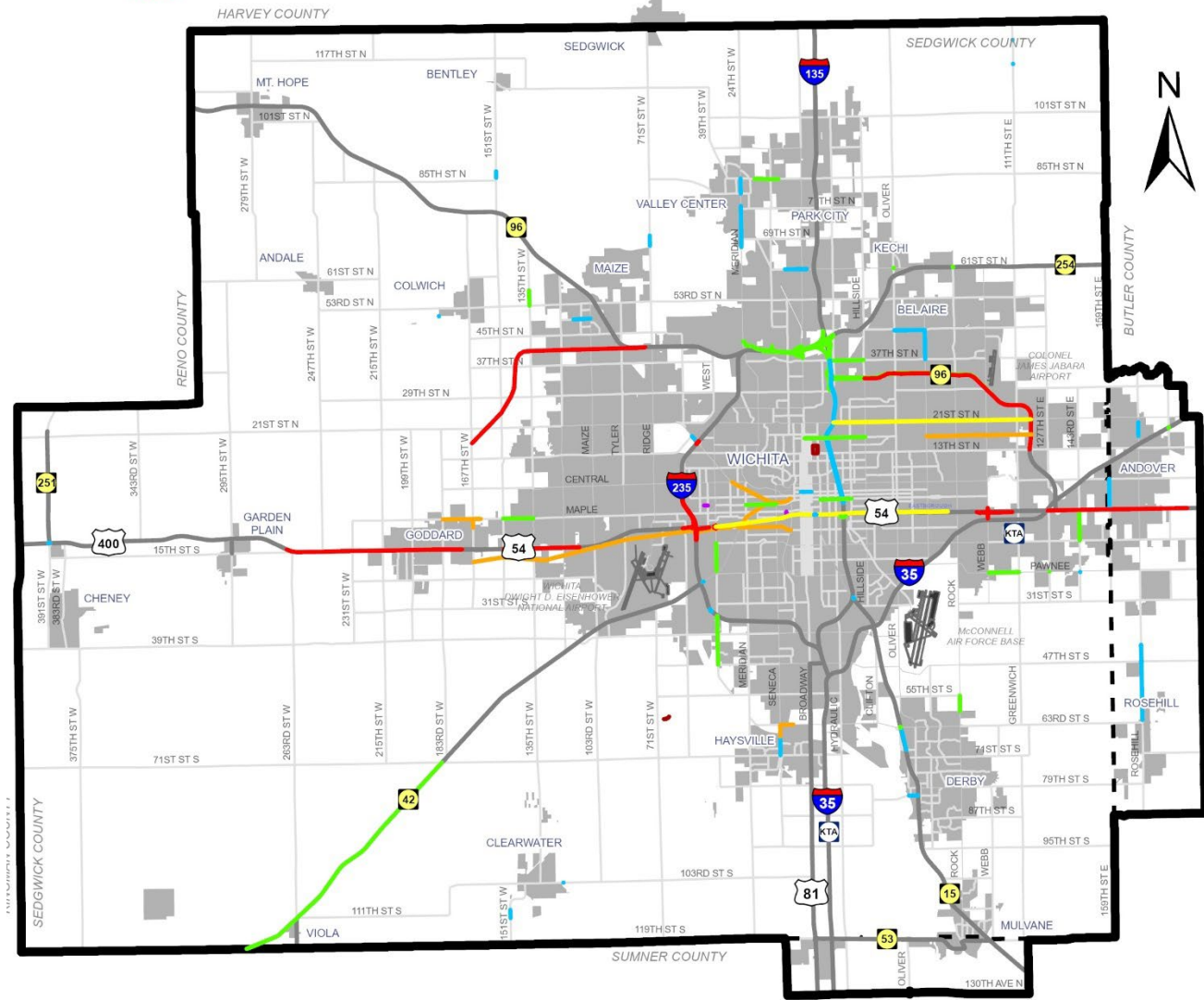
PROJECTS

The FFY2023-FFY2026 TIP includes 108 individual projects and programs, valued at \$1.4 billion. The current TIP Project Listing can always be found on the WAMPO TIP webpage, <https://www.wampo.org/transportation-improvement-program>. From this TIP cycle's Call for Projects, the WAMPO Transportation Policy Body (TPB) ultimately selected 13 projects for either definite or potential new WAMPO-suballocated funding, which are included among the 108 total projects in the TIP. These projects would receive about \$25 million in WAMPO-suballocated funding in FFY2025-FFY2026 (the FFYs not covered by the previous FFY2021-FFY2024 TIP).

Figure ES1: FFY2023-FFY2026 TIP Projects



FFY 2023 - FFY 2026 Transportation Improvement Program Projects



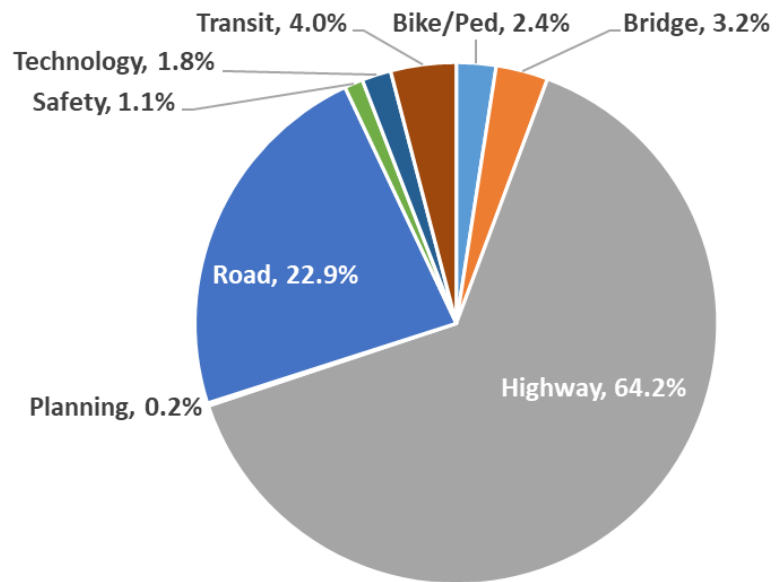
- 2023-2026 TIP Projects**
- Rail
 - Expansion
 - Modernization
 - Ped/Bike
 - Transit
 - County Boundaries
 - WAMPO Planning Boundary
 - Rehabilitation
 - Technology

Source: FFY 2023 - FFY 2026 TIP
 Produced by: WAMPO
 Date Exported: 6/13/2022
 Folder: T:\Plans & Projects\TIP\2023-2026 TIP\Mapping\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Table ES2: *Expenditures by Project Type*

Project Type	\$ in Millions
Bike/Ped	\$12.8
Bridge	\$16.9
Highway	\$335.4
Planning	\$0.9
Road	\$119.8
Safety	\$6.0
Technology	\$9.5
Transit	\$21.1
Total	\$522.4

Figure ES2: Percentages of Types of Projects Selected



FUNDING

The TIP serves as the region's agreed-upon spending plan for maintaining and improving the regional transportation system with federal, state, and local government funding over the next four years.

The fiscally constrained financial plan demonstrates how the total estimated costs of the projects in this TIP do not exceed the funds expected to be available for them in FFY2023-FFY2026 after routine operations and maintenance costs and debt service payments are subtracted from expected revenues. Table ES3 illustrates this.

Funding for transportation projects in this region comes from a variety of sources and programs. Broadly speaking, these can be categorized by the level of government that provides the funds: federal, state, or local.

By demonstrating the region can afford the projects in the TIP while adequately maintaining the existing federal-aid system, the TIP becomes a program of committed projects designed to achieve the vision for the regional transportation system that is laid out in the region's long-range Metropolitan Transportation Plan – *REIMAGINED MOVE 2040*.

Table ES3: FFY2023-FFY2026 Fiscal Constraint Analysis

Anticipated Funding and Financing	
Federal Funding	\$100 million
State Funding	\$292 million
Local Funding	\$424 million
Debt Financing	\$155 million
Total	\$970 million
Anticipated Costs	
Maintenance and Operations	\$186 million
Debt Service	\$181 million
TIP Projects	\$522 million
Total	\$890 million

ANTICIPATED FUNDING AND FINANCING	-	TOTAL ANTICIPATED	=	BALANCE
\$970 million		\$890 million		\$81 million

PERFORMANCE MEASURES

Federal legislation requires performance-based planning, including 18 federal Performance Measures (PMs). When *REIMAGINED MOVE 2040* was approved (June 9, 2020), WAMPO adopted targets for the federally mandated performance measures for safety, reliability, pavement condition, bridge condition, and transit-asset management.

The following table shows a summary of the numbers of projects assisting to meet each of WAMPO’s specific PM targets. One project may assist in meeting more than one performance measure. Appendix B contains a table showing the specific projects contributing to each goal.

Table ES4: How Projects Meet WAMPO’s Goals

	SAFETY				RELIABILITY		PAVEMENT CONDITION	BRIDGE CONDITION	TRANSIT ASSET MANAGEMENT	TRANSIT SAFETY
	GENERAL SAFETY	INTERSECTION/ INTERCHANGE RECONSTRUCTIONS	SLOWING VEHICLE SPEEDS THRU WALKABILITY FEATURES & ROAD DIETS	BICYCLE FACILITIES	TECHNOLOGY/ ITS PROJECTS	TRAFFIC FLOW PROJECTS				
Number of Projects Helping to Achieve Targets	14	22	16	29	13	21	10	16	10	4

ENVIRONMENTAL JUSTICE

The U.S. Environmental Protection Agency (EPA) defines Environmental Justice (EJ) as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Incorporating non-discriminatory considerations and practices into transportation planning and decision-making processes is one of the main focal areas of the efforts WAMPO has undertaken as part of the FFY2023-FFY2026 Transportation Improvement Program (TIP).

WAMPO has used information gathered through Geographic Information Systems (GIS) mapping to inform the engagement strategies for the FFY2023-FFY2026 Transportation Improvement Program (TIP) update. With a focused strategy designed for “going to them,” the WAMPO staff, board, and committees took a proactive approach to recognizing potential barriers to involvement, including language barriers. Roughly between 25.6% and 29.3% of mappable projects fall within EJ areas in the WAMPO region. This is compared with 70.7% to 74.4% of mappable projects that are planned within non-EJ areas. It is important to WAMPO to continue emphasizing geographic equity in its federal-aid transportation programming processes. This is especially important when considering multimodal projects like bicycle/pedestrian and transit projects.

