



Technical Advisory Committee (TAC) Meeting Notice

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

In-Person

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

Virtual

After registering you will receive an email with how to access the Zoom Meeting.

[HERE](#)

Tentative Meeting Agenda	Page #
I. Welcome	
II. Regular Business	
A. Approval of TAC Agenda: January 22, 2024	
B. Approval of TAC Meeting Minutes: November 27, 2023	3 to 9
C. Director's Report <ul style="list-style-type: none"> i. MTP 2050 Development Progress ii. Bimonthly TIP Project Statuses Report iii. MTP/TIP Call for Projects Deadline Extension to February 2, 2024 iv. Public Engagement for Regional Transit Implementation Plan v. Automatic Bike/Ped Counters: Upcoming RFP 	10 to 11 12 to 14
III. Public Comments Open forum for the public to provide comments about specific items on this month's agenda and any other issues directly pertaining to WAMPO's policies, programs, or documents. Matters related to personnel and litigation are not appropriate for public comment. Rules of decorum will be observed. Comments are limited to three (3) minutes per individual. Comments are requested to be emailed to wampo@wampo.org at least one day before the meeting.	15
IV. Action	
A. FFY2023-FFY2026 Transportation Improvement Program Amendment #6 – Peter Mohr and Nick Flanders, WAMPO <i>The TAC is asked to make a recommendation to the TPB on proposed Amendment #6 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #6 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #6 opened on January 6, 2024, and will run through January 21, 2024. No public comments have been received to date.</i>	16 to 17
B. Urban Area Boundary – Peter Mohr and Nick Flanders, WAMPO <i>Every ten years, MPOs need to adopt an Urban Area Boundary (UAB) that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. On November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024. At the suggestion of TPB members, the approved UAB included an extension of the southeastern quadrant to include the city of Rose Hill. Since then, discussions between WAMPO, KDOT, and FHWA staff have led to the conclusion that the extension of the UAB to include Rose Hill is not reasonable at this time. The TAC is now asked to make a recommendation to the TPB on whether to approve an updated UAB that does not include the extension out to Rose Hill.</i>	18 to 26

V. Discussion/Updates	
A. Projects Obligated in FFY2023 – Peter Mohr and Dylan Cossaart, WAMPO <i>Before a transportation project can use Federal funds, the funds need to be "obligated." Each year, MPOs are required to submit an Annual Listing of Obligated Projects for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the Federal government. In FFY2023, twenty-three (23) transportation projects in the WAMPO region had Federal funding obligations or deobligations, totaling a little more than \$42 million.</i>	27 to 28
B. MTP 2050 Population Projections – Peter Mohr and Dylan Cossaart, WAMPO <i>Population projections are an integral part of long-range transportation planning. WAMPO has developed population projections to the year 2050, in collaboration with consultants and with feedback from member jurisdictions. Following a TAC recommendation and TPB approval (tentatively in February and March 2024, respectively) the population projections will be incorporated into WAMPO's Metropolitan Transportation Plan 2050 (MTP 2050).</i>	29 to 30
C. 2023 Bicycle and Pedestrian Count Results – Dora Gallo, WAMPO <i>WAMPO's annual bicycle and pedestrian counts, conducted since 2012, offer crucial insights into nonmotorized travel trends in the region. The data help inform road improvements and nonmotorized transportation projects. They enhance public understanding of commuting, physical activity, and transportation interactions. Data collected at 35 locations in 2023 are used to project Annual Average Daily Traffic (AADT) for bicycle riders and pedestrians, based on national standards. WAMPO staff have compiled data, made projections, and analyzed demographics to develop a comprehensive report and an interactive map.</i>	31 to 32
D. Comprehensive Safety Action Plan (CSAP) and Safe Streets and Roads for All (SS4A) Grant Award – Chad Parasa, Peter Mohr, and Dani Lasher, WAMPO <i>Adopted by the Transportation Policy Body (TPB) in December 2023, the WAMPO Comprehensive Safety Action Plan (CSAP), promotes the safety of all users of the transportation system. Also in December 2023, WAMPO was awarded a Federal Safe Streets and Roads for All (SS4A) demonstration grant in the amount of \$940,000. Having completed the prerequisite adoption of a CSAP, WAMPO intends to apply for an SS4A implementation grant, which focus on the execution of strategies in the CSAP and may involve major safety-related infrastructure improvements.</i>	33 to 34
E. Safe System Approach: Safer Speeds – Haley Dougherty, KDOT <i>U.S. DOT adopts a Safe System Approach as the guiding paradigm to address roadway safety. This presentation focuses on the Safer Speeds objective of the approach.</i>	
VI. Committee & Partnership Updates	
VII. Other Business	
VIII. Adjournment	
IX. WAMPO Reference Material	
A. WAMPO Region Population Table and Map	35 to 36
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F. 2024 WAMPO Meeting Schedule	42

Chad Parasa, TPB Secretary

January 16, 2024



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, November 27, 2023, @ 10:00 AM

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

Meeting Duration: *120 minutes*

Voting Members in Attendance		
Russ Kessler, <i>TAC Chair</i> Jack Brown, <i>Public Health</i> Brent Clark, <i>Freight Movement</i> Danielle Gabor, <i>SCAC</i> Paul Gunzelman, <i>Wichita</i> Tom Hein, <i>KDOT</i> Mary Hunt, <i>Urban Land Use Planning & Development Trends</i>	Gary Janzen, <i>Wichita</i> Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lizeth Ortega, <i>Air Quality</i> Lynn Packer, <i>Sedgwick County</i> Allison Smith, <i>KDOT</i> Dan Squires, <i>SCAC</i>	Alternates Mike Armour, <i>Wichita (non-voting)</i> Tonja Howard, <i>Wichita Transit (voting)</i> Emily Jensen, <i>CTD #9 (voting)</i> Mike Longshaw, <i>KDOT (voted on the approval of meeting agenda; became non-voting when TAC member serving as alternate for arrived)</i>
Other Attendees		
Dylan Cossaart, <i>WAMPO</i> Slade Engstrom, <i>TranSystems</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i> Erin Grushon, <i>Burgess & Niple</i> Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i>	Ethan Kershaw, <i>Wichita</i> Michelle Kratzer, <i>TranSystems</i> Dani Lasher, <i>WAMPO</i> Brett Letkowski, <i>TranSystems</i> Mike Malone, <i>JEO</i> ThaiBinh Mursch, <i>MAPD</i> Chad Parasa, <i>WAMPO</i>	Marcela Quintanilla, <i>WAMPO</i> Paul Ricotta, <i>Caliper</i> Jaksyn Smith, <i>WAMPO</i> Kyle Thomas, <i>WAMPO</i> Bill Troe, <i>SRF</i> Tyler Voth, <i>WSP</i> James Wagner, <i>Wichita</i>

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

2. Regular Business

A. Approval of November 27, 2023, Agenda

Discussion: None

Action: Approve November 27, 2023, agenda, as proposed (12-0).¹

Motion: Brent Clark

Second: Paul Gunzelman

B. Approval of October 23, 2023, Meeting Minutes

Discussion: None

Action: Approve October 23, 2023, meeting minutes, as proposed (12-0).

¹ Four (4) voting TAC members did not arrive until after the votes to approve the November 2023 agenda and October 2023 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube [@WAMPO Kansas](https://www.youtube.com/@WAMPO_Kansas). To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

Motion: Chair Kessler
Second: Paul Gunzelman

C. Director’s Report

i. MTP/TIP Call for Projects – 9/15/23 – 1/5/24

Chad Parasa, WAMPO, stated that the combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP) opened September 15, 2023, and will run through January 5, 2024. The TIP is due in 2024 and the MTP is due in 2025. The application form, cost-estimation model, and recording of the November 8, 2023, Call for Projects Workshop can be found at either www.wampo.org/transportation-improvement-program or www.wampo.org/mtp2050.

ii. 2024 WAMPO Meeting Schedule

Markey Jonas, WAMPO, presented the 2024 WAMPO meeting schedule. All meeting dates follow established meeting frequency patterns (e.g., TAC meetings are on the fourth Monday of each month), except for the May 20, 2024, TAC meeting, which is a week early due to Memorial Day. Members should have received a calendar invitation serving as a placeholder for 2024 meetings; a Zoom registration link and meeting-specific information will be sent as each meeting date approaches. The TAC and TPB meeting schedules will be considered for approval by the TPB on December 12, 2023.

2024 WAMPO MEETING SCHEDULE

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

Transportation Policy Body	Technical Advisory Committee	Executive Committee	Active Transportation Committee	ICT Safe: A Regional Transportation Coalition*	United Community Transit Coalition	Economic Development & Transportation Committee
3:00 PM unless otherwise stated	10:00 AM unless otherwise stated	11:00 AM unless otherwise stated	9:30 AM unless otherwise stated	9:30 AM unless otherwise stated	2:00 PM unless otherwise stated	10:00 AM unless otherwise stated*
JANUARY 9	JANUARY 22					
FEBRUARY 13	FEBRUARY 26	FEBRUARY 1		FEBRUARY 7	FEBRUARY 15	
MARCH 12	MARCH 25		MARCH 6			
APRIL 9	APRIL 22					
MAY 14	MAY 20	MAY 2		MAY 1	MAY 16	
JUNE 11	JUNE 24		JUNE 5			2024 EDTC Schedule TBD
JULY 9	JULY 22					
AUGUST 13	AUGUST 26	AUGUST 1		AUGUST 7	AUGUST 15	
SEPTEMBER 10	SEPTEMBER 23		SEPTEMBER 4			
OCTOBER 8	OCTOBER 28					
NOVEMBER 12	NOVEMBER 25	NOVEMBER 7		NOVEMBER 6	NOVEMBER 21	
DECEMBER 10			DECEMBER 4			



*ICT Safe was formerly the Safety and Health Committee

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

iii. MTP 2050 Update

Dani Lasher, WAMPO, shared that the Metropolitan Transportation Plan 2050 (MTP 2050) Plan Advisory Committee (PAC) has their next meeting on November 28, 2023. WAMPO

successfully completed the first round of public engagement over the summer of 2023 and the second round will begin on December 1, 2023, and continue through February 29, 2024. This round of engagement will build upon and clarify data gathered in the first round and gather input for long-range planning scenarios. The results from the first round of MTP 2050 public engagement can be viewed at <https://www.wampo.org/mtp2050>. Events WAMPO will be attending include the First Friday Pop-Up Market at Revolutsia (12/1/2023), the HoliDAZE! Pop Up Market (12/3/2023), and the Maize Whoville Vendor Market (12/3/2023).

iv. TIP Amendment 6 Call for Changes

Nick Flanders, WAMPO, discussed the amendment schedule for the current Transportation Improvement Program (TIP), which covers Federal Fiscal Years (FFYs) 2023-2026 (October 1, 2022, through September 30, 2026). The Call for Changes period for regularly scheduled TIP Amendment 6 is December 4, 2023, through December 15, 2023; early submissions are welcome. The timeline for TIP Amendment 6 includes the Public Comment Period (12/29/23 - 1/12/24), TAC Recommendation (1/22/24), TPB Approval, (2/13/24), and KDOT STIP Amendment (3/7/24). The FFY 2023-2026 TIP and amendment schedule can be viewed at <https://www.wampo.org/transportation-improvement-program>.

v. Urban Area Boundary Update

Mr. Parasa shared that after having received feedback from Transportation Policy Body members, WAMPO staff will revisit the Urban Area Boundary (UAB) and coordinate with KDOT and the Federal Highway Administration (FHWA) to reevaluate the area included in the UAB. The revised UAB will be presented to the TAC for a recommendation on January 22, 2024, and considered for approval by the TPB on February 13, 2024.

