



Technical Advisory Committee (TAC) Meeting Notice

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

In-Person

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

Virtual

Click the link below for
online meeting access.

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Tentative Meeting Agenda	Page #
I. Welcome	
II. Regular Business	
A. Approval of TAC Agenda: March 25, 2024	
B. Approval of TAC Meeting Minutes: February 26, 2024	3 to 9
C. Director's Report <ul style="list-style-type: none"> i. MTP 2050/FFY2025-FFY2028 TIP: Upcoming Project Selection Committee (PSC) Meetings ii. Safe Streets and Roads for All (SS4A) Grant Updates iii. Upcoming Requests for Proposals (RFPs) iv. FFY2023-FFY2026 TIP Amendment 8 Call for Changes open 04/08/2024 – 04/19/2024 	10 to 11 12 to 13 14 to 15
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.	16
IV. Action	
A. Transportation Improvement Program Amendment 7 – Peter Mohr, WAMPO <i>The TAC is asked to make a recommendation to the TPB on proposed Amendment #7 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #7 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #7 opened on March 8, 2024, and will run through March 22, 2024. No public comments have been received to date.</i>	17 to 18
V. Discussion/Updates	
A. WAMPO Electric Vehicle Network Plan – Dora Gallo, WAMPO <i>The WAMPO Electric Vehicle (EV) Network Plan addresses the region's growing demand for electric vehicles by providing a comprehensive strategy for EV charging infrastructure. Emphasizing immediate actions and longer-term planning, the plan aims to position the WAMPO region as an EV destination, corridor, and gateway. It aligns with existing plans for economic development and improved air quality. The plan categorizes charging infrastructure into Level 1, Level 2, and Direct Current Fast Charging (DCFC), which have different charging speeds and appropriate applications. Community input was gathered through a survey, showcasing WAMPO's commitment to inclusivity. The plan recommends strategically placing EV charging stations in key locations to support EV owners, promote sustainability, and stimulate market growth. Overall, the plan aims to create a robust and interconnected EV charging network to meet the evolving needs of the growing electric vehicle market. The public comment period for the EV Network Plan is open through April 11, 2024.</i>	19 to 21

<p>B. <u>Safe System Approach: Safer Roads</u> – 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 Roads objective of the approach.</i></p>	
<p>C. <u>Quarterly Transit Update</u> – Raven Alexander, Wichita Transit <i>Wichita Transit will provide a quarterly transit update.</i></p>	
<p>VI. Other Business</p>	
<p>VII. Adjournment</p>	
<p>VIII. WAMPO Reference Material</p> <ul style="list-style-type: none"> A. WAMPO Region Population Table and Map B. WAMPO Area Public Transit Ridership Table C. MTP 2050 Development Progress D. WAMPO Acronym Glossary E. Technical Advisory Committee Roster F. 2024 WAMPO Meeting Schedule 	<p>22 to 23</p> <p>24</p> <p>25 to 26</p> <p>27</p> <p>28</p> <p>29</p>

Chad Parasa, TPB Secretary

March 18, 2024



Meeting Minutes

Technical Advisory Committee (TAC) Meeting Minutes

Monday, February 26, 2024, @ 10:00 AM

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

Meeting Duration: 50 minutes

Voting Members in Attendance		
<p>Russ Kessler, <i>TAC Chair</i> Raven Alexander, <i>Wichita Transit</i> Brent Clark, <i>Freight Movement</i> Duane Flug, <i>KDOT</i> Danielle Gabor, <i>SCAC</i> Jolene Graham, <i>Economist</i> Paul Gunzelman, <i>Wichita</i> Mary Hunt, <i>Urban Land Use Planning & Development Trends</i></p>	<p>Les Mangus, <i>Butler/Sumner Counties</i> Shawn Mellies, <i>Wichita</i> Lizeth Ortega, <i>Air Quality</i> Lynn Packer, <i>Sedgwick County</i> Justin Shore, <i>SCAC</i> Allison Smith, <i>KDOT</i> Dan Squires, <i>SCAC</i></p>	<p>Alternates Tonja Howard, <i>Wichita Transit</i> <i>(voted on approval of February agenda and January minutes; became non-voting when TAC member serving as alternate for arrived)</i> Emily Jensen, <i>CTD #9 (voting)</i></p>
Other Attendees		
<p>Lonnie Burklund, <i>JEO</i> Dylan Cossaart, <i>WAMPO</i> Craig Crosse, <i>Goddard</i> Steve Degenhardt, <i>Wichita</i> Chaitanya Dodda, <i>WAMPO</i> Slade Engstrom, <i>TranSystems</i> Nick Flanders, <i>WAMPO</i> Dora Gallo, <i>WAMPO</i></p>	<p>Markey Jonas, <i>WAMPO</i> Alan Kailer, <i>Bike Walk Wichita</i> Ethan Kershaw, <i>Wichita</i> Dani Lasher, <i>WAMPO</i> Brett Letkowski, <i>TranSystems</i> Mike Malone, <i>JEO</i> Peter Mohr, <i>WAMPO</i> ThaiBinh Mursch, <i>MAPD</i></p>	<p>Kim Neufeld, <i>Bike Walk Wichita</i> Chad Parasa, <i>WAMPO</i> Marcela Quintanilla, <i>WAMPO</i> Riley Schmitz, <i>Wichita</i> Kyle Thomas, <i>WAMPO</i> Bill Troe, <i>SRF</i> Tyler Voth, <i>WSP</i> James Wagner, <i>Wichita</i></p>

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

2. Regular Business

A. Approval of February 26, 2024, Agenda

Discussion: None.