CONCLUSION

WAMPO has developed the FFY2023-FFY2026 Transportation Improvement Program to map out where this region is going in the next several years. It encompasses 108 total projects, including 13 selected for new or potential WAMPO-suballocated funding. The TIP details funding availability, Environmental Justice impacts, Performance Measures, evaluation practices, and more. Please look to the complete FFY2023-FFY2026 TIP for more details.

View more information on the [WAMPO Website](http://www.wampo.org), www.wampo.org.



Agenda Item 4C: Action

Critical Urban Freight Corridor (CUFC) Recommendations

Ashley Bryers, Transportation Planning Manager

Alicia Hunter, Senior Transportation Planner

Eldon Taskinen, Transportation Planning Intern

Background:

The federal government has asked each State to designate portions of its existing roadway system as Critical Rural Freight Corridors (CRFCs, outside of Metropolitan Planning Organization (MPO) urbanized areas) or as Critical Urban Freight Corridors (CUFCs, within MPO urbanized areas and designated cooperatively by MPOs and the State). The State of Kansas is permitted to designate up to 300 miles of CRFCs and up to 150 miles of CUFCs within its borders. The last time CRFCs and CUFCs were designated in Kansas, in 2017-2018, the limits were only 150 miles and 75 miles, respectively. According to the Kansas Freight Plan, there are currently 141.9 miles of CRFCs and 67.4 miles of CUFCs designated in Kansas, almost half of the latter within the WAMPO Urbanized Area Boundary (UAB). Roadway segments designated CRFCs or CUFCs become part of the National Highway Freight Network (NHFN), making projects on them that contribute to efficient freight movement eligible for funding under the National Highway Freight Program (NHFP).

The Kansas Department of Transportation (KDOT) has asked each Kansas MPO (including WAMPO) to provide an initial list of recommended CUFCs within its urbanized area. A public roadway in an urbanized area may qualify as a CUFC if it does any of the following:

- Connects an intermodal freight facility (e.g., airport, seaport, rail terminal) to either the Primary Highway Freight System (PHFS, I-35 and I-135 in the WAMPO region), the rest of the Interstate System (e.g., I-235), or another intermodal freight facility
- Is in the corridor of a route of the PHFS and serves as an important alternative to that route for goods movement
- Serves a major freight generator, logistics center, or manufacturing/warehouse industrial land
- Is otherwise deemed important to the movement of freight within the region

In addition to the above criteria, WAMPO staff also considered roadways' truck Annual Average Daily Traffic (AADT) and the truck percentage of overall AADT while preparing proposed CUFC recommendations for KDOT. WAMPO staff presented draft CUFC recommendations to the Technical Advisory Committee (TAC) on June 27, 2022 and to the Transportation Policy Body (TPB) on July 12, 2022. On June 27, 2022, WAMPO staff also sent the draft recommendations to the staff of each city and county in the region, asking that they provide feedback by July 11,



Agenda Item 4C: Action Critical Urban Freight Corridor (CUFC) Recommendations

Ashley Bryers, Transportation Planning Manager

Alicia Hunter, Senior Transportation Planner

Eldon Taskinen, Transportation Planning Intern

2022. Feedback was provided and has been incorporated into the revised, proposed recommendations (see attached).

Action Options:

- Recommend the TPB approve the CUFC recommendations to KDOT, as proposed.
- Recommend the TPB not approve the CUFC recommendations to KDOT.
- Recommend the TPB approve the CUFC recommendations to KDOT with specific changes.

Recommendation:

- Recommend the TPB approve the CUFC recommendations to KDOT, as proposed.

Next Steps:

- The TAC recommendation will be presented at the TPB meeting on August 9, 2022.
- WAMPO staff will submit any CUFC recommendations approved by the TPB to KDOT for consideration, including a list of corridors by priority tier, the length of each corridor, the rationale for each corridor's inclusion, a PDF map of the recommended corridors, and a GIS file of the corridors' locations.
- KDOT will consider WAMPO's recommendations, as well as the recommendations of other Kansas MPOs, when deciding what CUFCs to submit to the Federal Highway Administration (FHWA).

Attachments:

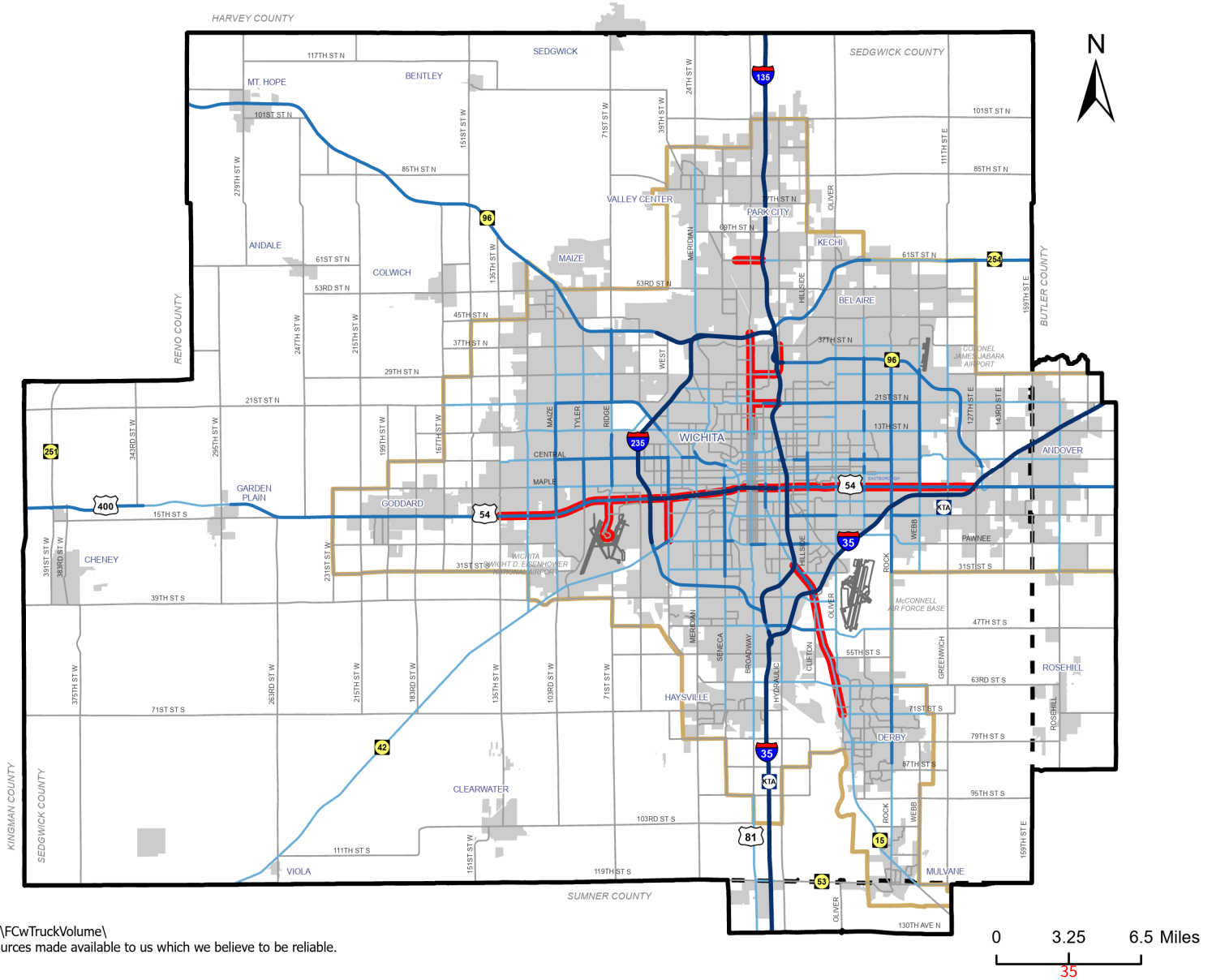
- [**Map of Truck Volumes on WAMPO-Region Roadways**](#)
- [**Map of Truck Shares of Annual Average Daily Traffic \(AADT\) on WAMPO-Region Roadways**](#)
- [**Revised, Proposed List of CUFCs by Priority Tier to Recommend to KDOT, with Corridor Lengths, Rationales for Inclusion, and Map of Corridor Locations**](#)



Freight Volumes & Current Critical Urban Freight Corridors

Truck Annual Average Daily Traffic (AADT)

- < 376
- 376 - 1,072
- 1,073 - 2,744
- > 2,745
- Existing Critical Urban Freight Corridors
- Urbanized Area Boundary
- County Boundaries
- WAMPO Planning Boundary



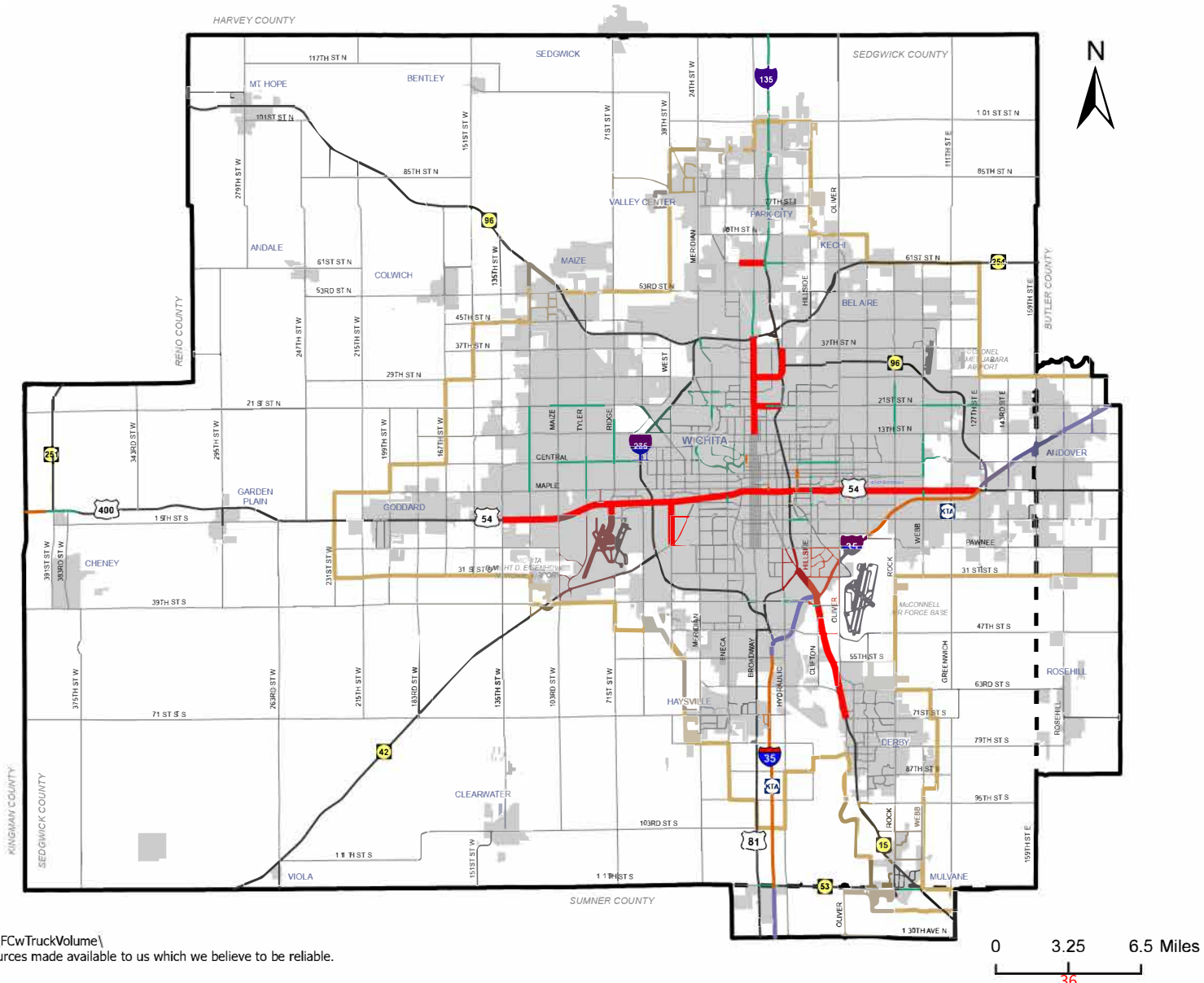
Source: KDOT 2020 AADT
 Produced by: WAMPO
 Date Exported: 7/8/2022
 Folder: T:\Plans & Projects\Freight\2022_07_TruckVolumes\GIS\FCwTruckVolume\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