3. Public Comments

None.

4. Action

A. Comprehensive Safety Action Plan Approval

Erin Grushon, Burgess & Niple, gave an in-depth presentation on the Comprehensive Safety Action Plan (CSAP), which is meant to promote the safety of all users of the transportation system and aims to reduce and eliminate serious injury and fatal crashes. The WAMPO CSAP was developed through a ten-month collaborative process with project consultants Burgess & Niple (B&N), TranSystems, and Vireo. Upon approval of the CSAP by the Transportation Policy Body, the WAMPO region will be eligible to apply for Federal Safe Streets and Roads for All (SS4A) Implementation Grants. The CSAP background information presented included the plan vision, goals, and targets, an overview of the planning process, the public and stakeholder engagement

efforts, a review of transportation safety data and trends, and a discussion of implementation and next steps.

Slade Engstrom, TranSystems, explained the data collected and the existing conditions that were revealed. A group of transportation safety professionals in the region came together to establish the Transportation Safety Technical Advisors (TSTA) committee, which offered guidance, made plan development recommendations, and identified three major areas of emphasis, based on the data: intersections of concern, vulnerable road users, and speed-related crashes.

Ms. Grushon provided insight into the CSAP implementation plan and 18 identified strategies, all of which include information about the desired outcomes, responsible parties, timeframes, and emphasis areas addressed. ICT Safe: A Regional Transportation Coalition will meet regularly to carry out updates to the document and plan implementation. Following plan adoption, the next steps include developing an application for an SS4A Implementation Grant in 2024. The Transportation Policy Body will consider the Comprehensive Safety Action Plan for approval on December 12, 2023.

Draft Comprehensive Safety Action Plan - <https://bit.ly/DraftCSAPPlan>

Safe Streets and Roads for All (SS4A) - <https://www.transportation.gov/grants/SS4A>

ICT Safe: A Regional Transportation Coalition - <https://www.wampo.org/ict-safe>

Discussion:

Mary Hunt asked if the crash-types-by-jurisdiction data for Sedgwick County include all the separately listed cities in Sedgwick County. Mr. Engstrom said that the county data exclude the cities.

Chair Kessler commented that all acronyms need to be spelled out, pointing out the acronym PDO (for Property Damage Only) on page 47 which is not written out.

Brent Clark asked if one of the strategies of the plan should be to have training across the region to make sure all departments/jurisdictions are consistent in the coding for crashes. Mr. Engstrom stated that KDOT is working on a program, but it is a known difficulty due to police departments switching systems and lots of department turnover.

Mr. Parasa asked how WAMPO can assist member jurisdictions in winning SS4A implementation grants. Mr. Engstrom said that there are different ways to approach the applications but that it needs to be cohesive. Ms. Grushon emphasized that the grants are very competitive, adding that the most important thing to do first is to figure out the forum to have the regional conversation and decide on what specific project or collection of projects is wanted for the implementation,

what the priorities are for the region, and telling the story of how the projects relate to each other and how they relate to the CSAP.

Action: Recommend the TPB approve the Comprehensive Safety Action Plan, as presented (16-0).

Motion: Paul Gunzelman

Second: Lynn Packer

5. Discussion/Updates

A. Bike/Ped Count Results

Dora Gallo, WAMPO, explained that WAMPO's annual bicycle and pedestrian counts, which have been conducted since 2012, offer crucial insights into nonmotorized travel trends in the region. The data help inform road improvements and nonmotorized transportation projects and enhance public understanding of commuting, physical activity, and transportation interactions. Data were collected from 35 locations in 2023 and projected over time to estimate Annual Average Daily Traffic (AADT) for bicycle riders and pedestrians, based on national standards. WAMPO staff have compiled data, made projections, and analyzed demographics to form a comprehensive report and develop an interactive map.

WAMPO Bike/Ped webpage - <https://www.wampo.org/bicycle-pedestrian>

Bicycle and Pedestrian Projections Data Report - <https://bit.ly/Bike-Ped-Data-Report-2023>

Bike/Ped Projections Interactive Map - <https://bit.ly/Bike-Ped-Projections-Map>

Discussion:

Alan Kailer, Bike Walk Wichita, pointed out that the count results show a huge increase from the 2022 numbers, and noted that there are locations in Wichita where bicycle riders and pedestrians account for a notable percentage of the Annual Average Daily Traffic (AADT).

Lynn Packer asked if WAMPO takes note of the weather at the time the counts are conducted. Ms. Gallo replied that volunteers are asked to record the weather conditions along with their count data; this information is included in the report and taken into consideration when creating the projections.

Chair Kessler asked if there were any updates regarding WAMPO's acquisition of automatic bicycle/pedestrian counters. Ms. Gallo shared that a Request for Proposals (RFP) is being prepared and will be shared with KDOT this week for review. Mr. Parasa added that WAMPO has programmed \$100,000 for the counters and will work with jurisdictions to select a vendor after proposals are submitted.

B. Travel Demand Model (TDM) Update

Mike Malone, JEO, shared that WAMPO maintains a Travel Demand Model (TDM) for the region. The TDM forecasts travel demand and predicts future performance of the transportation network. To aid in the development of Metropolitan Transportation Plan 2050 (MTP 2050), WAMPO is working with consulting firm JEO and subcontractor Caliper to update the TDM and train WAMPO staff on its numerous functions and features. The TDM is used on a regional scale and helps with the development of the long-range Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and the Congestion Management Process (CMP), which is used during metropolitan transportation planning for managing congestion with accurate, up-to-date information on system performance. Mr. Malone outlined the key tasks involved in the TDM update, the project schedule, and details about stakeholder engagement.

Paul Ricotta, Caliper, explained what goes into a Travel Demand Model update and gave details on the different software used, the factors taken into account, the different data sources, and the approaches that are being implemented. Advanced techniques that will be improved upon in the update include the usability/accessibility of the interface, augmented household travel survey data, enhanced peak period resolution, and linking Non-Home-Based (NHB) Trips and Home-Based (HB) trip ends. The model is undergoing minor adjustments and final calibrations with completion tentatively expected by the end of November 2023 and staff training on the finished model planned for December 2023.

WAMPO Travel Demand Model webpage - <https://www.wampo.org/tdm>

WAMPO Travel Demand Model (TDM) Explanation Videos - <https://bit.ly/TDM-Explanation-Videos>

Discussion:

Mr. Kailer stated that in the past, population predictions for the region have been overestimated, and asked about the experience they have had with these kinds of models in terms of accuracy, and if there is such a thing as induced demand and if so, how that is accounted for in the Travel Demand Model.

Mr. Malone said that they have made sure they are using the best information available for population forecasts and other socioeconomic data, but that how well the model works or how well it matches a 20-year forecast can depend on a lot of factors.

Mr. Ricotta added that they are optimistic that the predictions will be accurate, and the generated predictions seem reasonable, but that no matter how sophisticated a model is, it cannot discern the accuracy of future data. Induced demand occurs when either new capacity opens or trends shift and capacity fills quicker than a forecast could have predicted. Induced demand implies that the number of trips will increase based on improvements to the network.

C. Regional Transit Implementation Plan

Bill Troe, SRF, shared that WAMPO is collaborating with SRF Consulting Group, Nelson\Nygaard Consulting Associates, and Shockey Consulting Services to develop a Regional Transit Implementation Plan, building on the 2018 Wichita Area Transit Feasibility Study. There are a range of concepts that are key elements of the plan, including service options, agency organization and interaction, and coordination considerations. The plan's deliverables include, among other things, a History of Transit, Feasibility and Future Conditions Reports, Steps to Establishing a Regional Transit Authority, and an Implementation Plan. The completed plan is scheduled to be brought to the TAC for a recommendation in September 2024.

Connecting Communities: Wichita Area Transit Feasibility Study –

https://bit.ly/WAMPO_TransitFeasibility2018

Coordinated Public Transit - Human Services Transportation Plan –

https://bit.ly/WAMPO_2023CPT-HSTP

Discussion: None.

6. Committee & Partnership Updates

None.

7. Other Business

None.

8. Meeting adjourned at 12:00 PM

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



Agenda Item 2Ci: Director's Report

MTP 2050 Development Progress

Dani Lasher, Public Outreach Planner

Chad Parasa, Executive Director

Executive Summary

The Wichita Area Metropolitan Planning Organization (WAMPO) is in the planning process for the next long-range Metropolitan Transportation Plan (MTP), WAMPO MTP 2050, which will be adopted in 2025. WAMPO staff have already completed several steps in the planning process and will continue to work through the remaining steps toward completing MTP 2050.

Background

The Wichita Area Metropolitan Planning Organization (WAMPO) is in the planning process for the next long-range Metropolitan Transportation Plan (MTP), WAMPO MTP 2050. The goal is to look at priorities for transportation improvements including safety, ease of travel time, creating a more equitable system, and improving connectivity for all modes of travel. The purpose of MTP 2050 is to –

- » Identify transportation policies, strategies, and projects for the future.
- » Determine project demand for transportation services.
- » Focus on the systems level, including roadways, transit, non-motorized transportation, and intermodal connections.
- » Estimate costs and identify reasonably available financial sources for operation, maintenance, and capital investments.
- » Determine ways to preserve existing roads and facilities and make efficient use of the existing system.

Development Progress

An MTP covers a planning horizon of at least 20 years, with updates every 5 years. MTP 2050 will be adopted in 2025. WAMPO staff have already completed several steps in the planning process. The following major steps in the planning process are complete:

- » Existing Conditions Report, development of the Plan Advisory Committee (PAC), and Plan Outline
- » Public Engagement Round 1
- » Issue Call for Projects
- » Gather expected revenues and expenditures information for the Fiscal Constraint Analysis

Currently, WAMPO staff are conducting the second round of public engagement, from December 1, 2023, to February 29, 2024. A survey is available online at wampo.org/mtp2050. To gather public responses, staff have attended multiple events in the community including pop-up markets, the Lord's Diner, and Wichita Thunder hockey games, as well as advertised the survey on WAMPO's social media accounts.