Action: Approve the February 26, 2024, agenda, as proposed. (13-0)¹

Motion: Paul Gunzelman

Second: Lynn Packer

B. Approval of January 22, 2024, Meeting Minutes

Discussion: None.

Action: Approve the January 22, 2024, meeting minutes, as proposed. (13-0)

Motion: Jolene Graham

Second: Dan Squires

C. Director’s Report

i. Bimonthly TIP Project Statuses Report

¹ Three (3) voting TAC members did not arrive until after the votes to approve the February 2024 agenda and January 2024 minutes. WAMPO provides meeting minutes that are not verbatim. TAC and TPB meetings are recorded and hosted on YouTube @WAMPO Kansas. To request assistance accessing meeting recordings call – (316) 779-1313 or email – wampo@wampo.org.

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

February 2024 TIP Project Statuses - <https://bit.ly/2-24-TIP-Project-Statuses>

ii. MTP 2050/FFY2025-FFY2028 TIP Call for Projects: Projects Submitted, Next Steps, and Upcoming Project Selection Committee (PSC) Meetings

Mr. Mohr shared that from September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). Eleven (11) WAMPO member jurisdictions submitted one hundred and eight (108) total projects. These projects will be scored and ranked by WAMPO staff and consultants, then submitted to the Project Selection Committee (PSC) for recommendations to the TAC and TPB on which projects to prioritize for funding.

WAMPO staff and consulting firm PEC will finish scoring and ranking the projects by February 29, 2024, and will present them to the PSC for consideration at a series of meetings in April 2024.

Discussion:

Shawn Mellies asked if project sponsors will need to present their projects to the Project Selection Committee (PSC). Mr. Mohr said that presenting on projects is not a requirement and is not something being scheduled at this time. Lynn Packer commented that the PSC would probably want to meet and review projects before determining if a presentation is necessary. Chad Parasa confirmed that if requested by the PSC, WAMPO staff will reach out to jurisdictions to arrange and schedule project presentations.

Allison Smith expressed concerns about the project selection timeline, sharing that KDOT typically reviews new projects submitted for suballocated funding and based on the quantity of projects submitted will likely need at least a month to do so. Mr. Mohr said he would be in contact to work out the details and send the projects for review.

iii. ICT Safe February 7, 2024, Meeting Overview

Dani Lasher, WAMPO, gave an overview of what was discussed at the ICT Safe: A Regional Transportation Coalition meeting on February 7, 2024.

Mr. Parasa explained that ICT Safe is an overarching regional safety coalition that includes multiple grassroots, safety-focused, community organizations, including the Wichita Sports Commission. Ms. Lasher highlighted the Wichita Sports Commission's efforts to improve transportation safety, sharing the Fans with a Plan initiative that works with

sporting events and organizations to promote ridesharing for anyone who is drinking and needs a ride home.

For more information about ICT Safe, meeting agenda packets, and meeting summaries, please visit <https://www.wampo.org/ict-safe>.

3. Public Comments

None.

4. Action

A. 2024 Unified Planning Work Program Amendment 1

Ms. Lasher explained that the Unified Planning Work Program (UPWP) is WAMPO’s primary budgeting document for planning activities during the year (January 1 - December 31), and introduced proposed 2024 Unified Planning Work Program Amendment 1. Funding for the UPWP comes from various sources, including federal Consolidated Planning Grant (CPG) funds, which require a 20% local match (i.e., 80% federal funding, 20% local funding). The 2024 UPWP was approved by the Transportation Policy Body on November 14, 2023; updates are needed to account for the removal of tasks that are no longer eligible or necessary and for the addition of tasks that are not currently in the 2024 UPWP. The Public Comment period for proposed 2024 UPWP Amendment 1 is February 10, 2024, through March 3, 2024. One public comment has been received to date, supporting the amendment and suggesting that funding be devoted to a grant application for the Active Transportation Infrastructure Investment Program, either through this amendment or a later amendment.

Ms. Lasher explained the changes proposed in 2024 UPWP Amendment 1 (as shown in the table below) and noted a minor change to be made in the version of the amendment presented. On page 30 of the proposed amendment, the last line of Subtask 6.3 states that the anticipated completion date of the Regional Intelligent Transportation Systems (ITS) Architecture project is December 2024. Although the funding programmed for ITS in 2024 will be used by that time, there will be funding programmed in the 2025 UPWP, as well, and project completion is anticipated in April 2025. If the amendment is approved, Consolidated Planning Grant (CPG)/local match expenditures in the 2024 UPWP will total \$2,494,850.

Task	Original	Revised	Change	Page #	Reasoning
2.6 Consultant Services: Video Creation Services	\$ 50,000	\$ -	\$ 50,000	-	Removal of WAMPO's of video creation services in 2024
1.2 Budget and Financial Monitoring Systems and Preparation of 2025 UPWP	\$ 106,000	\$ 106,000	\$ -	16	Inclusion of audit consulting services
2.2 Other Long-Range Planning	\$ 27,000	\$ 27,000	\$ -	19	Inclusion of SS4A demonstration grant tasks
2.3 Consultant Services: Safe Streets and Roads for All Grant Assistance	\$ -	\$ 75,000	\$ 75,000	19	Addition of SS4A implementation grant application assistance
3.8 Consultant Services: Safe Routes to School Plans Development	\$ -	\$ 100,000	\$ 100,000	25	Expansion of Safe Routes to School planning assistance to include consultant services
6.1 Travel Demand Model	\$ 72,000	\$ 72,000	\$ -	28	Inclusion of Travel Demand Model tasks
6.3 Consultant Services: Technology and Innovation Equipment Purchase	\$ 100,000	\$ -	\$ 100,000	-	Removal of the technology and innovation equipment purchase sub-task
6.3 Consultant Services: Intelligent Transportation Systems (ITS)	\$ -	\$ 250,000	\$ 250,000	30	Inclusion of Intelligent Transportation Systems consultant services
2.6 Consultant Services: K-15 Corridor Management Plan (with KDOT)	\$ -	\$ 50,000	\$ 50,000	21	Addition of WAMPO's contribution to the K-15 Corridor Management Plan
Updated the Anticipated Expenditures				36	Includes expense changes from Sub-Tasks 2.6, 2.3, 3.8, and 6.3
Updated the Budget				37	Includes the the added Sub-Tasks 2.3, 2.6, 3.8, and 6.3