Critical Urban Freight Corridors & Freight Share of Total Annual Average Daily Traffic (AADT)

AADT > 1,000 and Truck Share of Total AADT (%):

- 15-20%
- 20-25%
- >25%
- Existing Critical Urban Freight Corridors
- State Highways
- Urbanized Area Boundary
- County Boundaries
- WAMPO Planning Boundary



Source: KDOT 2020 AADT
 Produced by: WAMPO
 Date Exported: 7/8/2022
 Folder: T:\Plans & Projects\Freight\2022_07_TruckVolumes\GIS\FCwTruckVolume\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



WAMPO CUFC Recommendations to KDOT (<TPB Approval Date>):

The Wichita Area Metropolitan Planning Organization (WAMPO) Transportation Policy Body (TPB) has approved a list of public roadways within the Urbanized Area Boundary (UAB) to recommend to the Kansas Department of Transportation (KDOT) for Critical Urban Freight Corridor (CUFC) designation. All nine current CUFCs within the WAMPO UAB (33.3 miles) are recommended for retention, and twenty-five other roadway segments (78.4 miles) are recommended to be added, for a total of 111.7 miles. Because the statewide limit of 150 miles of CUFCs covers multiple MPOs, WAMPO staff do not expect all of the recommended corridors to be accepted as CUFCs. With that in mind, the recommended new CUFCs are divided into three priority tiers.

In the accompanying ArcGIS shapefiles, please note the following:

- Having failed to obtain an authoritative GIS file of current CUFCs in the WAMPO region, WAMPO staff remapped these corridors, based on their descriptions in the Kansas Freight Plan, so they may not exactly match the geometry in KDOT’s GIS files.
- Some of the recommended corridors are intended to go up to the edge of the Urbanized Area Boundary, but are not shown as exactly flush with it in the GIS files.
- All reported corridor lengths should be treated as approximate.

Current WAMPO CUFCs (All Recommended to Be Kept)

Road Name	From	To	Miles
Eisenhower Airport Connector	US-54/400	Airport	1.9
US-54/400	135th St. W	I-35 Interchange	17.0
21st St. N	Broadway	I-135	1.0
29th St. N	Broadway	I-135	1.0
North Broadway	I-235	13th St. N	3.5
K-15	I-135	Meadowlark Blvd. (71st St. S)	5.6
61st St. N	Floodway Bridge	I-135	0.9
Hydraulic Ave.	37th St. N	I-135	1.0
West St.	US-54/400	K-42	1.5

Recommended New WAMPO CUFCs

Priority Tier 1				
Map I.D. #	Road Name	From	To	Miles
1	US-54/400	231st St. W	135th St. W	6.0
2	US-54/400	I-35 Interchange	Meadowlark Rd.	5.1



3	K-254	I-135	127th St. E	8.4
4	K-96	US-54/400	I-135	10.6
5	MacArthur Rd.	I-235	K-15	2.5
6	K-15	US-54/400	I-135	3.0
7	K-42	I-235	West St.	0.6
8	West St.	K-42	I-235	1.4

Priority Tier 2				
Map I.D. #	Road Name	From	To	Miles
9	K-96	119th St. W	I-235	7.2
10	Pawnee St.	West St.	Meridian Ave.	1.0
11	77th St. N	Broadway	I-135	0.5
12	North Broadway	77th St. N	61st St. N	2.0
13	45th St. N	United Warehouse intermodal facility	K-254	1.6
14	North Broadway	61st St. N	I-235	2.6
15	K-42	West St.	US-54/400	1.8
16	13th St. N	Broadway	I-135	0.9
17	53rd St. N	Broadway	Hydraulic Ave.	1.0

Priority Tier 3				
Map I.D. #	Road Name	From	To	Miles
18	K-53	Arkansas River	K-15	2.3
19	K-42	Macarthur Rd.	I-235	4.5
20	K-15	Meadowlark Blvd. (71st St. S)	140th Ave. N	8.1
21	53rd St. N	119th St. W	K-96	1.1
22	119th St. W	K-96	53rd St. N	1.0
23	Webb Rd.	K-254	53rd St. N	1.0
24	Grand Ave. (71st St. S)	Halfway between West St. and Meridian Ave.	I-35 interchange	3.3
25	95th St. S	Seneca St.	Broadway/US-81	1.0



Rationales for Recommended New WAMPO CUFCs

Tier 1

1. **US-54/400, 231st St. W to 135th St. W:** Serves Dillon's distribution center in Goddard; extends portion of US-54/400 considered a CUFC to western edge of Urbanized Area Boundary because it is the primary east-west corridor in/out/through Wichita, including to Garden City, KS and Dodge City, KS (the Interstates in the WAMPO region only go to the north, south, and northeast); was recommended by WAMPO to be a CUFC in 2017, but not ultimately designated one.
2. **US-54/400, I-35 Interchange to Meadowlark Rd.:** Extends portion of US-54/400 considered a CUFC to eastern edge of Urbanized Area Boundary because it is the primary east-west corridor in/out/through Wichita, including to Augusta, KS (the Interstates in the WAMPO region only go to the north, south, and northeast); was recommended by WAMPO to be a CUFC in 2017, but not ultimately designated one.
3. **K-254, I-135 to 127th St. E:** Connects I-135 and I-235 (on the western end, near major industrial areas, warehouses, and rail/truck intermodal facilities in Park City, KS and northern Wichita, KS) to the eastern edge of the Urbanized Area Boundary, beyond which are El Dorado, KS and an access point for I-35, bypassing in-town Wichita traffic.
4. **K-96, US-54/400 to I-135:** Provides an alternate connection between I-135 and I-35 & US-54/400, traveling around the denser core area of Wichita, on the east side; serves Colonel James Jabara Airport; serves numerous commercial and industrial properties (e.g., Koch Industries); KDOT plans to expand it from four lanes to six lanes, likely increasing its usage.
5. **MacArthur Rd., I-235 to K-15:** Links Spirit Aerosystems (the WAMPO region's largest industrial employer) and other properties along K-15 to I-235, very close to where I-235 connects to I-135 and I-35, creating an alternate route for accessing I-135 and I-35.
6. **K-15, US-54/400 to I-135:** Provides an alternate route to I-135 through south Wichita; serves numerous commercial and industrial properties; runs alongside an active railroad line.
7. **K-42, I-235 to West St.:** Connects the south end of the existing CUFC of "West St., US-54/400 to K-42" to I-235.
8. **West St., K-42 to I-235:** Serves numerous industrial and freight facilities, including a UPS facility; provides another connection between the existing CUFC of "West St., US-54/400 to K-42" and I-235.



Tier 2

9. **K-96, 119th St. W to I-235:** Extends to northwestern edge of Urbanized Area Boundary because it is the primary corridor between Wichita and Hutchinson, KS; serves a high volume of truck traffic, especially near its eastern end (near the interchange with I-235); connects industrial park in Maize to I-235.
10. **Pawnee St., West St. to Meridian Ave.:** Serves numerous industrial and freight facilities; serves a small airport (Westport Airport-71K); connects to existing CUFC of "West St., US-54/400 to K-42".
11. **77th St. N, Broadway to I-135:** Connects new, large Amazon warehouse to I-135.
12. **North Broadway, 77th St. N to 61st St. N:** Connects new, large Amazon warehouse to I-135.
13. **45th St. N, United Warehouse intermodal facility to K-254:** Connects rail/truck intermodal facility to limited-access state highway (K-254), about one mile from where it connects with both I-135 and I-235.
14. **North Broadway, 61st St. N to I-235:** Provides an alternate route to I-135 north of I-235; serves numerous industrial, warehouse, and freight-oriented properties; connects to the existing CUFCs of "61st St. N, Floodway Bridge to I-135" and "North Broadway, I-235 to 13th St. N".
15. **K-42, West St. to US-54/400:** Serves numerous industrial properties; provides an alternate route between US-54/400 and nearby industrial and freight facilities along West St. and Pawnee St.
16. **13th St. N, Broadway to I-135:** Connects to I-135; in close proximity to rail/truck intermodal facilities and other industrial properties; provides access to Broadway, which provides an alternate route to I-135.
17. **53rd St. N, Broadway to Hydraulic Ave.:** Provides access to I-135 from industrial properties on either side of it; provides an additional connection between I-135 and the alternate route of North Broadway.

Tier 3

18. **K-53, Arkansas River to K-15:** Serves a rail/truck intermodal facility; extends eastward to K-15; extends to western edge of Urbanized Area Boundary, beyond which K-53 continues to an interchange with I-35.
19. **K-42, Macarthur Rd. to I-235:** Connects I-235 to alternate access points to Eisenhower Airport; serves Textron Aviation; serves other industrial properties; serves a FedEx Freight facility; extends to the southwestern edge of the Urbanized Area Boundary, providing access to points beyond.