Agenda Item 2Ci: Director's Report

MTP 2050 Development Progress

Dani Lasher, Public Outreach Planner

Chad Parasa, Executive Director

Next Steps

The following steps are to be completed in 2024 and 2025:

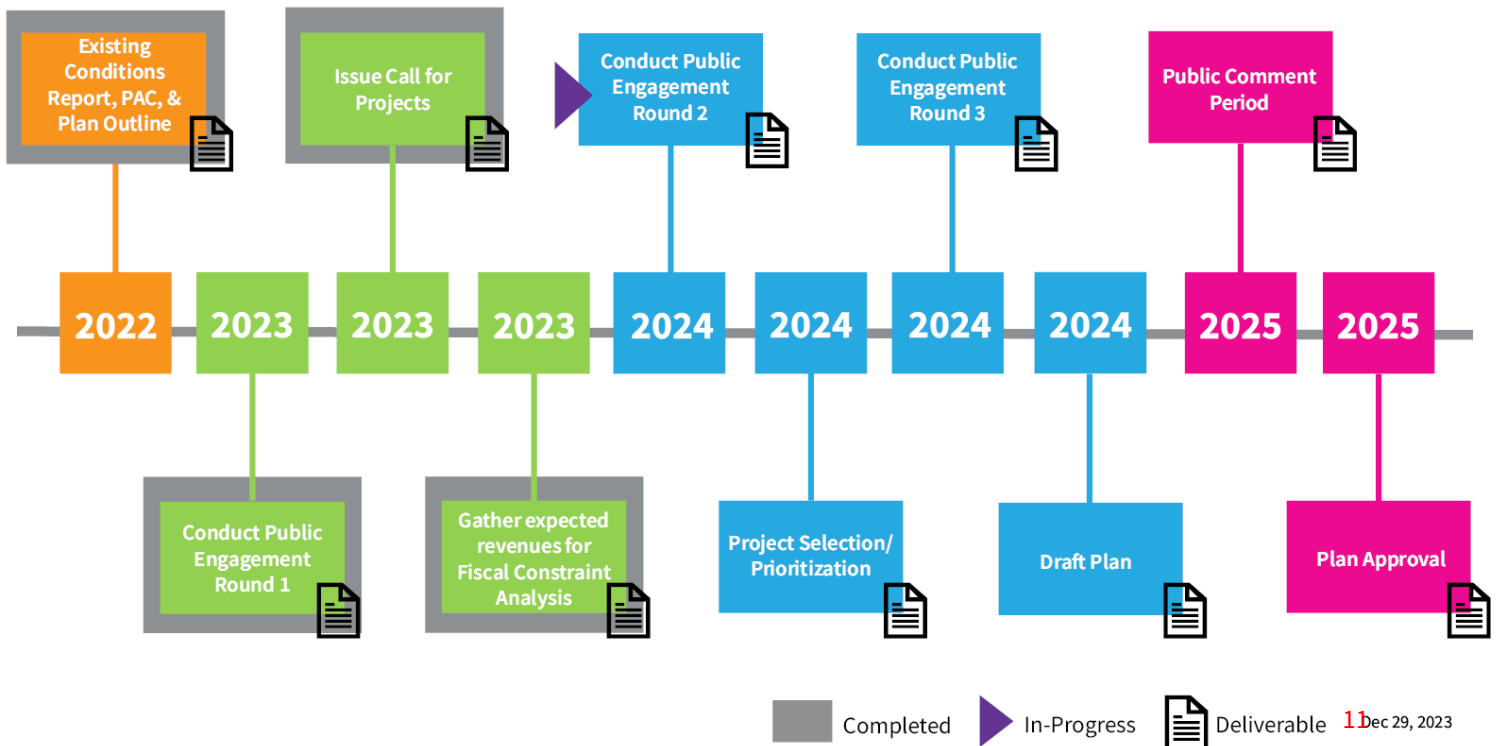
- » Project Selection/Prioritization
- » Public Engagement Round 3
- » Fiscal Constraint Analysis
- » Draft the Plan
- » State, Federal, and Plan Advisory Committee review of the plan
- » Public Comment Period
- » Plan Approval

Attachment

- » **Detailed Progress Report** – <https://bit.ly/MTP2050DetailedProgress>

Metropolitan Transportation Plan 2050

Progress





Agenda Item 2Cii: Director's Report
Bimonthly TIP Project Statuses Report
Peter Mohr, Principal Engineer
Nick Flanders, Senior Transportation Planner

Executive Summary

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

Background

Page 23 of the WAMPO Transportation Improvement Program (TIP) Policy (Appendix I of the FFY2023-FFY2026 TIP - <https://bit.ly/Appendix1-TIP-Program-Policy>) establishes a Reasonable Progress Policy. This policy states that projects programmed to receive WAMPO-suballocated funding that are scheduled to start in the current Federal Fiscal Year (FFY) or that have started but not finished (including projects that started in prior FFYs) are supposed to have progress reports at least every two months. The attached project statuses have been reported for the January 2024 bimonthly report to the TAC. They were reported to the TPB on January 9, 2024.

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

Next Steps

- » Project sponsors will be requested to provide information for the next bimonthly update by February 2, 2024, for presentation to the TAC on February 26, 2024, and the TPB on March 12, 2024.

Attachments

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

WAMPO I.D.	Lead Agency	Project Title	FFY(s) in Which Programmed in TIP to Receive WAMPO-Suballocated Funds	WAMPO-Suballocated Funds Programmed in TIP in FFY2024 or Earlier	WAMPO-Suballocated Funding Program(s)	Funds Obligated	WAMPO-suballocated Funds in TIP Not Obligated	From Project Sponsors			
								Anticipated Obligation Date	Anticipated Let Date	Progress Towards Using all Obligated Funds	Anticipated Project Completion Date
40-538	Haysville	Seneca & 63rd Street Bike Ped Pathway	2024	\$756,652.00	TA	\$0.00	\$756,652.00	January 2024	February 2024	N/A	Summer 2024
P-23-03	WAMPO	Safe Routes to School Planning Assistance	2024	\$200,000.00	TA	\$0.00	\$200,000.00	TBD	TBD	N/A	TBD
40-545	KDOT	WICHway Video Wall	2024	\$400,000.00	CMAQ	\$0.00	\$400,000.00	February 2024	June 2024	N/A	October 2024
40-541	Derby	Nelson Drive Realignment	2024	\$6,799,131.00	STBG, CMAQ, TA	\$0.00	\$6,799,131.00	Early 2024	April 2024	N/A	July 2025
INT-19-01	Kechi	Oliver and Kechi Rd. Intersection	2024	\$2,433,853.00	STBG, TA	\$0.00	\$2,433,853.00	June 2024	July 2024	N/A	Spring 2025
BP-23-02	Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	2024	\$292,242.00	CRP	\$0.00	\$292,242.00	TBD	TBD	N/A	TBD
T-23-02	Wichita	Multimodal Facility (MMF)	2024	\$1,000,000.00	CRP	\$0.00	\$1,000,000.00	TBD	TBD	N/A	TBD
R-19-17	Wichita	West St., I-235-MacArthur	2024	\$2,776,712.00	STBG, CMAQ, TA, TA-STBG	\$0.00	\$2,776,712.00	September 2024	October 2024	N/A	Fall 2025
R-19-16	Wichita	West St., Harry to Pawnee	2023	\$8,518,589.00	STBG, TA, TA-STBG	\$8,518,589.00	\$0.00	N/A	N/A	No funds spent yet.	End of 2025
R-19-07	Valley Center	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	2023	\$7,373,315.00	STBG, TA	\$7,373,315.00	\$0.00	N/A	N/A	Construction to start in January 2024	June 2025
40-508	Sedgwick County	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	2023	\$2,195,582.00	HIP, STBG	\$2,195,582.00	\$0.00	N/A	N/A	Construction began September 11, 2023.	July 2024
40-509	Wichita Transit	Wichita Transit Network Redesign Plan	2023	\$262,135.00	STBG	\$262,135.00	\$0.00	N/A	N/A	August 2023.	April 2025
R-19-05	Andover	159th St. East, from US-54/400 to Central Ave.	2022	\$4,485,000.00	STBG	\$4,485,000.00	\$0.00	N/A	N/A	Construction started 1/9/2023.	February 2024
40-525	Wichita Transit	Wichita Bicycle Master Plan Update	2022	\$366,988.00	TA	\$366,988.00	\$0.00	N/A	N/A	March 2023.	September 2024
T-19-05	Wichita Transit	Wichita Transit Replacement Paratransit Vehicles	2021, 2022	\$1,493,472.00	STBG	\$1,493,472.00	\$0.00	N/A	N/A	October 2023.	December 2024
R-17-02	Bel Aire	Woodlawn: 45th St to 37th St. N	2021	\$5,579,150.00	HIP, STBG	\$5,579,150.00	\$0.00	N/A	N/A	94% paid out.	Awaiting information.
40-544	Sedgwick County Transportation	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation	2021	\$178,252.00	CMAQ	\$178,252.00	\$0.00	N/A	N/A	Contract approved and project officially launched.	February 2024
R-19-09	Wichita	Pawnee, Webb to Greenwich	2021	\$3,593,000.00	STBG	\$2,509,033.64	\$1,083,966.36	N/A	N/A	\$2,420,919 of obligated funds spent so far. Complete except for landscape acceptance.	October 2023
R-17-01	Butler County	SW Butler Rd/SW 150th St Intersection	2020	\$5,600,000.00	HIP, STBG	\$4,169,813.61	\$1,430,186.39	N/A	N/A	Close to project finalization.	Summer 2023

FFY2024 Non-Suballocated Federal Funds in the WAMPO TIP (after Amendment 5)

WAMPO I.D.	Lead Agency	Project Title	Fund Type	Total
T-17-02	Wichita Transit	Wichita Transit Other Capital	FTA 5307	\$3,600,000
T-19-02	Wichita Transit	Wichita Transit Operating	FTA 5307	\$2,000,000
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA 5310	\$640,199
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	FTA 5339	\$515,150
S-17-01	KDOT	Railroad Safety Crossing Improvements	HSIP	\$1,500,000
BP-23-01	Garden Plain	Harry and Main Street Sidewalks	KDOT-TA	\$307,200
B-23-01	KDOT	KDOT Bridge Set Aside Projects in the WAMPO Region 2023	NHPP	\$4,800,000
R-23-01	KDOT	KDOT 1R Resurfacing Preservation Projects in the WAMPO region 2023	NHPP	\$8,000,000
P-23-04	Wichita	Reconnecting Communities Study: 21st Street Corridor from I-135 to Broadway, Wichita, KS	RCP	\$1,000,000