Rev 2/9/24

2024 Unified Planning Work Program Proposed Amendment 1, without the proposed change to Subtask 6.3 - <https://bit.ly/2024UPWPAmendment1>

Discussion: None.

Action: Recommend the TPB approve 2024 UPWP Amendment 1, with specific changes to account for the change in the anticipated completion date for Sub-Task 6.3. (16-0)

Motion: Dan Squires

Second: Brent Clark

5. Discussion/Updates

A. Employment Projections

Mr. Mohr presented WAMPO employment projections, sharing that they are an integral part of long-range transportation planning. Understanding the trajectory of employment within a region is critical in forecasting future demands on the transportation system. Accordingly, WAMPO staff have developed employment 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 experience in developing such forecasts, CEDBR assisted WAMPO staff in creating a detailed set of projections specifically tailored for the region. The projections reflect the number of people employed within the boundaries of each jurisdiction, not the number of people living in the jurisdiction who are active in the workforce.

WAMPO Employment Projections

Total Employed	2023	2025	2030	2035	2040	2045	2050
Wichita	209,741	212,488	219,856	227,647	235,075	242,701	250,327
Derby	6,962	7,364	8,386	9,422	10,447	11,480	12,513
Andover	4,227	4,344	4,742	5,251	5,702	6,191	6,696
Haysville	2,341	2,506	2,923	3,344	3,763	4,183	4,603
Park City	3,738	3,860	4,183	4,519	4,841	5,170	5,500
Bel Aire	1,744	1,869	2,179	2,490	2,801	3,113	3,424
Valley Center	1,802	1,912	2,190	2,472	2,750	3,031	3,311
Mulvane	1,707	1,752	1,859	1,969	2,094	2,214	2,334
Maize	2,509	2,618	2,892	3,169	3,444	3,721	3,997
Goddard	3,535	3,636	3,898	4,169	4,432	4,700	4,968
Rose Hill	1,244	1,276	1,359	1,447	1,535	1,620	1,706
Clearwater	701	712	741	771	801	831	861
Kechi	613	643	721	801	879	958	1,038
Cheney	879	890	920	952	983	1,014	1,046
Colwich	603	609	626	645	663	681	700
Garden Plain	208	210	215	220	225	230	235
Andale	470	477	496	516	535	554	574
Mount Hope	151	153	159	165	171	177	183
Eastborough	53	53	55	56	58	59	61
Bentley	126	128	133	138	142	147	152
Sedgwick**	43	43	44	45	46	47	48
Viola	5	5	5	5	5	5	5
Sedgwick County*	24,037	23,392	21,895	20,504	19,028	17,589	16,149
Butler County*	1,156	1,125	1,053	982	908	834	760
Sumner County*	714	718	695	653	652	640	638
WAMPO Region	269,310	272,784	282,227	292,353	301,979	311,891	321,827

*Unincorporated portion inside of WAMPO Boundary

**Portion of city inside of WAMPO Boundary

Updated: 2/14/2024

B. Congestion Management Process (CMP)

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

Lonnie Burklund, JEO, provided a detailed review of the CMP, highlighting the comprehensive effort involving various stakeholders and coordination with Metropolitan Transportation Plan 2050 (MTP 2050). The CMP serves as a guiding framework to manage congestion systematically,

relying on accurate and up-to-date data to evaluate projects' impacts on congestion. The process involves defining the network, analyzing survey responses, and establishing performance measures aligned with regional objectives. The presentation emphasized the importance of strategies like traffic flow optimization, signal timing enhancements, and public transportation improvements to reduce congestion and improve overall mobility in the WAMPO region. The CMP aims to create a cyclical process of programming, evaluation, and implementation to continually improve congestion management efforts and inform future planning. A final draft of the CMP will be brought to the TAC and TPB for formal action on March 25, 2024, and April 9, 2024, respectively.

Discussion:

Mary Hunt asked Mr. Burklund to elaborate on the surveying of other communities for the development of the CMP and clarify what information was sought. Mr. Burklund explained that they reviewed other MPOs to learn more about best practices and gain insight into varying CMP processes across different agencies.

Brent Clark asked how the WAMPO region compared to other areas when it comes to different modes of transportation, such as taking the bus and biking. Mr. Burklund said that he did not have the statistics but that it is likely in line with other Midwestern regions. There have been major strides in the last five to ten years with more trail networks, and although there has not been a huge flux of transit, connectivity is continuously improving. Currently, 80-85% of commuters do so in single-occupant vehicles, but there is an increasing focus on multimodal options. Mr. Parasa noted how important alternative modes of transportation, like transit or biking, are within a transportation system and how they can offer solutions to improving traffic congestion.

Mr. Clark asked if freight-specific congestion issues were studied. Mr. Burklund said they looked at incorporating performance measures for truck reliability and that freight will be evaluated in more detail in the travel demand model.