20. **K-15, Meadowlark Blvd. (71st St. S) to 140th Ave. N:** Extends existing CUFC of "K-15, I-135 to Meadowlark Blvd. (71st St. S)" to the southeast through the remainder of Derby and Mulvane (where there is a rail/truck intermodal facility on K-53) and to the southeastern edge of the Urbanized Area Boundary, providing access to points beyond; runs alongside an active railroad line.
21. **53rd St. N, 119th St. W to K-96:** Included at the request of City of Maize staff, connects an industrial park in northwest Maize to K-96 (via ramps).
22. **119th St. W, K-96 to 53rd St. N:** Included at the request of City of Maize staff, connects an industrial park in northwestern Maize to K-96 (via an intersection).
23. **Webb Rd., K-254 to 53rd St. N:** Included at the request of City of Bel Aire staff, connects an industrial area in northern Bel Aire, which includes a FedEx Ground facility, to K-254.
24. **Grand Ave. (71st St. S), halfway between West St. and Meridian Ave. to I-35 Interchange:** Included at the request of City of Clearwater staff, is the within-the-Urbanized-Area-Boundary portion of the current primary route by which trucks access the Plains Cotton Cooperative warehouse in Clearwater, KS (outside the Urbanized Area Boundary).
25. **95th St. S, Seneca St. to Broadway/US-81:** Included at the request of City of Clearwater staff, is the within-the-Urbanized-Area-Boundary portion of a potential future route by which trucks may access the Plains Cotton Cooperative warehouse in Clearwater, KS (outside the Urbanized Area Boundary).

Attachment:

- [Map of WAMPO-Recommended CUFCs](#)



Critical Urban Freight Corridors (CUFCs) Existing & Proposed

— Existing CUFCs

Proposed CUFCs by Priority Tier (with I.D. #s)

— Tier 1

— Tier 2

— Tier 3

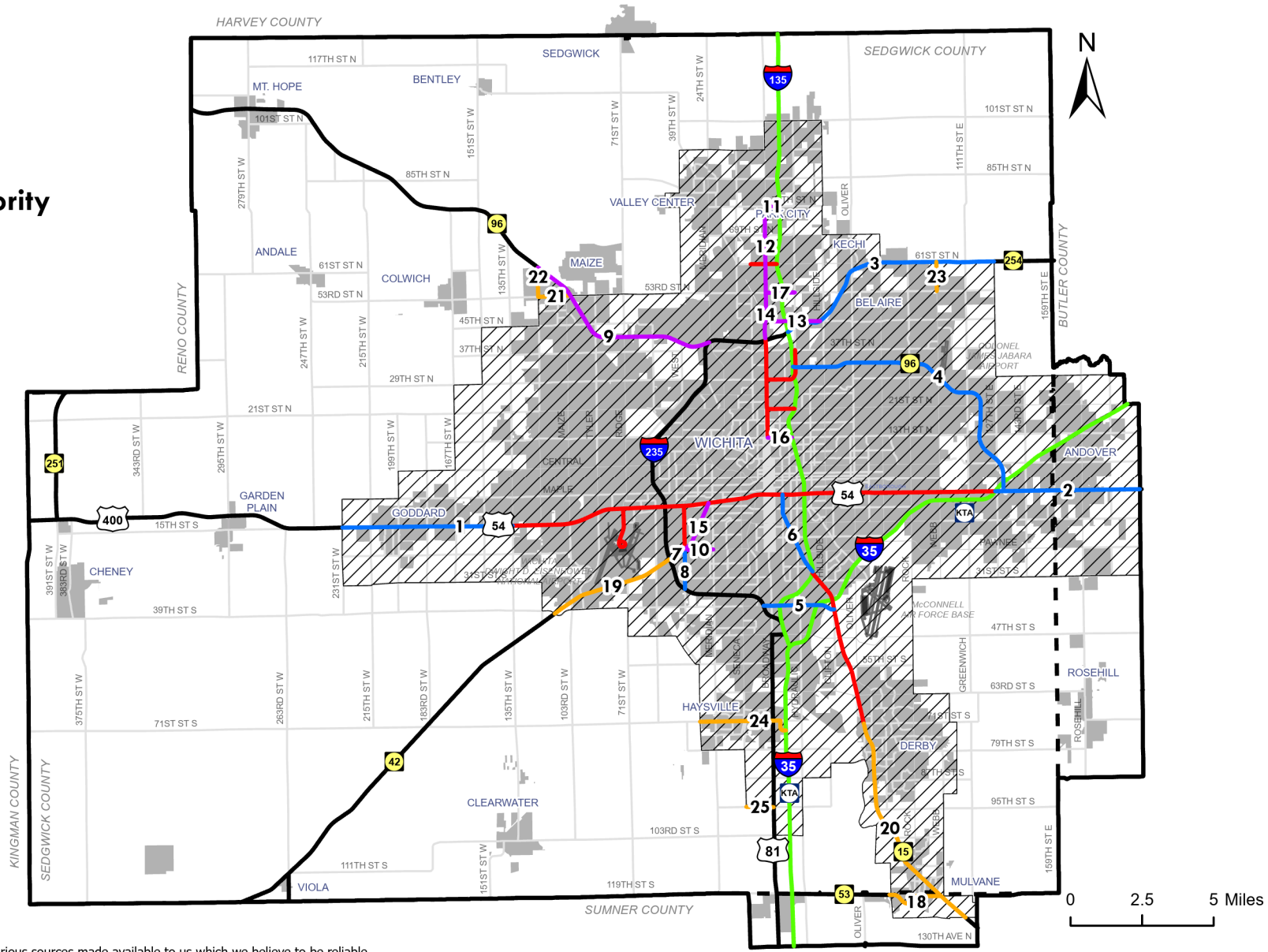
— Primary Highway Freight System

— State Highways

▨ Urbanized Area Boundary

- - - County Boundaries

▭ WAMPO Planning Boundary



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 7/15/2022
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 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



Agenda Item 4D: Discussion

UPWP 101 & 2023 Tasks for the 2023 UPWP

Chad Parasa, Executive Director

Ashley Bryers, Transportation Planning Manager

Background:

The Unified Planning Work Program (UPWP) describes how the federal planning funds allocated to WAMPO (in the form of Consolidated Planning Grant (CPG) funds) will be used and what planning activities WAMPO staff and consultants will undertake each year. The UPWP is developed by WAMPO staff with input from local governments, Wichita Transit, Kansas Department of Transportation (KDOT) staff, Federal Highway Administration (FHWA) staff, and Federal Transit Administration (FTA) staff. A new UPWP is produced each year. The UPWP needs to consider the Planning Emphasis Areas identified by FTA and FHWA. Further, under the Bipartisan Infrastructure Law (BIL), passed in November 2021, at least 2.5% of planning funds need to be used on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

A UPWP needs to have the following components:

- Planning work tasks for regional and metropolitan planning priorities and activities that address federal planning requirements
- Resulting products
- Responsible organizations
- Time frames
- Costs
- Funding sources (FHWA, FTA, state, and local)

After the 2023 UPWP is approved by the WAMPO Transportation Policy Body (TPB) it is approved by FHWA and FTA with KDOT providing oversight.

Core Documents:

WAMPO has five “core” documents, which need to be maintained. Table 1 shows the status of these five core documents.



Agenda Item 4D: Discussion

UPWP 101 & 2023 Tasks for the 2023 UPWP

Chad Parasa, Executive Director

Ashley Bryers, Transportation Planning Manager

Table 1: Core Document Status

Item	Status
Metropolitan Transportation Plan (MTP)	Reimagined Move 2040 was approved in June 2020. The next plan update is due by June 2025. Staff is beginning to update appendices now. The Safety Action Plan and Regional Active Transportation Plan will be incorporated into the new MTP.
Transportation Improvement Program (TIP)	The FFY2023-FFY2026 TIP is planned for approval on August 9, 2022.
Unified Planning Work Program (UPWP)	This document is created yearly. The 2023 document will be approved before the end of November.
Public Participation Plan (PPP)	The last PPP was completed and approved in 2017. Staff is currently updating the PPP with an expected approval by the end of 2022.
Congestion Management Process (CMP)	This is included in the Travel Demand Model process. The TDM will conclude by April 2024.

Potential 2023 Planning Tasks:

WAMPO staff met with our Planning Partners – KDOT, FHWA, FTA, and Wichita Transit – to discuss potential planning activities for 2023 based on work done in 2022 and plan update cycles. The tasks listed in Table 2 are planned for 2023. A few tasks are continuations of 2022 work, and a few will begin in 2023.



Agenda Item 4D: Discussion

UPWP 101 & 2023 Tasks for the 2023 UPWP

Chad Parasa, Executive Director

Ashley Bryers, Transportation Planning Manager

Table 2: 2023 Planned UPWP Tasks

Item	Federally Required	Continuation from 2022	Status	Work
Comprehensive Safety Action Plan	No	Yes	The RFP will be posted in Q3.	Consultant
Travel Demand Model & Congestion Management Program Update	Yes	Yes	The RFP is currently open for proposals.	Consultant
Economic Development Study	No	Yes	economic development presentations from the various jurisdictions are currently occurring at TPB meetings.	Consultant
Regional Active Transportation Plan	No	This may start in 2022, but will most likely not start until 2023	In coordination with the Wichita Bike Master Plan, but a separate process.	Consultant
Greater Wichita Bike Map	No	No	Last printed in Spring 2016. This map will be developed as part of the Regional Active Transportation Plan. It won't be printed until 2024 using local funding.	In-House?
Intelligent Transportation Systems Architecture	Yes	No	Last updated in 2006.	?
Safe Routes to School Planning Assistance	No	No	FFY2024 funding, thus the project can't start	Consultant



Agenda Item 4D: Discussion

UPWP 101 & 2023 Tasks for the 2023 UPWP

Chad Parasa, Executive Director

Ashley Bryers, Transportation Planning Manager

Item	Federally Required	Continuation from 2022	Status	Work
			in earnest until October 2023.	
MTP 2050 Planning Assistance	Yes	No	FFY2024 funding, thus the project can't start in earnest until October 2023.	Consultant
MTP 2050	Yes	Yes	The new MTP must be completed and approved by June 2025.	In-House/ Consultant
Bike/Ped Counts	No	Yes	Continuation of annual counts and pursue making the counts more robust, potentially through purchasing data or counters.	In-House
Coordinated Public Transit Human Services Transportation Plan	Yes	No	Last updated in 2018.	In-House
FFY2023-FFY2026 TIP Administration	Yes	Yes	This TIP is planned for approval on August 9. 2023 tasks will include quarterly updates.	In-House



Agenda Item 4D: Discussion

UPWP 101 & 2023 Tasks for the 2023 UPWP

Chad Parasa, Executive Director

Ashley Bryers, Transportation Planning Manager

Item	Federally Required	Continuation from 2022	Status	Work
Wichita Transit Network System Redesign	No	No	FFY2023 MPO-CMAQ funding.	Consultant
Transit Study	No	No	Developing a fiscally constrained implementation plan based on the Connecting Communities: Wichita Area Transit Feasibility Study that was last updated in 2018 and regional coordination conversations local transportation providers have been having.	?
Electric Vehicle Network Plan	No	No	Develop this to prepare for BIL funding opportunities.	?