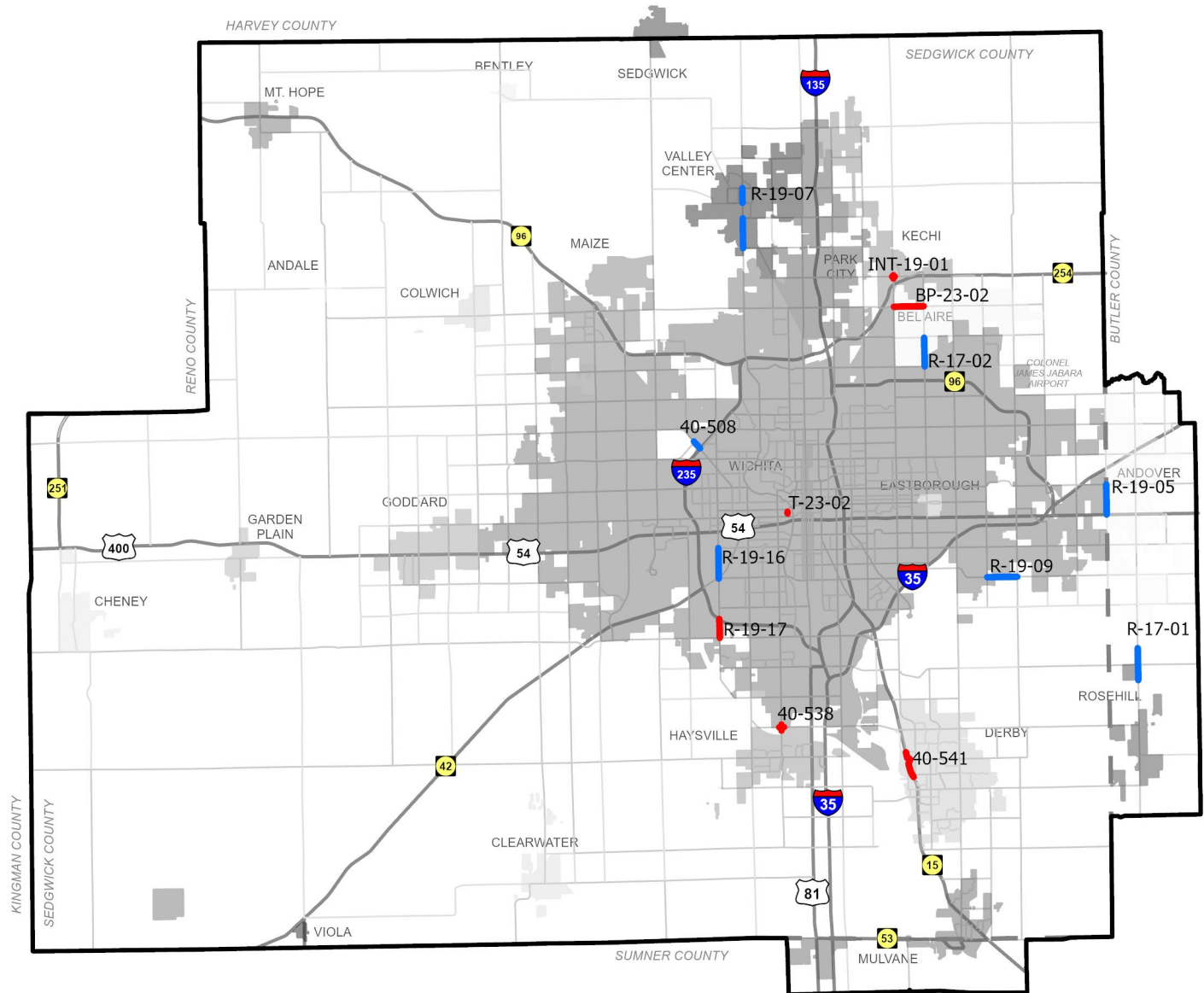
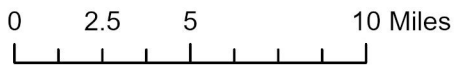
2023-2026 Transportation Improvement Program

Current Suballocated Projects

Legend

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

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



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 11/29/2023
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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 3
Public Comment Opportunity
Haysville Mayor Russ Kessler, TAC Chair

Background

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

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



Agenda Item 4A: Action
FFY2023-FFY2026 Transportation
Improvement Program Amendment #6

Peter Mohr, Principal Engineer
 Nick Flanders, Senior Transportation Planner

Executive Summary

The TAC is asked to make a recommendation to the TPB on proposed Amendment #6 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #6 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #6 opened on January 6, 2024, and will run through January 21, 2024. No public comments have been received to date.

Background

Amendment #6 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the sixth scheduled amendment for this TIP, **adding five (5) new projects** and **modifying three (3) projects**. The below-linked Amendment #6 summary also provides notice of **administrative adjustments to an additional eight (8) projects**, which do not require approval by the TAC or TPB. The Public Comment period for Amendment #6 opened on January 6, 2024, and will run through January 21, 2024. No public comments have been received to date. The FFY2023-FFY2026 TIP took effect on October 1, 2022, and may be found at www.wampo.org/transportation-improvement-program. The TAC is now asked to provide its recommendation on the proposed project additions/modifications.

Fiscal Considerations

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

WAMPO ID	LEAD AGENCY	PROJECT TITLE	Change in Local Funding	Change in State Funding	Change in Federal Funding	Change in Overall Funding
B-22-01	KDOT	Bridge #132 on US-54 in Sedgwick County	\$0	\$941,207	\$1,440,029	\$2,381,236
B-23-07	KDOT	I-135: Bridge #046 located 4.46 miles north of I-235	\$0	\$32,000	\$287,900	\$319,900
B-23-19	KDOT	K-96: bridge #279 on 45th Street over K-96 westbound and eastbound lanes located at the K-96/45th Street junction [New Project]	\$0	\$202,500	\$801,100	\$1,003,600
B-23-20	KDOT	I-135: Bridge #011 on the northbound K-15 to I-135 ramp over Gypsum Creek located 1.18 miles north of I-35 [New Project]	\$0	\$58,100	\$522,700	\$580,800
R-21-06	KDOT	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane	\$0	\$549,600	\$2,201,800	\$2,751,400
R-23-06	KDOT	Andover: Founders Parkway between Allen Street and Andover Road and Allen Street from US-54 to Founders Parkway [New Project]	\$0	\$3,400,000	\$0	\$3,400,000
R-23-07	KDOT	Sedgwick County: West lanes of N 119th Street W, north of the Kansas and Oklahoma Railroad in the City of Maize [New Project]	\$44,400	\$134,200	\$0	\$178,600
RR-23-01	KDOT	Sedgwick County: West side of N 119th Street W and north of the Kansas and Oklahoma Railroad in the City of Maize [New Project]	\$462,000	\$1,386,000	\$0	\$1,848,000
R-19-16*	City of Wichita	West St., Harry to Pawnee	\$3,000,000	\$0	\$0	\$3,000,000
R-23-04*	KDOT	US-54: Sign Structures at Ridge Road in Sedgwick County	\$0	\$72,000	\$0	\$72,000
Total			\$3,506,400	\$6,775,607	\$5,253,529	\$15,535,536

* Administrative Adjustment



**Agenda Item 4A: Action
FFY2023-FFY2026 Transportation
Improvement Program Amendment #6**

Peter Mohr, Principal Engineer
Nick Flanders, Senior Transportation Planner

Staff Recommendation

Recommend the TPB approve FFY2023-FFY2026 TIP Amendment #6, as presented.

Action Options

- » Recommend the TPB **approve** FFY2023-FFY2026 TIP Amendment #6, **as presented**.
- » Recommend the TPB **not approve** FFY2023-FFY2026 TIP Amendment #6.
- » Recommend the TPB **approve** FFY2023-FFY2026 TIP Amendment #6, **with specific changes**.

Next Steps

- » The TAC's recommendation will be presented to the Transportation Policy Body on February 13, 2024.
- » The approved amendment will then be sent to the Kansas Department of Transportation (KDOT) to be included in the State Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in March 2024.

Attachment

- » **FFY2023-FFY2026 TIP Amendment #6 Summary** – <https://bit.ly/Amendment6Summary>



Agenda Item 4B: Action **Urban Area Boundary**

Peter Mohr, Principal Engineer
Nick Flanders, Senior Transportation Planner

Executive Summary

Every ten years, MPOs need to adopt an Urban Area Boundary (UAB) that encompasses the corresponding Census Urban Area resulting from the latest decennial U.S. Census. On November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024. At the suggestion of TPB members, the approved UAB included an extension of the southeastern quadrant to include the city of Rose Hill. Since then, discussions between WAMPO, KDOT, and FHWA staff have led to the conclusion that the extension of the UAB to include Rose Hill is not reasonable at this time. The TAC is now asked to make a recommendation to the TPB on whether to approve an updated UAB that does not include the extension out to Rose Hill.

Background

Within the Metropolitan Planning Area (MPA) of every Metropolitan Planning Organization (MPO) is an Urban Area Boundary (UAB), distinguishing between urban and rural portions of the MPA, either as they currently are or as they are expected to soon be. Within the UAB, roads with a Federal Functional Classification (FFC) of “minor collector” are eligible for Federal Surface Transportation Block Grant (STBG) funding, whereas rural minor collectors (outside the UAB) are not. Meanwhile, if the MPO serves an urbanized area of more than 200,000 people and therefore qualifies as a Transportation Management Area (TMA), as the WAMPO region does, pedestrian and bicycle projects in any part of the MPA may qualify for Federal Transportation Alternatives (TA) funding suballocated to the MPO to award to projects, but projects in the non-UAB portion of the MPA may also qualify for non-suballocated TA funds directly awarded by the state government. However, transportation-funding implications of being inside or outside of the UAB are highly project-specific and depend on individual circumstances.

Every ten years, following the decennial U.S. Census, new Census Urban Areas are established and existing ones have their borders adjusted. Under Federal law, an MPO’s UAB must contain the corresponding Census Urban Area in its entirety. For that reason, UABs also go through a decennial update process. After the Census Urban Areas are updated, MPOs and their respective state DOTs must agree on a UAB that meets all Federal requirements and submit it to the FHWA. If no UAB is submitted to the FHWA, the MPO’s UAB will default to having the exact same boundaries as the corresponding Census Urban Area.