Chair Kessler commented on how little congestion there is in the region compared to other metropolitan areas and how important it is to be proactive about managing potential future congestion. Mr. Parasa concurred, sharing that it is standard MPO procedure for staff to periodically monitor trends and look ahead for how trends may evolve.

C. Regional Transit Implementation Plan

Bill Troe, SRF, gave a status update on the Regional Transit Implementation Plan that is being developed by WAMPO in collaboration with SRF Consulting Group, Nelson/Nygaard Consulting Associates, and Shockey Consulting Services. The plan will build upon Connecting Communities: Wichita Area Transit Feasibility Study (2018) and will be a companion plan to the Wichita Transit Network Redesign Plan and the WAMPO Coordinated Public Transit-Human Services Transportation Plan. Three (3) public meetings were held on February 20, 2024, and focused on understanding existing transportation systems and services, identifying needed services and gaps, exploring options, and developing service packages. The plan aims to better support commuter travel and access to basic human services in the WAMPO area.

Mr. Troe emphasized the importance of flexibility and diversity in addressing the needs of different communities within the region and outlined a range of concepts and service alternatives being considered. The ultimate goal is to develop an integrated package of services, identifying operators and funding sources, to provide cost-effective and efficient transportation solutions.

Discussion:

Justin Shore thanked Mr. Troe and WAMPO staff for hosting the public meetings and encouraged everyone to help spread the word about future meetings to increase attendance.

6. Committee & Partnership Updates

None.

7. Other Business

Mr. Parasa thanked guest presenters Mike Malone, Lonnie Burklund, and Bill Troe, saying that the Travel Demand Model, Congestion Management Process, and Regional Transit Implementation Plan projects are all progressing well.

8. Meeting adjourned at 10:50 AM

The next regular meeting will be held on Monday, March 25, 2024, at 10:00 AM.



Agenda Item 2Ci: Director's Report
MTP 2050/FFY2025-FFY2028 TIP: Upcoming
Project Selection Committee (PSC) Meetings

Peter Mohr, Manager of Transportation Engineering and Data

Executive Summary

From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for Metropolitan Transportation Plan 2050 (MTP 2050) and the FFY2025-FFY2028 Transportation Improvement Program (TIP). One hundred and three (103) projects from eleven (11) WAMPO member jurisdictions have been scored and ranked by WAMPO staff and consultants. These projects will be considered by the Project Selection Committee (PSC) at meetings in April 2024 for recommendations to the TAC and TPB on which projects to prioritize for funding.

Background

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

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

WAMPO staff will provide information on the submitted projects, including their calculated scores and ranks and the results of the review by KDOT, to the members of the Project Selection Committee (PSC) for consideration.



Agenda Item 2Ci: Director's Report
MTP 2050/FFY2025-FFY2028 TIP: Upcoming
Project Selection Committee (PSC) Meetings

Peter Mohr, Manager of Transportation Engineering and Data

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

Andover	3	Haysville	12	Sedgwick County	38*
Bel Aire	11	Maize	3	Valley Center	5
Butler County	2*	Mulvane	1	Wichita	24**
Derby	2	Park City	3	Total	103

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

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

Next Steps

- » April 2024: The PSC meets to consider which submitted projects to recommend to the TAC and TPB for funding priority in MTP 2050 and the FFY2025-FFY2028 TIP, while maintaining fiscal constraint in both documents.
- » TAC recommendation on project funding priorities.
- » TPB approval of project funding priorities.



Agenda Item 2Cii: Director's Report Safe Streets and Roads for All (SS4A) Grant Updates

Dani Lasher, Community Planner

Executive Summary

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

Safe Streets and Roads for All (SS4A) Demonstration Grant

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

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

With the adoption of a Comprehensive Safety Action Plan (CSAP) in December 2023, WAMPO qualifies to apply for an SS4A implementation grant. These grants focus on the execution of strategies identified in the CSAP, which may involve major safety-related infrastructure improvements. According to the FHWA, implementation grants are anticipated to range from \$1 million to \$25 million. On March 12, 2024, the TPB approved an amendment to the 2024 Unified Planning Work Program (UPWP) that reflects work tasks associated with the SS4A implementation grant program and budgets funding to hire a consultant to assist with an implementation-grant application. Hiring a consultant is intended to help ensure WAMPO's success in a highly competitive application process.

Next Steps

- » WAMPO staff will continue to work with the FHWA to ensure compliance with SS4A demonstration-grant requirements and provide participating municipalities with additional information as it becomes available.
- » WAMPO staff will complete an application for the 2024 round of SS4A implementation-grant funding by the deadline of May 16, 2024. If this application does not result in the awarding of an implementation grant in the WAMPO region, preparing the application will still provide WAMPO staff with knowledge of the application process and its requirements that may then be used during the preparation of an application for the 2025 round of implementation-grant funding.



Agenda Item 2Cii: Director's Report Safe Streets and Roads for All (SS4A) Grant Updates

Dani Lasher, Community Planner

- » WAMPO will issue a Request for Proposals (RFP) and select a consultant to assist in preparing an SS4A implementation-grant application for the 2025 round of funding. Because time is required to prepare a high-quality application for such a competitive process, the selected consultant will be asked to focus on preparing an application for the 2025 round of funding, as opposed to the 2024 round.

Attachments

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



Executive Summary

WAMPO is preparing to issue several Requests for Proposals (RFPs) for consultants to help with the following projects: Developing an Intelligent Transportation Systems (ITS) architecture for the region; Safe Routes to School (SRTS) planning assistance; Travel Demand Model (TDM) Update Phase 2; and preparing an application for a Safe Streets and Roads for All (SS4A) Implementation Grant in 2025. An RFP for financial & single audit services is currently active, and responses to an earlier RFP for the procurement of automated bicycle/pedestrian counters are under evaluation.