Discussion:

Are there other potential tasks we should keep in mind?



Agenda Item 4E: Action
2022 Unified Planning Work Program (UPWP) Amendment 1

Chad Parasa, Executive Director
 Ashley Bryers, Transportation Planning Manager

This Amendment was revised 7/19 at 5:15PM

Background

- The Unified Planning Work Program is 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 coming fiscal year.
- Over the course of the year, changes occur in the listed sub-tasks, or operational type changes take place that require amendments to the adopted UPWP document.

Fiscal/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 bring total CPG expenditures to \$1,687,100. No changes are made to total anticipated expenditures. The original UPWP totals were \$1,687,100. Minor changes are made to the items budgeted in the Sub Task 1.1 in CPG funds; this is one of the reasons for this amendment.

Following are the primary revisions made to the 2022 UPWP:

ID -	UPWP	Expense	Operating Expense Budget (\$)		
			Before	After	Difference
QuickBooks	Sub-Task				
51080	1.1	Office Supplies & Equipment	10,000	40,000	30,000
51145	1.1	Employee Training & Travel	5,000	24,000	19,000
51025	1.1	Professional Memberships/Periodicals	6,000	15,000	9,000
51030	1.1	Software License Fees	10,000	15,000	5,000
51049	1.1	Surency, FSA		1,000	1,000
51186	1.1	New Employee Training & Related Exp	15,000	5,000	(10,000)
		Total	46,000	100,000	54,000

	Before	After
Salaries and Benefits	\$ 295,000	\$ 241,000
Operating Expenses	\$ 219,250	\$ 273,250
Total Budgeted for UPWP Sub-Task 1.1	\$ 514,250	\$ 514,250

Public Comment Period

The WAMPO Public Participation Plan requires a two-week public comment period. The public comment period will begin on July 19 and close on August 2. Any public comments will be presented to the TPB before they consider the document for approval.



Agenda Item 4E: Action
2022 Unified Planning Work Program (UPWP) Amendment 1
Chad Parasa, Executive Director
Ashley Bryers, Transportation Planning Manager

Options

- Recommend Approval of the Amendments to the adopted 2022 Unified Planning Work Program
- Recommend Approval of the Amendments to the adopted 2022 Unified Planning Work Program with specific changes
- Recommend Denial of the Amendments to the adopted 2022 Unified Planning Work Program.

Recommended action

- Recommend Approval of the Amendments to the adopted 2022 Unified Planning Work Program.

Attachment

- [2022 Unified Planning Work Program \(UPWP\)](#)



For Immediate Release: July 19, 2022

WAMPO Public Comment Period - UPWP Amendment 1

The Wichita Area Metropolitan Planning Organization (WAMPO) has opened the public comment period for the Unified Planning Work Program (UPWP) Amendment 1 for the Wichita region, July 19, 2022, through August 2, 2022. Public comments received during this 15-day period will be reported to and considered by the WAMPO Transportation Policy Body, which will decide whether to revise these documents prior to final approval, at their August 9th meeting.

The Unified Planning Work Program is the primary budgeting document for planning activities for the fiscal year. The document represents the planning activities that WAMPO will undertake during the fiscal year. Over the course of the year, changes occur in the listed sub-tasks, or operational type changes take place that requires amendments to the adopted UPWP document.

There are changes to five budget line items and one new item including office supplies & equipment, employee training & travel, professional memberships/periodicals, software license fees, Surency, FSA, and new employee training & related expenses. Additionally the number of full time staff has been increased.

Funding for the UPWP comes from various sources including Comprehensive Planning Grant (CPG) Funds, which are matched with a 20 percent local match.

The total CPG expenditures are \$1,687,100. No changes are being made to the total anticipated expenditures.

Information about the public comment period, the document are available on our website at www.wampo.org/public-participation.

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

####

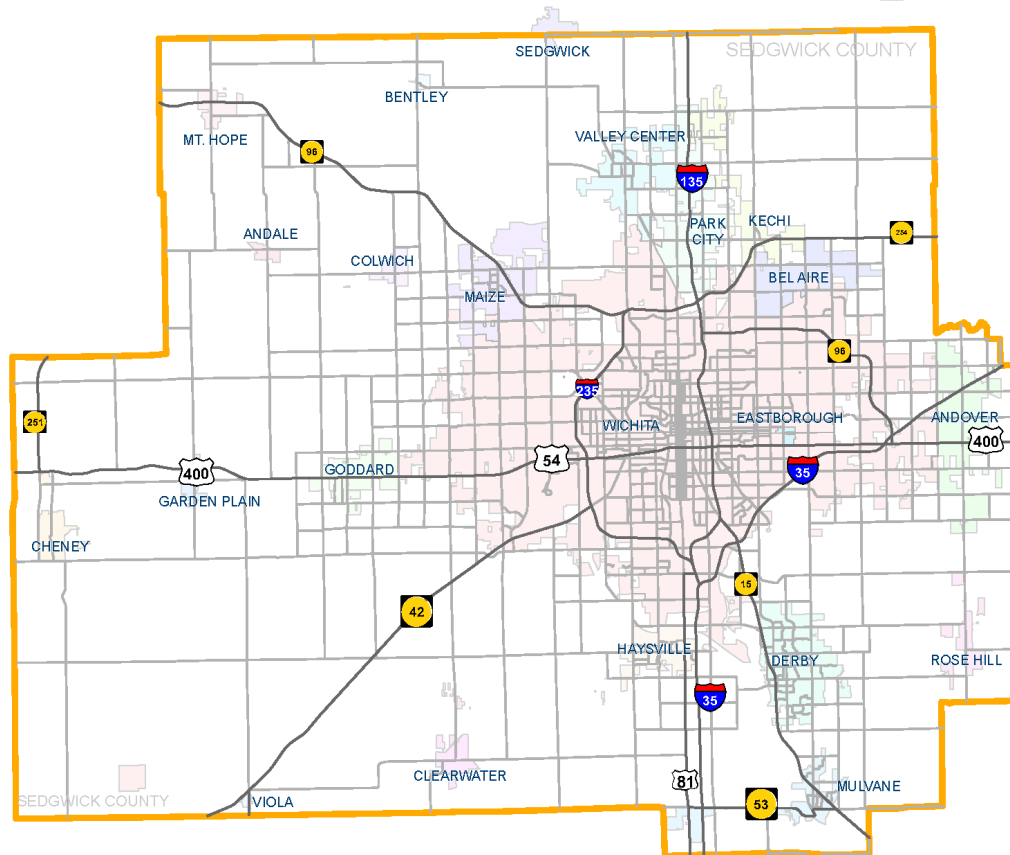
271 W 3rd St., Ste. 208, Wichita, KS 67202 | wampo@wampo.org | 316.779.1313 | www.wampo.org | wampo@wichita.gov

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

**2022
UPWP**

Unified Planning Work Program

Wichita Area Metropolitan Planning Organization (WAMPO)



Wichita Area Metropolitan Planning Organization

271 W. 3rd St., Ste. 208, Wichita, KS 67202

OFFICE: (316) 779-1321

EMAIL: wampo@wampo.org

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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.

Amendment I Summary of Changes

- Page 5 – updated the number of full-time staff from 8 to 12
- Page 9 – Task 1.1
 - Moved \$54,000 from Salaries and Benefits to Operating Expenses by adjusting the 6 line items below

ID -	UPWP	Expense	Operating Expense Budget (\$)		
			Before	After	Difference
QuickBooks	Sub-Task				
51080	1.1	Office Supplies & Equipment	10,000	40,000	30,000
51145	1.1	Employee Training & Travel	5,000	24,000	19,000
51025	1.1	Professional Memberships/Periodicals	6,000	15,000	9,000
51030	1.1	Software License Fees	10,000	15,000	5,000
51049	1.1	Surency, FSA		1,000	1,000
51186	1.1	New Employee Training & Related Exp	15,000	5,000	(10,000)
Total			46,000	100,000	54,000

	Before	After
Salaries and Benefits	\$ 295,000	\$ 241,000
Operating Expenses	\$ 219,250	\$ 273,250
Total Budgeted for UPWP Sub-Task 1.1	\$ 514,250	\$ 514,250

- Page 11 – added the Surency, FSA to the chart and updated the budget for the other 5 line items
- Page 25 – updated the Salaries and Benefits and Operating Expenses lines in the the overall budget table to reflect the changes

No changes are made to total anticipated expenditures.

*Posted online on 7/19 at 5:15 pm.

Proposed 2022 Unified Planning Work Program

INTRODUCTION	2
PURPOSE	2
OUR ROLE	2
MEMBERSHIP & OVERSIGHT STRUCTURE	3
DECISION-MAKING STRUCTURE	4
REPRESENTATION AND VOTING	4
STAFF	5
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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;
- The 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 Andover
City of Bel Aire
City of Bentley
City of Cheney
City of Clearwater
City of Colwich
City of Derby

City of Eastborough
City of Garden Plain
City of Goddard
City of Haysville
City of Kechi
City of Maize
City of Mount Hope
City of Mulvane

City of Park City
City of Rose Hill
City of Sedgwick
City of Valley Center
City of Viola
City of Wichita
Butler County
Sedgwick County
Sumner County

The Kansas Department of Transportation (KDOT), 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:

1. The Transportation Policy Body (TPB)
2. The TPB Executive Committee
3. 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 812 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 2022 UPWP will attempt to show how current trends in such planning elements will impact transportation and infrastructure systems in the future.