The 2020 Census Urban Area is mostly contained by the old WAMPO UAB (which was last adjusted in 2015), but there are a few locations where the 2020 Census Urban Area extends beyond the old UAB, necessitating changes to the UAB. Therefore, WAMPO staff drafted a proposed new UAB, consulted with KDOT staff and the WAMPO TAC and TPB on its appropriateness, and made changes in response to their comments. On



Agenda Item 4B: Action

Urban Area Boundary

Peter Mohr, Principal Engineer

Nick Flanders, Senior Transportation Planner

November 14, 2023, the TPB voted to approve a new UAB, with the understanding it would be revisited in the first quarter of 2024.

Updated Urban Area Boundary

At the suggestion of TPB members, the UAB approved on November 14, 2023, included an extension of the southeastern quadrant to include the city of Rose Hill (see first attachment). However, since then, discussions between WAMPO, KDOT, and FHWA staff have led to the conclusion that the extension of the UAB to include Rose Hill is not reasonable at this time. As a general practice, although UABs may be larger than their corresponding Census Urban Areas (e.g., to include whole municipalities, form one contiguous shape, or follow physical features that can be identified from the ground, such as roads and waterways, per FHWA guidance), they usually do not extend substantially beyond them, unless the additional area is expected to urbanize in the next 5-10 years. Upon discussing the matter with City of Rose Hill staff and observing population-density data for the region (see second attachment), it was determined that most of the area between Rose Hill and the Wichita Census Urban Area is unlikely to urbanize over the next 5-10 years.

In light of the above, the TAC is now asked to make a recommendation to the TPB on whether to approve an updated UAB that does not include the extension out to Rose Hill (see third and fourth attachments, including the interactive map).

Staff Recommendation

Recommend the TPB approve the proposed new Urban Area Boundary, without the Rose Hill extension, as presented.

Action Options

- » Recommend the TPB **approve** the proposed new Urban Area Boundary, without the Rose Hill extension, **as presented**.
- » Recommend the TPB **not approve** the proposed new Urban Area Boundary, without the Rose Hill extension.
- » Recommend the TPB **approve** the proposed new Urban Area Boundary, without the Rose Hill extension, **with specific changes**.

Next Steps

- » February 13, 2023: TPB vote on approval of updated UAB
- » WAMPO submits updated UAB to KDOT
- » KDOT submits updated UAB to the FHWA



Agenda Item 4B: Action

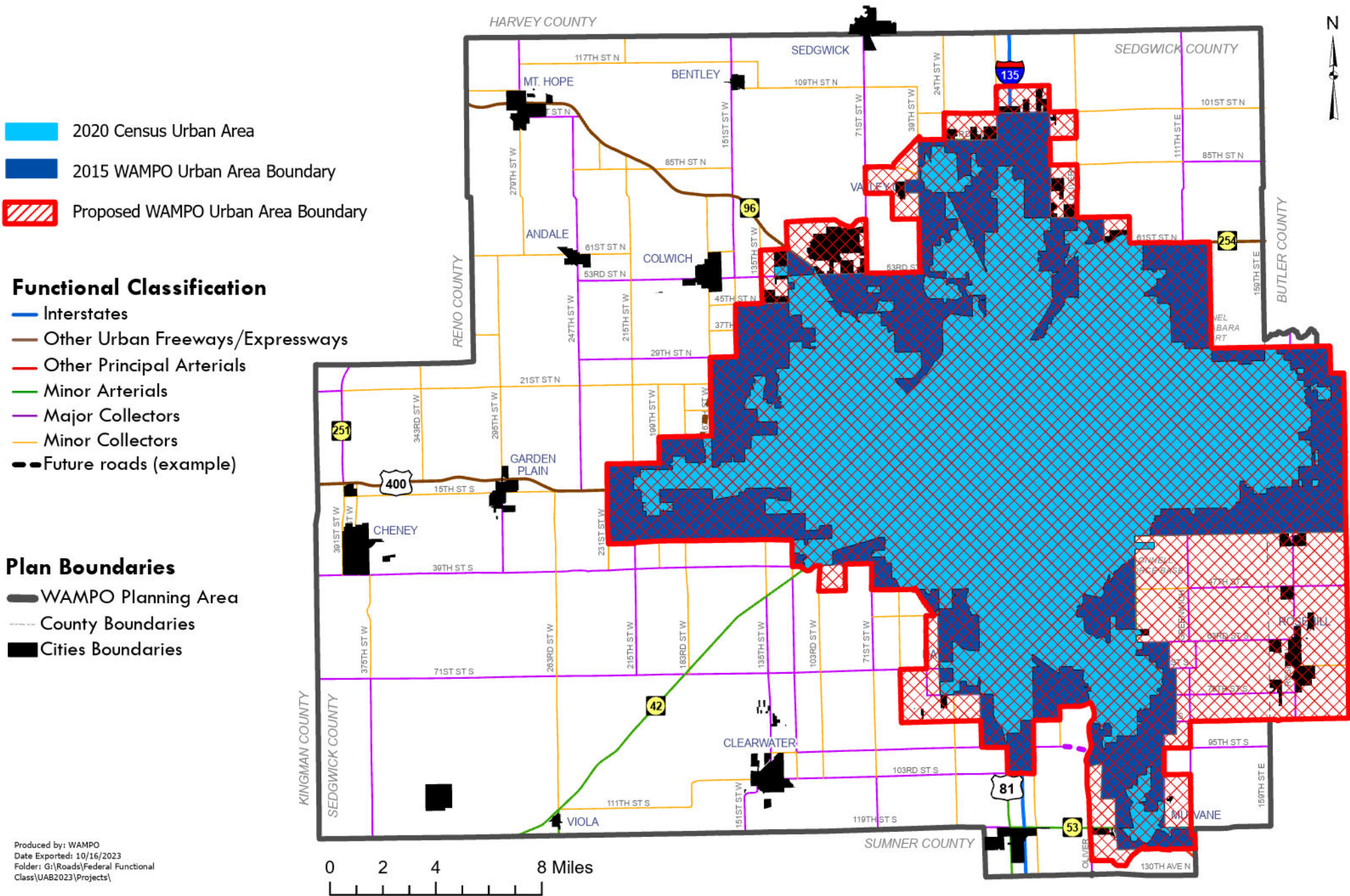
Urban Area Boundary

Peter Mohr, Principal Engineer

Nick Flanders, Senior Transportation Planner

Attachments

- » **2023 WAMPO Proposed Urban Area Boundary Map (approved by TPB on 11/14/2023 with the understanding it would be revisited in the first quarter of 2024)**
- » **WAMPO Population Density Map for Comparison**
- » **2024 WAMPO Proposed Urban Area Boundary Map - https://bit.ly/Proposed_UAB_Jan2024**
- » **2024 WAMPO Proposed Urban Area Boundary Metes-And-Bounds Description**



2023 WAMPO Proposed Urban Area Boundary

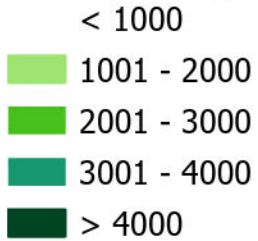
Approved by the Transportation Policy Body on November 14, 2023, with the understanding that it would be revisited in the first quarter of 2024.



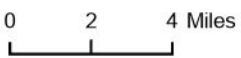
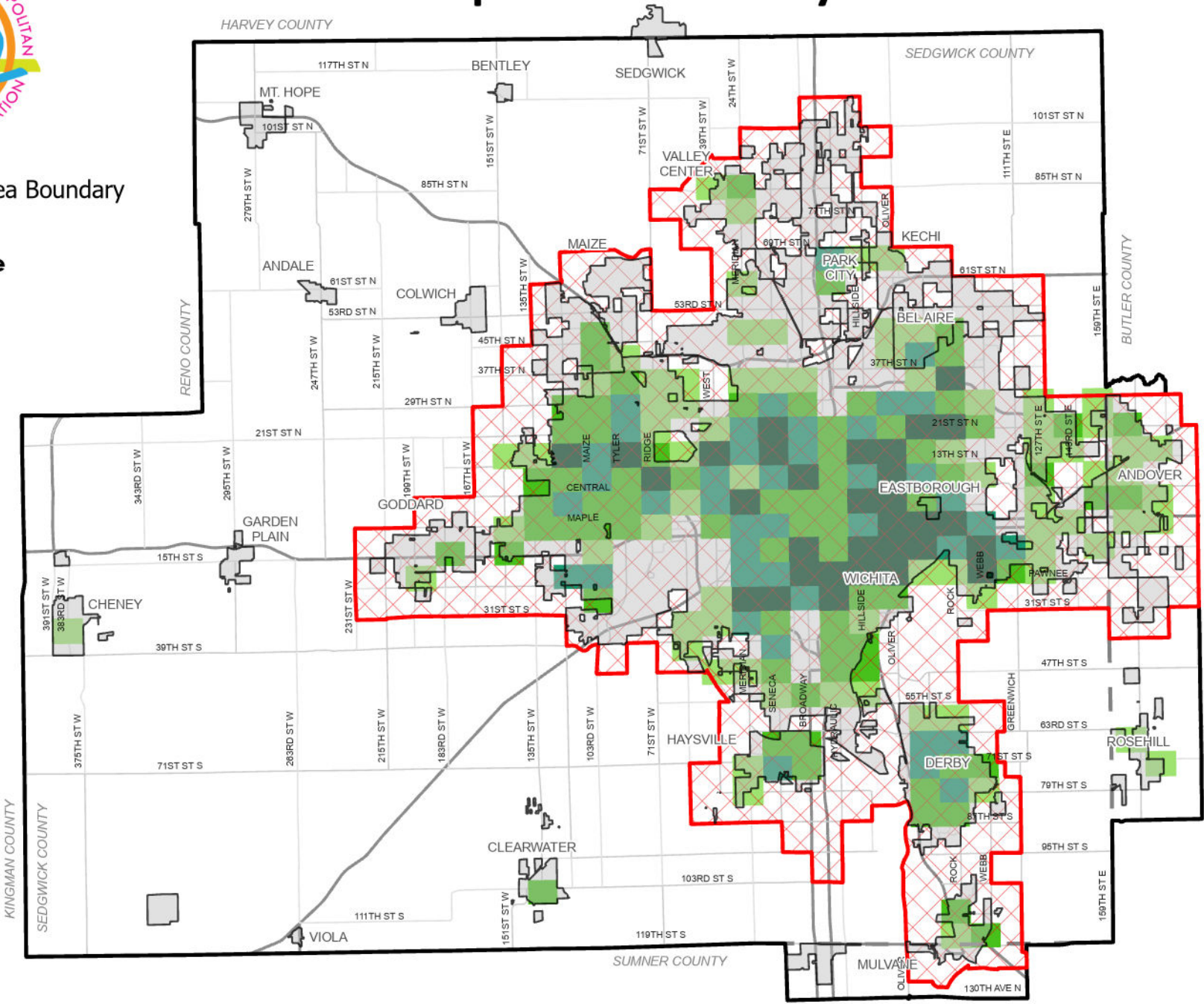
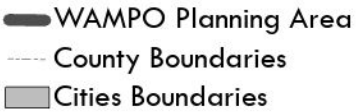
2020 WAMPO Population Density

 Proposed Urban Area Boundary

People Per Square Mile



Plan Boundaries



Source: 2020 Decennial Census Data. Produced by: WAMPO. Date Exported: 12/21/2023 Folder: G:\Roads\Federal Functional Class\UAB2023\RoseHill UAB Extension Population Density\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.