Background

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

Intelligent Transportation Systems (ITS) Architecture

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

Travel Demand Model (TDM) Update Phase 2

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

Safe Routes to School (SRTS) Planning Assistance

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

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

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



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

Dani Lasher, Community Planner

Financial & Single Audit Services

An RFP for a consultant to assist WAMPO with the completion of its annual single audit was issued on March 8, 2024, and will be active through March 29, 2024. The selected consultant will provide services for the fiscal years ending December 31, 2024, December 31, 2025, and December 31, 2026.

Automatic Bicycle/Pedestrian Counters

WAMPO recently closed a Request for Proposals for the procurement of automated bicycle/pedestrian counters. Responses to this RFP were accepted from February 14 to March 15, 2024. Staff are currently reviewing the received proposals.

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



Agenda Item 3
Public Comment Opportunity
Haysville Mayor Russ Kessler, TAC Chair

Background

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

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



Agenda Item 4A: Action

FFY2023-FFY2026 Transportation Improvement Program Amendment #7

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

Executive Summary

The TAC is asked to make a recommendation to the TPB on proposed Amendment #7 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP). Amendment #7 is a regularly scheduled TIP amendment and would maintain the fiscal constraint of the FFY2023-FFY2026 TIP. The Public Comment period for Amendment #7 opened on March 8, 2024, and will run through March 22, 2024. No public comments have been received to date.

Background

Amendment #7 to the WAMPO FFY2023-FFY2026 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the seventh scheduled amendment for this TIP, **adding five (5) new projects** and **modifying four (4) projects**. The below-linked Amendment #7 summary also provides notice of an **administrative adjustment to one (1) project**, which does not require approval by the TAC or TPB. The Public Comment period for Amendment #7 opened on March 8, 2024, and will run through March 22, 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 a 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-24-03	Butler County	SW Prairie Creek Rd Bridge over Eightmile Creek [New Project]	\$650,000	\$0	\$460,000	\$1,110,000
B-24-01	KDOT	US-54: Bridges #331, #334, and #336 at the US-54 and Eisenhower Airport Parkway Interchange in Wichita [New Project]	\$0	\$2,060,500	\$0	\$2,060,500
B-24-02	KDOT	Sedgwick County I-135 Canal Route Bridge Study [New Project]	\$0	\$250,000	\$0	\$250,000
INT-24-01	KDOT	K-15: Intersections at 71st, 47th and MacArthur (City of Derby) [New Project]	\$0	\$746,300	\$0	\$746,300
P-24-01	KDOT	WAMPO Supplemental Planning and Demonstration Activities [New Project]	\$0	\$176,250	\$0	\$176,250
T-17-02	Wichita Transit	Wichita Transit Other Capital	\$5,200,000	\$0	\$20,800,000	\$26,000,000
T-17-05	Wichita Transit	Wichita Transit: FTA 5339 Program - Grants for Buses and Bus Facilities	\$671,213	\$0	\$2,684,850	\$3,356,063
T-19-01	Wichita Transit	FTA 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities	\$565,618	\$0	\$607,285	\$1,172,903
T-19-02	Wichita Transit	Wichita Transit Operating	\$18,000,000	\$0	\$18,000,000	\$36,000,000
B-23-02*	KDOT	Repair Bridges #143 & #317 on US-54 in Sedgwick County	\$0	\$13,700	\$54,500	\$68,200
Total			\$25,086,831	\$3,246,750	\$42,606,635	\$70,940,216

* Administrative Adjustment



Agenda Item 4A: Action

FFY2023-FFY2026 Transportation Improvement Program Amendment #7

Peter Mohr, Manager of Transportation Engineering and Data

Nick Flanders, Senior Transportation Planner

Staff Recommendation

Recommend the TPB approve FFY2023-FFY2026 TIP Amendment #7, as presented.

Action Options

- » Recommend the TPB **approve** FFY2023-FFY2026 TIP Amendment #7, **as presented**.
- » Recommend the TPB **not approve** FFY2023-FFY2026 TIP Amendment #7.
- » Recommend the TPB **approve** FFY2023-FFY2026 TIP Amendment #7, **with specific changes**.

Next Steps

- » The TAC's recommendation will be presented to the Transportation Policy Body on April 9, 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 May 2024.

Attachment

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



Agenda Item 5A: Discussion/Updates

WAMPO Electric Vehicle Network Plan

Dora Gallo, Transportation Planner

Executive Summary

The WAMPO Electric Vehicle (EV) Network Plan addresses the region's growing demand for electric vehicles by providing a comprehensive strategy for EV charging infrastructure. Emphasizing immediate actions and longer-term planning, the plan aims to position the WAMPO region as an EV destination, corridor, and gateway. It aligns with existing plans for economic development and improved air quality. The plan categorizes charging infrastructure into Level 1, Level 2, and Direct Current Fast Charging (DCFC), which have different charging speeds and appropriate applications. Community input was gathered through a survey, showcasing WAMPO's commitment to inclusivity. The plan recommends strategically placing EV charging stations in key locations to support EV owners, promote sustainability, and stimulate market growth. Overall, the plan aims to create a robust and interconnected EV charging network to meet the evolving needs of the growing electric vehicle market. The public comment period for the EV Network Plan is open through April 11, 2024.