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 2022 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 2022 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 2022. 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. In order to accomplish these tasks related to data collection and maintenance, the 2022 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 2022 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 2022 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 Activities

The following table highlights connections between the UPWP major task areas, the MTP, the USDOT’s Planning Factors, and basic MPO requirements:

Area		Task 1	Task 2	Task 3	Task 4	Task 5	Task 6
Long-Range Metropolitan Transportation Plan	Choice & Connectivity						
	Economic Vitality						
	Freight Movement						
	Improving Air Quality						
	Infrastructure Condition						
	Quality of Place						
	Safety						
	System Reliability & Bottlenecks						
	Investment Strategy						
	Planning Factors	Increase safety of the system					
Increase accessibility & mobility							
Enhance integration & connectivity							
Promote conservation of resources							
Promote efficiency							
Emphasize preservation of the system							
Improve resiliency, reliability & coordinate land use							
Decrease outmigration of prime wage earners							
Monitor demographic, land use & development trends							
Determine Smart growth criteria							
MPO Requirements	Metropolitan Transportation Plan						
	Transportation Improvement Program						
	Public Participation Plan						
	Congestion Management Process						
	Award Federal Funding						
	Decision Making Structure						

Task I: 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.

2021 Major Accomplishments

- 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.
- Completed Request for Proposal (RFP) process to hire consultant in support of auditing needs.
- Hired MPO staff as needs occurred.
- Changed staffing roles to better coordinate work efforts and coordinate budget with work product completion.

Revised Version

I.0	Program Administration Task Budget	CPG
	Management, Clerical & Administration	\$ 514,250
I.1	Salaries and Benefits	\$ 241,000
	Total Operating Expenses	\$ 273,250
I.2	Budget & Financial Monitoring System <i>(salaries & benefits)</i>	\$ 50,000
I.3	TPB and TAC Support <i>(salaries & benefits)</i>	\$ 40,000
	Professional Development, Educ./Training	\$ 37,000
I.4	Salaries and Benefits	\$ 20,000
	Outside Training Consultants/Guest Speakers	\$ 2,000
	Staff Travel & Training	\$ 15,000

Original Version

I.0	Program Administration Task Budget	CPG
	Management, Clerical & Administration	\$ 514,250
I.1	Salaries and Benefits	\$ 295,000
	Total Operating Expenses	\$ 219,250
I.2	Budget & Financial Monitoring System <i>(salaries & benefits)</i>	\$ 50,000
I.3	TPB and TAC Support <i>(salaries & benefits)</i>	\$ 40,000
	Professional Development, Educ./Training	\$ 37,000
I.4	Salaries and Benefits	\$ 20,000
	Outside Training Consultants/Guest Speakers	\$ 2,000
	Staff Travel & Training	\$ 15,000

Sub-Task I.1 – Operations, Management, Clerical & Administration

Lead Agency: WAMPO

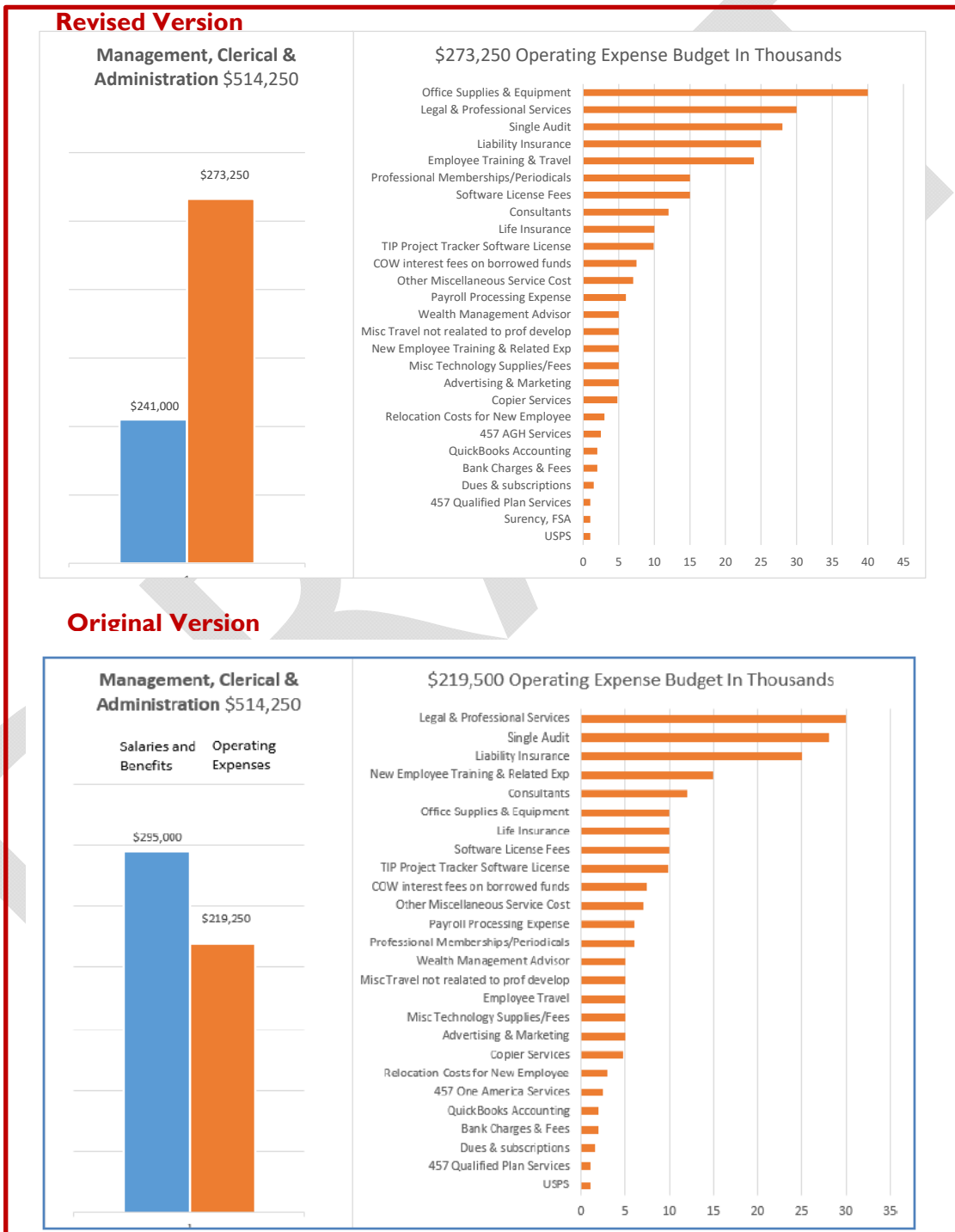
Timeframe: Ongoing

Budgeted Amount: \$514,250

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.

- Provide overall agency leadership and management.
- Administer WAMPO's policies and procedures in compliance with local, state, and federal regulations.

- Monitor federal and state legislation related to transportation planning issues.
- Perform personnel tasks, such as staff performance evaluations and hiring processes.
- Develop, maintain, and implement the agency’s administration and personnel policies and procedures.
- Make travel arrangements and process travel paperwork.
- Process payroll in coordination with the payroll administrator.
- Complete and submit quarterly activity and reimbursement reports to KDOT.
- Staff the reception area.
- Internal staff meetings.



Sub-Task 1.2 – Budget and Financial Monitoring Systems and Preparation of 2023 UPWP

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$50,000

WAMPO staff will perform continuous monitoring of the 2022 UPWP to ensure adequate revenues are generated to cover operating and consultant-based expenditures. WAMPO staff will also work with the audit firm to ensure accurate detail for the annual 2021 audit. Funding is also set aside for the preparation of the 2023 UPWP.

Sub-Task 1.3 – TPB and TAC Support

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$40,000

WAMPO staff will make presentations to TPB and TAC. Staff will work with TPB and TAC 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.

Sub-Task 1.4 – Professional Development, Education & Training

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$37,000

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, Transportation Research Board, scenario-planning, and smart-region-planning seminars.

Task 2: Long-Range Planning

Objective: Maintain and update the long-range MTP (Metropolitan Transportation Plan) 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. MTP update due June 2025.

2021 Major Accomplishments

- Completed Freight Study report.
- Progressed on Active Transportation Committee formation, in coordination with local government entities, university faculty/staff, and communities.
- Progressed on Safety & Health Committee formation, in coordination with local government entities, university faculty/staff, and communities. Quarterly meetings are scheduled to invite more participants from local jurisdictions.
- 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.
- Hired a GIS Analyst to develop databases for transportation, including safety data.

2.0	Long-Range Planning Task Budget	CPG
2.1	Overall Development of MTP 2050 (salaries & benefits)	\$ 120,000
2.2	Equity & Diversity (salaries & benefits)	\$ 15,000
2.3	Consultant Services: Safety Plan	\$ 300,000
2.4	Consultant Services: Economic Development Study*	\$ 100,000

* This sub-task may change throughout the year and may continue into the year 2023

Sub-Task 2.1 – Overall Development of the MTP

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: January 2022 - December 2022

Budgeted Amount: \$120,000

WAMPO will initiate the development of the MTP 2050 Plan. Staff will explore and document new technologies in the future of transportation. In addition, staff will develop GIS and databases for the region, with respect to transportation infrastructure and numbers of users. Databases will also be developed for the regional-system performance measures. While there will be development of other elements of the plan in the other work-activity sections of the UPWP, this element will involve using research materials and information included in various planning documents to finalize the blueprint for MTP development. Work included during the development of the MTP will be based on the precepts of Performance-Based Planning. Data collection and maintenance will also be performed through various committees, such as the Safety & Health Committee, Active Transportation Committee, and Freight Committee. WAMPO has already 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.

The region faces many challenges in terms of change, and starting the process for facing those changes is critical for the region. Infrastructure investments should be closely tied to how the region plans on facing demographic, land-use, and shopping trends and increased freight loads and frequency impacts. Staff will monitor these trends through transportation data.

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 2019 and the designation of Critical Urban Freight Corridors (CUFC) in the WAMPO region from 2018, WAMPO staff will monitor developments in trip patterns and truck freight traffic to judge whether updates to functional classes or CUFCs are required.

Funding for staff activities for the Safety plan and for the Economic Development study are included in this sub-task.

Sub-Task 2.2 – Equity & Diversity

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: January 2022 - December 2022

Budgeted Amount: \$15,000

WAMPO staff will develop regional data on all types of populations within the region, including minority populations and low-income populations. Safety of all is important in transportation planning. Data trends will be illustrated for child, elderly, and disabled populations. School and bus-stop location data will be analyzed. Staff will entertain discussions

and explore if a committee is needed to seek input on how to attain equity and diversity in all planning. Staff will document findings on how to develop a planning process that strives for attaining equity and inclusion of diversity. Transportation infrastructure welcomes all users of transportation facilities without any bias towards any population groups. Staff will also update WAMPO's Title VI program.