WAMPO URBAN AREA BOUNDARY

Overview

The Wichita Area Metropolitan Planning Organization's (WAMPO's) Urban Area Boundary (UAB) is entirely contained within the WAMPO Metropolitan Planning Area (MPA) and entirely contains the Wichita Census Urban Area. The UAB encloses one contiguous area, as described below.

Detailed Description

This detailed description of the WAMPO UAB begins at the intersection of North Rock Road and East 69th Street North, proceeding clockwise (i.e., from north to east to south to west) around the area the UAB encompasses. The UAB follows North Rock Road heading south to Kansas Highway 254. The boundary follows Kansas Highway 254 heading east to North 127th Street East. It follows North 127th Street East southward to East 29th Street North. The boundary follows East 29th Street (Sedgwick County)/SW 60th Street (Butler County) east to SW Mulberry Road (Butler County). It then follows SW Mulberry Road south to East 21st Street/SW 70th Street. It then follows East 21st Street/SW 70th Street east until SW Meadowlark Road. It then follows SW Meadowlark Road south to where it dead-ends to the south of Harry Street (to the west)/SW 110th Street (to the east). From there, the UAB continues straight south across Republican Creek to where SW Meadowlark Road resumes, at its intersection with SW 120th Street. From there, it continues southward on SW Meadowlark Road until SW 130th Street. The boundary then follows SW 130th Street west until SW Prairie Creek Road. It then follows SW Prairie Creek Road south until it reaches SW 140th Street. It then follows SW 140th Street west until South 159th Street East (Sedgwick County)/SW County Line Road (Butler County). The boundary follows South 159th Street East/SW County Line Road north until East 31st Street South (Sedgwick County). It follows East 31st Street South westward to South Webb Road. It follows South Webb Road southward until East 39th Street South. It follows East 39th Street South westward until South Rock Road. The boundary follows South Rock Road south to East 55th Street South. It then follows East 55th Street South eastward until South 103rd Street East. It follows South 103rd Street East southward until East 63rd Street South. It follows East 63rd Street South westward until South 99th Street East. It follows South 99th Street East southward to East 71st Street South/Meadowlark Boulevard. It then follows East 71st Street South/Meadowlark Boulevard east until South 103rd Street East. It follows South 103rd Street East south until it turns to the east and becomes East 75th Street South. It then follows East 75th Street South eastward until South Greenwich Road. The boundary follows South Greenwich Road southward until East 95th Street South. It then follows East 95th Street South westward until it reaches South Webb Road. It then continues along South Webb Road southward until East 103rd Street South. It then follows east along East 103rd Street South until it reaches South Greenwich Road. It then follows South Greenwich Road (Sedgwick County)/North Greenwich Road (Sumner County) south to the southwest corner of Mulvane cemetery, where North Greenwich Road (Sumner County) turns to the east. It then continues east on North Greenwich Road for a short distance to the southeast corner of Mulvane Cemetery, where North Greenwich Road (Sumner County) turns to the south again, before continuing southward down North Greenwich Road. The boundary follows North Greenwich Road southward

until the intersection of East 140th Avenue North and North Greenwich Road. It then follows East 140th Avenue North westward until North Webb Road. It follows North Webb Road south-southwest until it becomes East 140th Avenue North. It then follows west along East 140th Avenue North to South Central Avenue. It follows north on South Central Avenue until the first location where the Burlington Northern Santa Fe Railroad crosses overhead. It then follows southwest along the railroad tracks until the point where the tracks cross the Arkansas River. It then follows the Arkansas River northwest (upstream) until the Cowskin Creek Cutoff. The boundary then follows west along the Cowskin Creek Cutoff until the point where the Cowskin Creek Cutoff passes under North Oliver Road. The boundary follows North Oliver Road (Sumner County) north to Kansas Highway 53/East 119th Street South (border between Sumner County and Sedgwick County). It then follows along Kansas Highway 53/East 119th Street South westward for a very short distance to South Oliver Street (Sedgwick County). It then follows north along South Oliver Street until the intersection of South Oliver Street and East 103rd Street South. It continues due north until the Arkansas River. It follows the Arkansas River north (upstream) until the point where the river meets with East 83rd Street South. The boundary then follows west along East 83rd Street South to South Hillside Street. It follows South Hillside Street southward to East 87th Street South. It follows west along East 87th Street South until South Hydraulic Avenue/South 16th Street East. It follows South Hydraulic Avenue/South 16th Street East southward until East 103rd Street South. It follows west along East 103rd Street South until U.S. Highway 81/South Broadway Street. It then follows U.S. Highway 81/South Broadway Street northward until East 95th Street South. It follows west along East 95th Street South until it becomes West 95th Street South and then continues westward along West 95th Street South until South Seneca Street. It follows north along South Seneca Street until West 87th Street South. It follows west on West 87th Street South to South 55th Street West/South Hoover Road. Then, it continues north on South 55th Street West/South Hoover Road to West 71st Street South. It follows West 71st Street South eastward until South West Street. It follows north on South West Street to West 55th Street South. It then follows east on West 55th Street South for a short distance to the point where the street crosses over the M.S. Mitch Mitchell Floodway. The boundary follows northwest along the M.S. Mitch Mitchell Floodway (upstream) until it the point where the Kansas & Oklahoma Railroad passes overhead. From there, the boundary follows the railroad tracks southwest to West 47th Street South. It follows West 47th Street South westward to South Ridge Road. It proceeds north on South Ridge Road to West MacArthur Road. It then follows east on West MacArthur Road until South Tyler Road. It follows southward on South Tyler Road to West 47th Street South. It proceeds west on West 47th Street South to South 103rd Street West. It follows north on South 103rd Street West to West MacArthur Road. It follows west on West MacArthur Road again until South 119th Street West. It follows north on South 119th Street West to West 31st Street South. It follows west along West 31st Street South to South 215th Street West. It briefly follows South 215th Street West southward until it again meets West 31st Street South. It follows West 31st Street South westward to South 231st Street West. The boundary then follows north along South 231st Street West to West 6th Street South. It then begins following West 6th Street South eastward to South 199th Street West. It follows north on South 199th Street West to West 4th Street North/West Central Street. It follows West 4th Street North/West Central Street eastward to North 167th Street West. It then proceeds north on North 167th Street West to West 29th Street North. It follows east on West 29th Street North to North 151st Street West. The boundary follows north on North 151st Street West to West 45th Street North. It follows West 45th Street North eastward to North 135th Street West. It follows north on North 135th Street West to

West 61st Street North. It follows east on West 61st Street North until North 119th Street West. It follows north on North 119th Street West to West 69th Street North. It then follows east on West 69th Street North until the intersection with North Maize Road. The boundary then continues due east to the Arkansas River, which it follows eastward (downstream) until North Ridge Road. It follows south on North Ridge Road until West 53rd Street North. It follows east on West 53rd Street North to North West Street. It follows north on North West Street to West 69th Street North. It then proceeds west on West 69th Street North to North 55th Street West/North Hoover Road. It follows north on North Hoover Road to West 77th Street North. It continues west on West 77th Street North to North Ridge Road. It follows north on North Ridge Road until it reaches West 85th Street North. The boundary proceeding east on West 85th Street North until reaching the eastern side of the Wichita Valley Center Floodway, where it then follows an unnamed dirt road/former railroad bed northeast until the point where it passes under North West Street. It then follows North West Street southeastward for a short distance before reaching West 93rd Street North. It follows east on West 93rd Street North to North Meridian Avenue/North 24th Street West. It follows north on North Meridian Avenue/North 24th Street West to West 101st Street North. It follows West 101st Street North eastward to North Broadway Street. It then follows north along North Broadway Street to East 109th Street North. The boundary continues east on East 109th Street North to North Hillside Street. It follows North Hillside Street southward to East 101st Street North. It follows east on East 101st Street North to North Oliver Street. It then follows south along North Oliver Street to East 93rd Street North. It then follows west along East 93rd Street North to North Hillside Street. It continues south on North Hillside Street until East 85th Street North. It then follows East 85th Street North heading east until it reaches North Oliver Street. It heads south on North Oliver Street until East 69th Street North. It then continues east on 69th Street North before concluding at the intersection with North Rock Road, the beginning point of this description.

Notes

In locations where the boundary is described as following a street or road, the road is considered to be within the UAB. In locations where the boundary is described as following a watercourse, the boundary follows the center of the channel. In locations where the boundary is described as following the county line or the border of the WAMPO MPA and there is no road, the line itself is the boundary. In locations where the boundary is described as following a property line, the line itself is the boundary. Should a road be built along a county line, MPA border, or property line the boundary is described as following, the road will be considered to be within the UAB.



Agenda Item 5A: Discussion/Updates

Projects Obligated in FFY2023

Peter Mohr, Principal Engineer

Dylan Cossaart, Engineering and Data Analyst

Executive Summary

Before a transportation project can use Federal funds, the funds need to be "obligated." Each year, MPOs are required to submit an Annual Listing of Obligated Projects for the previous Federal Fiscal Year (FFY) to their respective state DOTs and the Federal government. In FFY2023, twenty-three (23) transportation projects in the WAMPO region had Federal funding obligations or deobligations, totaling a little more than \$42 million.

Background

In between a transportation project being programmed to receive Federal funding (whether WAMPO suballocated or non-suballocated) in the WAMPO Transportation Improvement Program (TIP)/Kansas State Transportation Improvement Program (STIP) and Federal funds being received for the project, the funds need to be "obligated". This is an administrative step after which the Federal government is officially obligated to provide funding up to a designated amount for qualifying purposes described in the project's scope.

Depending on a project's schedule and estimated costs, Federal funds may be obligated in stages, (and not in an initial obligation for the full amount), sometimes on multiple occasions not all within the same Federal Fiscal Year (FFY), up to a total of no more than the amount programmed in the TIP/STIP. If a project is canceled or is completed at a lower cost than anticipated, some or all of the Federal funds that were obligated on the project may be "deobligated". After deobligation, the agency that awarded the funds to the project (e.g., WAMPO, KDOT, Wichita Transit) may allocate the deobligated funds to another qualifying project.