Background

WAMPO's Electric Vehicle (EV) Network Plan has been developed to support the growing market for Personal Electric Vehicles (PEVs) in the region by enabling municipalities and others to address immediate needs and longer-term planning objectives, so that the WAMPO region will become an EV destination, corridor, and gateway.

The Electric Vehicle Network Plan outlines initial steps the region can take to support and encourage electric-vehicle adoption and outlines a comprehensive course of action to provide EV charging infrastructure and efficiently and effectively remove barriers to further EV adoption in the WAMPO region. The plan will serve as a starting point for private and public entities to grow more familiar with opportunities and challenges related to electric vehicles, charging infrastructure, and the adoption thereof.

The Electric Vehicle Network Plan supports the goals of the upcoming WAMPO Metropolitan Transportation Plan 2050 (MTP 2050) and the Charge Up Kansas NEVI Plan by advancing the use of EVs to improve air quality and foster economic development. WAMPO has an opportunity to adapt to emerging technologies by closing EV charging-infrastructure gaps and removing barriers to EV adoption.

Why Local Governments?

City and county officials have the chance to take bolder actions, enact changes more expeditiously, and attain significant outcomes more swiftly than their counterparts at the state and federal levels. Immediate advantages for cities include reduced emissions, lower operational expenses, and advancements in health, social equity objectives, economic growth, and energy security. Policies promoting transportation electrification can diminish air pollution, hasten the integration of renewable energy sources, achieve decarbonization, and enhance certainty regarding future energy costs.



Charging Infrastructure

Charging equipment for PEVs is classified by the rate at which vehicles’ batteries are charged. Charging times vary based on how depleted the batteries are, how much energy they hold, the type of battery, and the type of charging equipment, distinguished by charging level and power output.

Level 1 (L1) Charging:

Charging an electric vehicle with a Level 1 charger does not require any special equipment. The vehicle can be plugged into a regular 120-volt AC outlet, provided it is on a dedicated circuit that does not supply electricity to anything else. Nearly all electric vehicles come with a cord that will fit a standard 3-prong outlet. L1 charging takes about an hour to add 3-5 miles of range to an electric vehicle. Because of the time needed, L1 charging of PEVs is mostly used at home and overnight. Level 1 charging works well for plug-in hybrid electric vehicles (PHEVs) because they have smaller batteries.

Level 2 (L2) Charging:

Level 2 chargers are the most common for daily charging. They are faster than L1 chargers but require special equipment. L2 charging adds up to 60 miles of range per hour of charging time and can fully charge an empty battery in 4-10 hours. This allows for use in public or work environments where vehicles are often parked for extended periods.

Direct Current Fast Charging (DCFC):

Direct Current Fast charging (DCFC) is much quicker than L1 or L2 charging, making it preferable for drivers on the go. It enables rapid charging along heavy-traffic corridors. DCFC equipment can charge an electric battery up to 80% full in 20 minutes to 1 hour. Most EVs have battery-management systems intended to blunt any negative effects of DC Fast charging on their batteries. Regardless, DC Fast charging can put more strain on batteries than Level 1 or Level 2 charging.

Community Input

WAMPO conducted a survey from June 25 to August 31, 2023, to gather vital insights for the Electric Vehicle Network Plan. This survey consisted of 12 questions and was completed by 577 participants. 574 of the completed surveys were in English, 2 in Spanish, and 1 in Vietnamese. Throughout the public engagement phase of the plan-development process, WAMPO staff spent a total of 157 hours on public outreach efforts: 15.5 hours on social media posts and email correspondence and 141.5 hours on tabling events, underlining the organization's commitment to fostering a robust and well-informed community dialogue around electric-vehicle infrastructure.

Outreach Activities	WAMPO Staff Hours
Social Media Posts/Emails	15.5
Tabling Events	141.5
Total	157.0



Agenda Item 5A: Discussion/Updates

WAMPO Electric Vehicle Network Plan

Dora Gallo, Transportation Planner

Policies for EV Adoption

The growing adoption of electric vehicles in the WAMPO region highlights the need for proactive development of codes and regulations. Local authorities should focus on creating guidelines for EV charging-station installation, maintenance, and expansion, covering zoning regulations, technical specifications, and accessibility. Collaboration between municipalities and private stakeholders, involving incentives, is crucial for supporting EV infrastructure growth. Forward-thinking regulations should anticipate future advancements in electric vehicle technology, positioning the region as a leader in sustainable transportation planning. Overall, these efforts aim to foster a greener and more resilient transportation network in the WAMPO region.

Recommended Locations

Strategic placement of EV charging stations is vital for widespread accessibility, focusing on locations like airports, shopping malls, sports complexes, and residential areas. This approach caters to the needs of EV owners, supports sustainable practices, and encourages market growth. Additionally, tourist attractions and viewpoints should have Level 2 chargers for longer stays. A comprehensive charging network promotes EV adoption and addresses the evolving needs of the electric vehicle market.

There is an expectation that a significant share of EV charging will take place at private residences, particularly single-unit detached houses. This must be considered when determining appropriate quantities and locations of public charging stations. 29% of the 250,017 dwelling units in the WAMPO region are single-unit detached homes.

Next Steps

The public comment period for the WAMPO Electric Vehicle Network Plan is open through April 11, 2024. Please visit <https://www.wampo.org/electric-vehicles> to share your thoughts.