Primary tasks related to equity and diversity acknowledge how diversity is prevalent with the help of data. These data will be used to develop all activities in transportation planning, being mindful of equality for all and opportunities for all.

Sub-Task 2.3 – Consultant Services: Safety Plan

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: March 2022 - December 2022

Budgeted Amount: \$300,000

WAMPO members are committed to increasing safety and reducing fatalities on the transportation system. Several discussions occurred among staff and committee members, primarily due to formation of 'Safety & Health Committee'. Staff identified and evaluated data trends on crashes and will utilize this information in the development of a Safety plan. The results of this plan will be utilized in the development of the MTP. Staff activities of this sub-task include:

- Collaborate with City jurisdictions in developing a Safety Plan for the regional transportation system.
- Hire Consultant, to develop a Safety Plan, in conjunction with partner agencies and jurisdictions.
- Identify causes of crashes and how to mitigate the crashes.
- Explore how safety can be enhanced for all users including children and the elderly, with all modes of transportation.
- Document causes of crashes including design related or driver behavior related.

Funding for staff activities for the Safety plan is included in Sub-task 2.1.

Sub-Task 2.4 – Consultant Services: Economic Development Study

Lead Agency: WAMPO with Stakeholder Partnerships

Timeframe: Last quarter of the year 2022 through 2023

Budgeted Amount: \$100,000

WAMPO members recognized how transportation system nourishes economic development of the region. Staff and member jurisdictions are planning to develop economic indicators for the region. Staff plans to develop system performance measures based on economic development. Economic indicators should help compare economic growth of the region between successive years. The results of this study will be utilized in the development of the MTP. Staff activities of this sub-task include:

- Identify regional experts on economic development.

- Researching what are the regional and statewide goals of economic development.
- During first three quarters of the year 2022, work with business communities and Chambers of Commerce to understand how the transportation system can promote economic development.
- During the final quarter of 2022, identify scope and study for developing economic indicators for the region, by partnering with regional experts on economic development.
- Hire consultant to accomplish above goals.

Funding for staff activities for the Economic Development study is included in Sub-task 2.1.
 *NOTE: This sub-task may change throughout the year and may continue into the year 2023 based on coordination between partner members and agencies.

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.

2021 Major Accomplishments

- 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 & Safety/Health Committee.

3.0	Multimodal Planning	CPG	FTA 5310	FTA 5307
3.1	Bicycle and Pedestrian Planning (salaries & benefits)	\$ 25,000		
3.2	Consultant Services: Active Transportation Plan*	\$ 100,000		
3.3	Transit and Paratransit Planning (salaries & benefits)	\$ 64,000	\$ 25,000	
	Wichita Transit Planning Activities			\$ 40,000

Please note that FTA 5310 budgeted amount of \$25,000 covers for two years.

* This sub-task may change throughout the year and may continue into the year 2023

Sub-Task 3.1 – Bicycle & Pedestrian Planning

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$25,000

Incorporate bicycle-pedestrian planning into the WAMPO 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:

- Carrying out the annual regional bicycle-pedestrian count and associated reporting. Task includes volunteer recruitment, coordinating project logistics, and reporting (April – November).
- Make presentations at public, stakeholder, TAC, and TPB meetings as needed.
- Stay current on bicycle and pedestrian planning issues.
- Provide analysis concerning improved pedestrian safety.
- The 2022 UPWP will update the hike and bike counts. Increased cooperation and coordination between local jurisdictions, regional partners, as well as state DOT partners. Analysis will be provided concerning improving pedestrian safety.

Sub-Task 3.2 – Consultant Services: Active Transportation Plan

Lead Agency: WAMPO

Timeframe: Year 2022

Budgeted Amount: \$100,000

Development of Active Transportation plan leads to Long range transportation development.

The City of Wichita is planning to conduct a city-wide Active Transportation Plan in the year 2022. Staff is planning to coordinate with this effort to expand the study area to the WAMPO region. Staff will coordinate with cities and jurisdictions and partner agencies in developing Active Transportation Plan for the WAMPO region. The results of this plan will be utilized in the development of the MTP. Staff activities will include:

- Coordinate with cities and jurisdictions and partner agencies in developing Active Transportation Plan for the WAMPO region.
- Assist in developing RFP for consultant selection, and procurement of consulting services.
- Collect data on GIS mapping of pedestrian, bike and trail facilities.
- Determine funding sources for the projects identified in the Active Transportation Plan.

Funding for staff activities for the Active Transportation plan are included in the sub-task 3.1. *NOTE: This sub-task may change throughout the year and may continue into the year 2023 based on coordination between partner members and agencies.

Sub-Task 3.3 – Transit and Paratransit Planning

Lead Agency: WAMPO & Wichita Transit

Timeframe: Ongoing

Budgeted Amount: \$64,000

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:

- Issue a call for eligible FTA 5310: Enhanced Mobility for Seniors and People with Disabilities program projects within the community.
- Develop and facilitate a competitive selection and recommendation process for the screening of FTA 5310 projects.
- Convene a project selection committee that will recommend projects to the designated recipient(s)/governing body(s), as required.
- Coordinate with planning partners regarding transit planning activities including attendance at Wichita Transit Advisory Board (TAB) meetings and other Wichita Transit meetings, as needed.
- Maintain and implement the regional Coordinated Human Services Public Transit Plan.
- 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.
- Identify Stakeholders within WAMPO area for transit and paratransit services.
- Review past literature and planning documents on regional transit and paratransit services.
- Coordinate with member jurisdictions.
- Conduct Stakeholders meeting to identify current and future transit needs.
- Identify tasks leading to developing a coordinated Transit Plan, in conjunction with stakeholders, for 2023.

Wichita Transit Program Activities:

- Amenities Planning.
- Route Level Planning.
- Implement and track FAST Act federally required Performance Measures/Targets.
- Participate in the WAMPO planning process, including updating the TIP and UPWP.
- Continue to participate in annual, ongoing planning activities (short-range planning, grant development, maintenance planning and reporting, and other activities).
- Continued community education efforts. Past activities include hiring a senior communications specialist to manage a marketing and educational program, providing over 900 individuals information at public events, increasing social-media activity, distribution of customer information in a consistent manner, and developing new partnerships.

Task 4: Community Engagement

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

2021 Major Accomplishments:

- Updated the WAMPO website.
- Compiled and distributed periodic newsletters throughout the region.
- Continued to monitor compliance with the previously adopted Public Participation Plan.
- Published press releases and public notices.
- Published periodic reports on performance measurement.
- WAMPO staff participated in several community functions, including being panel members for several community information events.

4.0	Community Engagement Task Budget	CPG
4.1	Public Participation (<i>salaries & benefits</i>)	\$ 30,000
4.2	Inter-Agency Coordination	\$ 10,000

Sub-Task 4.1 – Public Participation

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$30,000

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

- 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.

Sub-Task 4.2 – Inter-Agency Coordination

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$10,000

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 Programming

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

2021 Major Accomplishments:

- Investigated options for programming WAMPO year-end funding balances.
- Initiated the biannual TIP Project Progress update.
- Developed project selection criteria for the 2023-2026 TIP.
- Project selection committee assisted with funding decisions for the 2021-2024 TIP.

5.0	Short Range Planning Task Budget	CPG
5.1	Suballocated Funding Program Management (<i>salaries & benefits</i>)	\$ 10,000
5.2	Transportation Improvement Program (<i>salaries & benefits</i>)	\$ 44,000

Sub-Task 5.1- Suballocated Funding Program Management

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$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.

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

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$44,000

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.

- Draft Suballocated Management Procedures
- TIP Amendments, approximately four per year
- Annual federal reporting documents:
 - Annual Listing of Obligated Projects (ALOP)
 - Transportation Alternatives report
 - Develop CMAQ report

Task 6: Transportation Data & Modeling

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

2021 Major Accomplishments

- Started the process for developing data warehouses and protocols for accessing data.
- Developed data and reports on commuter travel patterns within and between cities and counties in the WAMPO region.

- Continued to update the travel demand model and utilize data in planning efforts.
- Initiated data-accuracy coordination via committees. Progressed on tasks related to the Safety/Health Committee and Active Transportation Committee.

6.0	Transportation Data and Modeling	CPG
6.1	Performance Measures (salaries & benefits)	\$ 42,850
6.2	Travel Demand Model (salaries & benefits)	\$ 50,000
	Consulting Services-Model Maintenance/Development	\$ 45,000
6.3	Transportation Data (salaries & benefits)	\$ 80,000
6.4	Transportation Systems Management and Operations (salaries & benefits)	\$ 10,000

Sub-Task 6.1 – Performance Measures

Lead Agency: WAMPO

Timeframe: Ongoing

Budgeted Amount: \$42,850

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.

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.

Sub-Task 6.2 – Travel Demand Model

Lead Agency: WAMPO
Timeframe: Ongoing
Budgeted Amount Salaries and Benefits: \$50,000
Budgeted Amount Consulting: \$45,000

WAMPO staff will work on hiring a consulting firm to update, calibrate, and validate the regional transportation model, as well as develop the Congestion Management Program (CPM) in the year 2022. WAMPO staff will work with the consultant hired under our current Travel Demand Model Support Services contract to respond to requests for model data from member jurisdictions and others. This consultant will complete the model update that is currently in progress. WAMPO staff will incorporate projects selected as part of the new MTP into the model and generate analyses supporting the MTP.

For the above-mentioned consultant-hiring process, staff will draft an RFP and begin the procurement process for a new Travel Demand Model Support Services contract and a major model update to incorporate new census data and new origin-destination data.

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.

Sub-Task 6.3 – Transportation Data

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

Data are 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.

Sub-Task 6.4 – Transportation Systems Management and Operations

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

WAMPO plans to hire a Planning Data Analyst who will investigate how to use 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, updating the regional ITS architecture, and improving interactive mapping capabilities. WAMPO will also continue to conduct data collection and analysis related to Performance Measure requirements.

Budget and Cost Allocation Plan

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 2022 UPWP.