Annual Listing of Obligated Projects

In accordance with Federal rules, MPOs submit to their respective state DOTs and the Federal government an Annual Listing of Obligated Projects (ALOP), consisting of all transportation projects on which any amount of Federal funding was obligated or deobligated over the course of the previous Federal Fiscal Year (October 1-September 30). Using information from KDOT and Wichita Transit, WAMPO staff put together this listing between October 1 and December 31 each year and submit it to KDOT, which submits it to the Federal government. The 2019-2023 WAMPO ALOPs may be found online at <https://www.wampo.org/transportation-improvement-program>.

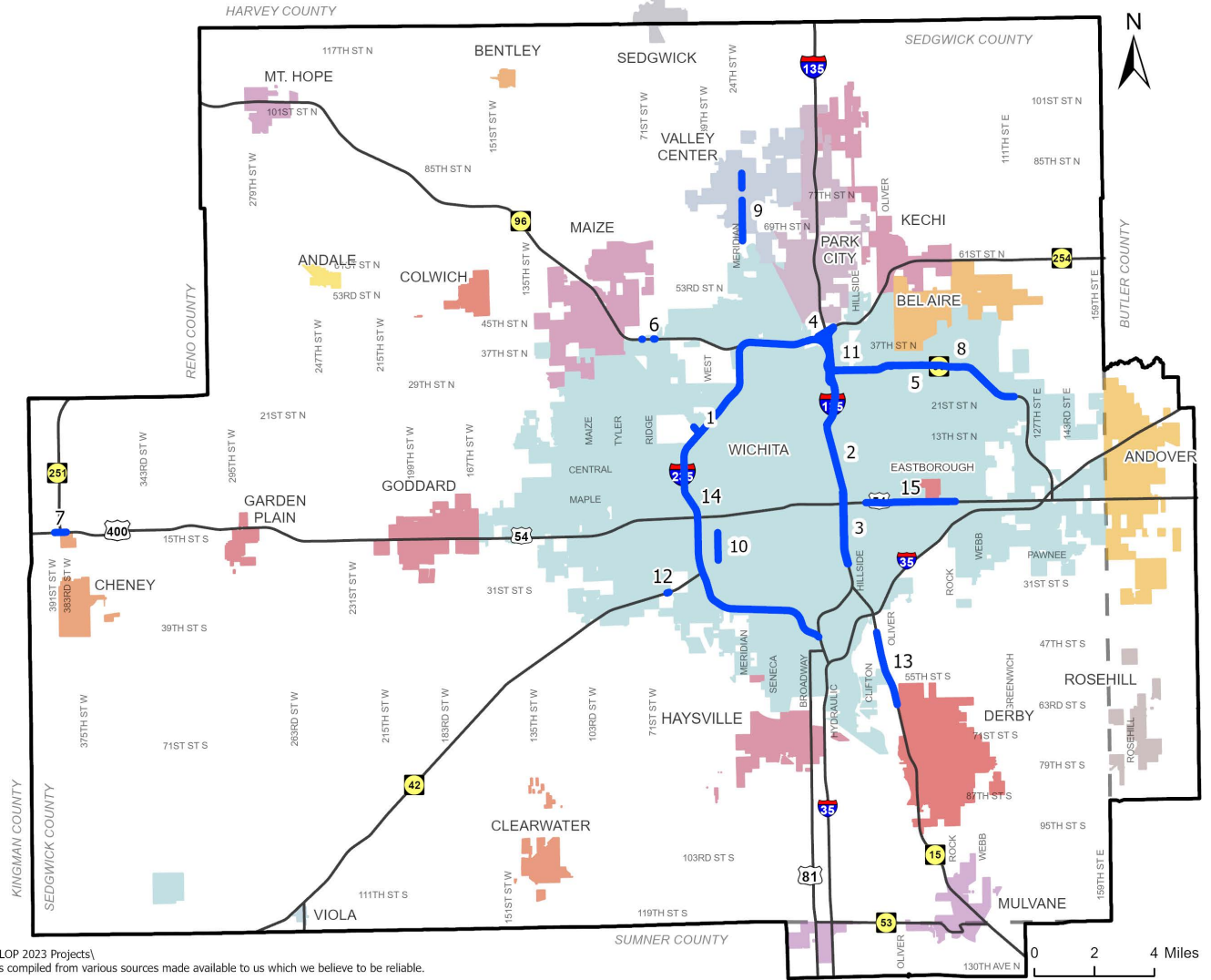
Projects Obligated in FFY2023

As shown in the attached table and map, twenty-three (23) transportation projects in the WAMPO region had obligations or deobligations of Federal funding during FFY2023, totaling a little more than \$42 million.

Attachments

- » **Table and Map of Transportation Projects with Obligation Activity in FFY2023**
- » **WAMPO FFY2023 Annual Listing of Obligated Projects** – https://bit.ly/WAMPO_ALOP_FFY2023

Annual Listing of Obligated Projects FFY23



Source: WAMPO
 Produced by: WAMPO
 Date Exported: 1/8/2024
 Folder: G:\TIP\2023-2026\Projects\ALOP 2023 Projects\
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

#	Project Name	WAMPO ID	FFY23 Obligation Activity
1	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway	40-508	\$2,195,582.00
2	Bridge Repair (#291) on I-135 in Sedgwick County (KA-4910-03)	B-18-01	\$1,203,448.55
3	I-135 in Sedgwick County 1R project Guardrail Upgrades	S-19-03	-\$1,605.00
4	I-235 in Sedgwick County (1R Project)	R-19-19	\$426.30
5	Overlay in Sedgwick County on K-96	40-577	\$249,081.00
6	Bridge #283 & #285 on K-96 in Sedgwick County	40-575	\$52,226.89
7	Redeck Bridge #113 on US-54 in Sedgwick County	B-21-01	\$1,834,400.00
8	K-96: Discovery Phase for Upgrade from 4-Lane to 6-Lane	R-21-03	\$32,172.11
9	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)	R-19-07	\$8,754,212.00
10	West St., Harry to Pawnee	R-19-16	\$12,519,231.00
11	I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita	ICH-17-01B	\$1,315,984.83
12	Guardrail End Terminal Removal on K-15 in Sedgwick Co	[KDOT STIP]	\$226,545.00
13	Pavement Markings on K-15 in Sedgwick County	[KDOT STIP]	\$144,596.67
14	Pavement Markings on I-235 in Sedgwick County	[KDOT STIP]	\$1,435,125.00
15	Pavement Markings on US-54 in Sedgwick County	[KDOT STIP]	\$251,640.00
16	Patching on K-96 in Sedgwick County (1R Project)	40-578	\$2,412,171.81
17	K&O & High Plans Circle in Maize	S-17-01	\$301,000.00
18	Wichita Transit Network Redesign Plan	40-509	\$262,135.00
19	Wichita Transit Other Capital	T-17-02	\$4,160,210.00
20	Wichita Transit FTA 5339 Program - Grants for Buses and Bus Facilities	T-17-05	\$588,028.00
21	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	T-19-01	\$436,945.00
22	Wichita Transit Operating	T-19-02	\$2,297,800.00
23	Wichita Transit Replacement Paratransit Vehicles	T-19-05	\$1,493,472.00

*Projects outlined in red are not mappable



Agenda Item 5B: Discussion/Updates

MTP 2050 Population Projections

Peter Mohr, Principal Engineer

Dylan Cossaart, Engineering and Data Analyst

Executive Summary

Population projections are an integral part of long-range transportation planning. WAMPO has developed population projections to the year 2050, in collaboration with consultants and with feedback from member jurisdictions. Following a TAC recommendation and TPB approval (tentatively in February and March 2024, respectively) the population projections will be incorporated into WAMPO's Metropolitan Transportation Plan 2050 (MTP 2050).

Background

Population projections are an integral part of long-range transportation planning. Understanding the trajectory of a region's population is critical in forecasting future demands on the transportation system. Accordingly, WAMPO has developed population projections to the year 2050, in collaboration with JEO Consulting Group and the Wichita State University (WSU) Center for Economic Development and Business Research (CEDBR). Having previous experience in developing such forecasts, CEDBR created a detailed set of projections specifically tailored for the WAMPO region.

After initial development, these projections were further refined by incorporating individual municipal growth trends identified from patterns in decennial Census data. The projections were also shaped by input from WAMPO member jurisdictions, for consistency with their individual projections. TAC and TPB members are now asked to review the attached draft population projections and provide feedback before the TAC and TPB vote on approval of the projections in February and March 2024, respectively. Once approved, the projections will be incorporated into WAMPO's Metropolitan Transportation Plan 2050 (MTP 2050).

Next Steps

- » Update delivered to the TPB: February 13, 2024
- » TAC recommendation: February 26, 2024 (tentative)
- » TPB vote on approval: March 12, 2024 (tentative)

Attachment

- » **WAMPO MTP 2050 population projections**

WAMPO Population Projections

Population	2020	2025	2030	2035	2040	2045	2050
Wichita	397,532	404,052	412,153	419,170	424,945	430,669	436,016
Derby	25,625	27,928	30,438	33,174	36,156	39,406	42,948
Andover	14,892	16,710	18,750	21,039	23,608	26,490	29,724
Haysville	11,262	11,919	12,613	13,349	14,127	14,950	15,822
Park City	8,333	8,711	9,200	9,677	10,134	10,599	11,064
Bel Aire	8,262	9,027	9,758	10,482	11,193	11,918	12,647
Valley Center	7,340	7,907	8,518	9,177	9,886	10,650	11,473
Mulvane	6,286	8,233	8,879	9,519	10,146	10,785	11,428
Maize	5,735	6,974	8,480	10,312	12,539	15,248	18,541
Goddard	5,084	6,348	7,926	9,896	12,357	15,429	19,264
Rose Hill	4,185	4,597	4,859	5,114	5,359	5,609	5,858
Clearwater	2,653	2,744	2,834	2,917	2,993	3,070	3,144
Kechi	2,217	2,657	2,991	3,328	3,663	4,006	4,353
Cheney	2,181	2,273	2,347	2,415	2,478	2,540	2,601
Colwich	1,455	1,462	1,493	1,521	1,544	1,567	1,589
Garden Plain	948	963	983	999	1,013	1,027	1,040
Andale	941	1,042	1,099	1,153	1,206	1,259	1,312
Mount Hope	806	834	851	866	877	889	900
Eastborough	756	769	784	797	808	819	829
Bentley	560	594	626	657	688	718	749
Sedgwick**	194	197	201	205	208	210	213
Viola	115	117	119	121	123	124	126
Sedgwick County*	36,474	29,752	25,339	20,675	15,795	10,773	5,607
Butler County*	2,344	1,779	1,503	1,266	1,063	892	748
Sumner County*	1,050	998	904	804	697	588	475
WAMPO Totals	547,230	558,587	573,643	588,628	603,600	620,230	638,465

*Unincorporated portion inside of WAMPO Boundary

** Portion of City inside WAMPO Boundary



Agenda Item 5C: Discussion/Updates **2023 Bicycle and Pedestrian Count Results**

Dora Gallo, Transportation Planner

Executive Summary

WAMPO's annual bicycle and pedestrian counts, conducted since 2012, offer crucial insights into nonmotorized travel trends in the region. The data help inform road improvements and nonmotorized transportation projects. They enhance public understanding of commuting, physical activity, and transportation interactions. Data collected at 35 locations in 2023 are used to project Annual Average Daily Traffic (AADT) for bicycle riders and pedestrians, based on national standards. WAMPO staff have compiled data, made projections, and analyzed demographics to develop a comprehensive report and an interactive map.