Attachment

- » **WAMPO EV Network Plan** – <https://bit.ly/3TxjoGw>



WAMPO-REGION POPULATION TRENDS, 1900-2020

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

*Unincorporated portion inside WAMPO boundary

**Portion of city inside WAMPO Boundary

	Last Census year before incorporation
	El Paso City

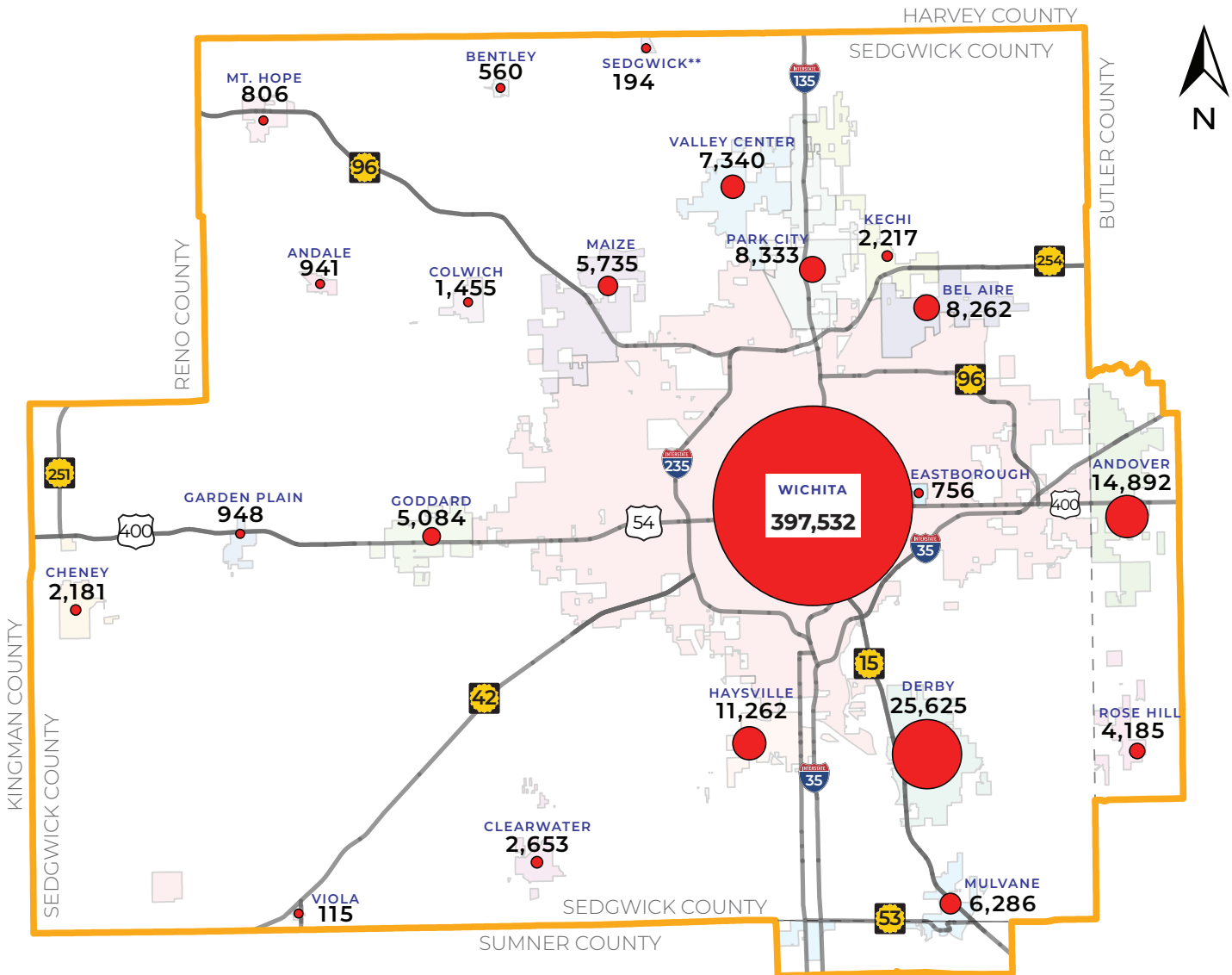
Populations of Entire Counties

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

Source: 1900-2020 US Decennial Censuses



WAMPO REGION 2020 POPULATION



WAMPO Region Total Population: 547,230

Unincorporated Population: 39,868

**Portion of population within WAMPO boundary



WAMPO AREA PUBLIC TRANSIT RIDERSHIP TABLE

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

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

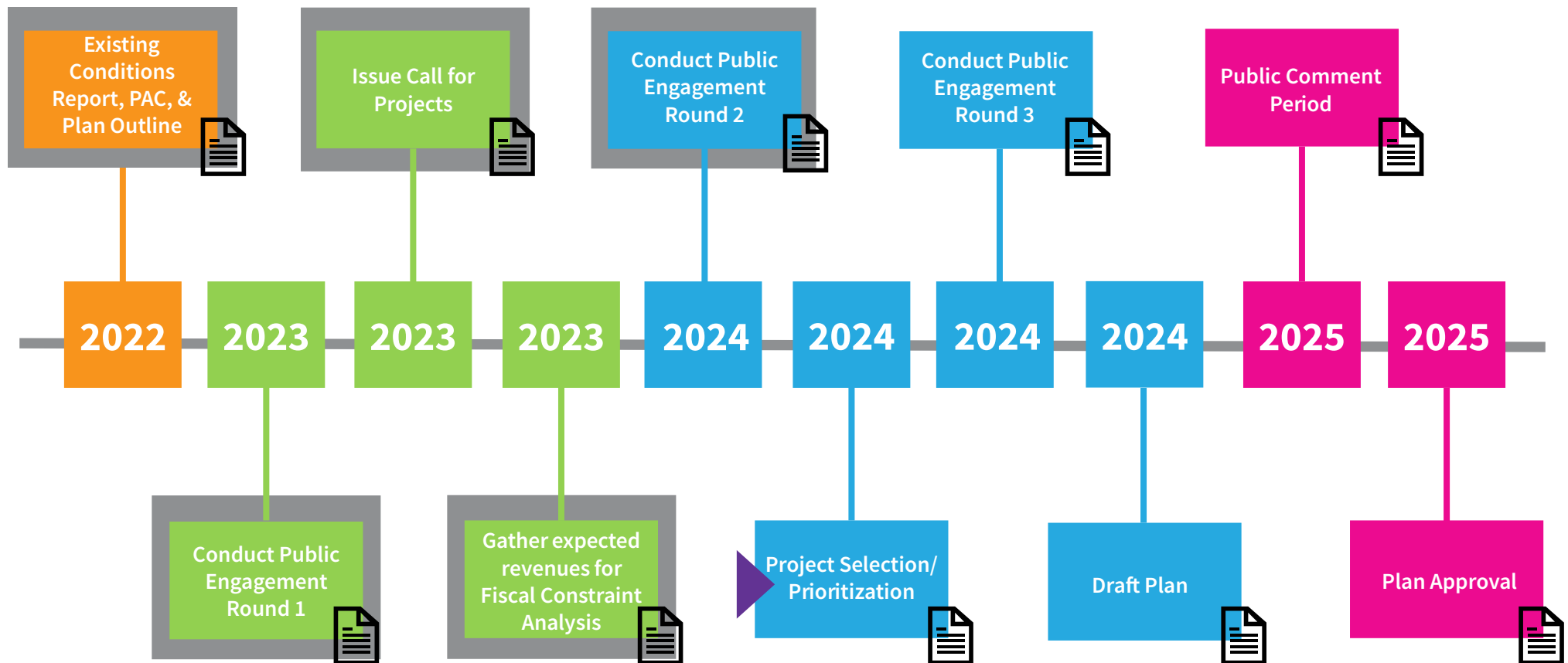
Point of Contact

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

Metropolitan Transportation Plan

2050

Progress





WAMPO TRANSPORTATION ACRONYM GLOSSARY

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	MPA	Metropolitan Planning Area
AASHTO	American Association of State Highway and Transportation Officials	MPO	Metropolitan Planning Organization
ACS	American Community Survey	MSA	Metropolitan Statistical Area
ADA	Americans with Disabilities Act	MTP	Metropolitan Transportation Plan (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)	Duane Flug	duane.flug@ks.gov		
Butler/Sumner Counties Representative	Les Mangus	lmangus@andoverks.com		
Sedgwick County Association of Cities (SCAC)	Dan Squires	dansquires@derbyweb.com		
Sedgwick County Association of Cities (SCAC)	Danielle Gabor	dgabor@haysville-ks.com		
Sedgwick County Association of Cities (SCAC)	Justin Shore	jshore@clearwaterks.org		
Regional Economic Area Partnership (REAP) Representative	Marcy Aycock	maycock@workforce-ks.com	Keith Lawing	klawing@workforce-ks.com
Regional Pathways Representative	Craig Crossette	ccrossette@goddardks.gov		
Air Quality Representative	Lizeth Ortega	lortega@wichita.gov		