2022 Anticipated Revenues

	Federal CPG	Federal	Local Match	Total
WAMPO	Anticipated Carryover From 2020	\$149,680	\$37,420	\$187,100
	Anticipated Carryover From 2021	\$400,000	\$100,000	\$500,000
	2022 Estimate	\$800,000	\$200,000	\$1,000,000
	CPG Total	\$1,349,680	\$337,420	\$1,687,100
	FTA Section 5310			
5310 Administrative (Funding Shared by Wichita Transit)	\$25,000	\$0	\$25,000	
WAMPO Funding Total	\$1,374,680	\$337,420	\$1,712,100	
Wichita Transit	FTA 5307 (Regional Transportation Planning)			
	Total Wichita Transit Planning	\$40,000		\$40,000
	Total Regional Funding	\$1,414,680	\$337,420	\$1,752,100

2022 Anticipated Expenditures

	Federal CPG	Federal	Local Match	Total
WAMPO	WAMPO staff transportation planning tasks	\$913,680	\$228,420	\$1,142,100
	Consultant Expenses planned	\$436,000	\$109,000	\$545,000
	CPG Total :	\$1,349,680	\$337,420	\$1,687,100
	FTA Section 5310			
	5310 Administrative (Funding Shared by Wichita Transit)	\$25,000	\$0	\$25,000
	WAMPO Funding Total	\$1,374,680	\$337,420	\$1,712,100
Wichita Transit	FTA 5307 (Regional Transportation Planning)			
	Total Wichita Transit Planning	\$40,000		\$40,000
	Total Regional Funding	\$1,414,680	\$337,420	\$1,752,100

Revised Version 2022 Unified Planning Work Program Budget

UPVP Task/ Sub-task	DESCRIPTION	Original CPG	Wichita Transit	
			FTA 5310	FTA 5307
	Total Expenses	\$ 1,687,100	\$ 25,000	\$ 40,000
	Transportation Planning Consultants Work	\$ 545,000		40000
	WAMPO Staff & Operating	\$ 1,142,100	\$ 25,000	
1.0	Management & Administration	\$ 641,250		
	Management, Clerical & Administration	\$ 514,250		
1.1	Salaries and Benefits	\$ 241,000		
	Total Operating Expenses	\$ 273,250		
1.2	Budget & Financial Monitoring System (salaries & benefits)	\$ 50,000		
1.3	TPB and TAC Support (salaries & benefits)	\$ 40,000		
	Professional Development, Educ./Training	\$ 37,000		
1.4	Salaries and Benefits	\$ 20,000		
	Outside Training Consultants/Guest Speakers	\$ 2,000		
	Staff Travel & Training	\$ 15,000		
2.0	Long-Range Planning	\$ 535,000		
2.1	Overall Development of MTP (salaries & benefits)	\$ 120,000		
2.2	Equity & Diversity (salaries & benefits)	\$ 15,000		
2.3	Consultant Services: Safety Plan	\$ 300,000		
2.4	Consultant Services: Economic Development Study*	\$ 100,000		
3.0	Multimodal Planning	\$ 189,000	\$ 25,000	\$ 40,000
3.1	Bicycle and Pedestrian Planning (salaries & benefits)	\$ 25,000		
3.2	Consultant Services: Active Transportation Plan*	\$ 100,000		
3.3	Transit and Paratransit Planning (salaries & benefits)	\$ 64,000	\$ 25,000	
	Wichita Transit Planning Activities			\$ 40,000
4.0	Community Engagement	\$ 40,000		
4.1	Public Participation (salaries & benefits)	\$ 30,000		
4.2	Inter Agency Coordination (salaries & benefits)	\$ 10,000		
5.0	Short Range Programming	\$ 54,000		
5.1	Sub allocated Funding Program Management (salaries & benefits)	\$ 10,000		
5.2	Transportation Improvement Program (salaries & benefits)	\$ 44,000		
6.0	Transportation Data and Modeling Task Budget	\$ 227,850		
6.1	Performance Measures (salaries & benefits)	\$ 42,850		
6.2	Travel Demand Model (salaries & benefits)	\$ 50,000		
	Consulting Services-Model Maintenance/Development	\$ 45,000		
6.3	Transportation Data (salaries & benefits)	\$ 80,000		
6.4	Transportation Systems Management and Operations (salaries &	\$ 10,000		

* This sub-task may change throughout the year and may occur in the year 2023.

Original Version **2022 Unified Planning Work Program Budget**

UPWP Task/ Sub-task	DESCRIPTION	Original CPG	Wichita Transit	
			FTA 5310	FTA 5307
	Total Expenses	\$ 1,687,100	\$ 25,000	\$ 40,000
	Transportation Planning Consultants Work	\$ 545,000		40000
	WAMPO Staff & Operating	\$ 1,142,100	\$ 25,000	
1.0	Management & Administration	\$ 641,250		
	Management, Clerical & Administration	\$ 514,250		
1.1	Salaries and Benefits	\$ 295,000		
	Total Operating Expenses	\$ 219,250		
1.2	Budget & Financial Monitoring System (salaries & benefits)	\$ 50,000		
1.3	TPB and TAC Support (salaries & benefits)	\$ 40,000		
	Professional Development, Educ./Training	\$ 37,000		
1.4	Salaries and Benefits	\$ 20,000		
	Outside Training Consultants/Guest Speakers	\$ 2,000		
	Staff Travel & Training	\$ 15,000		
2.0	Long-Range Planning	\$ 535,000		
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4.0	Community Engagement	\$ 40,000		
4.1	Public Participation (salaries & benefits)	\$ 30,000		
4.2	Inter Agency Coordination (salaries & benefits)	\$ 10,000		
5.0	Short Range Programming	\$ 54,000		
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6.3	Transportation Data (salaries & benefits)	\$ 80,000		
6.4	Transportation Systems Management and Operations (salaries & benefits)	\$ 10,000		

* This sub-task may change throughout the year and may occur in the year 2023.



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>
January 11, 2022	January 24, 2022
February 8, 2022	February 28, 2022
March 8, 2022	March 28, 2022
April 12, 2022	April 25, 2022
May 10, 2022	May 23, 2022
June 14, 2022	June 27, 2022
July 12, 2022	July 25, 2022
August 9, 2022	August 22, 2022
September 13, 2022	September 26, 2022
October 11, 2022	October 24, 2022
November 8, 2022	November 28, 2022
December 13, 2022	No December Meeting



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside of 2021 WAMPO boundary

**Portion of city inside of 2021 WAMPO Boundary

	Last Census year before incorporation
	El Paso City

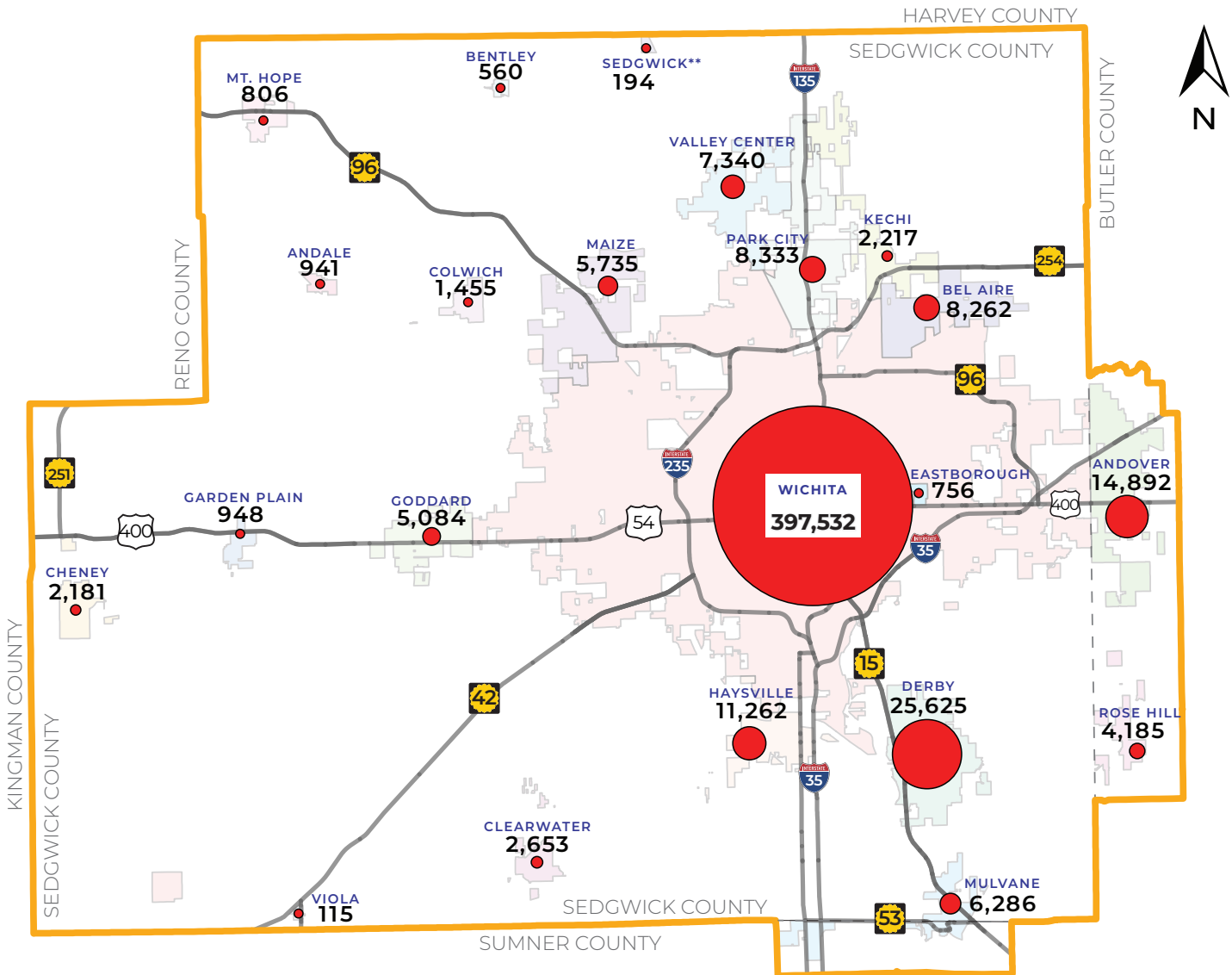
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO Transportation Acronym Glossary

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	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	nramussen@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	
Public Health Representative	Elizabeth Ablah	eablah@kumc.edu	
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 Ussey, 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
VACANT MEMBER POSITIONS			
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	Cailyn Trevaskiss	Cailyn.Trevaskiss@wampo.org	
WAMPO Representative	Eldon Taskinen	Eldon.Taskinen@wampo.org	

*Current quorum is 11 based on appointed positions

Rev. 06/30/2022

2022 WAMPO Meeting Schedules



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

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