Background

Since 2012, WAMPO has conducted annual bicycle and pedestrian counts at various locations throughout the region. These counts measure nonmotorized travel within the WAMPO region. This helps to determine long-term walking and biking trends, as well as where emphasis should be placed by member jurisdictions in terms of road improvements, repairs, and new nonmotorized transportation projects. The data can also be shared with the public and government agencies to help communities develop a more thorough understanding of how the WAMPO region commutes, stays active, and interacts with the transportation system. The counts also shed light on the relationships between transportation, land use, and climate by illustrating trends in road and path usage.

WAMPO Bicycle and Pedestrian Count Projections

From 2012 to 2022, bicycle riders and pedestrians were counted at 42 locations. The list of count sites was adjusted in 2023 and some sites were removed, resulting in 35 designated count locations. Counts were conducted at each site for two hours on a Wednesday or Thursday morning, two hours on a Wednesday or Thursday evening, and two hours on a Saturday afternoon, for a total of six hours at each count location. Data were gathered both at screenlines (counting when someone crosses a line that bisects a path or road at a certain point) and at intersections (counting when someone enters the intersection from any direction). WAMPO gets help from approximately 70 community volunteers each year to collect this information.

For the second year in a row, WAMPO is projecting from these counts to represent nonmotorized traffic over larger swaths of time than just the actual periods of the counts. Such projections can be used to predict and analyze daily, weekly, monthly, and yearly volumes and averages. The WAMPO bicycle/pedestrian counts and the projection methodology are based on national standards from the National Bicycle and Pedestrian Documentation Project. This methodology allows planners to project from the counts the Annual Average Daily Traffic (AADT) of bicycle riders and pedestrians each year.



Agenda Item 5C: Discussion/Updates **2023 Bicycle and Pedestrian Count Results**

Dora Gallo, Transportation Planner

Along with static charts and maps of the 2023 bicycle and pedestrian count projections, WAMPO has developed an online interactive map, accessible through the WAMPO website at <https://www.wampo.org/bicycle-pedestrian>. The interactive map provides public access to past count data and current projections. All the bicycle and pedestrian count data, analysis, and projections are compiled in a comprehensive report, the WAMPO Bicycle and Pedestrian Projections Data Report 2012-2023 (see link under Attachments, below).

Attachments

- » **WAMPO Bicycle & Pedestrian Projections Data Report 2012-2023 –**
<https://bit.ly/bikepedcountreport2023>
- » **2023 Bicycle & Pedestrian Projections Interactive Map -** <https://bit.ly/Bike-Ped-Interactive-Map>



Agenda Item 5D: Discussion/Updates **Comprehensive Safety Action Plan (CSAP) and Safe Streets and Roads for All (SS4A) Grant Award**

Chad Parasa, Executive Director
Peter Mohr, Principal Engineer
Dani Lasher, Public Outreach Planner

Executive Summary

Adopted by the Transportation Policy Body (TBP) in December 2023, the WAMPO Comprehensive Safety Action Plan (CSAP), promotes the safety of all users of the transportation system. Also in December 2023, WAMPO was awarded a Federal Safe Streets and Roads for All (SS4A) demonstration grant in the amount of \$940,000. Having completed the prerequisite adoption of a CSAP, WAMPO intends to apply for an SS4A implementation grant. SS4A implementation grants focus on the execution of strategies in the CSAP, which may involve major safety-related infrastructure improvements.

Background

The WAMPO Comprehensive Safety Action Plan (CSAP) was crafted with meticulous attention to enhancing the safety of drivers, passengers, pedestrians, and bicycle riders within the region. Developed over a ten-month period, the CSAP was shaped with stakeholder participation and public input. This collaborative approach has been vital in customizing the plan to meet the unique needs and characteristics of WAMPO's transportation network. On December 12, 2023, the WAMPO CSAP was adopted by the Transportation Policy Body. The CSAP can be viewed and downloaded at <https://www.wampo.org/safety>.

Safe Streets and Roads for All (SS4A) Demonstration Grant

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

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

With the adoption of the CSAP, WAMPO qualifies to apply for an SS4A implementation grant. These grants focus on the execution of strategies identified in the CSAP, which may involve major safety-related infrastructure improvements. According to the FHWA, implementation grants are anticipated to range from \$1 million to \$25 million. WAMPO staff are working on developing an amendment to the 2024 Unified Planning Work Program (UPWP) that will reflect work tasks associated with the SS4A implementation grant and program funding to hire a consultant to assist with the grant application. Following the approval of the amendment (anticipated in March 2024), WAMPO will issue a Request for Proposals (RFP) for the SS4A consultant. This will help ensure WAMPO's success in a highly competitive application process.



Agenda Item 5D: Discussion/Updates
Comprehensive Safety Action Plan (CSAP) and Safe Streets and Roads for All (SS4A) Grant Award

Chad Parasa, Executive Director

Peter Mohr, Principal Engineer

Dani Lasher, Public Outreach Planner

Next Steps

- » WAMPO staff will attend an introductory webinar hosted by the FHWA for new SS4A grant recipients on January 23, 2024.
- » Amendment 1 to the 2024 Unified Planning Work Program (UPWP) will be brought to TAC for recommendation on February 26, 2024, and to TPB for approval on March 12, 2024.
- » Following the approval of the amendment, WAMPO will issue an RFP and select a consultant to assist in preparing an SS4A implementation grant application.

Attachments

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



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 AREA PUBLIC TRANSIT RIDERSHIP TABLE

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

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

Point of Contact

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



WAMPO TRANSPORTATION ACRONYM GLOSSARY

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	MPA	Metropolitan Planning Area
AASHTO	American Association of State Highway and Transportation Officials	MPO	Metropolitan Planning Organization
ACS	American Community Survey	MSA	Metropolitan Statistical Area
ADA	Americans with Disabilities Act	MTP	Metropolitan Transportation Plan (same as LRTP)
ALOP	Annual List of Obligated Projects	NAAQS	National Ambient Air Quality Standards
AMPO	Association of Metropolitan Planning Organizations	NHPP	National Highway Performance Program
APA	American Planning Association	NHS	National Highway System
ASCE	American Society of Civil Engineers	NHTSA	National Highway Traffic Safety Administration
BIL	Bipartisan Infrastructure Law	PE	Preliminary Engineering
ATC	Active Transportation Committee	PM	Performance Measure
CMAQ	Congestion Mitigation and Air Quality	PPP	Public Participation Plan
CMP	Congestion Management Process	PSC	Project Selection Committee
CPG	Consolidated Planning Grant	REAP	Regional Economic Area Partnership
CRP	Carbon Reduction Program	RFP	Request for Proposals
CRRSAA	Coronavirus Response and Relief Supplemental	ROW	Right of Way
CUFC	Critical Urban Freight Corridor	RPSP	Regional Pathways System Plan
DBE	Disadvantaged Business Enterprise	SCAC	Sedgwick County Association of Cities
DOT	Department of Transportation	SHC	Safety and Health Committee
EIS	Environmental Impact Statement	SOV	Single Occupancy Vehicle
EJ	Environmental Justice	SRTS	Safe Routes to School
EPA	Environmental Protection Agency	STBG	Surface Transportation Block Grant (previously Surface Transportation Program - "STP")
FC	Functional Classification	STIP	Statewide Transportation Improvement Program
FFY	Federal Fiscal Year (October 01 - September 30)	TA	Transportation Alternatives
FHWA	Federal Highway Administration	TAB	Transit Advisory Board
FTA	Federal Transit Administration	TAC	Technical Advisory Committee
GIS	Geographic Information System	TAM	Transit Asset Management
HIP	Highway Infrastructure Program	TAZ	Traffic Analysis Zone
HOV	High Occupancy Vehicle	TDM	Travel Demand Model
HSIP	Highway Safety Improvement Program	TIP	Transportation Improvement Program
IKE	Kansas Eisenhower Legacy Program (KDOT Program)	TMA	Transportation Management Area
ITE	Institute of Transportation Engineers	TPB	Transportation Policy Body
ITS	Intelligent Transportation System	TRB	Transportation Research Board
KDOT	Kansas Department of Transportation	UAB	Urbanized Area Boundary
LEP	Limited English Proficiency	UCTC	United Community Transit Coalition
LOS	Level of Service	UPWP	Unified Planning Work Program
LRTP	Long Range Transportation Plan (same as MTP)	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

2024 TAC Representatives and Contact Information

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

*Current quorum is 10 based on appointed positions

Rev. 01/03/2024

2024 WAMPO MEETING SCHEDULE

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

Transportation Policy Body	Technical Advisory Committee	Executive Committee	Active Transportation Committee	ICT Safe: A Regional Transportation Coalition*	United Community Transit Coalition	Economic Development & Transportation Committee
<i>3:00 PM unless otherwise stated</i>	<i>10:00 AM unless otherwise stated</i>	<i>11:00 AM unless otherwise stated</i>	<i>9:30 AM unless otherwise stated</i>	<i>9:30 AM unless otherwise stated</i>	<i>2:00 PM unless otherwise stated</i>	<i>10:00 AM unless otherwise stated*</i>
JANUARY 9	JANUARY 22					
FEBRUARY 13	FEBRUARY 26	FEBRUARY 1		FEBRUARY 7	FEBRUARY 15	
MARCH 12	MARCH 25		MARCH 6			
APRIL 9	APRIL 22					
MAY 14	MAY 20	MAY 2		MAY 1	MAY 16	
JUNE 11	JUNE 24		JUNE 5			2024 EDTC Schedule TBD
JULY 9	JULY 22					
AUGUST 13	AUGUST 26	AUGUST 1		AUGUST 7	AUGUST 15	
SEPTEMBER 10	SEPTEMBER 23		SEPTEMBER 4			
OCTOBER 8	OCTOBER 28					
NOVEMBER 12	NOVEMBER 25	NOVEMBER 7		NOVEMBER 6	NOVEMBER 21	
DECEMBER 10			DECEMBER 4			



*ICT Safe was formerly the Safety and Health Committee

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