At Large Representative for Freight Movement (Named by TPB)	Brent Clark	bclark@valleycenterks.org		
Railroad Freight Representative (Named by TPB)				
Economist (Named by TPB)	Jolene Graham	jgraham@andoverks.com		
Technologist (Named by TPB)				
Urban Land Use Planning & Development Trends Expert (Named by TPB)	Mary Hunt	mmhunt@wichita.gov	Moumita Kundu	mkundu@wichita.gov
Public Health Representative (Named by TPB)	Jack Brown	jbrown4@kumc.edu		
Ex-Officio Non-Voting Members				
Federal Highway Administration Representative	Matt McDonald	matthew.mcdonald@dot.gov		
Federal Transit Administration Representative	Daniel Nguyen	daniel.nguyen@dot.gov		
Kansas Turnpike Authority Administration	Glen Scott	gscott@ksturnpike.com	David Jacobson	djacobson@ksturnpike.com
WAMPO Executive Director	Chad Parasa	chad.parasa@wampo.org		
WAMPO Engineering & Data Analyst	Chaitanya Dodda	nagachaitanya.dodda@wampo.org		
WAMPO Community Planner	Dani Lasher	danielle.lasher@wampo.org		
WAMPO Transportation Planner	Dora Gallo	dora.gallo@wampo.org		
WAMPO Engineering & Data Analyst	Dylan Cossaart	dylan.cossaart@wampo.org		
WAMPO Director of Mobility Management	Jessica Warren	jessica.warren@wampo.org		
WAMPO Multimodal Transportation Safety Planner	Kim Neufeld	kimberly.neufeld@wampo.org		
WAMPO Senior Accountant	Kyle Thomas	kyle.thomas@wampo.org		
WAMPO Engineering & Data Analyst	Lauren Bulcroft	lauren.bulcroft@wampo.org		
WAMPO Engineering & Data Analyst	Marcela Quintanilla	marcela.quintanilla@wampo.org		
WAMPO Administrative & Public Outreach Coordinator	Markey Jonas	markey.jonas@wampo.org		
WAMPO Senior Transportation Planner	Nick Flanders	nicholas.flanders@wampo.org		
WAMPO Manager of Transportation Engineering & Data	Peter Mohr	peter.mohr@wampo.org		

**Current quorum is 11 based on appointed positions*

Rev. 03/13/2024

2024 WAMPO MEETING SCHEDULE

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

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



*ICT Safe was formerly the Safety and Health Committee

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